

**Captain is PF. First Officer is PM.**

**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**

**On Intercept Heading:**

Flaps 10 configuration.

## 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**

**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."**

**After Landing:**

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

**PM: "Reverse Available." Or "No Reverse #XX Engine."**

**"100 Knots."**

**"60 Knots."**

## 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"**

### 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."**