



Aérospatiale Concorde Flight Tutorial

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		REV 02	SEQ 001

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INTRODUCTION

This tutorial details a flight from Charles De Gaulle Airport, Paris to Kennedy International, New York.

The flight details are based on real life operating procedures as outlined in the British Airways Concorde Flight Manual.

This basic tutorial utilizes the Virtual Flight Engineer to control systems and fuel transfer. It also uses the default FS flight planner to control navigation. This reduces the workload placed on you as a solo virtual pilot.

The PSS Concorde contains the following panels:

MAIN PANEL
 MAIN ZOOM PANEL
 THRUST QUADRANT
 LOWER OVERHEAD
 UPPER OVERHEAD
 SIDE ENGINEER'S CONSOLE with 8 SUB-PANELS
 INS CDU
 AUTOPILOT DATUM CONTROLLER

The entire flight takes about 3 1/2 hrs with the option to start at various locations of your choosing via pre-saved flights.

Hope you have an enjoyable flight!

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PRE-MAVED FLIGHTS INSTALLATION

Note!

Only the first flight PSSconcorde_1 is included

Other flights must be saved as you go and can be used to repeat the flights

This is due to limitations in the way FS saves, reloads flights and plans

The tutorial download includes the pre-saved flight file

PSSconcorde_1.flt

Place this file in the folder

(or similar folder for non-english versions)

C:\Documents and Settings\UserName\Flight Simulator Files\

Place the file

PSSconcorde_1.sav

in the folder

\PSS\Concorde\

FS9 FLIGHT PLANNER FILE

also included are the files:

PSSconcorde_1.pln

this is for the FS planner, place it in the folder

C:\Documents and Settings\UserName\My Documents\Flight Simulator Files\

FS NAVIGATOR FLIGHT FILE

PSSconcorde_1.fsn

this is for FS Navigator, place it in the folder

FS9\Modules\FS Navigator\Plan\

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PANEL CONFIG SETUP

click Start, Programs, Phoenix,,Concorde,PanelConfig

under 'Startup'

click on 'Start with Cold and Dark Cockpit

under 'Commands'

click on 'Autopilot Instinctive Disconnect Button'

under Keyboard Shortcut

select CTRL and Z

click on 'Autothrottle Instinctive Disconnect Button'

under Keyboard Shortcut

select CTRL and T

click 'Assign'

click OK

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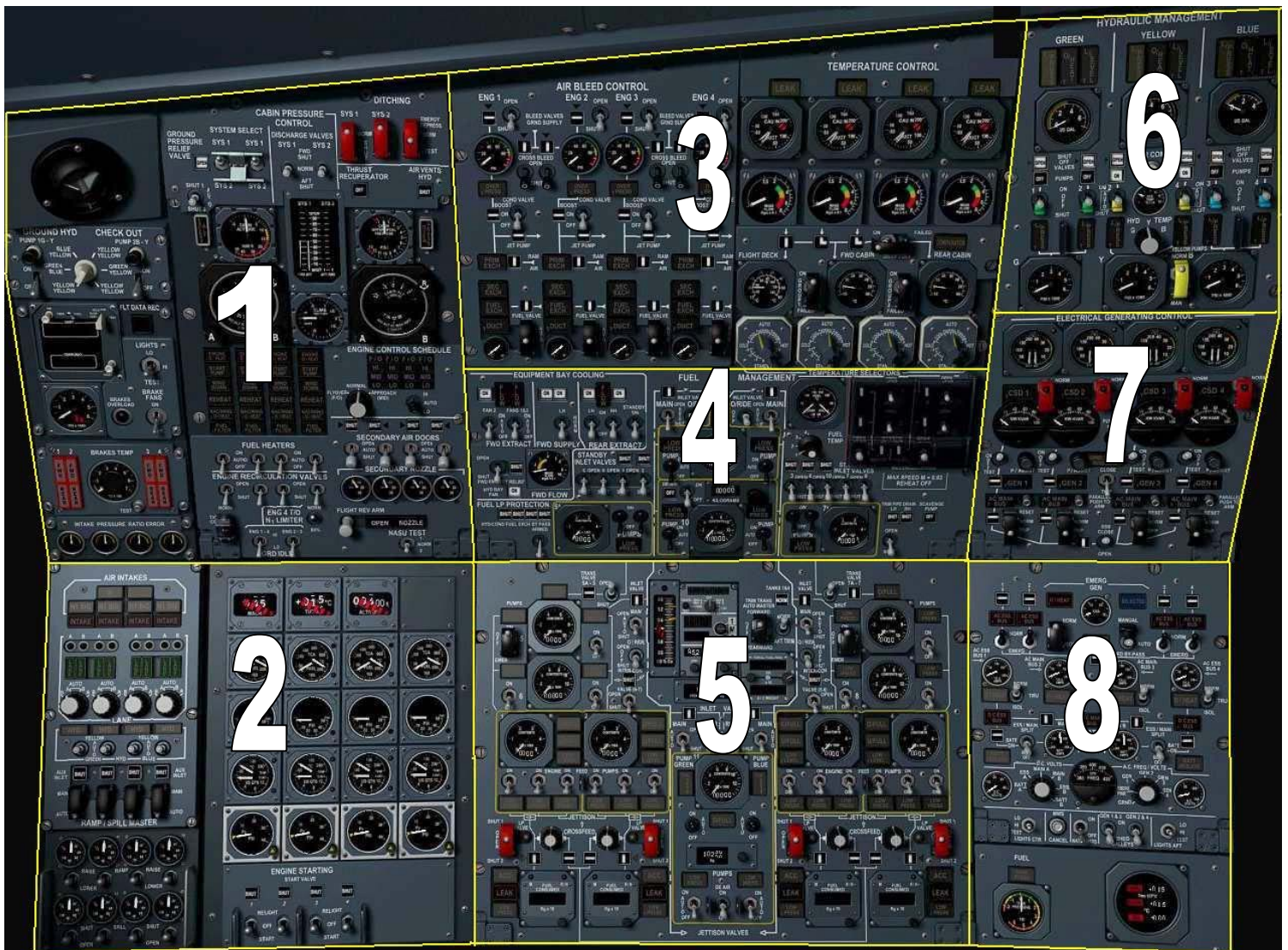
PANEL CLICK SPOTS

click spots can used to open/close the various panels



SIDE CONSOLE SUB-PANELS

1. Pressurization + Engines 1
2. Engines 2
3. Bleed Air + Conditioning
4. Fuel Management 1 + Cooling
5. Fuel Management 2
6. Hydraulic Management
7. Electrical Generating Control 1
8. Electrical Generating Control 2



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GETTING STARTED

start FS2004

from the 'Create a Flight' menu select

PSSconcorde_1

the PSS Concorde will be positioned at LFPG, gate A16,

after a few seconds the panel will reset to 'Cold and Dark'

Note!

If a flight doesn't load properly, try re loading the flight

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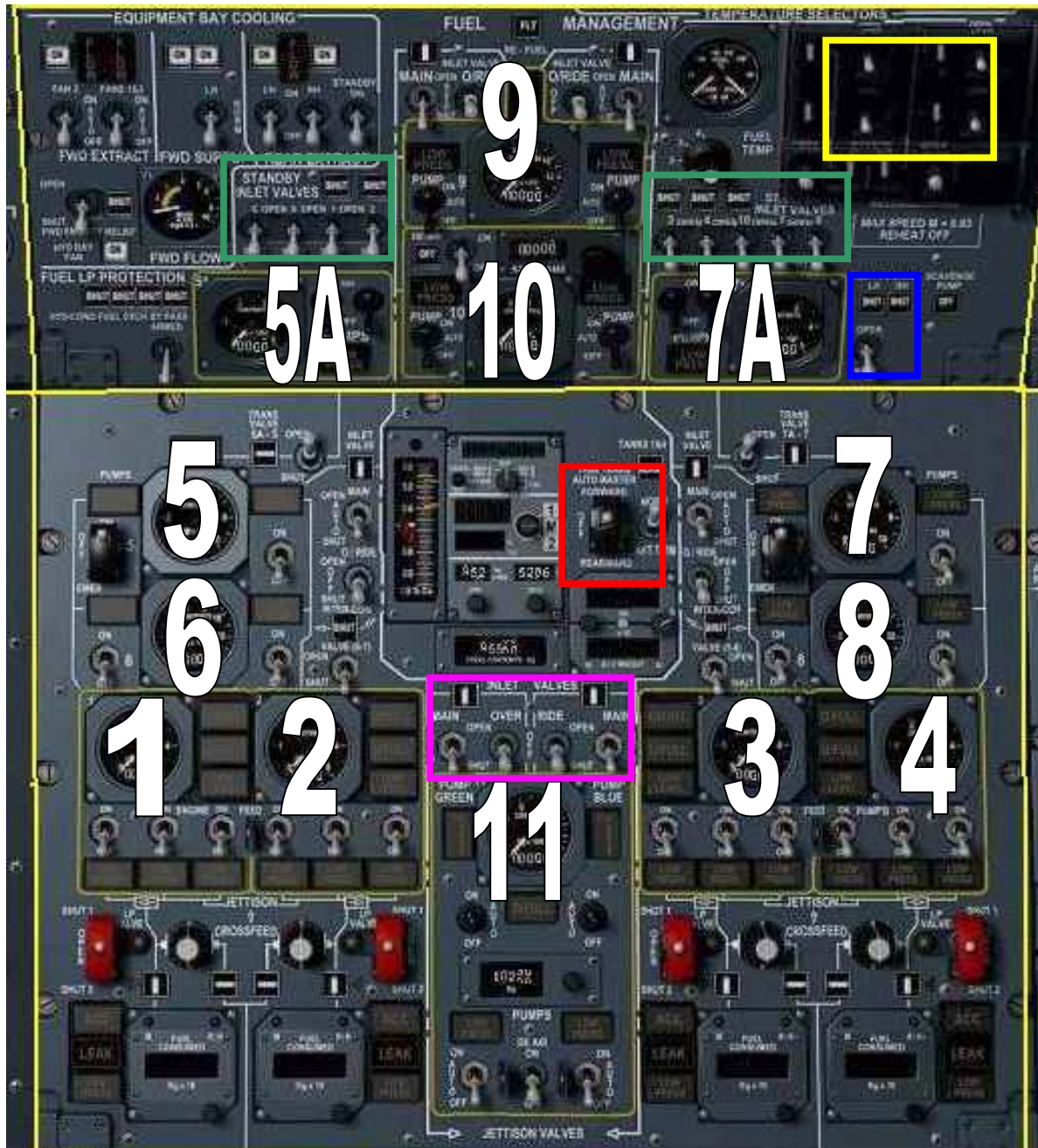
COCKPIT SAFETY CHECK

using the click spots

1. to open the Side Console panel, click in area 1
2. to open the Fuel Management 2 sub-panel, right click on area 2



COCKPIT SAFETY CHECK



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complete the following Safety checks

Trim Trans Auto Master

verify TRIM TRANS AUTO MASTER switch at OFF and GUARDED

NOTE!

Switches can be un-guarded/guarded by placing the mouse pointer over the switch and right clicking

TANK 11 INLET VALVES

set TANK 11 INLET VALVES MAIN switches 1 and 2 to AUTO

confirm OVERRIDE switches 1 and 2 at OFF

close the Fuel Management 2 sub-panel by right clicking on the sub-panel

open the Fuel Management 1 + Cooling sub-panel by right clicking on then sub-panel, it is the one above Fuel Management 2

STANDBY INLET VALVES

verify STANDBY INLET VALVES switches all at SHUT

TRIM PIPE DRAIN

verify TRIM PIPE DRAIN switch at SHUT

JETTISON PANEL COVER

verify the JETTISON PANEL transparent cover is closed and all switches are OFF

the cover can be open/closed by placing the mouse in the

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centre of the cover and right clicking

close the Fuel Management 1 + Cooling sub-panel

close the Side Console panel

open the Centre Console panel
(the click spot is at the lower right corner of the main panel)

TRANSPONDER

verify ATC MODE selector switch at STBY

NOSE AND VISOR STBY CONTROL

verify Nose and Visor STBY control is OFF and GUARDED

Note!
guarded switches can be un-guarded by placing the mouse over the guard and right clicking

close the Centre Console

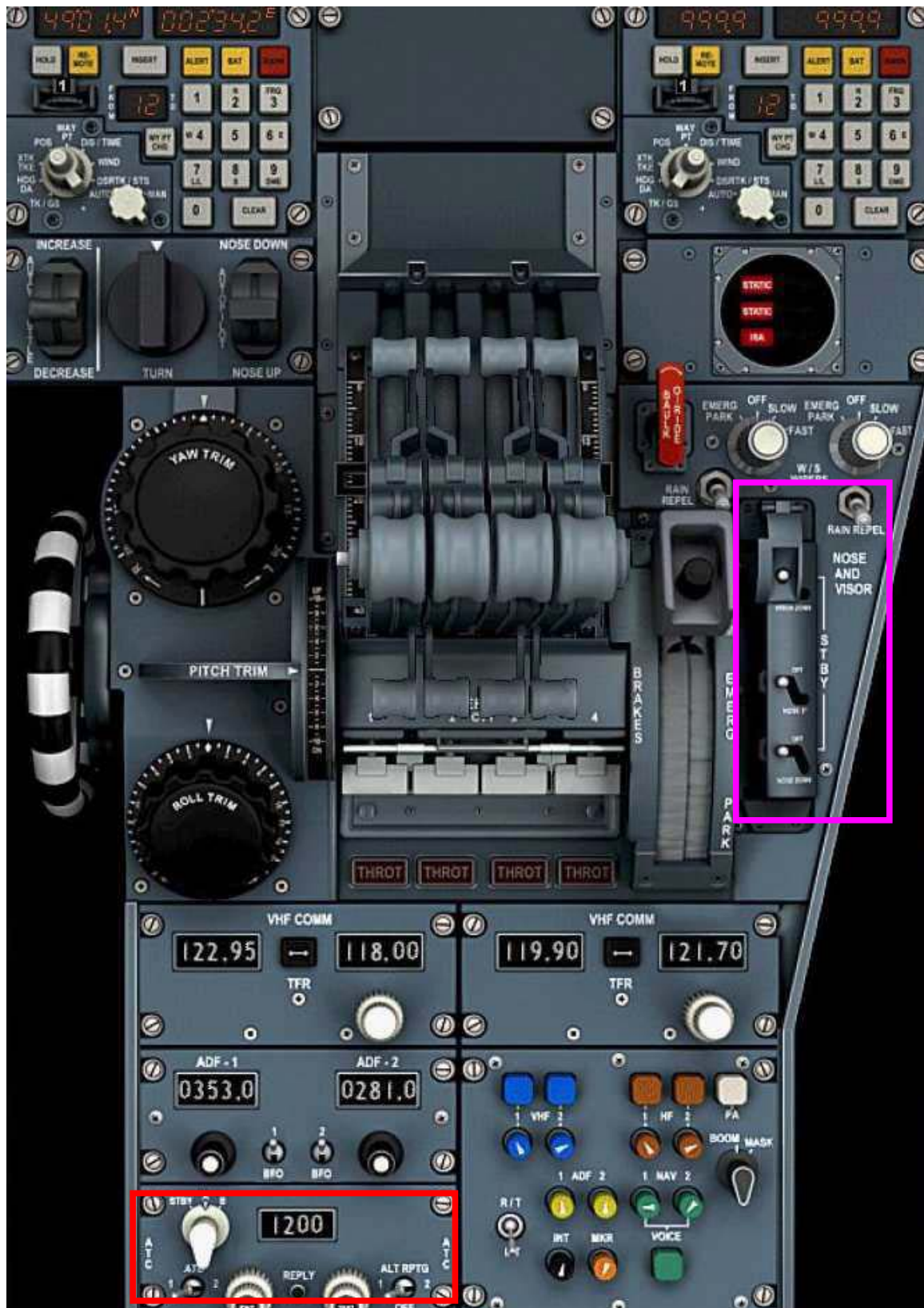
at the Main panel

L/GEAR NORMAL LEVER

verify L/GEAR lever at DOWN

VISOR/NOSE LEVER

verify that visor/nose lever position
coincides with visor/nose configuration
the Visor should be at VIS/0



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the Overhead panel is divided into 2 section
LOWER and UPPER

open the Overhead panel using the click spot
(the click spot is at the top of the centre window post)

open the Upper Overhead panel using the click spot
(the click spot is at the top of the lower overhead)

Note!

bar switches can be toggled to set multiple switches on/off in one click, place the mouse over the lower bar and click same to set the 4 switches in one click

2 way sws can be toggled using mouse clicks

3 way sws can be toggled using either mouse clicks or the mouse wheel

AUTO IGNITION

verify AUTO IGNITION switches at OFF

WING AND INTAKE ANTI-ICING TEST

verify WING & INTAKE ANTI-ICING TEST rotary switch at OFF

FUEL FWD TRANS SW

verify FUEL FWD TRANS switch at NORM and GUARDED

Note!

placing the mouse over switches will display the name and status of the sw

close the UPPER Overhead panel

close the LOWER Overhead panel



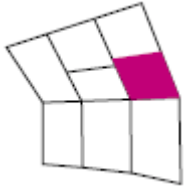
this completes the Cockpit Safety check

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COCKPIT PRELIMINARY PREPARATION

open the Side Console panel

open the Electrical Generating Control 1 sub-panel



GROUND SERVICE

(electrical and air)

press Ctrl+. to set PARKING BRAKE

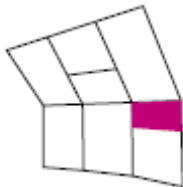
observe GRND POWER AVAILABLE now ON

GROUND POWER

set Ground Power switch to CLOSE

close the Electrical Generating Control 1 sub-panel

open the Electrical Generating Control 2 sub-panel

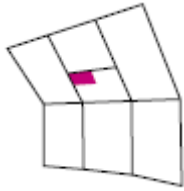


set BATTERY selector switches to BATT ON

close the Electrical Generating Control 2 sub-panel

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open the Fuel Management 1 + Cooling sub-panel



EQUIPMENT BAY COOLING PANEL

set/verify

FAN 2 sw to AUTO

FANS 1 & 3 sw to AUTO

FWD SUPPLY sw to NORM

REAR EXTRACT LH and RH sws to ON

STANDBY sw to OFF

FWD EMERGENCY RELIEF sw to SHUT

FUEL LP PROTECTION sw to ARMED (ON)

close the Fuel Management 1 + Cooling sub-panel

close the Side Console

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PRELIMINARY COCKPIT CHECKLIST

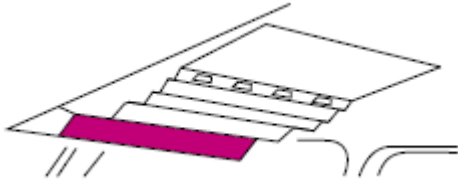
all items on the checklist have now been completed
(grayed out items are not covered in this tutorial)

TECHNICAL LOG	CHECK
GROUND POWER	ON
EQUIPMENT BAY COOLING PANEL	CHECK/SET
OXYGEN PANEL	CHECK/SET
DRAIN MAST HEATERS	CHECK/SET
INS 1	SELECT ALIGN, TEST & PRESENT POSITION
AIR DATA COMPUTERS	ON
COCKPIT EMERGENCY EQUIPMENT Fire axe, asbestos gloves, portable oxygen masks and Pack, life jackets (5), Fire extinguisher, smoke Goggles (4) and escape ropes (2)	CHECK
DOCUMENTATION STOWAGES	CHECK

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FLIGHT ENGINEERS COCKPIT PREPARATION

open the LOWER Overhead panel

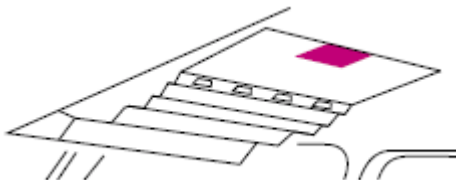


at the MWS panel

press the CANCEL button

press the INHIBIT button

open the UPPER Overhead panel



starting at the top left corner

MISC SWS

(top left corner, left to right, top to bottom)

F/D DOOR sw OPEN

I/PHONE sw NORMAL

FASTEN SEAT BELTS sw ON

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NO SMKG sw ON

EMERG EVAC sw ARM

SERVO CONTROL PANEL

verify BLACK and YELLOW rotary sws at NORMAL

LIGHTS

(centre section, left to right, top to bottom)

ROOF sw as required, set to OFF

EMERG sw ARM

ANTI COLN sw OFF

NAV LIGHTS sw ON

LIGHTS TEST sw to TEST, then HI

ENGINE FLIGHT RATING

verify sws (4) at CLIMB

THROTTLE MASTERS

set sws to MAIN

AUTO IGNITION

confirm 4 sws at OFF

AUTO THROTTLE

set sws (4) to ON

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ENGINE RATING MODE

set sws to TAKEOFF

HP VALVES

verify 4 sws at SHUT

confirm MIs (magnetic indicators) show SHUT

RELAY JACK

verify sw at NORM

open LOWER Overhead panel

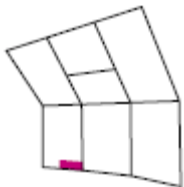
ENGINE SHUT DOWN/FIRE CONTROLS

confirm ENGINE SHUT DOWN handles 1-4 at IN position

close LOWER Overhead panel

open the Side Console panel

open the Engines 2 sub-panel



ENGINE STARTING PANEL

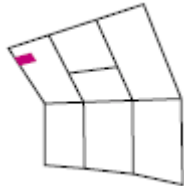
verify START/REFLIGHT sws 1-4 at OFF

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observe START VALVE MIs read SHUT

close the Engine 2 panel

open the Pressurization + Engines 1 sub-panel



GROUND HYD CHECK OUT

verify GROUND HYD CHECK OUT rotary sw to YELLOW/YELLOW

verify PUMP 1 G-Y and 2 B-Y at OFF

CLOCK

confirm GMT time

FWD LIGHTS

set the FWD LIGHTS sw to TEST, then set at HI

observe on the forward section of the Flight Engineers panel, all warning lights on

BRAKE ACCUMULATOR

observe brakes accumulator pressure gauge reads approx 3000 PSI

BRAKE FANS

set BRAKE FANS sw to ON

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CABIN PRESSURE CONTROL

for this flight will be controlled by the Virtual Flight Engineer (VFE)

ENGINE WARNING LIGHTS

Observe lights off for

ENGINE O/HEAT
START PUMP
WIND DOWN
REHEAT

NAC/WING O/HEAT
FUEL FILTER

press FUEL FILTER 1-4 to test

FUEL HEATERS

set sws 1-4 to AUTO

ENGINE RECIRCULATION VALVES

verify sws 1-4 at SHUT

TAKE-OFF CG

verify sw is at NORMAL and GUARDED

ENG 4 T/O N1 LIMITER

set sw to NORMAL

GRD IDLE

verify ENG 1-4 and ENG 2-3 sws at LO

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ENGINE CONTROL SCHEDULE

verify rotary sw at NORMAL

verify sw at AUTO

SECONDARY AIR DOORS

verify sws 1-4 at SHUT

FLIGHT REV ARM

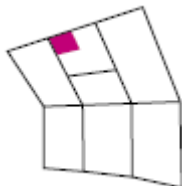
verify sw at RELEASED, OPEN It OFF

NASU TEST

verify sw at NORM, NOZZLE It OFF

close the Pressurization + Engines 1 sub-panel

open the Bleed Air + Conditioning sub-panel



AIR BLEED CONTROL

set BLEED VALVES ENG 1-4 sws to OPEN

press the OVER PRESS light 1,2,3,4

observe

OVER PRESS light ON

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BLEED VALVE MIs show crossline

then return to inline

set BLEED VALVE sws to SHUT

set CROSS BLEED 2 & 3 sws to OPEN

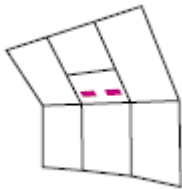
observe pressure values show approx 65 psi
as provided by Ground Service

verify CROSS BLEED 1 & 4 sws at SHUT

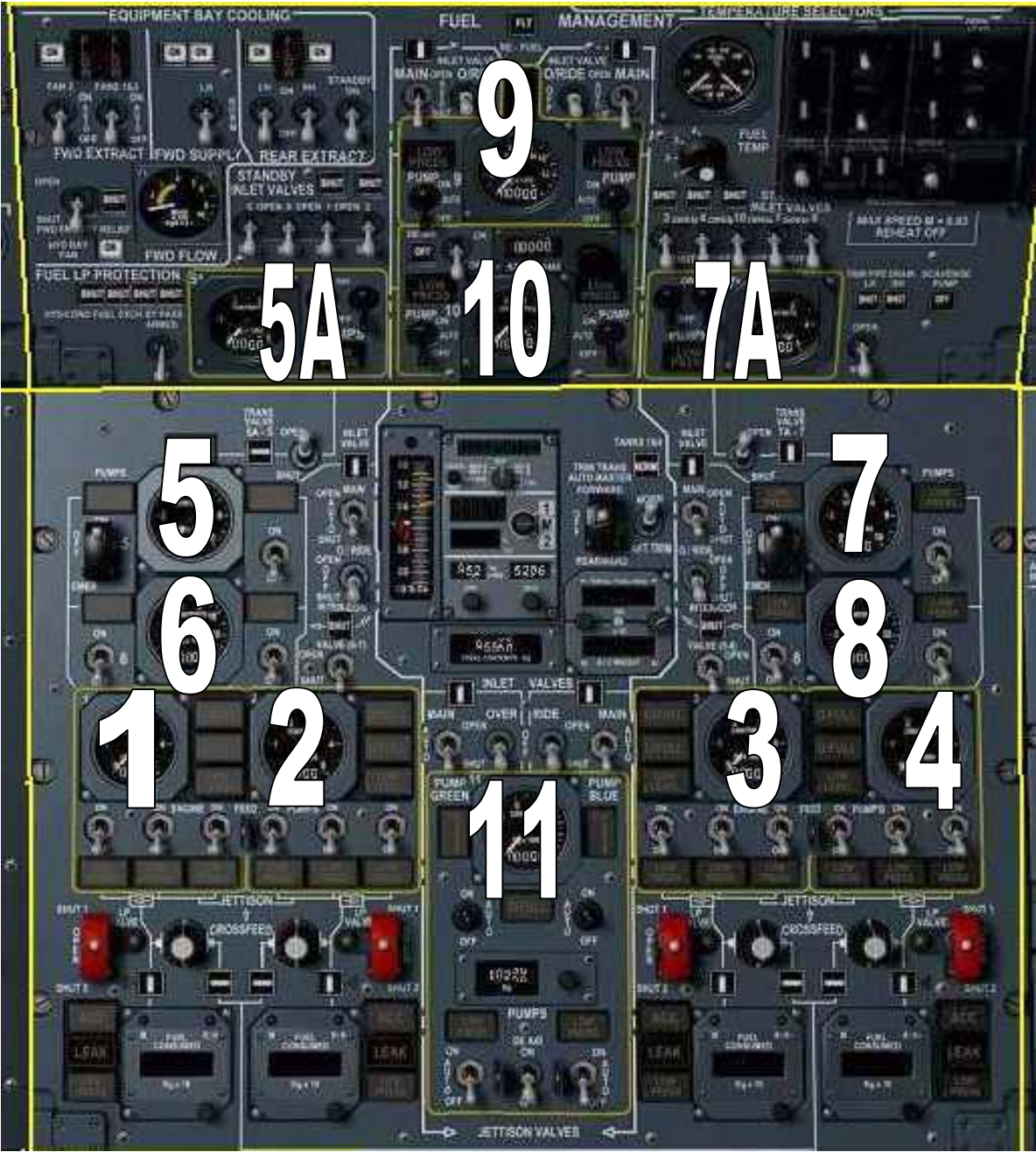
verify COND VALVES 1,2,3,4 sws at OFF

close the Bleed Air + Conditioning sub-panel

open the Fuel Management 1 + Cooling sub-panel



FUEL TANKS LOCATION



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set/verify

TANK 9 INLET VALVE MAIN to AUTO
TANK 9 INLET VALVE O/RIDE to OFF
TANK 9 PUMPS to AUTO

TANK 9 & 10 load limit at 0
TANK 10 PUMPS to AUTO

TANK 5A and 7A PUMPS to OFF

close the Fuel Management 1 + Cooling sub-panel

open the Fuel Management 2 sub-panel



TANKS 1 & 4 sw to NORM

TANK 11 PUMPS GREEN/BBLUE (HYD) to AUTO
TANK 11 PUMPS (ELECTR) to AUTO

TRANS VALVE 5A-5 and 7A-7 to SHUT
TANK 5 and 7 PUMPS to OFF

TANK 5 and 7 INLET VALVE MAIN to AUTO
TANK 5 and 7 INLET O/RIDE to OFF

TANK 6 and 8 PUMPS 1 and 2 to OFF

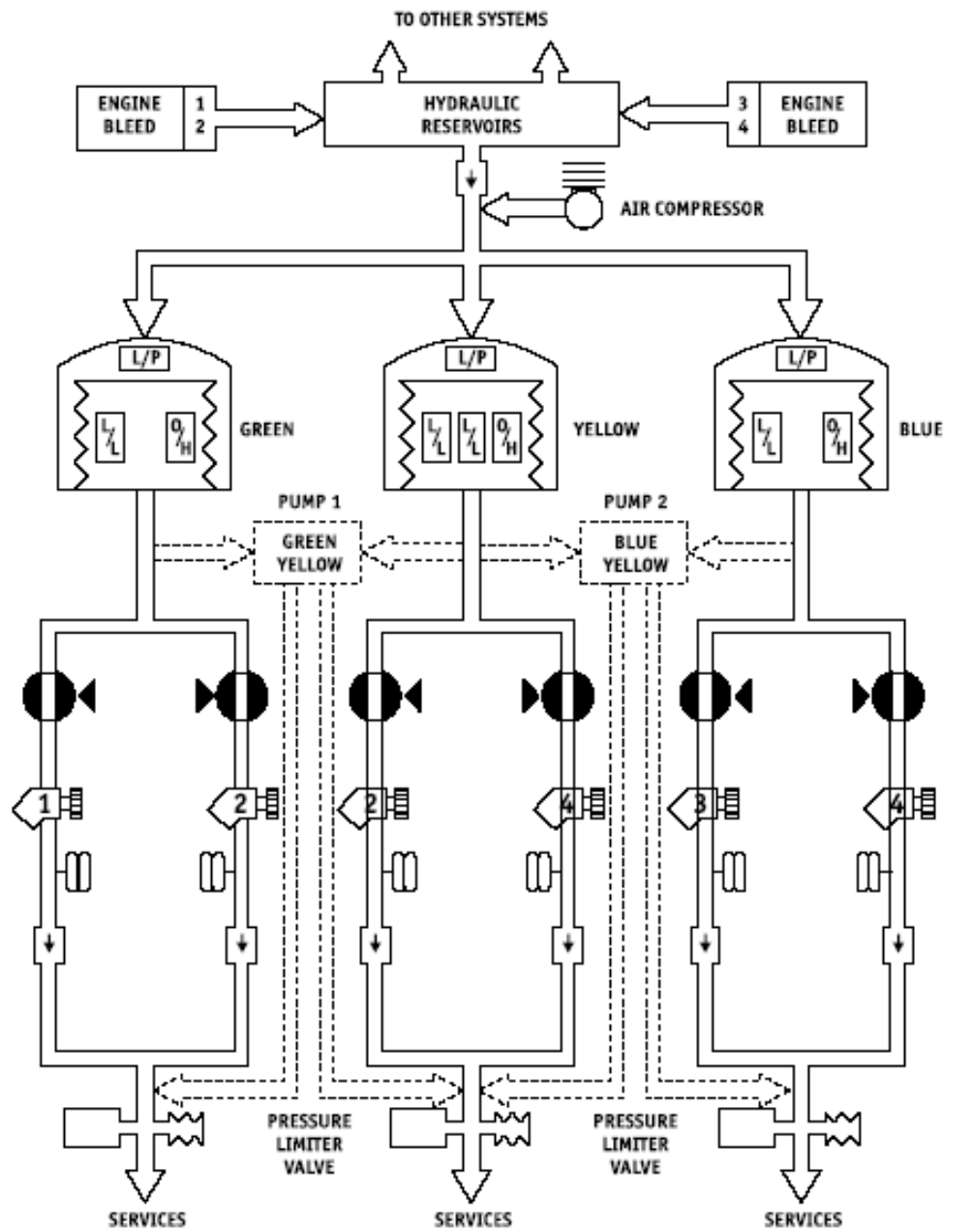
INTER-CON VALVE 6-7 and 5-8 to OFF

ENGINE FEED PUMPS (12) to OFF

CROSSFEED rotary switches are CROSSLINE

close the Fuel Management 2 sub-panel

HYDRAULIC SYSTEM SCHEMATIC



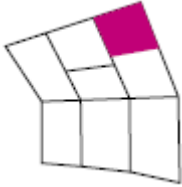
NOTE:
VALVES INDICATED
THUS ► AUTO CLOSE
WHEN APPROPRIATE
ENGINE SHUT-DOWN
HANDLE PULLED.

↓	NON RETURN VALVE	◯	VALVE
▬ ▬	PRESSURE SWITCH	◀ ▬	ENGINE DRIVEN PUMP
≡≡≡	PRESS TRANS		

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HYDRAULIC MANAGEMENT PANEL

open the Hydraulic Management sub-panel



set/verify

GREEN system pumps G1 and G2 at AUTO and GUARDED

BLUE system pumps B3 and B4 at AUTO and GUARDED

YELLOW system pumps Y2 and Y4 at AUTO and GUARDED

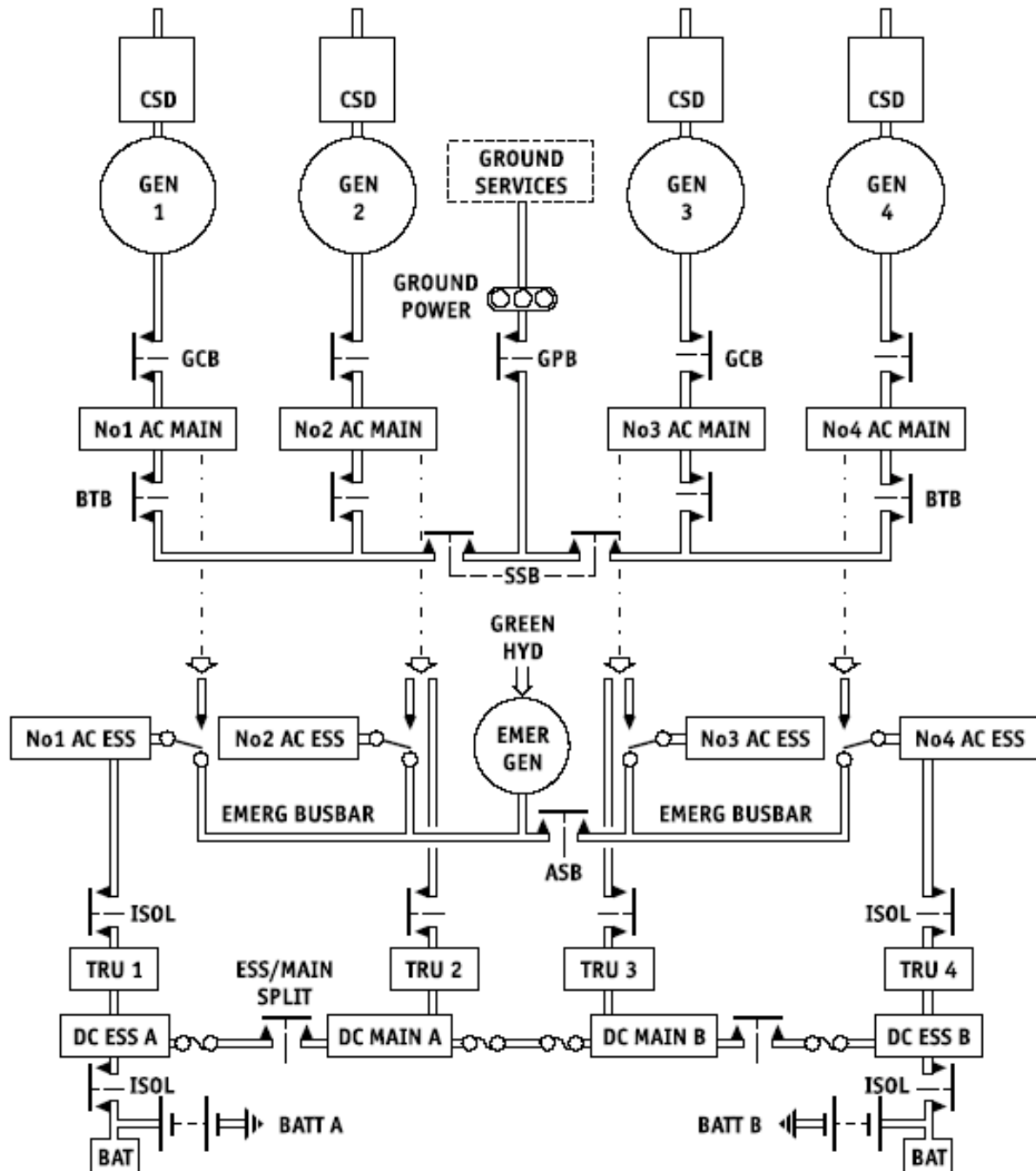
YELLOW PUMPS sw is at NORM and GUARDED

observe L/PRESS lights (6) are ON

GREEN, YELLOW and BLUE hydraulic pressure gauges
pointers at '0'

close the Hydraulic Management sub-panel

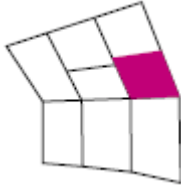
ELECTRICAL SYSTEM SCHEMATIC



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ELECTRICAL PANEL

open the Electrical Generating Control 1 sub-panel



verify

CSD DISCONNECT sws (4) at NORM and GUARDED

CSD 1,2,3, 4 lights ON

KW KVAR Meters (4) reading '0'

GENERATOR sws (1-4) at ON

GCB 1,2,3,4 MIs show CROSSLINE

GEN 1,2,3,4 lights ON

AC MAIN BUS lights (4) OFF

BTB 1,2,3,4 at NORM and GUARDED

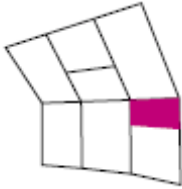
BTB MIs (4) show INLINE

SSB MI shows INLINE

close the Electrical Generating Control 1 sub-panel

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open the Electrical Generating Control 2 sub-panel



verify

AC ESS BUS 1-4 indicator MIs show inline
AC ESS BUS lights (4) OFF

EMER GEN ISOL sw at NORM and GUARDED
EMER GEN sw at AUTO and GUARDED

O/HEAT It OFF

SELECTED It OFF

EMERG GEN KVA meter indicates '0'

TRU 1, 2, 3 and 4 load ammeter shows approx 50A

ESS MAIN SPLIT MIs show inline

DC ESS BUS lights (2) OFF

DC MAIN BUS light OFF

set

GEN 1 & 3 and GEN 2 & 4 GALLEY sws to ON

WATER HTRS sw to ON

LIGHTS CTR to TEST then HIGH

LIGHTS AFT to TEST then HIGH

close the Electrical Generating Control 2 sub-panel

close the Side Console

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CAPTAIN'S COCKPIT PREPARATION

FLIGHT PLAN

RAMP ASSIGNMENT: Gate: A 16

DEPARTURE: LFPG Charles-De-Gaulle

Rwy: ILS/GS/DME 27L CGW

SID: EVX9A

ARRIVAL: KJFK Kennedy Intl

Rwy: ILS/GS 31L IMOH

STAR: ENE4

WAYPT	FRQ	LAT/LON
RSO	364.0	N49°00.68' E002°21.69'
PG280		N49°02.30' E002°08.80'
PG284		N49°03.88' E001°37.72'
EVX	112.40	N49°01.90' E001°13.25'
SENLO		N49°05.00' W001°10.70'
JSY	112.20	N49°13.27' W002°02.77'
PHIL		N49°28.52' W007°01.28'
RATKA		N49°30.00' W008°00.00'
KENUK		N50°00.00' W012°00.00'
SOMAX		N50°00.00' W015°00.00'
5020N		N50°00.00' W020°00.00'
5030N		N50°00.00' W030°00.00'
4940N		N49°00.00' W040°00.00'
YYT	113.50	N47°29.12' W052°51.13'
YQY	114.90	N46°09.20' W060°03.35'
ALLEX		N44°25.00' W067°00.00'
ENE	117.10	N43°25.54' W070°36.81'
ASPEN		N42°48.96' W070°54.69'
PVD	115.60	N41°43.46' W071°25.78'
TRAIT		N41°17.08' W071°55.06'
PARCH		N41°05.95' W072°07.24'
CCC	117.20	N40°55.78' W072°47.93'
ROBER		N40°41.12' W073°01.96'
TOTAL DISTANCE		3119.9 nm

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for this tutorial we will be using the default
FS flight planner to control lateral navigation,
instructions are also included if you wish to use
FS Navigator (www.fsnavigator.com)

FS FLIGHT PLANNER

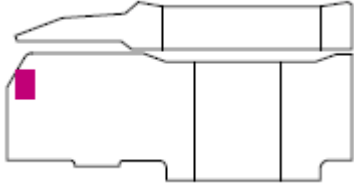
to load the plan, click Flights, Flight Planner
click 'Load'
select 'PSSconcorde_1.pln'
click OK
click OK
at 'do you want FS to move,,,'
click 'No'

FS NAVIGATOR

press F9 to open FS Navigator
press Plan, Open
select PSSconcorde_1.fsn
press OK
press Options, Settings, FMS
make sure HDG control is set to 'Set and hold Heading'
press OK
close FS Navigator

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INSTRUMENT TRANSFER SWS / SET



the Captain's INSTRUMENT TRANSFER panel allows for control of various navigation modes and also the VFE

OFF - VFE

Virtual Flight Engineer function when active, automatically controls fuel transfer, pressurization, selects engine ratings, and performs other checklist items

INS - FS

[INS]: the AFCS INS mode follows the route entered into INS

[FS]: the AFCS INS mode will depend on the next switch

GPS - EXT

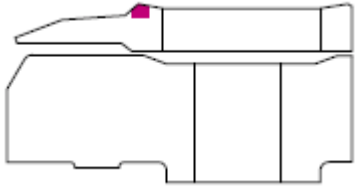
[GPS]: the AFCS INS mode will follow the route currently loaded in the stock Flight Simulator flight planner; this route can be monitored on the default GPS (press Shift-7)

[EXT]: the AFCS INS mode will follow the heading selected on the flight simulator autopilot (NOT the heading selected in the AFCS window)

this allow any 3d-party flight planner or FMC products (such as FS Navigator) to control the aircraft by using FS HDG HOLD mode

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	38	
		REV 02	SEQ 001

RAD/INS

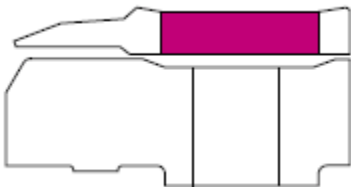


set to RAD

Note!

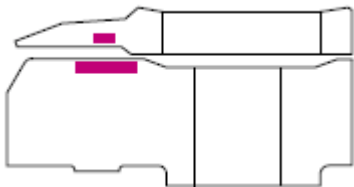
with RAD-INS switch at INS position, the HSI shows True headings; course pointer shows INS desired track (DTK), and deviation indicator shows INS cross track error (XTK) with full deflection equal to 7.5 nm offset

AFCS PANEL



verify AT1, AT2, FD1, AP1, AP2 and FD2 sws at OFF

WARNING AND LANDING DISPLAY



observe

TERRAIN light OFF
M/CG light OFF

TYRE light OFF

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	39	
		REV 02	SEQ 001

press and hold TEST button

observe

AUTO LAND light

AP light

AT light

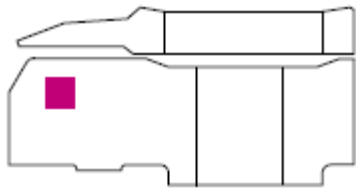
AIRCRAFT ILS deviation light

LAND 2 and LAND 3 light

DH light

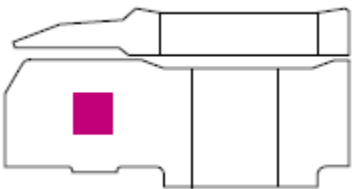
release the TEST button

ASI



observe no failure flags visible

ADI



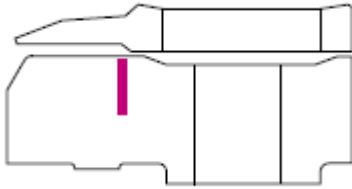
press and hold TEST button

observe flag G visible, sphere moves 10 deg pitch/bank, and CHECK ATT Its

release the TEST button

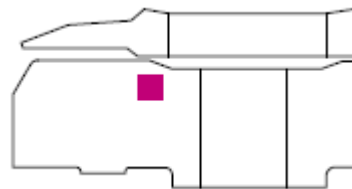
Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	40	
		REV 02	SEQ 001

VSI



observe no failure flags visible

RADIO ALTIMETER



observe red failure flag not visible

press and release TEST button

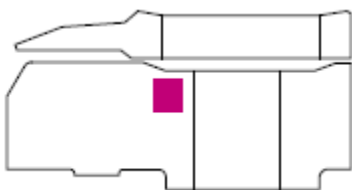
observe pointer rotates and failure flag visible

set DH height to '20'

observe DH lights on ADI and warning panel

set DH to '0'

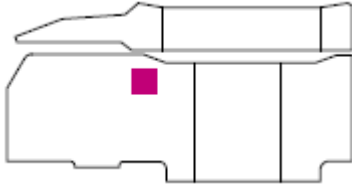
STANDBY HORIZON



observe no failure flags visible

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	41	
		REV 02	SEQ 001

MARKERS

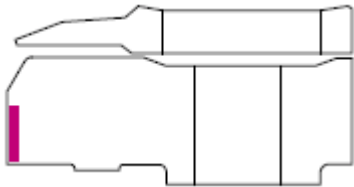


press and hold TEST button

observe OUTER, MIDDLE, AIRWAYS lights on then off

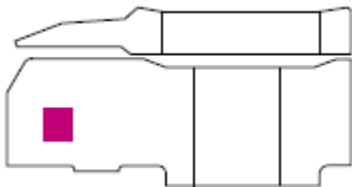
release TEST button

INCIDENCE AND ACCELEROMETER



observe no failure flags visible

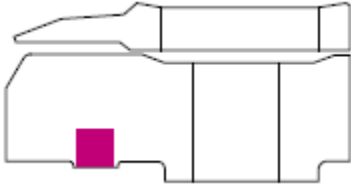
STANDBY ASI/MACHMETER



observe no failure flags visible

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	42	
		REV 02	SEQ 001

HSI



pull HDG/TRK selector so HDG shows on HSI

rotate HDG left 10deg, right 10deg

observe heading on AFCS panel and HSI

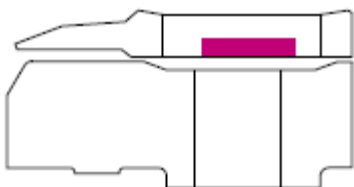
observe MAG, RAD, 1 on HSI display

press and hold TEST button

observe HDG alarm flag, compass rotates, 8888 displayed in MILES and GND SPD window

release TEST button

FD1 SWITCH



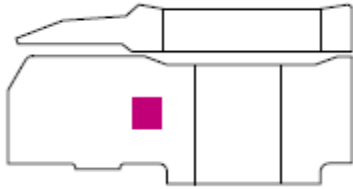
set FD1 sw to ON

observe FD1 visible on ADI

set FD1 to OFF

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	43	
		REV 02	SEQ 001

ALTIMETER

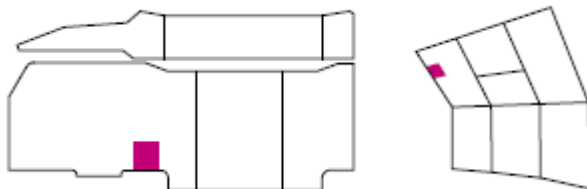


observe no failure flags visible

rotate static pressure knob to set airfield QNH of 1013 mbar

check altimeter reads within +/- 35 ft of airfield elevation, which at LFPG is 390ft

CLOCK



the clock has three digital displays, GMT, ELAPS and CHRONO

the **GMT** display shows current hours and minutes of GMT time
the tendency indicator to the right of GMT display represents the seconds:

- 0 to 14 seconds - no bar lit
- 15 to 29 seconds - bottom bar lit
- 30 TO 44 second - two bottom bars lit
- 45 TO 59 second - all bars lit

the **ELAPS** display shows elapsed time counter
it is controlled by the ET selector next to it:

- 'STOP' - counter stopped
- 'RUN' - counter operating
- 'RESET' - counter reset to zero and indicators out

the **CHRONO** display shows chronometer or timer, depending on the position of
TIMER - CHRO switch in the upper part of the clock

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	44	
		REV 02	SEQ 001

in **CHRONO mode**, the chronometer is controlled by the CHRO pushbutton in the lower corner of the clock

'FIRST' - push starts counter increasing

'SECOND' - push stops the counter

'THIRD' - push resets counter to zero

in **TIMER mode**, the timer is first set using the GMT selector in the upper corner of the clock

it has these positions working only in TIMER mode:

'RUN' - the timer is counting, if started

'HOLD' - the timer is frozen

'SLOW' - the timer is increased at slow rate

'FAST' - the timer is increased at fast rate

'TEST' - illuminates all segments on all displays

after the timer is set using SLOW or FAST and the GMT selector is returned to RUN position, the timer is started by pushing the CHRO pushbutton in the lower corner of the gauge

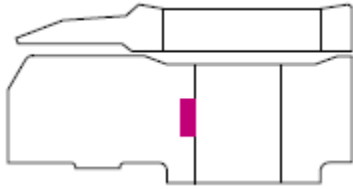
second push resets the timer to zero

in TIMER mode, two lights at the sides of CHRONO display begin to flash 5 seconds before the display achieves zero

at zero seconds the lights become steady

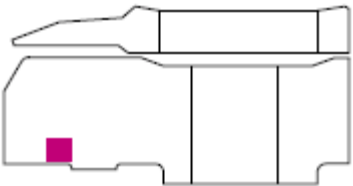
Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	45	
		REV 02	SEQ 001

ENGINE RATING LIGHTS



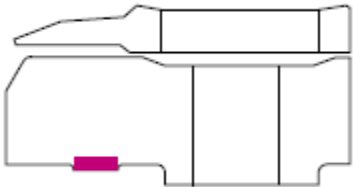
observe T/O light is displayed

VOR/RMI



observe no failure flags visible

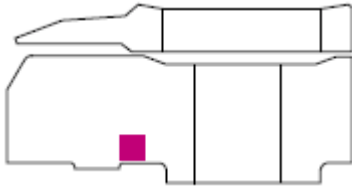
SIDE SLIP



observe no failure flags visible

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	46	
		REV 02	SEQ 001

ADF/RMI



observe no failure flags visible

INS MONITOR LIGHTS

INS warning lights on the main panel above the chronometer, are lit together with the ALERT lights on INS CDUs

steady light indicates less than one minute to next leg, and flashing light in manual leg change mode indicates that waypoint is passed

C.G INDICATOR

observe no failure flags visible

BRIEFING

as required

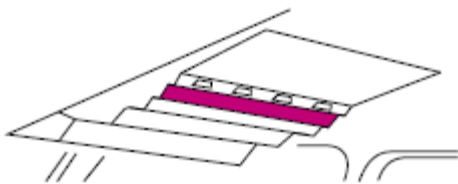
Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to JFK	47	
		REV 02	SEQ 001

FIRST OFFICER'S COCKPIT PREPARATION

close the ZOOMED MAIN panel

open the LOWER Overhead panel

STAB, FEEL AND TRIM PANEL



verify

AUTO STAB No 1 PITCH, ROLL and YAW sws at OFF

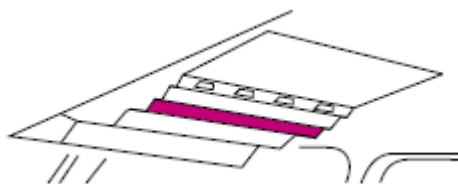
AUTO STAB No 2 PITCH, ROLL and YAW sws at OFF

ELECTRIC TRIM No 1 and 2 sws at OFF

ARTIFICIAL FEEL No 1 PITCH, ROLL and YAW sws at OFF

ARTIFICIAL FEEL No 2 PITCH, ROLL and YAW sws at OFF

FLIGHT CONTROL INVERTERS



set

BLUE INVERTER sw to ON and GUARDED

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	48	
		REV 02	SEQ 001

GREEN INVERTER sw to ON and GUARDED

FLIGHT CONTROL SELECTION

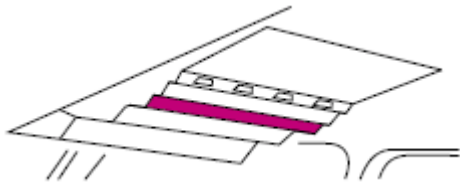
set

O&M ELEVONS sw to BLUE

IN ELEVONS sw to BLUE

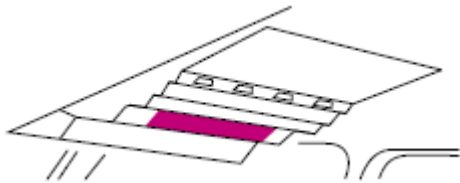
RUDDER sw to BLUE

ANTI-STALL



set ANTI STALL SYSTEM 1,2 sws to ON

LANDING LIGHTS



set MAIN, TAXI, TAXI TURN to OFF

observe EXTENDED lt OFF

Note!

Landing lights, if left on and extended, automatically retract at 365 knots

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	49	
		REV 02	SEQ 001

W/SHIELD DE-ICE

confirm L/R sws at OFF

VISOR DE-ICE

confirm L/R sws at OFF

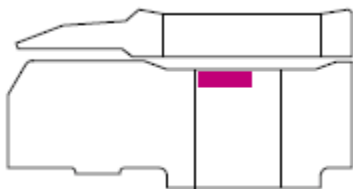
DV DE-MIST

confirm L/R sws at OFF

close the Overhead panel

at MAIN panel

BRAKE PRESSURE AND WARNING LIGHTS



observe

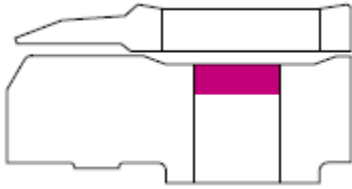
dual PARKING BRAKE pressure gauge reads full scale on both sides and no failure flags visible

BRAKE FAIL It OFF

BRAKE EMERG It ON

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	50	
		REV 02	SEQ 001

TAKE-OFF MONITOR

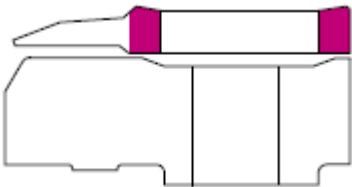


pull T/O MONITOR control button to INHIBIT

TOTAL FUEL CONTENTS INDICATOR

observe no failure flags visible

NAV1/2/DME



Note!

the rotating compass card indicates present magnetic heading, when referenced to the fixed yellow index at the top of the instrument

the two pointers show bearings to the VOR stations tuned on

NAV1 (thin pointer) and NAV2 (thick pointer) radios

the bearings are absolute magnetic if referenced to the compass card, or relative if referenced to the yellow index at the top of the instrument

a red and black striped flag appears over the compass card indicating loss of power supply

red and black striped flags appear in windows below "VOR1" and "VOR2" markings in the center of the instrument indicating station out of range or loss of power supply

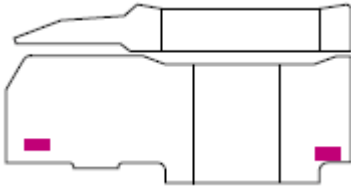
set

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	51	
		REV 02	SEQ 001

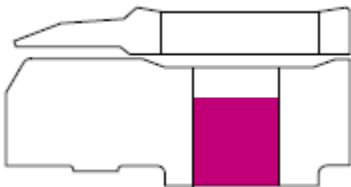
NAV 1 112.40 for EVX VOR

NAV 2 to 115.35 for CGN VOR

observe DME-2 displays 2.7 nm for CGN



PRIMARY ENGINE INDICATIONS



observe

power management lts (12) OFF

N2 pointers and digital counters at '0'

Over limit pointers at 110% and no flag across digital counters

N1 pointers and digital counters at '0'

Over limit pointers at 108.5%

N1 auto reduction lts (top left) OFF
and no flags across digital counters

FUEL pointers and lower digital counters at '0'

EGT pointers and digital counters show sensible readings,

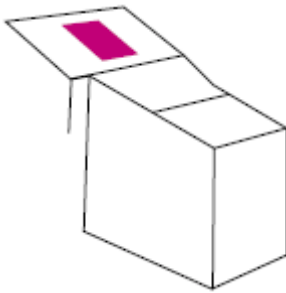
Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	52	
		REV 02	SEQ 001

no flags across digital counters and EGT instrument warning It off

AREA instrument pointers show sensible readings,
no flags and reheat selected Its OFF

[open the Centre Console](#)

THROTTLES



Note!

throttles can be individually moved by dragging with the mouse

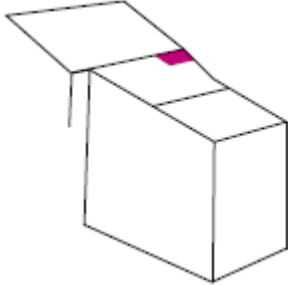
if dragged by pressing RIGHT mouse button, all four throttles are moved
altogether

advance throttle levers (4) to fully forward
and return to the idle stop

confirm at IDLE by pressing F1

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	53	
		REV 02	SEQ 001

WINDSHIELD WIPERS



verify W/S WIPERS rotary sws at OFF

REHEAT

confirm reheat sws are OFF
and reheat selected lights are OFF on Engine Exhaust gauge

ADF

the PSS Concorde allows for 2 ADF settings

Note!

the rotating compass card indicates present magnetic heading, when referenced to the fixed yellow index at the top of the instrument

the two pointers show bearings to the ADF stations tuned on ADF1 (thin pointer) and ADF2 (thick pointer) radios

the bearings are absolute magnetic if referenced to the compass card, or relative if referenced to the yellow index at the top of the instrument

a red and black striped flag appears over the compass card indicating loss of power supply

set ADF-1 to 364.0 for RSO NDB
set ADF-2 to 356.0 for RSY NDB

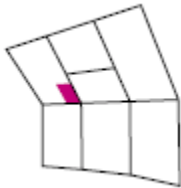
[close the Centre Console](#)

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	54	
		REV 02	SEQ 001

BEFORE START CHECK

open the Side Console panel

open the Pressurization + Engines 1 sub-panel



SECONDARY AIR DOORS

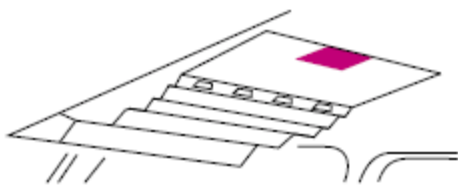
set SECONDARY AIR DOORS sws to AUTO

close the Pressurization + Engines 1 sub-panel

close the Side Console panel

open the UPPER Overhead panel

ANTI COLN



set ANTI COLN to ON

close the Overhead panel

at the Main panel

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	55	
		REV 02	SEQ 001

AIR SPEED INDICATOR



MAX SPEED POINTER

the yellow/black pointer indicates the value of Vmo

CAS POINTER

the white pointer indicates CAS also shown in the digital display

RED VMO FLAG

indicates loss of ADC validity signal and/or loss of power

SPD BUGS

set the 4 reminder bugs as follows

for Charles De Gaulle Airport
runway 27L, dry, no wind, standard pressure

V1 = 164

VR = 198

V2 = VR+21 = 219

PITCH INDEX set

(lower right corner of the ADI gauge)

set the pitch index indicator to 13 deg

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	56	
		REV 02	SEQ 001

LOADSHEET

for the Concorde it's best to deal in metric values

select Options, Settings, International

under Units of measure

make sure Metric (altimeter in feet) is selected

click OK

select Aircraft, Fuel and Payload

check 'Display fuel quantity as weight

Empty weight - is the weight of the aircraft minus fuel and payload, also referred to as Basic Operating Weight

Payload - is the combined weight of passengers, crew, baggage and cargo

Empty weight + Payload = Zero Fuel Weight

$78,698 + 10,759 = 89,457$ kgs is less than MZFW of 92,000 kgs

ZFW + FUEL load = Gross Weight (GW)

$89,457 + 95,129 = 184,586$ kgs

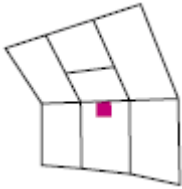
the Maximum Takeoff Weight (MTOW) of the Concorde is approx 185,454 kgs

as our GW of 184,586 Kg is less than the MTOW of 185,454 kgs a full fuel load is ok for takeoff

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	57	
		REV 02	SEQ 001

open the Side Console panel

open the Fuel Management 2 sub-panel



ZFW and ZFCG

set to 89,500

TOTAL FUEL REM/AC WEIGHT

should be approx 95,130 kgs and 117530 kgs

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	58	
		REV 02	SEQ 001

BEFORE START CHECKLIST

all items on the checklist have now been completed

MASTER CB's	SET/CHECKED
OXYGEN	CHECKED 100%
DV WINDOWS	CLOSED
FLIGHT CONTROL INVERTERS	ON
ANTI-STALL SYSTEMS	ON
RADAR/INSTRUMENT SWITCHES	RAD
INSTRUMENT TRANSFER SWITCHES	SET
QNH/AA/ALTIMETERS	SET / CROSS CHECKED
NAV RADIOS	SET
TRANSPONDER	XPDR
BRAKES	PARK/CHECKED
NAV LIGHTS	AS REQUIRED
THROTTLE MASTERS	MAIN/ALT
GROUND HYDRAULICS CHECK OUT	YELLOW, YELLOW/OFF
FUEL HEATERS	AUTO
ENGINE RECIRCULATING VALVES	SHUT
SECONDARY AIR DOORS	AUTO
BATTERIES	ON / Normal
INS 1, 2 & 3	LOADING CHECKED
NAV MODE/MIX ASI BUGS, PITCH INDEX & 3/4 REHEAT PLACARD	SET
FUEL FLOW & P7 BUGS	SET
CLOCK AND TLA BUGS	SET
SEAT BELT SIGNAL	ON
BRIEFING	STATED
Radio Aids, Emergencies	REVIEW

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	59	
		REV 02	SEQ 001

LOADSHEET	CHECKED
ZFW & ZFCG	SET/CHECKED
FUEL REM. & A/C WEIGHT	SET/CHECKED
LOAD LIMITS	SET

START CLEARANCE	OBTAIN
DOOR LIGHTS	CHECKED
MASTER WARNING	RECALL
ANTI-COLLISION LIGHTS	ON
THROTTLES	IDLE
ENGINE FEED PUMPS	ON
FLIGHT DECK DOOR	LOCKED
CLEARANCE TO START	OBTAIN
AG ONLY BATTERIES	ON
GALLEY SWITCHES	OFF
1ST ENGINE	START
BATTERIES	NORMAL
START ENGINE	AS REQUIRED

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	60	
		REV 02	SEQ 001

ENGINE START PROCEDURE

click Flights, Save Flight, enter the title

PSSconcorde_2

click OK

we will be following the CROSS BLEED engine start procedure

START ENGINE 3

open the Side Console panel

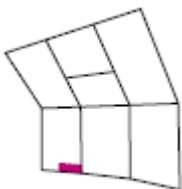
the following can be completed without enlarging the sub-panels, your choice

at Fuel Management 2 panel sub-panel



set MAIN ENGINE PUMP sw 3 to ON
(each pump has 3 switches, main and 2 standby pumps)

at Engines 2 panel sub-panel



set REFLIGHT/START sw 3 to START

observe

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	61	
		REV 02	SEQ 001

switch latched at START

START VALVE MI reads OPEN

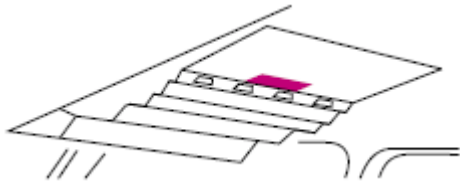
START PUMP light is ON

close the Side Console panel

observe N2 increasing

when N2 is between 10-12%

open UPPER Overhead panel



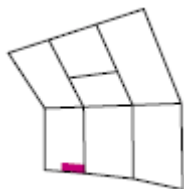
set HP VALVE sw 3 to OPEN

close the UPPER Overhead

observe EGT increases

open the Side Console panel

at Engines 2 panel sub-panel



Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	62	
		REV 02	SEQ 001

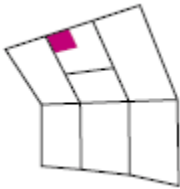
observe

REFLIGHT/START sw 3 at OFF

START VALVE MI reads SHUT

START PUMP light is OFF

at Air Bleed Control sub-panel



set BLEED VALVE 3 sw to OPEN

set COND VALVE 3 sw to ON

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	63	
		REV 02	SEQ 001

REPEAT START PROCEDURE FOR ENGINE 2

MAIN ENGINE PUMP sw 2 to ON

REFLIGHT/START sw 2 to START

N2 increasing

HP VALVE sw 2 to OPEN

EGT increases

REFLIGHT/START sw 2 at OFF

START VALVE MI reads SHUT

START PUMP light is OFF

BLEED VALVE 2 sw to OPEN

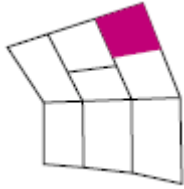
COND VALVE 2 sw to ON

CSD2 light is OFF

SECONDARY NOZZLE 2 indicates 18-24 deg

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	64	
		REV 02	SEQ 001

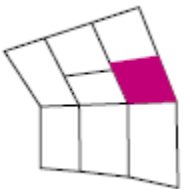
at Hydraulic Management panel sub-panel



set GREEN hydraulic pump sws 1,2 to ON

set BLUE hydraulic pump sws 3,4 to ON

at Electrical Generating Control 1 sub-panel



set GROUND POWER sw to TRIP

close the Side Console panel

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	65	
		REV 02	SEQ 001

PUSHBACK CHECKLIST

all items on the checklist have now been completed

NOS 3 & 2 ENGINES	STARTED
HYDRAULICS	CHECKED
GROUND EQUIPMENT	CLEAR
PUSHBACK	
NOS 4 & 1 ENGINES	STARTED
PUSHBACK CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	66	
		REV 02	SEQ 001

PUSHBACK PROCEDURE

press Shift+S for SPOT view

adjust view as required

press '.' to release the PARKING BRAKE

press Shift+P for Pushback

when the nose wheel is at the taxi line

press Shift+P to stop the pushback

press Ctrl+. to set the PARKING BRAKE

press 'S' to return to the cockpit

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	67	
		REV 02	SEQ 001

START PROCEDURE FOR ENGINE 4

open the Side Console panel

set CROSS BLEED 4 to ON

MAIN ENGINE PUMP sw 4 to ON

REFLIGHT/START sw 4 to START

N2 increasing

HP VALVE sw 4 to OPEN

EGT increases

REFLIGHT/START sw 4 at OFF

START VALVE MI reads SHUT

START PUMP light is OFF

BLEED VALVE 4 sw to OPEN

COND VALVE 4 sw to ON

CSD4 light is OFF

SECONDARY NOZZLE 4 indicates 18-24 deg

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	68	
		REV 02	SEQ 001

START PROCEDURE FOR ENGINE 1

set CROSS BLEED 1 to ON

MAIN ENGINE PUMP sw 1 to ON

REFLIGHT/START sw 1 to START

N2 increasing

HP VALVE sw 1 to OPEN

EGT increases

REFLIGHT/START sw 1 at OFF

START VALVE MI reads SHUT

START PUMP light is OFF

BLEED VALVE 1 sw to OPEN

COND VALVE 1 sw to ON

CSD1 light is OFF

SECONDARY NOZZLE 1 indicates 18-24 deg

set CROSS BLEED sws 1-4 to OFF

ENGINE FEED PUMPS

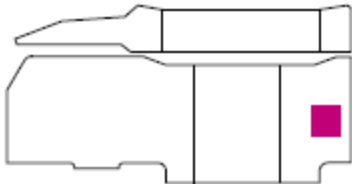
set all PUMPS to ON

[close the Side Console panel](#)

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	69	
		REV 02	SEQ 001

AFTER START CHECK

FLIGHT CONTROL AFCS



at the flight control position indicator, observe
ELEVONS and RUDDERS are inline

AUTO THROTTLE

set AT1 sw to engage position

observe IAS HOLD It ON

press Ctrl+T for 'Autothrottle Instinctive Disconnect'

observe AT1 sw to OFF, IAS HOLD It to OFF

observe AT light flashing on warning panel

press AT light to cancel the warning

AUTO PILOT

set AP1 sw to engage position

observe HDG HOLD and PITCH HOLD Its ON

press Ctrl+Z for 'AutoPilot Instinctive Disconnect'

observe AP1 sw to OFF, HOLD and PITCH Its to OFF

observe AP light flashing on warning panel

press AP light to cancel the warning

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	70	
		REV 02	SEQ 001

[open the LOWER Overhead panel](#)

STAB and FEEL

set ELECTRIC TRIM 2 sw to ENGAGE

set ELECTRIC TRIM 1 sw to ENGAGE

set AUTO STAB NO 1 PITCH, ROLL and YAW to ENGAGE

set AUTO STAB NO 2 PITCH, ROLL and YAW to ENGAGE

set ARTIFICIAL FEEL NO 1 PITCH, ROLL and YAW to ENGAGE

set ARTIFICIAL FEEL NO 1 PITCH, ROLL and YAW to ENGAGE

LIGHTS LANDING TAXI

set to EXTEND/ON

at the MWS panel

press RECALL

observe no warning lights

[close the LOWER Overhead panel](#)

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	71	
		REV 02	SEQ 001

AFTER START CHECKLIST

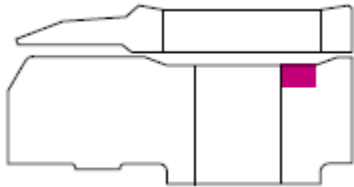
all items on the checklist have now been completed

NOSEWHEEL STEERING	CHECKED
FLIGHT CONTROL, AFCS & TRIMS	CHECKED
STAB & FEEL	ENGAGED
ENGINE ANTI-ICE/ENGINE SCHEDULE	AS REQUIRED
BRAKE FANS	ON
IDLE SWITCHES	LOW
DOOR WARNINGS	TESTED/OFF
ENGINE FEED PUMPS	ALL ON
HYDRAULICS	CHECKED
ELECTRICS	CHECKED: GREEN BYPASS
GROUND EQUIPMENT	CLEAR
AFTER START CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	72	
		REV 02	SEQ 001

TAXI CHECK

VISOR NOSE



set VISOR/NOSE lever to 5 deg

at the UPPER Overhead

AUTO IGNITION

set to ON

at the Main panel

FLIGHT CONTROLS

using flight control
 apply full left, right, forward, back pressure
 observe ELEVONS follow control movements

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	73	
		REV 02	SEQ 001

TAXI CHECKLIST

some items will be set by the VFE once we are holding short of the runway

VISOR / NOSE	DOWN / 5 DEG
BRAKES	CHECKED / NORM
FLIGHT INSTRUMENTS	CHKD / NO FLAGS
FLIGHT CONTROLS / EFC	CHECKED / LIGHT OFF
TRIMS	SET
C.G. MOVEMENT	AS REQD
ENGINE RATING MODE	TAKE-OFF
AUTO IGNITION	ON
THROTTLES	CHECKED
DRAIN MAST HEATER	ON
ENGINE FLIGHT RATING	CLIMB
PRESS STATIC HEATERS	ON
ADS & STBY HEATERS	Tt INHIB / ON
AIR INTAKES	CHECKED / SET
ENGINE CONTROL SCHEDULE	CHECKED
ENG 4 T/O N1 LIMITER	88%
AIR CONDITIONING	CHECKED / SET
FUEL LP PROTECTION SWITCH	ARMED
FUEL CONSUMED INDICATORS	CHECKED
ENGINE FEED PUMPS	ALL ON
CROSSFEED VALVES	SHUT
ANTI-SKID 'R' LTS / TRYE LTS	OFF
REVERSE ASOV's	CHECKED/18-24o/NORM
ENGINE O/HEAT	AS REQUIRED
SEATS & HARNESS	LOCKED, PWR OFF & SEC
TRIM TANKS CONTENTS	CHECKED
DE-AIR PUMPS	ON
TAKE-OFF CG SWITCH	AS REQUIRED
CG POSITION	CHECKED
MAIN TRANSFER PUMPS	AS REQUIRED
CABIN / SLIDES	SECURE / ARMED
TAXY CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	74	
		REV 02	SEQ 001

TAXI PROCEDURE

release the parking brake

press F3 to increase thrust till moving

then press F1 for idle

adjust thrust as required for 15 kts taxi speed

at the hold short point

press F1 for idle

set the PARKING BRAKE



Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	75	
		REV 02	SEQ 001

click Flights, Save Flight, enter the title

PSSconcorde_3

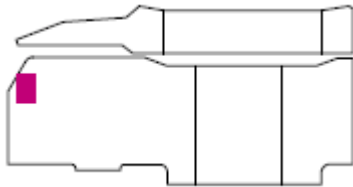
click OK

C.G. MANAGEMENT / TRIM TRANSFER

for this tutorial flight we will be using the VFE to control

Fuel Transfer and various systems

at the Main panel



set OFF - VFE to VFE for Virtual Flight Engineer

open the LOWER overhead panel

LANDING LIGHTS

set LIGHT TAXI to OFF

set LIGHTS MAIN LANDING to EXTEND/ON

MASTER WARNING

press RECALL

observe indicators

press INHIBIT

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	76	
		REV 02	SEQ 001

close the LOWER overhead panel

at the Main panel

T/O MONITOR

set to ARMED

RADAR ALTIMETER.

set to 500'

PITCH INDEX

verify set to 13 deg for take-off

open the Centre Console

TRANSPONER

set to A and 5515

ADF

confirm ADF1 at 364.0 and ADF2 at 356.0

close the Centre console

at the Main Panel we will now do some final AFCS settings

confirm

AT1/2, FD1/2, AP1/2 all OFF

all indicator lts OFF

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	77	
		REV 02	SEQ 001

NAV1 at 112.40

NAV2 at 115.35

set

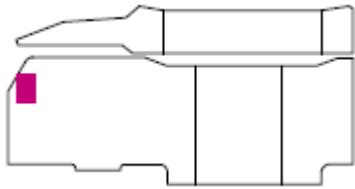
SPEED SELECT to 400 kts

HDG to 269

CRS to 277

ALT to FL260'

at INSTRUMENT TRANSFER PANEL



if using the FS flight planner

set

INS - FS to FS

GPS - EXT to GPS

if using FS Navigator

set

INS - FS to FS

GPS - EXT to EXT

press Shift+F4 to set REHEAT to ON

the items on the checklist have now been completed

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	78	
		REV 02	SEQ 001

BEFORE TAKE-OFF CHECK

BRIEFING, T/O DATA	UPDATED
CABIN CREW CALL	3 PRESSES
LANDING LIGHTS	AS REQUIRED
TRANSPONDER	SET
WHEEL LIGHTS	OFF
OVERLOAD MI	BLACK
MASTER WARNING	RECALL / INHIBIT
T/O MONITOR	ARMED
REHEAT	ON
NOZZLE OVERRIDE LIGHTS	OFF
PITCH INDEX	CHECKED
RADAR	AS REQUIRED
BRAKE FANS	OFF
BEFORE TAKE-OFF CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	79	
		REV 02	SEQ 001

DEPARTURE PROCEDURE

we will be departing on runway 27L

maintaining the runway heading of 269 deg, climbing through 6000'

at DME-2, 5.5 nm from CGN (115.35)

commence right turn to 299 deg

intercept the 277 radial from CGN

at DME-1, 13.9 nm from CGN

maintain heading of 277 deg direct to intersection PG284

then direct to VOR EVX

TAXI INTO POSITION

with the BRAKES released

increase thrust slightly taxi into position rny 27L

press F1 for idle

set BRAKES to ON

press Shift+F4 for reheat

confirm REHEAT Its on

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	80	
		REV 02	SEQ 001

TAKE-OFF

BRAKES OFF

press F4

at VR

ROTATE initially to 18 deg

GEAR UP at positive climb

500' REHEATS OFF

NOSE DOWN to 13 deg t hold approx 250 kts

NOSE to VIS/0

GEAR to 'N'

passing 4000'

lower nose to 8 deg

press AT1

press IAS ACQ

set VISOR to UP

press FD1, and AP1

press ALT ACQ

press INS to activate FS - GPS flight plan

observe IAS ACQ, INS, PITCH HOLD and ALT ACQ primed (yellow triangle)

VFE will have set ENGINE RATING to CLB and will be adjusting fuel transfer

passing 10,000'

set LANDING LIGHTS to OFF

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	81	
		REV 02	SEQ 001

AFTER TAKE-OFF CHECKLIST

LANDING GEAR	UP:LIGHTS OFF NEUTRAL
LANDING LIGHTS	OFF/10,000'
MASTER WARNING	RECALL
ADS & STBY HEATERS	ON
ENGINE RATING MODE	FLIGHT
PRESSURISATION	CHECKED
SECONDARY AIR DOORS	OPEN
NOSE / VISOR	UP / LOCKED
AFTER TAKE-OFF CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	82	
		REV 02	SEQ 001

at M = 0.7 CLIMB CHECKLIST

these items will be checked by the VFE

ALTIMETERS	SET
FUEL TRANSFER	AFT
TAKE-OFF CG SWITCH	NORMAL
BRAKE FANS	OFF
ENGINE CONTROL SCHEDULE	NORMAL
SEAT BELT SIGNS	AS REQUIRED
TAXI TURN LTS	OFF
NOZZLE OVERRIDE LIGHTS	OFF
SECONDARY AIR DOOR SWITCHES	OPEN
SECONDARY NOZZLES	MODULATING
CLIMB CHECKLIST	COMPLETE

at M=0.90 approx FL260

AUXILARY INLETS	SHUT
SECONDARY NOZZLES	<15 DEG
REHEAT	ON
FUEL TRANSFER	TRANSFER AFT

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	83	
		REV 02	SEQ 001

at FL260 approx M = 0.90

observe ALT HOLD

confirm NAV1 to 112.20 for VOR JSY

set CRS and HDG to track JSY, approx 280 deg

pre set ALT to FL580

set RA to 0

set PITCH INDEX to 0

monitor DME-1

100 nm from JSY

set AT1 to OFF

press F4

press Shift+F4 for REHEAT

press MAX CLIMB

press ALT ACQ

observe pressure wave effect passing M = 1.00
on VSI and Altimeter

at FL320 observe Vmo indicator increasing

set NAV 1 to 113.50 for YYT (Saint John's)

set NAV 2 to 112.20

at M = 1.7

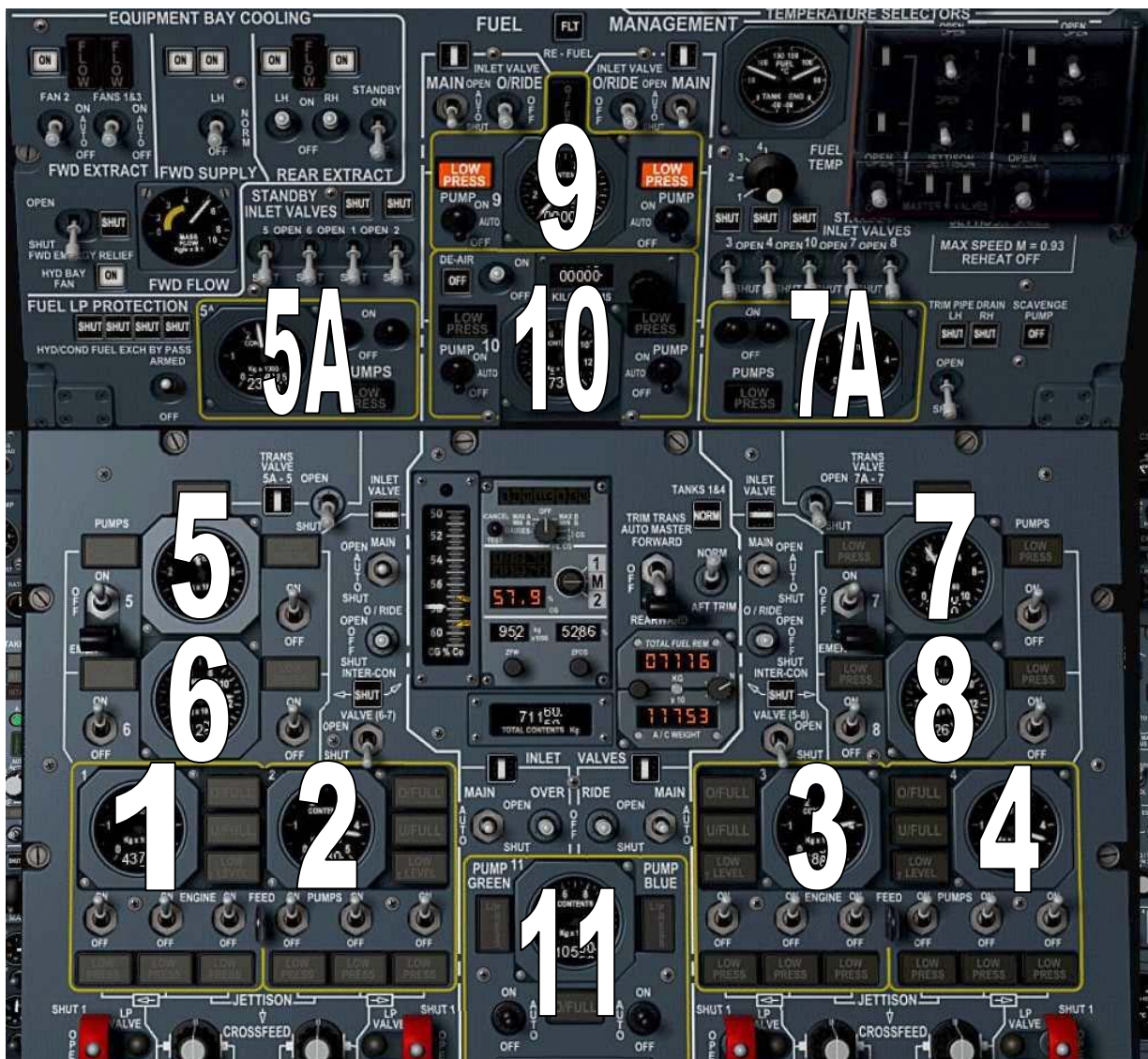
press Shift+F4 to turn off reheat

[open Side Console panel](#)

right click to open the Fuel Management 1 + Cooling sub-panel

then right click to open the Fuel Management 2 sub-panel

click the left edge of the FM2 panel and drag it down to lineup with the FM1 panel



Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	85	
		REV 02	SEQ 001

you can now watch the VFE control the fuel transfer

fuel will be transferred from TANK 9 to TANKS 5 and 7

when TANK 9 is empty TANK 10 will be used

TANKS 5A and 7A will also be transferred as required to TANKS 5 and 7 via the TRANS VALVE 5A-5 and 7A-7 switches

when TANK 9 is empty the LOW PRESS lights will come on, same for TANK 10

when TANKS 9, 10, 5A and 7A are empty

TANKS 5 and 7 will supply fuel to TANKS 1, 2, 3, 4

when 5 and 7 are empty

TANKS 6 and 8 will supply TANKS 1, 2, 3, 4

TANK 6 left pump supplies TANK 1

TANK 6 right pump supplies TANK 2

TANK 8 left pump supplies TANK 3

TANK 8 right pump supplies TANK 4

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	86	
		REV 02	SEQ 001

AT FL500

observe MAX CLIMB and MAX CRUISE Its ON

NOTE!

MAX CRUISE PUSH BUTTON LIGHT

on - indicates engagement of the mode

MAX CRUISE is automatically engaged from the MAX CLIMB mode

when the 'corner point' is reached

once engaged it constrains the aircraft to the lesser of $M = 2.00$ or the airspeed associated with T_{mo}

passing FL500 the climb speed will reduce

further climbing to FL580 will continue based on the fuel

load, and OAT, this is similar to step climbing in modern aircraft

you can monitor the progress using the default GPS by pressing Shift+7

some info on AFCS modes

IAS HOLD

holds the existing airspeed

MACH HOLD

holds the existing Mach No

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	87	
		REV 02	SEQ 001

IAS ACQ

initiates the acquisition and subsequent hold of speed set on the SPEED SEL control

FD

engagement mode is PITCH HOLD if no AP is engaged
if engaged after AP, will assume the established mode

INS

initiates acquisition of track set by INS CDU or FS or EXT

TRK HDG

follows preset track or heading using bank angle not > 30 deg

HDG HOLD

holds existing magnetic heading

PITCH HOLD

holds existing attitude

TURB

holds existing pitch attitude and heading

BACK BEAM

is specific to the FD and only used with AP disengaged

GO AROUND

automatic go around,

VOR LOC

intercepts the selected VOR radial or Localizer

LAND

primes both VOR LOC and GLIDE modes

GLIDE

captures GLIDE beam and LOC beam

MACH HOLD

holds existing MACH number

MAX CLIMB

when at or near Vmo constrains the airspeed to Vmo,

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	88	
		REV 02	SEQ 001

disengages between 530 kts and M = 2.00

MAX CRUISE

automatically engaged from MAX CLIMB

VERT SPEED

holds the existing vertical speed

ALT HOLD

holds existing altitude

ALT ACQ

primes for acquisition of the pre set altitude

DESCENT

after approx 1.5hrs

set RAD/INS to RAD

NOTE!

with RAD-INS switch at INS position, the HSI shows True headings; course pointer shows INS desired track (DTK), and deviation indicator shows INS cross track error (XTK) with full deflection equal to 7.5 nm offset

passing YYT 113.50 (St John's Newfoundland)

set NAV 1 to 114.90 for YQY (Sydney, Nova Scotia)

set NAV 2 to 117.10 for ENE (Kennebunk, Maine)

final altitude will vary depending on several factors, fuel load, Outside Air Temp

press ALT HOLD

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	89	
		REV 02	SEQ 001

DECELERATION AND DESCENT CHECKLIST

we will let the VFE look after the checklist items
further checklists can be found at the end of the tutorial

WARNING AND LOG DISPLAY	CHECKED
BRIEFING Aide-Memoir: Decl. Point, ADD's/MEL, AIS/ATIS, Sig.Wx., Terrain/SSA/MSA, Transition Level, STAR, Approach / Go- Around/Radio Aids, R/W State / Stopping / Airfield, Fuel Capability / Alternate, AWO	STATED
SAFETY ALTITUDE	CHECKED
ASI BUGS	SET
ALTIMETERS	SET / CROSS CHECKED
RADIO ALTIMETERS	DH SET
ENGINE RECIRC VALVES	OPEN
THROTTLES	18o
TANKS 1 & 4	NORM
TANK 11 HYDRAULIC PUMPS	OFF
FUEL TRANSFER	TRANSFER FWD
ENGINE FLIGHT RATING	CLIMB
THROTTLES	32o
INTAKES	CHECKED
THROTTLES	AS REQD
PRESSURISATION	SET
PRESS STATIC HEATERS	ON
TRANSPARENCY DE-ICE, DEMIST	ON
THROTTLE MASTER SWITCH	OTHER SELECTION
DECELERATION AND DESCENT CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	90	
		REV 02	SEQ 001

click Flights, Save Flight, enter the title

PSSconcorde_4

click OK

YQY

at 50 nm DME-1 from YQY

set SPEED SELECT to 350 kts

press AT1

press IAS ACQ

set ALT SELECT to FL410

passing YQY (114.90)

press ALT ACQ

observe VERT SPEED selected

HDG and CRS should be approx 275 deg

set NAV 1 to UZX 117.60

with a projected landing weight of 115,000 kgs

pre-set SPD BUGS for landing VREF

VREF = 160 kts

VREF+7 = 167

VREF+10 = 170

VREF+30 = 190

while we have some time,,

set ADF 1 to 275.0 for BABYLON

*we will need this during the final approach

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	91	
		REV 02	SEQ 001

set ADF 2 to 268.0 for GRIMM

passing UZX (117.60)

leave NAV 1 at UZX as ENE won't be in range

observe DME-1 increasing as we fly from UZX

at approx 74 nm DME-1 NAV 2 will activate

set NAV 1 to ENE 117.10

set NAV 2 to PVD 115.60

we are still using the INS for navigation, however it is good practice to set CRS and HDG

adjust CRS and HDG values to track direct to ENE
approx 266 deg

when at FL410 and ALT HOLD

set ALT SELECT to FL240

when 70 nm DME-1 from ENE (117.10)

press ALT ACQ

ENE

passing ENE

set SPEED SELECT to 300 kts

we will now be flying direct to the next waypoint which is
VOR PVD 115.60 as indicated on NAV 2 and DME-2

set NAV 1 to PVD 115.60

set NAV 2 to JFK 115.90

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	92	
		REV 02	SEQ 001

set HDG and CRS to approx 212 deg

press TRK HDG

adjust CRS as required to fly direct to PVD (115.60)

set VISOR to VIS/0

monitor DME-1

passing PVD we will turn direct to TRAIT

set HDG to 235 deg

set NAV 1 to CCC 117.20

APPROACH CHECKLIST

CABIN CREW CALL	15 MINUTES
LANDING BRIEFING	UPDATE
TAXI TURN LTS	ON
RAD / INS SWITCH	RAD
SEAT BELT SIGN	ON
ENGINE RATING MODE	TAKE OFF
ENGINE RECIRC VALVES	SHUT
ENGINE CONTROL SCHEDULE	APPROACH
SECONDARY AIR DOOR sws	AUTO
ENGINE FEED PUMPS	ALL ON
CROSS FEED VALVES	SHUT
SSB	AS REQUIRED
BATTERIES / d.c. split SWITCH	AS REQUIRED
FUEL / WEIGHT / CG	CHECKED
ASI BUGS	UPDATE
SEATS & HARNESS	LOCKED PWR OFF& SEC
VISOR / NOSE	DOWN / 5 DEG
ALTIMETERS / RAD ALT	QNH SET / UPDATE
APPROACH CHECKLIST	COMPLETE

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	93	
		REV 02	SEQ 001

TRAIT

click Flights, Save Flight, enter the title

PSSconcorde_5

click OK

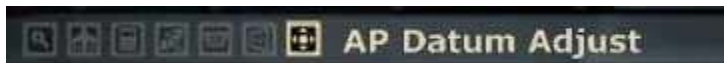
when DME-1 is at 47 nm we will be passing TRAIT

set SPEED SELECT to 240 kts

set ALTITUDE SELECT to 9,000'

press ALT ACQ

open the AP DATUM ADJUST panel



press NOSE DOWN till VS is -1500 fpm

set VISOR/NOSE to 5



Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	94	
		REV 02	SEQ 001

we are going to fly direct to CCC

with NAV 1 set to 117.20 for CCC

adjust CRS to centre the VOR 1 deviation needle as shown on the HSI, approx 258 deg



press VOR LOC to track direct to CCC



adjust CRS as required to centre deviation needle

pre-set HDG to 230 deg

when DME-1 at 5 nm

press TRK HDG

set NAV 1 to 111.35 for runway 31L KJFK

set both VOR/LOC selectors to 315 for runway 31L

passing 10,000' set Landing Lights to ON

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	95	
		REV 02	SEQ 001

at ALT HOLD of 9,000'

set ALTITUDE SELECT to 2,000'

press ALT ACQ

set SPEED SELECT to 210 kts

confirm ADF 1 set at 275.0 for BABYLON

when ADF 1 BRG is at 320 deg



set HDG to 285 deg to fly direct to ZACHS

approx DME-2 at 25 nm the ILS for 31L will activate



press VOR LOC observe prime light on

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	97	
		REV 02	SEQ 001

click Flights, Save Flight, enter the title

PSSconcorde_6

click OK

as the GLIDE SLOPE starts moving DOWN



set GEAR to DOWN

at GLIDE SLOPE intercept

set SPEED SELECT to 170 kts

observe LAND selected

set AP2 to ON



Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	98	
		REV 02	SEQ 001

set SPEED SELECT to 160

LANDING CHECKLIST

LANDING GEAR	4 GREENS
NOSE	DOWN & GREEN
BRAKES	CHECKED / NORMAL
ANTI-SKID	CHECKED
AUX INLETS	OPEN / X-HATCH
YELLOW SYSTEM	CHECKED
LANDING CHECKLIST	COMPLETE

LAND 3

approaching touchdown

Concorde with flare slightly

thrust will go to IDLE

at TOUCHDOWN

set AT1 to OFF

set AP1, AP2 to OFF

lower the nose

press F2 for REVERSE

use brakes as required

exit the runway when able

press F1 for IDLE

press BRAKE to STOP

set VISOR/NOSE to 5

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	99	
		REV 02	SEQ 001

[open the LOWER Overhead panel](#)

set LANDING LIGHTS to OFF

set TAXI LIGHTS to ON

taxi to the gate and continue with the shutdown checklist

Hope you enjoyed the flight

[Phoenix Simulation Software](#)

[The Phoenix \(PSS\) Support Forum](#)

Phoenix Simulation Software Concorde	TUTORIAL FLIGHT LFPG to KJFK	100	
		REV 02	SEQ 001

AFTER LANDING CHECKLIST

TIRE LIGHT	OBSERVE
BRAKE FANS	AS REQUIRED
MASTER WARNING	INHIBIT
NOSE	5 DEG
FLIGHT CONTROL INVERTERS	OFF LIV
RADAR	OFF
SSB	CLOSED
RAMP SPILL MASTER sws	MAN
REVERSE ASOVs	CHKD/18-24o/NORM
INBOARD ENGINES	AS REQUIRED
AUTO IGNITION	OFF
PRESS STATIC HEATERS	OFF
ADS AND STBY HEATERS	OFF
DRAIN MAST HEATERS	AS REQUIRED
WING & INTAKE ANTI-ICING	OFF
W/SHIELD EMERG DE-ICE sws	OFF / GAURDED
TRANSPONDER	XPDR
PRESSURISATION	CHECKED
SECONDARY AIR DOORS	AUTO, SHUT and LIGHTS OFF
BATTERY/DC SPLIT SWs	ON / normal
BRAKE TEMP Its	CHECKED
SLIDES	DOORS RO MANUAL
TANK 9 SHUT DOWN FUEL	4,000 KG
AFTER LANDING CHECKLIST	COMPLETE

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PARKING CHECKLIST

BRAKES	PARK
LIGHTS & TRANSPARENCIES	OFF / RETRACT: OFF
NOSE / VISOR	AS REQUIRED
EMERG GENERATOR sel	AUTO
BATTERIES	ON
GROUND POWER	ON
HP VALVES	SHUT
THROTTLE MASTERS	OFF
ANTI-COLLISION Its	OFF
FASTEN SEAT BELTS	OFF
ENGINE ANTI-ICING	OFF
IGNITION	OFF
GROUND CONDITIONONG	AVAILABLE
FUEL PANEL	GROUND STATE
BATTERIES	BATT OFF
INS	POST FLT INFO
TRANSPONDER	STANDBY
CHOCKS	IN POSITION
BRAKE FANS	AS REQUIRED
RADIATION METER	NOTED
INS	RELOAD (TRANSIT)
FLIGHT DECK DOOR	UNLOCKED
FLIGHT DOCUMENTS	RETAINED
PARKING CHECKLIST	COMPLETE

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STOPOVER CHECKLIST

AIR DATA COMPUTERS	OFF
INS	OFF
FLIGHT CONTROL INVERTERS	PWR OFF
OXYGEN	OFF
GROUND POWER	AS REQUIRED
MASTER C/B's	TRIP
EMERGENCY lts	OFF
STOPOVER CHECKLIST	COMPLETE

FLIGHT ENGINEER'S LEAVING PANEL CHECKLIST

CABIN TEMPERATURE	STABLE
CG	CHECKED
TRIM TRANSFER	CHECKED
FUEL TRANSFER	SAFE
ENGINE FEED PUMPS	ALL ON
CROSSFEED	SHUT
JETTISON SYSTEM	VALVES SHUT/ COVER CLOSED
EMERGENCY GENERATOR	NORM / GRD BYPASS
LEAVING PANEL CHECKLIST	COMPLETE