

2022 CRM/LOFT Practice Day Preparation

This year's CRM/LOFT event practice will be focused on giving the competitors more time actually flying the simulator than in years past. Please review the "Redbird Panel Video Tour" on the CRM/LOFT event page at <https://safecon.nifa.aero/events/crmloft/>. This will give you a tour of the flight deck set up to be used for the event. You will also find other important information on this page including how you will be judged, profiles, and checklist to be used while flying the aircraft.

Your team will be responsible to inform the judge of anything they are not familiar with by the end of the practice session. We will plan to answer any questions upon sitting down, point out a few things and then perform a short flight from KCMH. You will not have time to complete any briefings in the practice session. A judge will assist the teams as needed in flight on frequencies, step downs, and minimums to be used. The goal is to give a hands on use of most of the navigational equipment available in the aircraft, practice a few profiles, and fly an approach. They will be given a choice between the ILS, LOC, or RNAV(GPS) 10R. Due to time constraints, we will not be training the GPS usage but teams will be allowed to use it at their own risk. Autopilot usage will not be available during the actual event.

Things to remember for the day of your event:

- Stay in the planning room until escorted by a judge into the simulator. You are expected to be on time. If not please text or call us.
- Plan to use your time efficiently during the event. We have 1:15; split your duties to get set up, then go into the briefings. Do what you need to get ready for flight but be efficient. Ask questions during practice so you will be more familiar on the day of the event. You may take pictures, videos, notes, etc. On the day of the event we will not be able to answer many questions in the simulator and will only interact as the scenario dictates.
- One of the easiest ways to save time is to have a radio set-up ready to go before arrival.
- Standard comm usage: Comm1 for ATC, Comm2 for others(WX, company, FSS, etc.), treat it like a real flight. Use the PTT switch, don't turn around and talk to us. Double check radio frequency, audio panel set up, and think about reception issues
- If needed to activate Pilot Controlled Lighting click the PTT switch and verbalize to the other crewmember so a judge can hear you and credit you for remembering it.
- Checklists will be provided in the simulator. Please leave them there and bring them back if you take one by accident. You may use your own but if you don't complete the items on ours you will be judged as if the checklist was not completed. After completing a checklist you must state the name("Descent", etc.) followed by "checklist complete".
- Separate NOS and Jepp Paper charts will be available in sim and briefing rooms, please leave them there. Do not write on or take them apart. You may bring your own EFB.
- Speak Up! If we can't hear you, you might not get credit for briefing/doing it. More communication the better for your TEM score. This event is all about communication.
- The Generic and Actual Score Sheets might vary due to severity of certain errors in the specific scenario.
- CALL _____ CHECKLIST COMPLETE!



Flight

You will depart runway 10L and complete a climbing left turn to a heading of 340 to 4000'. On that heading you will intercept the APE(116.7) 255 Radial. Depending on which approach you will use you will either perform the procedure turn at JOGMA or get a direct to BATTI for the RNAV (GPS) Y 10R. You will perform the approach to the standard missed approach. Depending on time, we will put you on final for an ILS to landing. Be familiar with the approach of your choice but we will help you with step downs and the like as needed.

