

Microsoft
Flight Simulator X



BOEING 737NG

Flow / Checklist

Boeing 737-800 / Boeing 737-900
Boeing 737-BBJ2 / Boeing 737-BBJ3

Designed by
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Supplementary Procedure / Electrical - Power Up

Battery Switch.....GUARD/CLOSED

Do Not Move The Aircraft Until The
Integrated Standby Flight Display (ISFD) Alignment Is Complete

Aircraft With Flight Deck Auxiliary Power Outlets

Devices Plugged Into The Flight Deck Auxiliary Power Outlets
During Electrical Power Up Will Not Be Powered Until
The Plugs Are Removed and Reinserted

Standby Power.....GUARD/CLOSED

Bus Transfer Switch.....GUARD/CLOSED

Alternate Flaps (Master Switch).....GUARD/CLOSED

Windshield Wiper Selector(s).....PARK

Electric Hydraulic Pumps Switches.....OFF

Landing Gear Lever.....DN

Verify The Following

Green Landing Gear Indicator Lights Are Illuminated
Red Landing Gear Indicator Lights Are Extinguished

Ground Power (If External Power Is Needed).....CONNECT/ON

Verify That The GRD Power Available Indicator Light Is Illuminated

Ground Power Switch.....ON

Verify The Following

Source Off Lights Are Extinguished, Transfer Bus Off Lights Are Extinguished
Standby Power Off Indicator Light Is Extinguished

Engine/APU Fire Warning System & Extinguishers.....TEST

FAULT INOP & OVHT FIRE = Test | ENGINE & APU EXT (1 & 2) = Test

ENG OVHT DET Selectors = Normal | MASTER CAUTION System = Reset

APU.....START

Operate At Least One Fuel Boost Pump To Supply Fuel To The APU

APU Generator Bus Switches.....ON

Verify The Following

Source Off Lights Are Extinguished, Transfer Bus Off Lights Are Extinguished
Standby Power Off Light Is Extinguished, APU Maint Light Is Extinguished
APU Low Oil Pressure Light Is Extinguished, APU Fault Light Is Extinguished
APU Overspeed Indicator Light Is Extinguished

Wheel well Fire Warning System.....TEST

Supplementary Procedure / Electrical - Standby Power Test

Battery Switch.....ON

AC/DC Meter Selectors.....STBY PWR

APU Generator Switches (1 & 2).....OFF

If APU Generator Is Online

Ground Power Switch.....OFF

If Ground Power Is Online

Standby Power Switch.....OFF

Confirm Standby Power Off Indicator Light Illuminates

Supplementary Procedure / Electrical - Standby Power Test

AC/DC Voltmeters.....	ZERO
Standby Power Switch.....	BAT
Confirm Standby Power Off Indicator Light Extinguishes	
AC/DC Voltmeters.....	CHECK
AC Voltmeter 115 +/- 5 Volts DC Voltmeter 24 +/- 2 Volts	
Frequency Meter.....	CHECK
Check Frequency Meter For Normal Indication: 400 +/- 10 CPS	
DC Voltmeter Selector.....	BAT
Check DC Voltmeter For Normal Indication: 24 +/- 2 Volts	
Check DC Ammeter For Discharge Indication: A Negative Value	
DC Voltmeter Selector.....	AUTO BAT
Check DC Voltmeter For Normal Indication: 24 +/- 2 Volts	
Check DC Ammeter For Discharge Indication: A Negative Value	
Standby Power Switch.....	AUTO
APU Generator Switches (1 & 2).....	ON
If APU Generator Is Online	
Ground Power Switch.....	ON
If Ground Power Is Online	
It May Take Up To 3 Minutes For The CDS Displays To Recover	
When Power Is Interrupted For More Than 2 Seconds On The Ground	

Preliminary Preflight Procedure / Overhead

IRS Mode Selectors.....	OFF, then NAV
<u>Verify The Following</u>	
ON DC Lights Illuminate Then Extinguish & Align Lights Illuminate	
The Unable Req'd Nav Perf-Rnp Message May Show	
Until The IRS Alignment Is Complete	
Voice Recorder Switch.....	AS NEEDED
Oxygen Pressure.....	CHECK
Verify Sufficient For Flight	
Hydraulic Quantity.....	CHECK
Verify Sufficient For Flight	
Engine Oil Quantity.....	CHECK
Verify Sufficient For Flight	
Maintenance Documents.....	CHECK
Flight Deck Access System Switch.....	GUARD/CLOSED
Emergency Equipment.....	CHECK
Fire Extinguisher: Checked/Stowed Crash Axe: Stowed	
Escape Rope: Stowed Other Needed Equipment: Checked/Stowed	
PSEU Light.....	VERIFY EXTINGUISHED
GPS Light.....	VERIFY EXTINGUISHED
ILS Light.....	VERIFY EXTINGUISHED
GLS Light.....	VERIFY EXTINGUISHED
Service Interphone Switch.....	OFF

Engine Panel.....SET

Verify The Following

Reverser Indicator Lights Are Extinguished
Engine Control Indicator Lights Are Extinguished

EEC Switches.....ON

Oxygen Panel.....SET

Passenger Oxygen Switch: Guard/Closed
Verify Passenger Oxygen Indicator Light Is Extinguished And That
The Pressure Meets Dispatch Requirements

Landing Gear Indicator Lights.....ILLUMINATED

Flight Recorder Switch.....GUARD/CLOSED

Circuit Breakers (P6 Panel).....CHECK

Manual Gear Extension Access Door.....CLOSED

Circuit Breakers (P18 Panel).....CHECK

Parking Brake.....AS NEEDED

Set Parking Brake
If Brake Wear Indicators Are Going To Be Checked During Inspection

CDU Preflight Procedure

Initial Data.....SET

Verify The Following

Model & Engine Rating Are Correct
Navigation Data Base Active Date Range Is Current

POS INIT.....SET

Verify/Set The Following

Time Is Correct & Enter Present Position On The SET IRS POS Line

Navigation Data.....SET

Enter The Following

Route Page

Enter Origin, Enter Route, Enter Flight Number, Activate & Execute Route

Departures Page

Select & Execute, Runway & Departure Routing

Legs Page

Verify or Enter The correct RNP For Departure

Verify Correct Route On The RTE Page, Ensure Compliance With flight Plan

Performance Data.....SET

Enter The Following

Perf Init Page

Enter ZFW, Verify Sufficient Fuel & CDU Fuel Quantity Indicators Agree

N1 Limit Page

Select Assumed Temp or Fixed Derate Takeoff | Full or Derate Climb Thrust

Takeoff Ref Page

Enter CG, Verify Trim Value, Select or Enter Takeoff Speeds, Acceleration
Height, Engine Out Acceleration Height, Thrust Reduction Altitude

Exterior Inspection

Conduct Exterior Inspection.....COMPLETE

Before Each Flight The Captain, First Officer, or Maintenance Crew
Must Verify The Aircraft Is Satisfactory For Flight

Preliminary Preflight Procedure / Overhead

Flight Control Switches.....GUARDS/CLOSED

Verify That The Flight Control Low Pressure Indicator Lights Are Illuminated

Flight Spoiler Switches.....GUARDS/CLOSED

Yaw Damper Switch.....ON

Verify The Following

Yaw Damper Indicator Light Is Extinguished

Standby Hydraulic Low Quantity Indicator Light Is Extinguished

Standby Hydraulic Low Pressure Indicator Light Is Extinguished

STBY RUD ON Indicator Light Is Extinguished

Alternate Flaps Master Switch.....GUARD/CLOSED

Alternate Position Switch.....OFF

Verify The Following

FEEL DIF PRESS & SPEED TRIM FAIL Indicator Lights Are Extinguished

MACH TRIM FAIL & AUTO SLAT FAIL Indicator Lights Are Extinguished

Navigation/VHF NAV Switch.....NORMAL

Navigation/IRS Transfer Switch.....NORMAL

Navigation/FMC Transfer Switch.....NORMAL

Display/SOURCE Selector.....AUTO

Display/CONTROL PANEL Selector.....NORMAL

Cross Feed Selector.....CLOSED

Verify That The Valve Open Indicator Light Is Extinguished

Fuel Pump Switches.....OFF

Verify The Following

Center Tank Fuel Pump Low Pressure Indicator Lights Are Extinguished

Main Tank Fuel Pump Low Pressure Indicator Lights Are Illuminated

Operate At Least One Fuel Boost Pump To Supply Fuel To The APU

Auxiliary Fuel Transfer Pumps.....AUTO

BBJ Aircraft Only

Battery Switch.....GUARD/CLOSED

CAB/UTIL.....ON

IFE/PASS SEAT.....ON

Standby Power.....GUARD/CLOSED

Verify The Following

STANDBY PWR OFF & BAT DISCHARGE Indicator Lights Are Extinguished

TR UNIT & ELEC Indicator Lights Are Extinguished

Generator Drive Disconnect Switches.....GUARDS/CLOSED

Verify That The DRIVE Indicator Lights Are Illuminated

BUS TRANSFER Switch.....GUARD/CLOSED

Verify That The TRANSFER BUS OFF & SOURCE OFF Lights Are Extinguished

Verify That The GEN OFF BUS Indicator Lights Are Illuminated

Lavatory Smoke Light.....	EXTINGUISHED
Equipment Cooling Switches.....	NORM
Verify That The OFF Indicator Lights Are Extinguished	
Emergency Exit Lights Switch (Inop On BBJ).....	GUARD/CLOSED
Verify That The NOT ARMED Indicator Lights Are Extinguished	
Passenger Signs (Inop On BBJ).....	SET
No Smoking Switch & Fasten Seat Belt Switch, Set To AUTO or ON	
Windshield Wiper Selectors.....	PARK
Verify That The Windshield Wipers Are Stowed	
Window Heat Switches.....	ON
Position Switches ON At Least 10 Minutes Before Takeoff	
Verify That The Overheat Indicator Lights Are Extinguished	
Verify That The ON Indicator Lights Are Illuminated (Except At High Ambient Temperatures)	
Verify That The OFF Indicator Lights Are Extinguished (Except At High Ambient Temperatures)	
Probe Heat Switches.....	OFF
Verify That All Indicator Lights Are Illuminated	
Wing Anti-Ice Switch.....	OFF
Verify That The VALVE OPEN Indicator Lights Are Extinguished	
Verify That The ICE DETECTOR Indicator Light Is Extinguished	
Engine Anti-Ice Switches.....	OFF
Verify That The COWL ANTI-ICE Indicator Lights Are Extinguished	
Verify That The COWL VALVE OPEN Indicator Lights Are Extinguished	
Hydraulic Pumps Engine Switches.....	ON
Verify That The LOW PRESSURE Indicator Lights Are Illuminated	
Hydraulic Pumps Electric Switches.....	OFF
Verify That The OVERHEAT Indicator Lights Are Extinguished	
Verify That The LOW PRESSURE Indicator Lights Are Illuminated	
High Altitude Landing Switch.....	AS NEEDED
Verify That The INOP Indicator Light Is Extinguished	
Air Temperature Source Selector.....	AS NEEDED
TRIM AIR Switch.....	ON
Verify That The DUCT OVERHEAT Indicator Lights Are Extinguished	
Verify That The ZONE TEMP Indicator Lights Are Extinguished	
Temperature Selectors.....	AS NEEDED
Verify That The RAM DOOR FULL OPEN Indicator Lights Are Illuminated	
Recirculation Fan Switches.....	AUTO
Verify That The Air Conditioning Switches Are Set To AUTO or HIGH	
Isolation Valve Switch.....	OPEN
Engine Bleed Air Switches.....	ON
APU Bleed Air Switch.....	ON
<u>Verify The Following</u>	
DUAL BLEED Light Is Illuminated	
PACK & PACK TRIP OFF Lights Are Extinguished	
WING-BODY OVERHEAT & BLEED TRIP OFF Lights Are Extinguished	

Cabin Pressurization Panel.....SET

Verify The Following

AUTO FAIL & OFF SCHED DESCENT Indicator Lights Are Extinguished

Flight Altitude Indicator: Enter Cruise Altitude

Landing Altitude Indicator: Enter Destination Field Elevation

Pressurization Mode Selector.....AUTO

Verify That The ALTN & MANUAL Indicator Lights Are Extinguished

Landing Lights Switch.....RETRACT/OFF

Runway Turnoff Light Switches.....OFF

Taxi Light Switch.....OFF

Ignition Select Switch.....IGN L or IGN R

Alternate The Ignition Select Switch Position On Subsequent Starts

Engine Start Switches.....AUTO or OFF

With Automatic Ignition, Set To AUTO / Without Automatic Ignition, Set To OFF

Logo Light Switch.....AS NEEDED

Position Light Switch.....AS NEEDED

Strobe Light Switch.....OFF

Anti-Collision Light Switch.....OFF

Wing Illumination Switch.....AS NEEDED

Wheel Well Light Switch.....AS NEEDED

Preliminary Preflight Procedure / Forward Panel & Pedestal

Course Selectors.....SET

Flight Director Switches.....ON

Move The Switch For Pilot Flying To ON First

EFIS Control Panel.....SET

Set The Following

Minimums: Select RADIO or BARO | Minimums: Set D/H or Altitude Reference

Barometric Reference Selector: IN or HPA | Barometric Selector Set QNH

Mode Selector: Map | Weather Radar: Off

Set The Following As Needed

Flight Path Vector Switch | Meters Switch | VOR/ADF Switches

Center Switch | Range Selector | Traffic Switch | Map Switches

Crew Oxygen Pressure.....CHECK

Verify That The Pressure Is Sufficient For Dispatch

Oxygen Mask.....STOWED/CLOSED

Oxygen Reset/Test.....PRESS/HOLD

Verify That The Yellow Cross Shows Momentarily In The Flow Indicator

Oxygen Mask Emergency Test Selector.....PRESS/HOLD

Continue To Press The Oxygen Reset/Test Button While Pressing The

Oxygen Mask Emergency Test Selector For 5 Seconds

Verify That The Yellow Cross Shows Continuously In The Flow Indicator

Verify That The Crew Oxygen Pressure Does Not Decrease More Than 100 psig

Release The Oxygen Reset/Test & Oxygen Mask Emergency Test Buttons

Verify That The Yellow Cross No Longer Shows In The Flow Indicator

Normal/100% - Switch - 100%

Electronic Flight Bag.....SET
 Clock.....SET
 Nose Wheel Steering Switch.....GUARD/CLOSED
 Main Panel Display Unit Selector.....NORM
 Lower Display Unit Selector.....NORM
 Takeoff Config Light.....EXTINGUISHED
 If Installed And Operative
 Cabin Altitude Light.....EXTINGUISHED
 If Installed And Operative
 Disengage Light Test Switch.....HOLD TO 1
 Verify That The A/P Indicator Light Is Illuminated Steady Amber
 Verify That The A/T Indicator Light Is Illuminated Steady Amber
 Verify That The FMC Indicator Light Is Illuminated Steady Amber
 Disengage Light Test Switch.....HOLD TO 2
 Verify That The A/P Indicator Light Is Illuminated Steady Red
 Verify That The A/T Indicator Light Is Illuminated Steady Red
 Verify That The FMC Indicator Light Is Illuminated Steady Red
 Do The Initial Data And Navigation Data Steps From The CDU Preflight
 Procedure And Verify That The IRS Alignment Is Complete
 Before Checking The Flight Instruments
 Flight Instruments.....CHECK
 Verify That The Flight Instrument Indications Are Correct
 Verify That These Flags Are Shown
 TCAS OFF | NO VSPD Until V-Speeds Are Selected | Expected RMI Flags
 Verify That The Flight Mode Annunciations Are Correct
 Autothrottle Mode Is Blank | Roll mode Is Blank | AFDS Status Is FD
 After Verification Select MAP MODE
 Standby Instruments.....CHECK
 Standby Horizon: Set
 Gyro Caging Control: Pull, then Release | Approach Mode Selector: As Needed
 Verify Flight Instruments Are Correct | Verify No Flags Are Shown
 Standby Altimeter: Set
 Verify Flight Instruments Are Correct | Verify No Flags Are Shown
 Integrated Standby Flight Display.....SET
 Verify Approach Mode Display Is Blank | Set Altimeter
 Verify Flight Instruments Are Correct | Verify No Flags Are Shown
 Standby RMI.....SET
 Select Either VOR or ADF
 Brake Temp Light.....EXTINGUISHED
 Flap Inhibit Switch.....GUARD/CLOSED
 Gear Inhibit Switch.....GUARD/CLOSED
 Terrain Inhibit Switch.....GUARD/CLOSED
 Verify That The INOP Indicator Light Is Extinguished

Landing Gear Lever.....DN
Verify The Following
Green Landing Gear Indicator Lights Are Illuminated
Red Landing Gear Indicator Lights Are Extinguished
Auto Brake Selector Switch.....RTO
Verify That The Auto Brake Disarm Light Is Extinguished
Antiskid INOP Light.....EXTINGUISHED
N1 Set Selector.....AUTO
Speed Reference Selector.....AUTO
Fuel Flow Switch.....RESET, then RATE
Engine Instruments.....CHECK
Verify: Primary & Secondary Engine Indications Show Existing Conditions
Verify: No Exceedance Shown & Hydraulic Quantity Does Not Show RF
MFD Cancel/Recall Switch.....PUSH
Verify That The Autoland Status Advisory Messages Are Not Shown
Speed Brake Lever.....DOWN/DETENT
Verify That The Speed Brake Armed Indicator Light Is Extinguished
Verify That The Speed Brake Do Not Arm Indicator Light Is Extinguished
Verify That The Speedbrakes Extended Indicator Light Is Extinguished
Reverse Thrust Levers.....DOWN
Forward Thrust Levers.....CLOSED
Flap Lever.....SET
Set Flap Level To Agree With The Flap Position
Verify That The Flap Load Relief Indicator Light Is Extinguished
Parking Brake.....SET
Verify That The Parking Brake Warning Light Is Illuminated
Do Not Assume That The Parking Brake Will Prevent Airplane Movement
Accumulator Pressure Can Be Insufficient
Engine Start Levers.....CUTOFF
Stabilizer Trim Cutout Switches.....NORMAL
HUD System.....AS NEEDED
Radio Tuning Panel.....SET
WARNING
Do Not Key HF Radio While Aircraft Is Being Fueled
Injury To Personnel or Fire May Result
VHF Communications Radios.....SET
VHF Navigation Radios.....SET FOR DEPARTURE
Audio Control Panel.....SET
ADF Radios.....SET
Weather Radar Panel.....SET
Transponder Panel.....SET
Stabilizer Trim Override Switch.....GUARD/CLOSED

Pushback Procedure / Before Start Procedure

Flight Deck Door.....CLOSED & LOCKED

Verify That The LOCK FAIL Indicator Light Is Extinguished

CDU Display.....SET

N1 Bugs.....CHECK

Verify That The N1 Reference Bugs Are Correct

IAS Bugs.....SET

Verify The Following

Speed Bugs Are At V1, VR, V2 + 15, And Flaps Up Maneuvering Speed

MCP.....SET

Autothrottle Arm Switch: ARM | IAS/MACH Selector: Set V2

Arm LNAV As Needed | Arm VNAV | Set Initial Heading & Altitude

Taxi & Takeoff Briefings.....COMPLETE

Exterior Doors.....VERIFY CLOSED

Flight Deck Windows.....CLOSED & LOCKED

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Establish Communications With Ground Crew.....COMPLETE

Do Not Hold or Turn The Nose Wheel Steering Wheel During Pushback
This Can Damage The Nose Gear or Tow Bar

Do not Use The Airplane Brakes To Stop The Airplane During Pushback
This Can Damage The Nose Gear or Tow Bar

Parking Brake.....SET

Set or Release The Parking Brake As Directed By Ground Crew

When Pushback Is Complete

Verify That The Tow Bar Is Disconnected

Verify That The Nose Gear Lockout Pin Is Removed

Fuel Panel.....SET

If Center Fuel Tank Quantity Exceeds 1,000 Pounds

Left & Right Center Fuel Pumps Switches: ON

Verify That The Low Pressure Lights Illuminate Momentarily, Then Extinguish
If The Low Pressure Lights Stay Illuminated, Turn Off Center Fuel Pumps

AFT & Forward Fuel Pumps Switches: ON

Verify That The Low Pressure Lights Illuminate Are Extinguished

Hydraulic Panel.....SET

System A Hydraulic Pump Switches: OFF

Verify That The System A Pump Low Pressure Lights Are Illuminated

System B Hydraulic Pump Switches: ON

Verify That The System B Pump Low Pressure Lights Are Extinguished

Verify That Brake Pressure Is 2800 psi Minimum

Verify That Hydraulic System B Pressure Is 2800 psi Minimum

Electric Hydraulic Pump Switches: ON

Verify That The Electric Pump Low Pressure Lights Are Extinguished

Verify That Brake Pressure Is 2800 psi Minimum

Verify That The System A & B Pressures Are 2800 psi Minimum

Position Lights.....**STEADY & STROBE**
Anti Collision Light Switch.....**ON**
Trim (Check Each Trim For Freedom Of Movement).....**CHECK**
Stabilizer Trim.....**UNITS**

Set Trim For Takeoff | Verify Trim Is In The Green Band
Aileron & Rudder Trim: 0

Engine Start Procedure

Select Secondary Engine Indications

Air Conditioning Pack Switches.....**OFF**
Start Sequence.....**ANNOUNCE**
Right Engine Start Switch (Verify N2 RPM Increases).....**GRD**
Right Engine Start Lever.....**IDLE AT 20% N2**

Right Engine Start Switch / Confirm Return To Auto
Verify That The Start Valve Open Alert Extinguishes
Monitor N1, N2, EGT, Fuel Flow and Oil Pressure For Normal Indications
When The Engine Is Stable At Idle, Start The Other Engine

Left Engine Start Switch (Verify N2 RPM Increases).....**GRD**
Left Engine Start Lever.....**IDLE AT 20% N2**

Left Engine Start Switch / Confirm Return To Auto
Verify That The Start Valve Open Alert Extinguishes
Monitor N1, N2, EGT, Fuel Flow and Oil Pressure For Normal Indications

Before Taxi Procedure

Generator 1 & 2 Switches.....**ON**
AC Voltmeters.....**GEN1 or GEN2**
Probe Heat Switches.....**ON**
Wing Anti-Ice Switch.....**AS NEEDED**
Engine Anti-Ice Switches.....**AS NEEDED**
System A Hydraulic Pump Switches.....**ON**
Pack Switches.....**AUTO**
Isolation Valve Switch.....**AUTO**
APU Bleed Air Switch.....**OFF**
Engine Start Switches.....**CONT**
Engine Start Levers.....**IDLE/DETENT**

Verify Ground Equipment Is Clear

Flaps Lever.....**SET TAKEOFF FLAPS**
Verify That The LE FLAPS EXT Green Light Is Illuminated

Flight Controls.....**CHECK**
Verify Freedom Of Movement & Return To Center

Lower Display Unit.....**BLANK**
Transponder.....**AS NEEDED**

Airports Where Ground Tracking Is Not Available, Select STBY
Airports Equipped To Track Aircraft On The Ground
Select An Active Transponder Setting, But Not A TCAS Mode

Recall.....CHECK

Verify All System Annunciator Panel Lights Illuminate & Then Extinguish

EFB Airport Map Application.....SELECT

Do Not Use The Airport Map Application As A Primary Navigation Reference

The Airport Map Application
Is Designed To Aid Flight Crew Positional Awareness Only

Taxi Procedure / Before Takeoff Procedure

Taxi Light Switch.....ON

Runway Turnoff Light Switches.....ON

Flaps.....SET

Confirm Flaps Are Set For Takeoff

Stabilizer Trim.....SET

Confirm Trim Is Set For Takeoff | Confirm Trim Is In The Green Band

Parking Brake.....RELEASED

Center Fuel Tank Quantity Check

Both Center Fuel Tank Pump Switches Must Be Off For Takeoff
If The Center Tank Has Less Than 5000 Pounds Of Fuel

Weather Radar Display.....AS NEEDED

Terrain Display.....AS NEEDED

Cabin Notification.....CREW NOTIFIED

Verify Cabin Is Secure And Notify The Cabin Crew To Prepare For Takeoff

Cleared Into Position / Takeoff Procedure

Exterior Lights.....ON

Landing, Anti Collision, Strobe And Wing Lights, Logo Lights On At Night

Clock ETE.....RUN

Transponder.....TA/RA

Brakes.....RELEASED

Throttles.....ADVANCE TO 40% N1

Allow Engines To Stabilize

Auto Throttle (Engage).....TO/GA

Verify Proper Thrust Prior To 80 Kts, Observe Takeoff Thrust Being Set,
Verify 80 Kts, Verify Throttle Hold, Monitor Airspeed For V1 And VR,
Rotate At VR Until Airborne, Then Follow F/D Pitch Commands

After Takeoff

Positive Rate Of Climb.....GEAR UP

Once The Gear Is Retracted, Place The Gear Lever In The Off Position
Above 400 Feet Radio Altitude, Call for A Roll Mode As Needed
At Thrust Reduction Height, Verify Climb Thrust Is Set

Flaps.....RETRACT

Retract Flaps According To The Flaps Schedule
After Flaps/Slats Retraction, Activate VNAV

Autopilot.....SET & ENGAGE

Engage Autopilot

When Above The Minimum Altitude For Autopilot Engagement

Engine Bleeds.....SET/VERIFY

Engine Start Switches.....AUTO or OFF

With Automatic Ignition, Set To AUTO / Without Automatic Ignition, Set To OFF

Auto Brake Selector Switch.....OFF

Climb / Cruise Procedure

At 10,000 Feet.....LANDING LIGHTS OFF

This Include Taxi, Runway Turnoff, Wing And Logo Lights

Fuel Pumps.....SET/VERIFY

If The Center Fuel Tank Pumps Were Turned Off For Takeoff And The
Center Tank Contains More Than 1000 Pounds Of Fuel, Set Both
Center Fuel Tank Pumps To On Above 10,000 Feet

When The Center Tank Fuel Quantity Reaches Approximately 1000 Pounds
Turn Off The Center Fuel Tank Pumps

Passenger Signs (Inop On BBJ).....AS NEEDED

Transition Altitude.....SET ALTIMETER TO 29.92in / 1013hpa

Level Off At Assigned Altitude.....CONFIRM

Flight Progress.....MONITOR

Arrival Procedure.....PREPARE

Before Top Of Descent

Modify The Active Route As Needed For The Arrival And Approach

Verify or Enter The Correct RNP For Arrival

Descent Procedure

Pressurization.....AIRPORT ALTITUDE

Passenger Signs (Inop On BBJ).....AUTO or ON

Recall.....CHECKED

Recall & Review System Annunciator Lights

Autobrake.....SET

Landing Data.....VREF ___, MINIMUMS___

Enter/Verify VREF On The Approach REF Page

Set Radio/Baro Minimums As Needed For approach

Set/Verify Navigation Radios & Course For The Approach

Approach Briefing.....COMPLETED

Approach Procedure

Transition Altitude.....SET LOCAL QNH

At 10,000 Feet.....LANDING LIGHTS ON

This Includes The Following

Landing, Anti Collision, Strobe And Wing Lights, Logo Lights On At Night

Approach Briefing.....COMPLETE

An ILS Procedure & Instrument Approach Using VNAV Procedure
Are Included On The Next Page

Landing Procedure - (ILS)

Cabin Notification	CREW NOTIFIED
Notify Cabin Crew To Prepare For Landing Verify Cabin Is Secure	
Flaps	EXTEND
Extend Flaps According To The Flaps Schedule Monitor Flaps/Slats Extension	
Localizer Intercept	VERIFY
Verify ILS Is Tuned & Identified Verify The LOC & G/S Pointers Are Shown Verify That The Localizer Is Captured	
Glide Slope	WHEN ACTIVE
Set Flaps Lever to 15 Degrees	
Engine Start Switches	CONT
Speed Brake	ARM
Verify That The Speed Brake Armed Light Is Illuminated	
Landing Gear	DN
Verify That The Green Landing Lights Illuminate	
Glide Slope	CAPTURED
Set Flaps For Landing In Accordance With The Flaps Schedule Enter Missed Approach Altitude On The MCP At Final Approach Fix or OM, Verify The Crossing Altitude Monitor The Approach & Verify Autoland Status At 500 Feet Radio Altitude	

Landing Procedure - (Instrument Approach Using VNAV)

Cabin Notification	CREW NOTIFIED
Notify Cabin Crew To Prepare For Landing Verify Cabin Is Secure	
Flaps	EXTEND
Extend Flaps According To The Flaps Schedule Monitor Flaps/Slats Extension	
Roll Mode For Final Approach	VERIFY
For A RNAV or GPS Approach Use LNAV For A LOC-BC, VOR or NDB Approach Use LNAV For A LOC, SDF or LDA Approach, Use LNAV or VOR/LOC Verify That The VNAV Glide Path Angle Is Shown On The Final Approach Segment Of The LEGS Page	
Final Approach Course	INTERCEPT HEADING
When On Final Approach Intercept Heading For LOC, LOC-BC, SDF or LDA Verify That The Localizer Is Tuned & Identified Verify That The LOC Pointer Is Shown Select LNAV or Arm The VOR/LOC Use LNAV or HDG SEL To Intercept The Final Approach Course As Needed Verify That LNAV IS Engaged or That VOR/LOC Is Captured Approximately 2NM Before Final Approach Fix And After ALT Hold or VNAV PTH or VNAV ALT Is Annunciated Verify Autopilot Is Engaged Set DA (H) or MDA (H) On The MCP	

Landing Procedure - (Instrument Approach Using VNAV) Cont.

Select or Verify Speed Intervention | Select or Verify VNAV
Glide Slope.....**WHEN ACTIVE**
Set Flaps Lever to 15 Degrees
Engine Start Switches.....**CONT**
Speed Brake.....**ARM**
Verify That The Speed Brake Armed Light Is Illuminated
Landing Gear.....**DN**
Verify That The Green Landing Lights Illuminate
Final Approach Descent.....**FLAPS**
Set Flaps For Landing In Accordance With The Flaps Schedule
Landing.....**SET MCP**
At 300 Feet Below The Missed Approach Altitude
Set The Missed Approach Altitude On The MCP

At Final approach Fix
Verify The Crossing altitude And Crosscheck Altimeters

Monitor The approach
If Suitable Visual Reference Is Established At DA (H), MDA (H) or The
Missed Approach Point, Disengage The Autopilot & Autothrottle
Maintain Glide Path To Landing

This Procedure Is Not Authorized Using QFE

Go-Around & Missed Approach Procedure

I Included The Go-Around / Missed Approach Procedure
Just In Case It Was Needed

TO/GA.....**PRESS**
Verify Rotation To Go-Around Attitude & Increased Thrust
Verify Thrust Is Sufficient For Go-Around or Adjust As Needed
Flaps.....**15**
Monitor Flap Retraction
Landing Gear.....**UP**
Verify Positive Rate Of Climb
Once The Gear Is Retracted, Place The Gear Lever In The Off Position

Above 400 Feet
Verify LNAV or Select HDG SEL As Appropriate
Verify Proper Mode Annunciation
Verify Missed Approach Route Is Tracked
Flaps.....**RETRACT**
Retract Flaps According To The Flaps Schedule
After Flap Retraction, Select LVL CHG | VNAV May Be Selected If Flaps Are Up
Verify Climb Thrust Is Set | Verify Missed Approach Altitude Is Captured
Engine Start Switches.....**AS NEEDED**
After Takeoff Checklist.....**COMPLETE**

Landing Roll Procedure

Autopilot.....DISENGAGE

Control The Aircraft Manually

Thrust Levers.....CLOSED

Speed Brake.....UP

Without Delay, Fly The Nose Wheel Smoothly Onto The Runway

Verify Correct Autobrake Operation

Reverse Thrust.....APPLY

Move Reverse Thrust Levers To The Interlocks And Hold Light Pressure
When Interlocks Release, Apply Reverse Thrust As Needed

By 60 Knots, Move Reverse Thrust Levers To Reverse Idle Detent
After Engines Are At Reverse Idle, Move Reverse Thrust Levers Full Down

Before Taxi Speed, Disarm The Autobrake | Use Manual Braking As Needed

EFB Airport Map Application.....SELECT

Do Not Use The Airport Map Application As A Primary Navigation Reference

The Airport Map Application
Is Designed To Aid Flight Crew Positional Awareness Only

After Landing Procedure

Speed Brake.....DOWN

Autothrottle.....OFF

Flight Directors.....OFF

APU.....START

Probe Heat Switches.....OFF

Exterior Lights.....AS NEEDED

Landing Lights = OFF | Anti Collision Lights = ON

Strobe & Wing Lights = OFF | Logo Lights On At Night

Position Lights = ON | Taxi Lights = ON | Runway Turnoff Lights = ON

Engine Start Switches.....AUTO or OFF

With Automatic Ignition, Set To AUTO / Without Automatic Ignition, Set To OFF

Engine & Wing Anti-Ice.....OFF

Weather Radar.....OFF

Auto Brake Selector Switch.....OFF

Verify That The Auto Brake Disarm Light Is Illuminated

Flaps.....UP

Transponder.....AS NEEDED

Airports Where Ground Tracking Is Not Available, Select STBY

Airports Equipped To Track Aircraft On The Ground

Select An Active Transponder Setting, But Not A TCAS Mode

ETE Clock.....STOP

Taxi & Runway Turnoff Lights.....SET

Turn Taxi & Runway Turnoff Lights Off Prior To Entering The Gate Area

Shutdown Procedure

Parking Brake.....SET

Verify Parking Brake Warning Light Is Illuminated

Electrical Power.....SET

APU Power

APU Generator Bus Lights
Illuminated

APU Generator Bus Switches
ON

Verify Source Off Lights
Are Extinguished

GRD Power

Ground Power Available Lights
Illuminated

GRD Power Switch
ON

Verify Source Off Lights
Are Extinguished

Engine Start Levers.....CUTOFF

Seatbelt Sign Switch (Inop On BBJ).....OFF

Ant Collision Light Switch.....OFF

Fuel Pump Switches.....OFF

Do not Use Center Fuel Tank Pumps If Flight Deck Is Unattended

CAB/UTIL Power Switch.....AS NEEDED

IFE/PASS Seat Power Switch.....AS NEEDED

Wing Anti-Ice Switch.....OFF

Engine Anti-Ice Switches.....OFF

Probe Heat Switches.....OFF

Confirm Probe Heat Switches Are Off

Hydraulic Panel.....SET

Engine Hydraulic Pump Switches: ON

Electric Hydraulic Pump Switches: OFF

Recirculation Fan Switches.....AS NEEDED

Air Conditioning Pack Switches.....AUTO

Isolation Valve Switch.....OPEN

Engine Bleed Air Switches.....ON

APU Bleed Air Switch.....ON

Exterior Lights Switches.....AS NEEDED

Flight Director Switches.....OFF

Transponder Mode Selector.....STBY

Weather Radar.....OFF

Flaps.....UP

Confirm Flaps Are Up

EFB Close Flight.....SELECT

Parking Brake.....RELEASE

WARNING

Only Release Parking Brake After Chocks Are In Place

APU Switch.....AS NEEDED

Secure Procedure

IRS Mode Selectors.....	OFF
Emergency Exit Lights Switch (Inop On BBJ).....	OFF
Window Heat Switches.....	OFF
Air Conditioning Pack Switches.....	OFF
EFB Power Switch.....	PUSH