

Captain is PM. First Officer is PF.

**CPT: Preliminary Cockpit Prep,
Cockpit Setup. Storm Lights On. Indicators
Bright.**

FO: Walkaround, CDU.

Reverse Roles, & Check each-other's work.

Starting Engines Checklist To The Line

**CPT: 4-Aux Pressure Ck, 123Auto, EICAS-
FUEL, Fuel Pumps, EICAS-ENG Anti Ice.
Beacon, Brakes, EICAS. Trim, Duct
Pressure.**

**FO: Packs, EICAS. Recall,
Cancel, ENG Page.**

CPT: Checklist.

After Start Checklist

**CPT: APU Off. Hyd 4 Auto. LNAV, VNAV
ARM.**

FO: Packs On.

CPT: Checklist.

External Power Disconnected:

**CPT: Indicator Lights as Required. After
Cleared to disconnect lights.**

Salute: STORM LIGHTS OFF.

Flaps 10 Taxi Checklist

**CPT: Taxi Lights & RWY Turnoff Lights-
On Verbalize Control Checks, Flap Lever
in Detent Show one wpyt on ND.**

**FO: EICAS Status, Flaps Radar-
UP 5 UNITS, Control Check ENG.**

PF: Takeoff Page PM: Legs Page

CPT: Checklist.

Before Takeoff Checklist

CPT: WXR, ND Range, A/T.

FO: Lights, ND Transponder TERR.

ATIS.....ATC Clearance

Build.....Brief Clearance

Checklist

Dump

Programming FMS:

1-IDENT 2-POS INIT 3-RTE; 4-DEPT-ARR; 5-
LEGS 6-NAV-RAD; 7-PERF INIT 8-THR LMT 9-
TAKEOFF 10-VNAV:

Initiating Checklist Flows: Call for the
appropriate checklist by name in order to alert the
PM that the appropriate flows should be
accomplished prior to reading the checklist.
Example: "Starting Engines Checklist" after which
the flows would be completed then the checklist
is called by the CPT.

**Revised Clearances that require modifying
the Legs Page:** After the PM makes the

necessary legs page changes to display the new
clearance (new route in white dashed line on the
ND) he says **"How does that look?"** If the PF
agrees, his response would be: **"Looks
good, execute", "LNAV" (if
appropriate)**. The PM would then execute the
change and say either: **"LNAV engaged", or
"LNAV armed"**.

ATIS Then Building the approach: After ATIS
is received and the PF wants the PM to build the
appropriate approach, the PF says: **"Install
the XYZ_approach, Check
Transitions RWY XXX arrival and
(if appropriate) enter
transition, crossing altitudes,
speed-protect the missed
approach. Autobrakes Level XX"**

BRIEFING

1-DEPT-ARR; 2-LEGS;
3-NAV-RAD; 4-INIT-REF:

CHECKLIST

APPROACH

CPT: Enter 1 Wind in VNAV Descent

**To chg back to VNAV Path,
PF: "Enter Lower VNAV Cruise
ALT"**

CPT: Enter 1 Wind in VNAV Descent

**Cleared For Approach + VNAV Path
PF: Enter TDZE**

**Flaps Up, After Landing
Checklist (Silent Checklist)
CPT: Speed Brake WXR, A/T, FD, Lights.
FO: Lights, FD, TERR, Stab,
Flaps, Radar, Transponder,
Autobrakes.**

Parking Checklist

PARK OR TOW - NO EXT PWR:

**CPT: Set Parking Brake,
Shut Down Engines 1-2-3.**

PARKED W / EXT PWR:

**CPT: Ext. PWR - Selected. Hyd Pumps #4
Aux; #1 Aux; #2 & #3 Off. Shut down #4,
Fuel Pumps - OFF.**

**FO: Packs-As Required. Beacon-
OFF. Seat Belt Sign-OFF.**

EICAS Status Msgs-CHECK

CHOCKS IN:

**CPT: IRS's - OFF; Anti-Ice - OFF;
(Chocks In) - Brakes Release;
Demand Pumps - OFF.**

Securing Checklist

DO-LIST

On Intercept Heading:

Flaps 10 configuration.

Cleared for the Approach:

When in VNAV Path & Cleared for approach PF:
**"Set TDZE" and "VNAV Path or VNAV
Speed."**

300' Below Missed Approach ALT:

PM: "Missed Approach Altitude Set."

PF: Is on the Approach REF Page

PM: Is on the Legs Page

Precision:

PM: "Localizer Alive."

PM: "Localizer Capture."

PM: "Glideslope Alive."

PM: "Glideslope Capture."

**PF: "Set Missed Approach.
Altitude"**

PM: "Missed Approach Pt. No Runway."

Non-Precision:

PM: "Course Alive."

PM: "Course Capture."

PM: "VNAV PATH."

**PF: "Set Missed Approach.
Altitude"**

PM: "XXX Time/XXX Distance To Go."

Precision OR Non-Precision:

PM: "Final Approach Fix, Altitude Checks."

PF: "Descending to XXX Baro"

**PM: "1000 above Touchdown, Missed
Approach Altitude Set."**

**PF: "Runway XXX, Cleared To
Land." Or "No Landing Clearance."
Then "Autopilot OFF."**

PM: "Approaching Minimums."

**PM: "Minimums Approach
Lights in Sight."**

PF: "Continuing."

PM: "Runway in Sight."

PF: "landing."

Air Work:

From Ref Speed:

1. **Clean Stall**
Recover to Bug Speed (Vref +80)
2. **Flaps 20 Stall**
Recover to Bug Speed (Flaps 20 Bug Speed)
3. **Gear Down Flaps 25 Stall**
5 Knots under Vref. ENTER STALL
Straight or in 20 Degree bank:
Max Power
Nail 10 Degrees Pitch then Reduce
Flaps 20
Positive Rates Gear Up
Center Autopilot Command
Clean Up Airplane
Accelerate 280 Kts
4. **Wheel Well Fire**
Slow to 270 Gear Speed
5. **V1 Cut**
at 400 AGL: PF: "Heading Select Bug Me To Centerline"
at 1000 AGL: PF: "Center Autopilot Command" "VNAV Speed Intervene 200KTS"

After Landing:

PM: "Speedbrakes UP." Or
"No Speedbrakes."
PM: "Reverse Available." Or
"No Reverse #XX_Engine."

"100 Knots."

"60 Knots."

Missed Approach:

PF: "Missed Approach, TOGA, Flaps 20"

PM: "TOGA, Flaps 20 Selected."
"Positive Rates."

PF: "Gear Up."

400 feet "LNAV" or "Hdg Select"

1000 feet "VNAV" or "FLCH Speed-

Intervene 200 Knots."

"Flaps 10"

"Flaps 5 Final Setting"

"Quick Return Checklist
to the Line"

After Landing:

CPT: "Flaps up After Landing Checklist."

Extending Flaps:

After calling for each new flap setting the PF will say "Set speed." Ex: "Flaps 1 set speed."

Autoland:

At 1500 AGL and FMA -- PM will say
"Land 3, Rollout-Flare Armed."

Rejected Takeoff:

CPT: "REJECT."

PM: "Speedbrakes UP."
Or "No Speedbrakes."

PM: "Reverse Available."
Or "No Reverse #XX_Engine."

"100 Knots."

"60 Knots."