

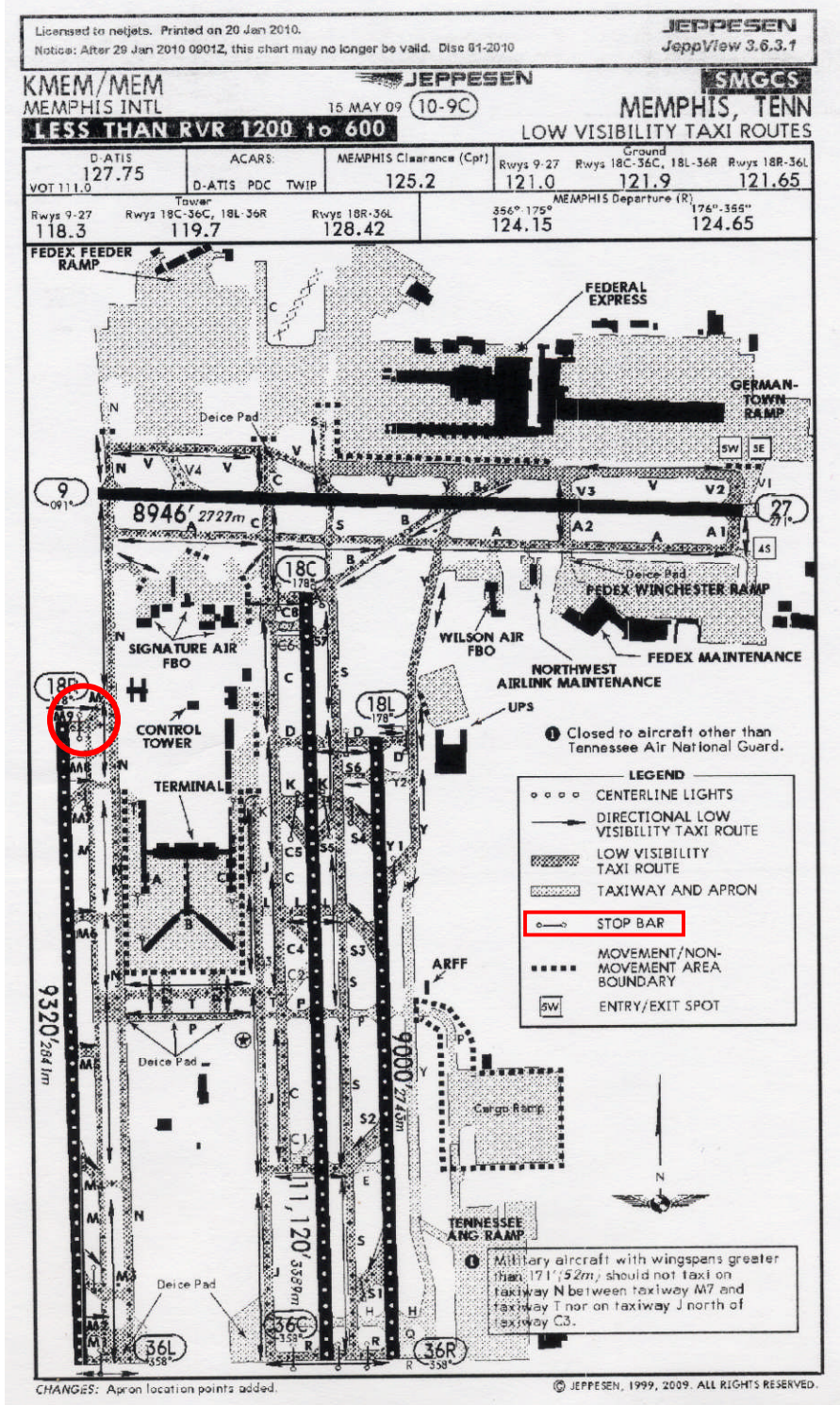


EXCEL / XLS SIM RECURRENT AREAS OF INTEREST



These are some of the areas that have been discussed during recent training events at Excel/XLS simulator recurrent. Recommend review these areas as well as the Emergency Procedures, Limitations, Annunciator Panel Lights, and Company SOP/FOM/Callouts.

1. KMEM DEPARTURE - TAXI



TAXIWAY / RUNWAY STOP BAR LIGHTS

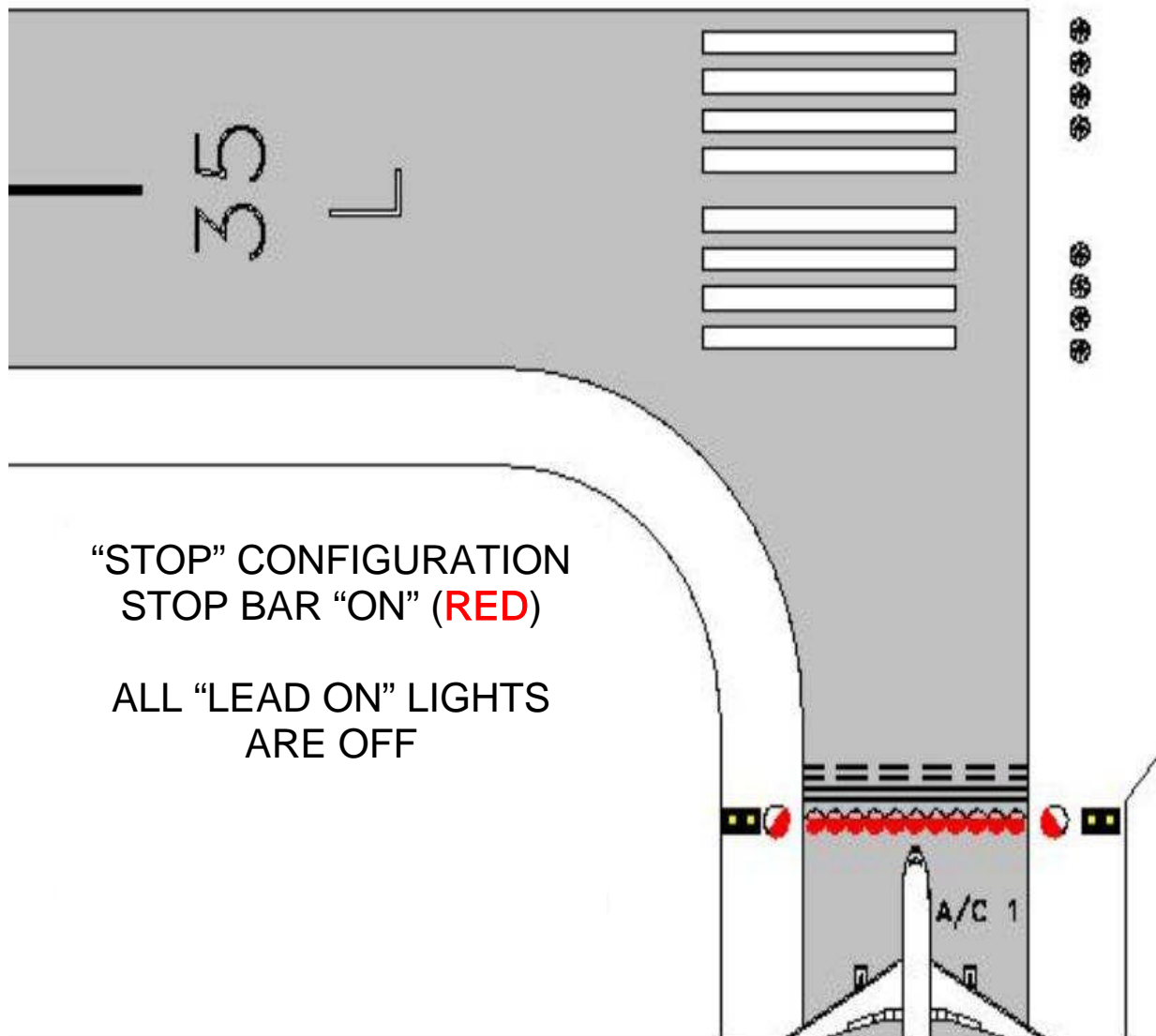
Stop bar lights, when installed, are used to confirm the ATC clearance to enter or cross the active runway in low visibility conditions (below 1,200 ft Runway Visual Range). A stop bar consists of a row of red, unidirectional, steady-burning in-pavement lights installed across the entire taxiway at the runway holding position, and elevated steady-burning red lights on each side. A controlled stop bar is operated in conjunction with the taxiway centerline lead-on lights which extend from the stop bar toward the runway. Following the ATC clearance to proceed, the stop bar is turned off and the lead-on lights are turned on. The stop bar and lead-on lights are automatically reset by a sensor or backup timer.

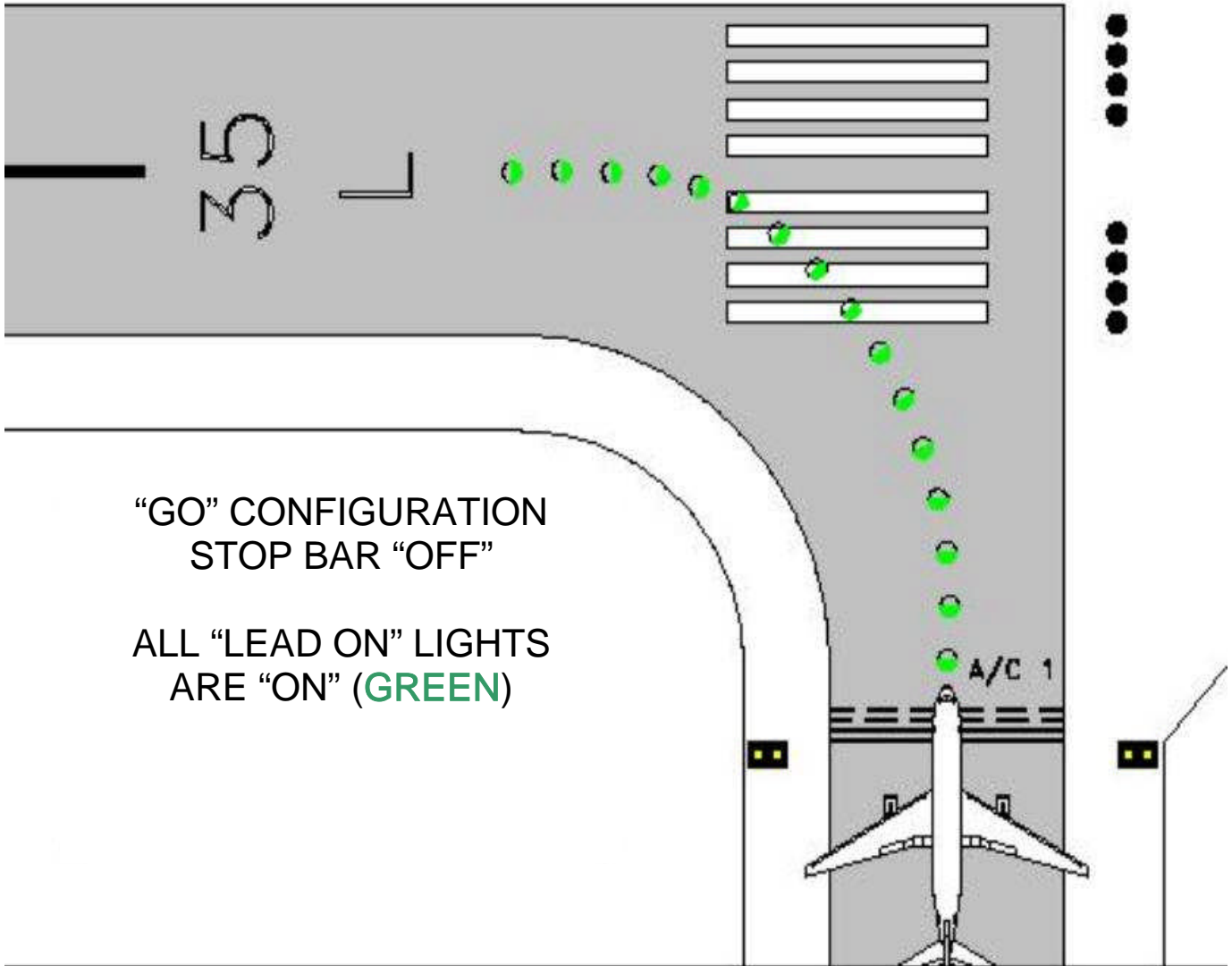
CAUTION-

Pilots should never cross a red illuminated stop bar, even if an ATC clearance has been given to proceed onto or across the runway.

NOTE-

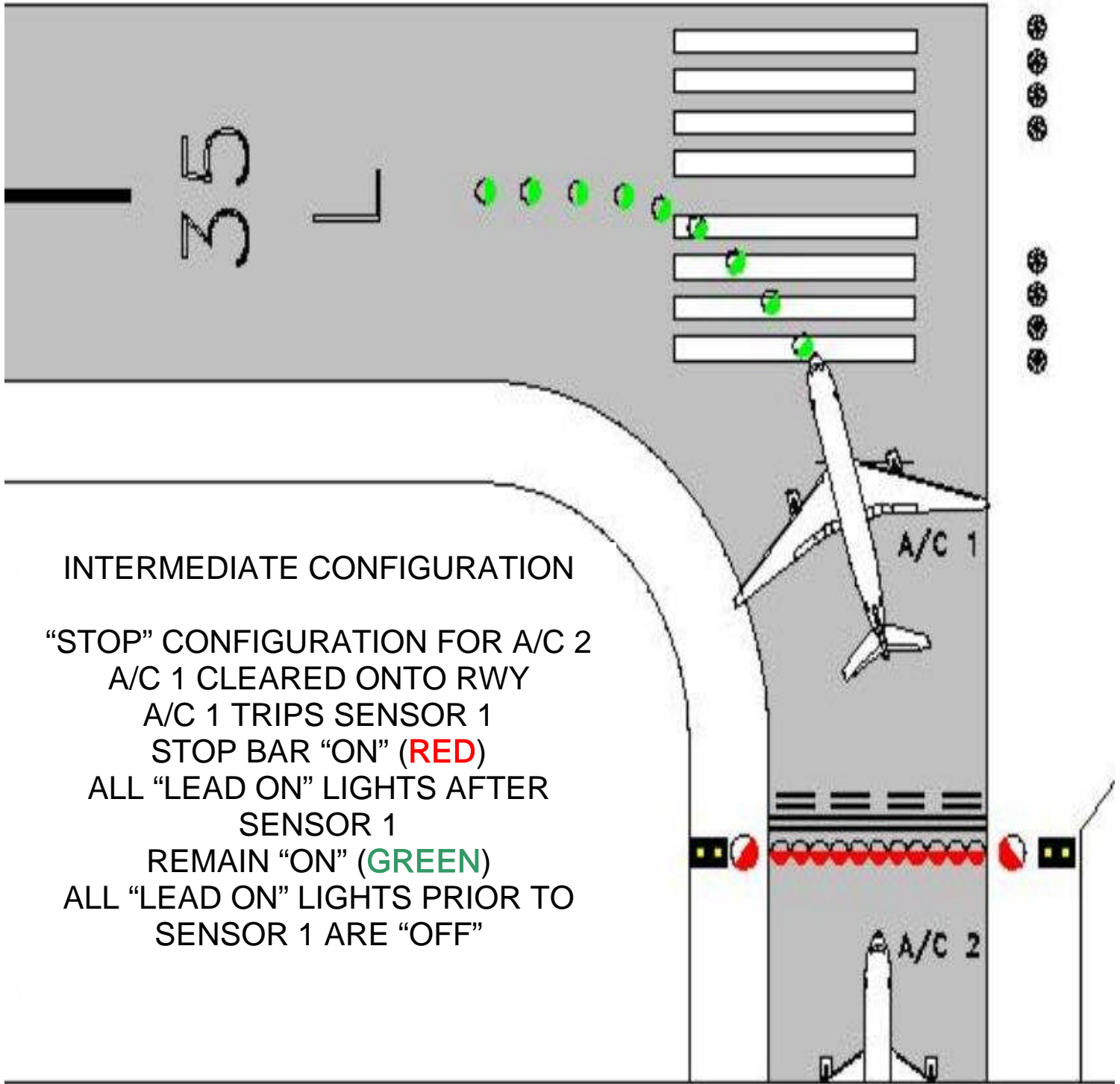
If after crossing a stop bar, the taxiway centerline lead-on lights inadvertently extinguish, pilots should hold their position and contact ATC for further instructions.

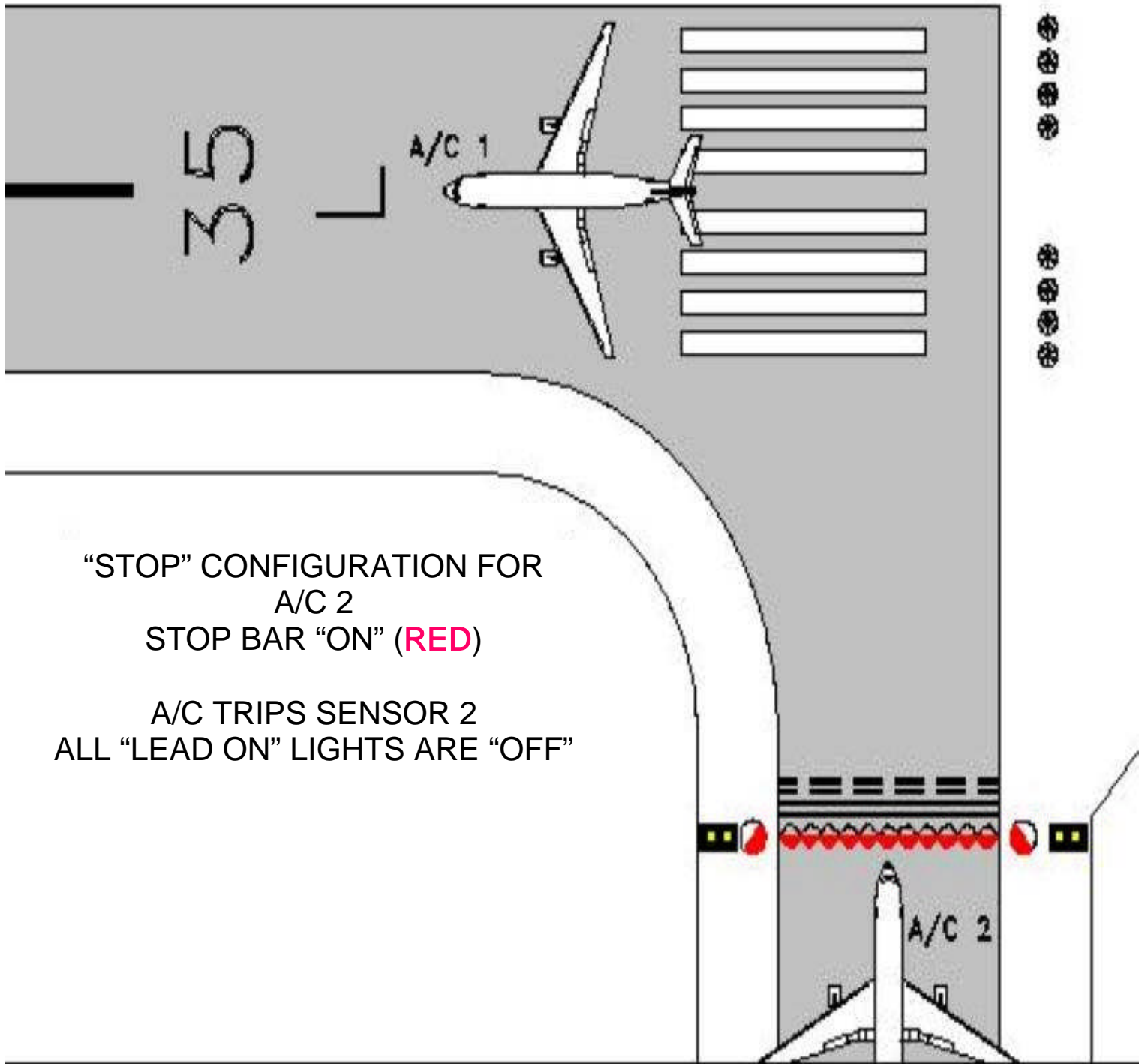




“GO” CONFIGURATION
STOP BAR “OFF”

ALL “LEAD ON” LIGHTS
ARE “ON” (GREEN)

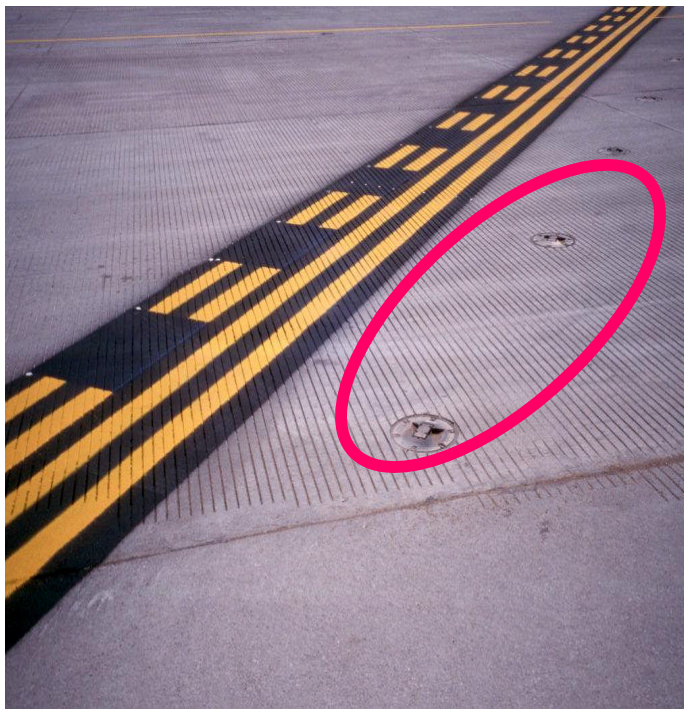




“STOP” CONFIGURATION FOR
A/C 2

STOP BAR “ON” (RED)

A/C TRIPS SENSOR 2
ALL “LEAD ON” LIGHTS ARE “OFF”



STOP BAR LIGHT FIXTURES ARE LOCATED ACROSS THE TAXIWAY PAVEMENT AND ARE 9' 10" APART

2. DEPARTURE VISIBILITY – MINIMUM RVR

FAR Part 135

FOM 2.5.3

Providing ALL are available:

1. Centerline Lights (CL)
2. Centerline Markings (RCLM)
3. Operative RVR Reporting Systems (Touchdown – Mid – Rollout)
TDZ RVR 600
Mid RVR 600
Rollout RVR 600

If one of the three RVR systems has failed, a takeoff is authorized, providing the remaining RVR values are at or above the appropriate takeoff minimums. **If ALL Three RVR systems are operating and being reported – You MUST comply with ALL Three Values.**

Typical Scenario may be for ATC to be reporting RVR TDZ 600, Mid 600 and Rollout 500. Since All three are operational and reporting, then all three need to be 600. However, if the Rollout has failed and the two remaining are reporting 600, then you can takeoff.

3. PASSENGER BRIEFING – EMERGENCY/ABNORMAL

When the Pilot's Abbreviated Checklist for Emergency/Abnormal Procedures lists

PASSENGERS BRIEF (Excel CL Page BB3, XLS CL CC3)

FOM 3.6.1 **Passenger Communication**

The Flightcrew must provide direction with calm, clear, concise instructions and information. An announcement should be made keeping the passengers advised of the situation as time permits. Even the smallest amount of information is comforting to passengers. History has shown that passengers handle emergency or abnormal situations in a more calm fashion if they are aware of the general state of affairs. Crewmembers shall communicate general facts of abnormal or emergency situations to passengers as soon as time and the situation permits.

FOM 3.6.2 **For Aircraft Operating without a Flight Attendant**, the First Officer should brief the passengers (as applicable).

T = Type of emergency

E = Evacuation if necessary

S = What is the brace signal

T = Time available for preparation

4. CIRCUIT BREAKER POLICY

FOM 3.3.3 **In-Flight** Crewmembers may create a potentially hazardous situation if they reset a CB without knowing what caused it to trip. A tripped CB should not be reset in flight unless doing so is consistent with explicit procedures outlined in the checklist, or in the judgment of the PIC, resetting the CB is necessary for the safe completion of the flight. Do not attempt more than one reset of a tripped circuit breaker.

Typical Scenario will be for a non flight-safety/essential circuit breaker to pop that may not be covered in the Emergency Procedures/Abnormal CL. It is up to you, the situation and time available whether or not you reset it (once).

5. GPS APPROACH

FOM 6.10.5 The FMS approach indicator (**APP** on PFD) must be illuminated at the final approach fix.

The preferred callout at the FAF is

“FINAL APPROACH – APPROACH DISPLAYED”

- Ensure you plan your approach to **LNAV** Minimums

6. ROLLING TAKEOFF

XLS AFM SECTION III - OPERATING PROCEDURES NORMAL PROCEDURES PAGE 3-37
EXCEL AFM 56XFM TC-R12-08

ROLLING TAKEOFF

1. Computed Takeoff Distance – **ADD 500 FEET.**
2. Brakes – RELEASE.
3. Throttles – TO DETENT within 500 feet after brake release, Check TO N₁'s.
4. Engine Instruments – CHECK NORMAL
(no dashes, FAIL messages, or incorrect indications).

7. ENGINE RESTART – FOLLOWING AN ENGINE FAILURE

For Training Purposes – You will be required to evaluate the likelihood of restarting an engine following an engine failure. Some of the items to consider:

Engine Fuel Filter Light Illuminated

Engine VIBE Light Illuminated

N₁ Rotation

Fuel Flow on Failed Engine

If a restart is selected, consider performing an Air Restart vs. a Starter Assist. This will reduce the risk of any electrical malfunction and resulting complications.

Excel CL

Starter Assist Restart • M1

Air Restart • M1

XLS CL

Starter Assist Restart • M1

Air Restart • M1

8. Circle Approach

- Remember to get completely configured prior to crossing the FAF
- Remember not to start your circle maneuver until 1.7 NM from the end of the a runway
- Remember to adjust your Ref Speed to Ref +20 while in the circle maneuver

9. SINGLE ENGINE APPROACH

Excel CL BB1 XLS CL CC3

Emergency/Abnormal CL calls for Approach AirspeedV_{app} Minimum

SOP Profiles state Single Engine Approach Airspeed is V_{app} +10

Ensure you fly your single engine approach at V_{app} +10