

MD-11 CAPTAIN TRAINING

SIMULATOR EVALUATION PROFILES

Type Rating

Review License & Medical

Review Manuals and Publications

Proficiency Check Overview

Administrative (Lic/Med/Pubs/Overview) – 5 mins

Review of Flight Departure Papers – 10 mins

Break – 10 Mins

Simulator – 2.5 hrs

Debrief – 1 hour

***** Important *****

Treat this event as an actual flight. Do not assume that the Check Airman expects you to handle an emergency in a particular way, and don't assume that you can't control the pace of the flight as you would in an actual scenario. Use any and all resources available to you.

Satisfactory / Unsatisfactory PC Criteria

No repeat of maneuvers during Type Rating

+/- 100 ft, +/- 10 kts

No action that jeopardizes safety

No violation of aircraft (AOM) limitations

No action that causes damage to aircraft

PC will consist of (at a minimum):

Instrument & Crosswind takeoffs

CAT II/III Certification

2 Non-precision approaches

2 Precision approaches

Missed approach(es)

Steep Turns

Departure Stall

Engine failure on takeoff

(Capt) 2 engine inoperative

No flap/slat landing

MD-11 CAPTAIN TRAINING

SIMULATOR EVALUATION PROFILES

LAX-SDF

FLIGHT: ABC 903 → ROUTE: LAX-SDF →

GIVE SIMULATOR SAFETY BRIEF TO ALL CREW MEMBERS

INSTRUCTOR PANEL SETUP

➤ AIRPORT SELECT

- AIRPORT KLAX
- RUNWAY 25R
- GROUND POSITION RAMP

➤ AIRCRAFT STATUS

- ZFW 340,000
- TOTAL FUEL 93,800
- ZFW CG 22.1%
- TAKEOFF CG 25.5%
- GROSS WEIGHT 433,800
- ENGINES ALL OFF

➤ AIRPORT LIGHTS

- LIGHTS ALL 4
- VISUAL SCENE NIGHT
- RUNWAY CONDITIONS DRY

➤ GENERAL WEATHER

- CEILING (AGL) 100 OVC
- CLOUD TOP (MSL) 2,000
- VISIBILITY N/A
- RVR 2000 (Fog)
- PATCHY FOG RVR N/A
- SURFACE WIND 160/12
- SURFACE TEMP 15°C
- ALTIMETER 29.89
- ROUGH AIR LIGHT
- CHOP N/A
- THUNDERSTORM NONE

➤ MALFUNCTIONS

- HOT START – ENGINE 2
- FLAP POSITION – SLATS EXT (PREFLT)
- HYD TEST FAIL - RADAR TEST FAIL

CAPT AND F/O INSTRUMENTS (INSTRUCTOR WILL NOT SET THESE)

- FLAPS UP
- LIGHTS OFF
- RADIOS CLC 121.4 GND 121.65 TWR 133.9
- ALTIMETER 29.89

- NAV/RAD LAX/160 OCN/090
- ALT SELECT 5000
- SQUAWK 1245
- HEADING BUG 250°

CLEARANCE (Crew received in paperwork)

ABC 903 is cleared to SDF via the Oceanside departure then as filed, maintain 5000, expect filed altitude 10 minutes after departure, Departure frequency 124.3, squawk 1245

LAX ATIS (Crew received in paperwork)

“LAX Information Alpha, Wind 160 at 12, 1/2 mile visibility in fog, ceiling 200 overcast, temperature 15, dew point 12, altimeter 29.89, Landing and Departing runways 25L and 25R – RVR25R 3600”

MD-11 CAPTAIN TRAINING

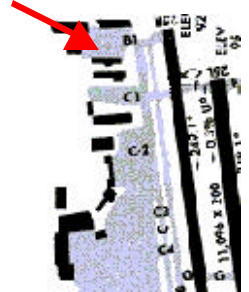
PROFICIENCY CHECK / PROFICIENCY TRAINING

Aircrew Briefing Guide

MD-11 Type Rating

ABC 903 LAX-SDF

The aircraft is parked at the Cargo Ramp area near C-1. You have just arrived at the aircraft and will need to accomplish a complete F/O cockpit preflight. Once this preflight is complete, you should perform all duties that the captain would normally perform in line operations. You should plan to block out by no later than 30 minutes after entering the simulator. When ready, contact LAX ground for push and start clearance.



The ATIS and PDC are printed below, and your flight plan / release is attached.

ACARS is inoperative, so you will not be able to request weather, ARTR's, etc., through this system. For all requests to Flight Control, use any alternate means of communication that you feel is appropriate.



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PROFICIENCY CHECK / PROFICIENCY TRAINING

WEIGHT & BALANCE

ACMS	0		1		2		3		4	
ZFW	340.0	22.1	340.2	22.0	340.4	21.9	340.6	21.8	340.8	21.7
97.8	436.8	25.3	437.0	25.2	437.2	25.2	437.4	25.1	437.6	25.0
96.8	435.8	25.4	436.0	25.3	436.2	25.3	436.4	25.2	436.6	25.1
95.8	434.8	25.4	435.0	25.3	435.2	25.3	435.4	25.2	435.6	25.1
94.8	433.8	25.5	434.0	25.4	434.2	25.4	434.4	25.3	434.6	25.2
93.8	432.8	25.5	433.0	25.4	433.2	25.4	433.4	25.3	433.6	25.2
92.8	431.8	25.6	432.0	25.5	432.2	25.5	432.4	25.4	432.6	25.3
91.8	430.8	25.6	431.0	25.5	431.2	25.5	431.4	25.4	431.6	25.3
90.8	429.8	25.7	430.0	25.6	430.2	25.6	430.4	25.5	430.6	25.4
89.8	428.8	25.7	429.0	25.6	429.2	25.6	429.4	25.5	429.6	25.4
88.8	427.8	25.8	428.0	25.7	428.2	25.7	428.4	25.6	428.6	25.5

TAKEOFF CG = 25.5
23.5 - 26.5

MD-11 Takeoff Runway Output - N254UP

Airport Identifier: LAX KLAX Elev./Pressure Altitude: 126 / 154 FT Maximum OAT: 50°C / 121°F	Runway Condition: DRY Air Conditioning: PACKS OFF Anti-Ice: OFF
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Wind: 160/12 MAGN-KTS Temperature: 15°C / 59°F Altimeter: 29.89 In Hg A	<div style="border: 1px solid black; padding: 5px; background-color: black; color: green; font-weight: bold;"> TAKEOFF KLAX RW25R FLEX TOCG/TOGW THRUST 60° 25.5/432.8 LIMITS> PACKS N1 SLOPE/WIND OFF 99.5 UP 0.0/HD 00 FLAP STAB OAT 25.0° 7.0 15°C V1 VFR CLB THRUST 135 160 1626 VR VSR/V3 ACCEL 141 211 3126 V2 VCL EO ACCEL 150 250 926 </div>
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Wind Comp: <input type="text" value="0H/12X"/> KTS Dump Time: <input type="text" value="0"/> MIN Stopping Margin: <input type="text" value="5091"/> FT	Maximum N1: <input type="text" value="109.1"/> Max Climb N1: <input type="text" value="99.8"/> Max Cont N1: <input type="text" value="104.1"/> Go-Around N1: <input type="text" value="109.1"/>
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Cond. MTOW: <input type="text" value="503279"/> OBS03	Max Allowable LMTOW (Dest): <input type="text" value="553000"/>
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Check / Confirm V-speeds.

F1
 F2
 F3
 F6
 F5

MD-11 CAPTAIN TRAINING

PROFICIENCY CHECK / PROFICIENCY TRAINING

ABC FLIGHT RELEASE

DISPATCHER SMITH RELEASE TIME XX.XX DATE XX/XX/XX
FLIGHT 0903/XX IFR KLAX - KSDF ALTN KTYS
AIRCRAFT REGISTRATION N254UP TYPE MD11
TAKEOFF FUEL 0848 T/O ALTN KONT

. R E M A R K S
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ROUTE: KLAX.IMPER.OCN..DRK.J134.BUM..ENL.CHERI2.KSDF
SIGNATURE ACKNOWLEDGES COMPLIANCE WITH 121.443 AND 121.445.

CAPTAINS SIGNATURE _____

RC 8290 PLAN 0101 SC 1 213 M

FLIGHT DATE ORG DST AIRCRAFT TAIL ROUTE
0903 XX/XX/XX KLAX KSDF MD11-F 254 LAXSDF01

SPD SKD CLB-330.M82 WIND P013 ETD 00.00
CRZ-M85 ISA P07 ETA 03.37 SELCAL HQBD
DSC-M82.300

TXO FLT TXI
FLIGHT SCHEDULE 0.12 03.24 0.07 KSDF SKD ARR TIME _____Z
FLT PLAN ESTIMATE 0.12 03.18 0.07

FUEL TIME DIST NAM PLANNED STRUCTURAL
BURN OFF 0615 03.30 1670 1643 ETOW 4328 MTOW 6305
ALTN/KTYS 0098 00.33 0135 ELDW 3723 MLDW 4915
RESERVE 0135 00.45 EZFW 3400 MZFW 4613
ADDTL 0000 00.00 EPLD 0800

T/O FUEL 0848 04.48

TAXI 0010
EXTRA 0080
TOT FUEL 0938 05.28

ALTERNATE DATA KSDF - KTYS
KTYS N36 07.5 W086 40.7
FL 260 CRZ LRC WIND M001
AVG MAG CRS 169
KSDF.V5.HVQ..TYS

ALTITUDE PROFILE
LAX/0310/
KLAX.IMPER.OCN..DRK.J134.BUM..ENL.CHERI2.KSDF

CLEARANCE:

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PROFICIENCY CHECK / PROFICIENCY TRAINING

MC	DIST	IDENT		ZT	ETA	FL	BURN	PFREM	TEMP	MACH	IAS
MH	DREM	FREQ	COORDS.	ACTM	ATA	TRP		AFREM	WIND	TAS	GS
		KLAX	N33 56.5					00938			
		RAMP	W118 23.0					.....		
		OFF		....				.....
	OCN1	GESME									
160	0029		N33 27.2	00.06	....	CL	0018	00910	P08	435	259
158	1555		W118 22.9	00.06	....		....	.....	32037	291	295
	DCT										
090	0040	TOC	N33 14.4	00.08	....	CL	0023	00887	P08	445	260
095	1515		W117 25.1	00.14	....		....	.....	31028	508	519
	OCN1	OCEANSIDE									
090	0010	OCN	N33 14.4	00.01	....	37	0002	00885	P08	445	260
095	1505	115.30	W117 25.1	00.15	....	51	....	.....	31028	508	519
	DCT	DRAKE (PRESCOTT)									
058	0115	DRK	N34 42.2	00.14	....	37	0021	00834	P08	870	285
057	1327	114.10	W112 28.8	00.38	....	51	....	.....	29020	508	523
	J134	LIBERAL									
070	0191	LBL	N37 02.7	00.21	....	37	0199	00635	P08	870	285
071	0749	112.30	W100 58.3	01.43	....	51	....	.....	26019	508	527
	J134	WICHITA									
068	0168	ICT	N37 44.7	00.20	....	37	0049	00586	P07	870	285
069	0581	113.80	W097 35.0	02.03	....	50	....	.....	24018	507	525
	J134	BUTLER									
073	0150	BUM	N38 16.3	00.17	....	37	0059	00527	P05	870	285
074	0431	115.90	W094 29.3	02.20	....	50	....	.....	23019	505	522
	DCT	CENTRALIA									
086	0252	ENL	N38 25.2	00.29	....	37	0074	00445	P04	870	285
087	0179	115.00	W089 09.5	02.49	....	49	....	.....	25009	503	512
	CHERI2	ZARDA									
094	0045	ZARDA	N38 22.6	00.06	....	37	0013	00430	P03	870	285
094	0134		W088 12.4	02.55	....	49	....	.....	35006	503	504
	CHERI2										
095	0011	TOD	N38 21.6	00.01	....	37	0003	00426	P03	870	285
095	0123		W087 58.4	02.56	....	49	....	.....	01008	503	502
	CHERI2	PENTO									
095	0032	PENTO	N38 19.7	00.05	....	DC	0002	00421	P05	708	243
095	0091		W087 17.3	03.01	....		....	.....	04008	415	409
	CHERI2	SACKO									
101	0027	SACKO	N38 15.5	00.04	....	DC	0002	00397	P07	649	259
101	0064		W086 43.5	03.05	....		....	.....	10005	393	388
	CHERI2	CHERI									
102	0010	CHERI	N38 13.8	00.02	....	DC	0001	00391	P10	560	256
103	0054		W086 30.9	03.07	....		....	.....	19006	351	351
	CHERI2	LOUISVILLE									
102	0045	IIU	N38 06.2	00.08	....	DC	0004	00362	P10	479	245
104	0009	114.80	W085 34.6	03.15	....		....	.....	25010	307	316
	CHERI2	LOUISVILLE INTL-STANDIFORD									
303	0009	KSDF	N38 10.5	00.03	DC	0001	00250	P08	364	224
300	0000	ARPT	W085 44.2	03.18	26017	241	228

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PROFICIENCY CHECK / PROFICIENCY TRAINING

WHERE / WHEN <small>PC Form Reference</small>	EVENT	NOTES
Ramp 2	Preflight Checks <i>ABC 903, LAX Grnd, cleared to push and start engines (Mech) Release brakes</i>	Slat position, HYD test fail and radar test fail during preflight
Ramp 4	Engine Start <i>(Mech) Set brakes – Gear pins removed, we'll clear to left; watch for my signal</i> <i>ABC 903, LAX Grnd, taxi to runway 25R, hold short of B-1. Contact LAX TWR at B-1 on 133.9</i>	Hot Start Aborted Engine Start QRH – Non-alert, Engine Abnormal Start After checklists complete – Clear & quick start all
Taxi 3	Taxi Checks & Procedures	
Runway 5, 6, 7	Normal/Crosswind Takeoff <i>- ABC 903, LAX Twr, wind 160 at 12, clear for takeoff, runway 25R.</i> <i>- ABC 903, LAX Twr, contact departure. Imperial departure is heading 250, vectors...</i>	Xwind Procedures
Climbout 10a	Clean-Up & Climb to 5000 <i>ABC 903, SOCAL Departure, radar contact, turn left heading 180, climb and maintain 5000.</i>	Normal Procedures Pilot demonstrates proper clean-up procedures and situational awareness regarding routing
Area Departure 10a, 11, 12	On Course 1) <i>ABC 903, SOCAL Dep, turn left heading 090 to join the Imperial departure; climb and maintain 10,000.</i> 2) <i>ABC 903, SOCAL Dep, turn left heading 090 for traffic. ABC 903, SOCAL Dep, Intercept the Oceanside 300 Radial to OCN, then as filed.</i> 3) <i>ABC 903, SOCAL Dep, cleared direct OCN, climb and maintain 14,000</i> 4) <i>ABC 903, SOCAL Dep, what is your ETA at OCN</i> 5) <i>ABC 903, SOCAL Dep, for flow control, hold west of OCN on the 270 radial, left turns, 10 mile legs, time now **.* EFC *.*.</i> 6) <i>ABC 903, cleared direct DRK, climb and maintain FL 210</i>	PNF FMS exercises
Passing 16,000 32	Cargo Fire After crew completes memory items, tell them there is smoke coming from the floorboard area. After masks are on and discharge switch is pressed, tell crew that smoke is clearing	Memory Items – Flashing cargo fire agent discharge switch - push
Area Arrival 10a	Divert to LAX Inform crew that ONT is below minimums and the best option is LAX. <i>ABC 903, LAX information "B" is current, wind 160/15, 1400 overcast, visibility 2 miles in haze, VOR Rwy 25L approach in use</i>	Must get ARTR or declare emergency
Area Arrival 10a	Vectors for LAX VOR Rwy 25L <i>ABC 903, SOCAL Apch, you are cleared for the VOR runway 25L approach</i>	ATIS / Brief / Checklist Set Weather Wind 160/15, 300ovc, ½ mi, 29.89,
Pattern 17	Non-precision (VOR 25L) Appch <i>ABC 903, LAX Twr, wind 160/15, cleared to land runway 25L</i>	Limitations Configured and within 10 kts of target at FAF Ensure VDP is calculated
Area Departure 19, 10	Missed Approach Procedure	Fly published missed approach Watch level off, speed, acft control, situational Awareness, etc..
Area Arrival CIII Recertification 10a	Vectors for ILS CAT II 25L (Dual to Single Land) <i>Inform crew that visibility is decreasing, but the ILS is now available. LAX information "C" is current, wind 160/4, RVR 25L 1200/1200/1200. Landing Rwy 25L</i>	ATIS / Brief / Checklist Set Weather Wind 160/4, Clg 35 ft, .2 mi, 29.89 Dual Land to Single Land during CAT III Appch. Crew reverts to CAT II Appch

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PROFICIENCY CHECK / PROFICIENCY TRAINING

Approach CIII Recertification	ILS CAT II Runway 25L <i>ABC 903, SOCAL Apch, turn left heading 280, cleared to join the localizer, descend and maintain 2200</i>	Dual Land to Single Land Revert from CAT III to CAT II Proper CAT II Calls and Bugs
Area Departure 19, 10	Missed Approach Procedure <i>Missed approach due to wind blowing acft off course on short final.</i>	Fly published missed approach Watch level off, speed, acft control, situational Awareness, etc..
Area Arrival CIII Recertification	Vectors for LAX ILS CAT III 25L (Autoland)	ATIS / Brief / Checklist Set Weather Wind 160/4, Clg 35 ft, .2 mi, 29.89 CAT III Autoland
Approach CIII Recertification	ILS CAT III Runway 25L <i>ABC 903, SOCAL Apch, turn left heading 280, cleared to join the localizer, descend and maintain 2200</i>	Proper CAT III Calls and Bugs
Runway CIII Recertification 22, 26, 30, 24	CAT III Autoland <i>ABC 903, SOCAL Apch, you are cleared the ILS 25L, contact LAX tower at the marker on 133.9</i>	Proper Landing Procedures Touchdown within TDZ, yoke into wind (left)
Reposition to Runway 25R (T/O)	Set up for next scenario Inform crew <i>Info "D" is now current; 160/12, 300 ovc, ¼ mi vis</i> Allow crew to set up and do Before T/O checklist.	Clear malfunctions Set original A/C weight & fuel Set weather 160/12, 300 ovc, ¼ mi, 29.89
Runway 8 May be waived on PC	Rejected Takeoff Input airspeed error, engine fire at 100 kts, other... <i>ABC 903, LAX Twr, wind 160 at 10, cleared for takeoff runway 24L</i>	Max breaking, max reversers, report reject (including location on rwy)
Reposition to Runway 25R (T/O)	Set up for next scenario Inform crew <i>Info "E" is now current. Wind light & variable, 400 OVC, ¼ mi vis</i> Allow crew to set up and do Before T/O checklist.	Clear malfunctions Set original A/C weight & fuel Set wx (Calm, 400 ovc, ¼ mi, 29.89) Input Engine fire/fail/seize at 130 kts
Runway 9, 10	Takeoff with V1 Cut (engine 1 or 3) <i>ABC 903, LAX Twr, wind 160 at 6, cleared for takeoff, runway 24L</i>	
Area Arrival 10	Return to LAX <i>ABC 903, SOCAL Apch, LAX information "G" is current; 010/08 3 BR 008 OVC 15/10 29.89. Turn left heading 080, vectors ILS Rwy 24L, (clb/desc) and maintain 3000.</i>	ARTR or declare emergency
Area Arrival 10	Vectors for ILS 24L <i>ABC 903, SOCAL Apch, turn left heading 330, descend and maintain 2200</i>	ATIS / Brief / Abnormal Checklists Set Weather Wind 160/4, 800 ovc, 3 mi, 29.89
Approach 16	Manually Flown ILS 24L – One engine Inop Input AFS fail at FAF <i>ABC 903, SOCAL Apch, turn left heading 280, cleared for the ILS Rwy 24L. Contact LAX twr on 133.9 at the marker</i>	Stabilized approach (1000 IMC / 500 VMC) Target +/- 5 Glideslope within 1 dot Sink rate not greater than 1000 fpm Engines spooled Runway confines by 200' Proper (OM, 1000, 500, mins) responses
Approach 27, 15	Rejected Landing Debris on runway or crossing traffic	
Area Departure	Go around	Climb to 1000 ft & clean up, unless indications of 2nd engine failure before 1000 ft.
Pattern 33	Second Engine Failure (engine 2) Compressor stalls at 1000 ft, engine failure at 1500 ft.	Memory Items Thrust, Flaps, Speed, (gear already up), Slats
Pattern	Return to LAX <i>ABC 903, SOCAL Apch, LAX Info "H" current, weather improving rapidly, wind Calm, 3000 ovc, better than 6 miles vis, 29.89. Runway 24L or 6R available; your discretion. Vector as needed</i>	Set weather Wind calm, 3000 ovc, 15 mi ATIS / Brief / Checklist

MD-11 CAPTAIN TRAINING

PROFICIENCY CHECK / PROFICIENCY TRAINING

Approach	2 Eng Inop Approach - ABC 903, SOCAL Apch, turn (?), report the field in sight. - ABC 903, SOCAL Apch, cleared visual approach - ABC 903, SOCAL Apch, contact LAX twr on 133.9	Crew S/A, checklists, configuration changes, etc..
Runway 29	2 Engine Inop Landing ABC 903, LAX Twr, wind calm, cleared to land	Landing in touchdown zone
Runway 7	Crosswind takeoff – Rwy 25R Windshear, if desired -ABC 903, LAX Twr, wind 160 at 10, cleared for takeoff, runway 25R -ABC 903, LAX Twr, contact departure on 124.3	Wx - Wind calm, 400 ovc, 15 mi or, if windshear desired, Wind 160/12g24, 400 ovc, 2 mi R
20 May be waived on PC	Steep Turns Select 250 kts / Altitude 5000 / Enter NAV/RAD LAX/180 / ND in VOR mode / FD Off on SISF / Let AFS trim acft. 45° bank L and R. NFP gives 20° call.	Limitations 5000 +/- 100 250kts +/- 10kts
21 May be waived on PC	Specific Flight Characteristics Turn FD back on (SISF) and Tell crew to use speed brake to decelerate to 220 kts.	Limitations 5000 +/- 100
23 May be waived on PC	Clean Stall Select speed 210kts, set power to idle. Allow stick shaker to occur. PF calls "Max thrust, slats extend". Recovery is complete when aircraft is stable at 5000 ft and back to 210 kts.	Limitations 5000 +/- 100
23	Departure Stall Select speed 190, Select 270° turn with max bank angle of 20°. Configure to flaps 15. At 190 kts, set 50% N1. Allow stick shaker to occur. PF calls "Max thrust, heading hold". Recover, then accelerate to 190 kts. Reset bank angle limiter.	Limitations 5000 +/- 100
23 May be waived on PC	Landing Stall Select speed 250. Configure to flaps 28, gear down, flaps 35, flaps 50. At 180 kts, set 80% N1. Allow stick shaker to occur. PF calls "Firewall thrust". Recover, then accelerate to 250 kts while cleaning up on schedule.	Limitations 5000 +/- 100
Area Departure 10	ARTR for return to pick up missed container	
Area Arrival 10	Return to LAX -ABC 903, SOCAL Dep, LAX information "E" is current, wind 160/8, better than 6 mi vis, 008 OVC 15/10 29.89. NDB runway 25R approach in use.	ARTR or declare emergency
Area Arrival 10	Vectors for Visual Appch, Rwy 25R ABC 903, SOCAL Apch, turn left heading 070, vectors visual 25R. Maintain 2500	Wind 160/08, 4000 ovc, 15 mi vis, 29.89
Pattern 33	No flap/slat malfunction ABC 903, you are cleared the visual approach, runway 25R, contact LAX tower on 133.9	
Runway	No Flap/No Slat landing ABC 903, LAX Twr, you are cleared to land	Proper Landing Procedures Touchdown within TDZ