

 DC 9/80 OPERATIONS MANUAL	CHECKLISTS Procedures Guide - 1/26	II	
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General

This manual contains information pertaining to crew member responsibility during various phases of operation. Generally, each order will be answered by acknowledgement of the order (generally by repetition of the order) to make sure that it has been understood properly, and by acknowledgement when the system has reached the desired position.

Call the action

Any time a crew member manipulates an equipment or system on the flight deck, or makes entries in FMS/FGS, he will give previous information to the other crew member to permit SITUATION AWARENESS update, and supervision that correct action is performed.

If crew member notes deviations on expected parameters, changes a planned course of actions, etc., he will inform the other crew member to permit SITUATION AWARENESS update. The other CM, verifies and replies: "CHECKED".

FMA callouts

Aimed at facilitating a crew MODE AWARENESS particularly during MODE changes.

There are two types of FMA MODE changes:

PILOT INDUCED: caused by a pilot entry;

SYSTEM INDUCED: caused by an automatic system MODE change.

PILOT INDUCED

- CM performing system manipulations, will announce any FMA MODE change;
- the other CM will verify on his FMA, and reply "CHECKED" (action/control principle).

SYSTEM INDUCED

- any CM that detects an FMA MODE change that is not promptly announced, he will call it;
- the other CM will verify on his FMA, and reply "CHECKED".

FMA MODE readings will be performed starting from left to right on own FMA.

Any AMBER MODE will be announced as "ARMED"; i.e. LOC ARMED, ALT ARMED.

Conflict modes

Whenever an indication displayed on one of the two FMAs is different from the other (CONFLICT MODE), the call out "CHECKED" will be replaced by the reading of the actual FMA MODE displayed.

CAUTION

In CONFLICT MODE conditions, the CREW must be aware about the consistency between the two different FMA indications.

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COCKPIT SAFETY INSPECTION	
CM1	CM2
	BATT Switch ON/LOCK Windshield WIPER Selector OFF AUX HYD PUMP Switch OFF FLAP/SLAT Lever UP/RET SPEEDBRAKE Lever RET & DISARM *Circuit Breakers CHECK
PRELIMINARY COCKPIT PREPARATION	
CM1	CM2
	*APU (if required) START *External Power (if APU not in use) ESTABLISH *Air Conditioning System AS REQUIRED Passenger Address CHECK Emergency Lights TEST/OFF *Station Lighting SET Annunciator/Digital Lights TEST *CABIN PRESS Control Lever CHECK & AUTO Aileron & Rudder Trims FREE & ZERO
COCKPIT PREPARATION	
CM1	CM2
*Parking Brake SET ----- GLARESHIELD ----- *WING LDG LTS & NOSE LTS Switches RET/OFF *FGCP/FGS CHECK/SET ----- INSTRUMENT PANEL ----- *Flight and Navigation Instruments ... TEST/CHECK *EFIS..... TEST	----- OVERHEAD PANEL ----- *Ground Service Power OFF *MAINTENANCE INTERPHONE Switch OFF *Flight Recorder/AIDS TEST/..... SET *Cargo Smoke Detection and Fire Suppression System (SDFSS)..... TEST *Fire Detector LOOPS Switches..... BOTH *Instrument Transfer Selectors NORMAL

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*STATIC AIR Selector..... NORM	*WAGS TEST
*Clock CHECK/SET	*Electrical System CHECK
Crew Oxygen and Mask TEST/CHECK	Emergency Electrical Power TEST/OFF
	*APU Panel CHECK
<div> <div>----- PEDESTAL -----</div> </div>	*ENG IGN Selector OFF
Primary Stabilizer Trim..... TEST	*Fuel System TEST/AS REQUIRED
*Alternate Stabilizer Trim..... TEST	*Emergency Lights ARM
	*Cabin Signs ON/ON
	Pitot and Static Heaters TEST/OFF
	*AIRFOIL and ENG Anti-Ice Switches OFF
	*WINDSHIELD ANTI-FOG Switch OFF
	*WINDSHIELD ANTI-ICE Switch ON
	*ENG SYNC Selector OFF
	*GND PROX WARN Switch NORM
	Anti-Skid System TEST/ARM
	*Stall Warning System TEST
	*YAW DAMP Switch ON
	Overspeed Warning System TEST
	*MACH TRIM COMP Switch NORM
	*Logo Lights AS REQUIRED
	ICE FOD Switch TEST
	CKPT & CABIN TEMP Selectors TEST/SET
	*RADIO RACK Switch FAN
	*Cabin Pressure Controller (Acft With STBY ON and TRANSFR LOCKOUT Lts) SET
	FGCP/FGS CHECK/SET
	<div> <div>----- CENTER INSTRUMENT PANEL -----</div> </div>
	*ENG FIRE Shutoff Handles IN
	*Fire Protection System (if not tested previously) TEST

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*REVERSE THRUST Lights OFF
 *Engine Indicators CHECK
 *FUEL USED Readouts RESET
 *Engine Oil Indicators CHECK
 *TRC TEST
 *GEAR DOOR OPEN Light OFF
 *Gear Lights and Aural Warning TEST

----- INSTRUMENT PANEL -----

*TAS/SAT CHECK
 *Flight and Navigation instruments ... TEST/CHECK
 *EFIS TEST
 *Clock CHECK/SET
 *SDP CHECK
 *Hydraulic System SET
 *BRAKE TEMP Indicator TEST/ALL
 *STATIC AIR Selector NORM
 Crew Oxygen and Mask TEST/CHECK

----- PEDESTAL -----

Primary Stabilizer Trim TEST
 Radar TEST/OFF
 *RUD HYD CONT Lever PWR
 *Takeoff Warning / Thrust Levers TEST/IDLE
 *FUEL Shutoff Levers OFF
 *FUEL X-FEED Lever OFF
 *Flap T.O. Selector STOW
 *ATC/TCAS SET/TEST
 ADF TEST

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COCKPIT PREPARATION	
PF	PM
	*RADIO AIDS SET *SPEED Readout SET *HDG Readout SET *DFGS SET *ALT Readout SET *Takeoff information RECEIVE *TAKEOFF DATA COMPUTE *TRC/ART SET/AS REQUIRED
FMS DATA ENTRY	
PF	PM
*FMS POWER UPPERFORM *FMS Initialization PERFORM *MENU DEPRESS *AFMC1(2) SELECT *IDENT PAGE VERIFY *POS INIT > SELECT *SET POSITION (if required) ENTER *ROUTE > SELECT *COMPANY ROUTE/DEP & DEST ENTER *DEP ARR DEPRESS *INIT REF DEPRESS *TAKEOFF > SELECT	
FINAL COCKPIT PREPARATION	
CM1	CM2
*AHRS Alignment CONFIRM *T.O. DATA FORM and TRC/ART selectionX-CHECK	

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*V Bugs.....	SET/X-CHECK
*Altimeters	SET & X-CHECK
*PREFLIGHT BRIEFING	PERFORM
*ND mode and range.....	AS RQRD
*Radio Aids	X-CHECK
*FGCP	X-CHECK
*Start-Up Clearance	REQUEST
*Cockpit Crew Checklist	COMPLETE


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CONDITION	CM1	CM2
Ready to start	Informs engine start sequence and proceeds with ground crew communication procedure.	
Eng START Sw ON	Announces "ENGINE N°" Moves and holds ENG START Switch to ON	
	Observe that START VALVE OPEN annunciation displays and that pneumatic pressure drops.	
N2 indication	Observe N2 RPM, hydraulic pressure and oil pressure increasing.	
	Observe N1 RPM increase	
Maximum Motoring (20% N2 RPM MINIMUM)		Calls "MAXIMUM MOTORING"
	Position FUEL Shutoff Lever to ON	Start timing
Fuel Flow indicates		Calls "FUEL FLOW"
	Monitor Fuel Flow	
EGT rises		Calls "EGT"
	Monitors EGT rising	Monitors EGT rising and checks time elapsed from FUEL Shutoff Lever on.
40% N2 RPM		Calls "40%"
	Releases ENG START Sw	
	Observe START VALVE OPEN annunciation goes out and all engine annunciations are off.	
Eng indications stabilized at ground idle	Check EGT, N1, N2 FF and oil pressure have stabilized on normal ground idle values.	
		Stops timing


ENGINE START	
CM1	CM2
Engine (Starting Order 2 - 1) START	Engine Start MONITOR

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AFTER START	
CM1	CM2
Electrical System ON	
Galley Power ON	
ENG IGN Selector OFF	
Pitot and Static Heaters ON (CAPT)	
AIR FOIL Anti-Ice Switches AS REQUIRED	
ENG Anti-Ice Switches AUTO	
AIR COND SUPPLY Switches AUTO	
APU AIR Switch OFF	
APU MASTER Switch OFF	
	Hydraulic System CHECK & SET
ATC/TCAS.....	SET/XPNDR
	PNEU X-FEED VALVE Levers AS REQUIRED
Windows	CLOSE
DOOR LOCK Sw	DENY
Door Annunciations	CHECK OFF
SPOILERS ARMED	
Ground Crew Clearance RECEIVE	
	AIDS CHECK/PUSH
	After Start Checklist COMPLETE

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TAXIING	
CM1	CM2
	Taxi Clearance RECEIVE FLAP/SLAT Lever SET FOR TAKEOFF
Exterior Lights AS REQUIRED Windshield WIPER Selector AS REQUIRED	
Parking Brake RELEASE Speed and Directional Control MAINTAIN	
	Flight Instruments CHECK
PF	PM
FMS	CHECK
CM1	CM2
Flight Controls TEST Takeoff Data REVIEW V Bugs CHECK TRC/ART SET/AS REQUIRED	Aileron, Rudder and Stabilizer Trim ZERO, ZERO, CHECK Fuel Heat AS REQUIRED
ATC Clearance RECEIVE FGS SET	
PF	PM
Takeoff Briefing	COMPLETE
CM1	CM2
Cabin Report OBTAIN	Taxiing Checklist COMPLETE

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BEFORE TAKEOFF	
CM1	CM2
	Line-Up and Takeoff Clearance RECEIVE ATC/TCAS TA/RA Brake Temperatures CHECK
Fuel Balance	CHECK
Takeoff Immanency	ANNOUNCE
PF	PM
	EGPWS TERR Sw ON
CM1	CM2
Radar	AS REQUIRED
ENG IGN Selector	BOTH
EOAP	CHECK
	Before Takeoff Checklist COMPLETE

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TAKEOFF	
CM1	CM2
Landing and Exterior Light AS REQUIRED	
Thrust Levers 1.4 EPR	
Autothrottle ENGAGE	
Thrust Levers .. SET T.O. THRUST/CHECK MIN N1	
Clocks START	
Airplane Directional Control MAINTAIN	
EEDP/ESDP MONITOR	
Airspeed Indicators (80 knots) X-CHECK	
V Speeds ANNOUNCE	
Airplane Rotation ACHIEVE	
Landing Gear RETRACT	
Landing Lights RETRACT	
PF	PM
Autopilot ON	
FGS AS REQUIRED	
FMS SET	
CM1	CM2
<u>At Thrust Reduction Altitude</u>	
Climb EPR SET	
PF	PM
<u>At Acceleration Altitude</u>	
FGS VNAV/IAS SET	
CM1	CM2
Flaps/Slats RETRACT	
FLAP T.O. Selector STOW	
ART Switch (if T.O. Flex Used) AUTO	
AFTER TAKEOFF	
PF	PM
FMS AS REQUIRED	
ENG IGN Selector AS REQUIRED	
Fuel System AS REQUIRED	

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	Hydraulic System CHECK/SET
CM1	CM2
Spoilers FLIGHT MODE	Brake Temperatures CHECK
Altimeters (CM1/CM2/Stand-by) ... 1013/1013/1013	
PF	PM
	After Takeoff Checklist COMPLETE

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CLIMB	
CM1	CM2
Radar AS REQUIRED	EOAP CHECK
PF	PM
	EGPWS AS REQUIRED
CM1	CM2
Cabin Signs AS REQUIRED	
Automatic Altitude Capture MONITOR	
CRUISE	
PF	PM
	Cruise EPR Limit SET
FMS AS REQUIRED	
CM1	CM2
TCAS A/N/B button B (BELOW)	
Engine/Airplane Systems MONITOR	
PF	PM
Altimeters X-CHECK	
DESCENT PREPARATION	
PF	PM
	Weather Information RECEIVE
CM1	CM2
Landing Data CONFIRMED	
V Bugs SET	
MSA CHECK	
PF	PM
APPROACH and LANDING BRIEFINGPERFORM	
FMS AS REQUIRED	
CM1	CM2
Altitude Reference Bugs (if required) SET	
MDF /X-CHECK	
Radio Altimeters SET	
TCAS A/N/B button B (BELOW)	
PF	PM
	EGPWS TERR Sw AS REQUIRED
CM1	CM2
Fuel Heat System AS REQUIRED	

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WINDSHIELD ANTI-FOG Switch..... AS REQUIRED	Hydraulic System SET & CHECK
PF	PM
FGS AS REQUIRED	Pressurization CHECK/SET Descent Clearance OBTAIN Descent Checklist COMPLETE

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DESCENT/APPROACH	
PF	PM
DESCENT MONITOR	
SPEEDBRAKE Lever AS REQUIRED	
CM1	CM2
Radio and Flight Instruments SET/X-CHECK	
Cabin Signs ON	
Fuel System SET	
Altimeters QNH & X-CHECK	
	ENG SYNC Selector OFF
PF	PM
	Approach Checklist COMPLETE

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FINAL	
CM1	CM2
Initial Approach Configuration ACHIEVE FGS SET FOR APPROACH Localizer/VOR Capture MONITOR Glide Slope Capture MONITOR Landing Gear EXTEND TRC GA Landing Lights EXT ON/BRT Final Approach Configuration ACHIEVE FLAP/SLAT Lever (if required) 40/EXT SPEEDBRAKE Lever ARM ENG IGN Selector BOTH FUEL HEAT Sw OFF EOAP CHECK	
PF	PM
FGS SET FOR G/A	Final Checklist COMPLETE
CM1	CM2
Radio Altimeter Callouts MONITOR	
PF	PM
	Windshield Wipers AS REQUIRED
CM1	CM2
Autopilot (if AUTOLAND Not Used) OFF	

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GO-AROUND	
CM1	CM2
TO/GA Buttons/Thrust Levers PUSH/ADVANCE FLAP/SLAT Lever IMMEDIATELY 15/EXT Landing Gear RETRACT Alt Preselect KnobPULL Airspeed/SPD MACH Readout CHECK/SET	
PF	PM
Autopilot ON	
FGS AS REQUIRED	
CM1	CM2
<u>At Thrust Reduction/Acceleration Altitude</u>	
Climb EPR SET	
PF	PM
FGS VNAV/IAS	
CM1	CM2
Flaps/Slats RETRACT	
PF	PM
	ENG IGN Selector AS REQUIRED
CM1	CM2
SPEED BRAKE Lever DISARM	
PF	PM
	After Takeoff Checklist COMPLETE

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LANDING	
PF	PM
Flare PERFORM	
CM1	CM2
Thrust Levers IDLE	
Nose wheel Contact ACHIEVE	
Spoiler Operation MONITOR	
Reverse Thrust AS REQUIRED	
EEDP MONITOR	
Airplane Directional Control MAINTAIN	
AFTER LANDING	
CM1	CM2
SPEEDBRAKE Lever DISARM	
Exterior Lights AS REQUIRED	
	FLAP/SLAT Lever 15/EXT
	ENG IGN Selector OFF
	Pitot and Static Heaters OFF
	AIR FOIL and ENG Anti-Ice Switches OFF
	WINDSHIELD ANTI-FOG Switch OFF
	WINDSHIELD ANTI-ICE Switch OFF
PF	PM
	EGPWS TERR Sw OFF
CM1	CM2
	ATC/TCAS XPNDR
	APU (if required) START/BUS ON
Air Cond Sys AS REQUIRED	
One Engine (if applicable) SHUT DOWN	
	Radar OFF
	After Landing Checklist COMPLETE

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PARKING	
CM1	CM2
	APU (if required) START/BUS ON
Exterior Lights	OFF
	FLAP/SLAT Lever UP/RET
Parking Brake SET	Stabilizer Trim (if required) ZERO
FUEL Shutoff Levers OFF	Electrical Power APU/EXT
	SEAT BELTS Switch OFF
	FUEL TANK PUMP Switches AS REQUIRED
	Pneu X-Feed Valves OPEN
	APU AIR Switch ON
	AIR COND SUPPLY Sws (one at a time) AUTO
	SUPPLY AIR PRESS Indicator 12 PSI or greater
	Anti- Collision Lights OFF
	Galley Power OFF
	EFIS/FD Switches AS REQUIRED/OFF
Parking Brake (if Chocks In Place) RELEASE	EOAP CHECK
	Auxiliary and Transfer Hydraulic Pumps OFF
	ATC/TCAS STBY
	Cabin Air Outflow Valves AS REQUIRED
DOOR LOCK Sw	UNLKD
	Parking Checklist COMPLETE

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LEAVING THE AIRPLANE	
CM1	CM2
	Emergency Lights OFF Position Lights OFF Station Lighting OFF EFB OFF APU AS REQUIRED BATT Switch AS REQUIRED Leaving the Airplane Checklist COMPLETE

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CALLOUTS DURING TAKEOFF

CONDITION	CALL	CM
After BEFORE TAKEOFF Check list completed	Ready for takeoff	CM2
When PF starts to advance thrust levers toward TO EPR (Manual TO) or engage ATS	Takeoff thrust - Time	PF
When takeoff thrust is set	Takeoff thrust - Set	PM
When ATS FMA shows CLMP	Clamp	PM
At 80 Kts	80 knots	PM
If takeoff must be rejected	Stop takeoff	CPT
At V1, VR	V1, VR	PM
When positive rate of climb is attained	Positive climb	PM
	Gear up	PF
Before move landing gear lever to up	Gear up	PM
Landing gear up and lights out	Gear up - Lights out	PM
When deviation from target attitude is exceeded by $\pm 3^\circ$	Attitude	PM
When IAS < V ₂	Speed	PM
When rate of climb ≤ 500 ft/min	Climb rate	PM
When the maximum allowed bank is exceeded by 5°	Bank	PM
Conditions for reduction to climb thrust are fulfilled	Climb thrust	PF
Before reducing thrust	Climb thrust	PM
When climb thrust is set	Climb thrust set	PM
Conditions for flap retraction are fulfilled	Flap zero	PF
Before moving flap/slat lever to 0/EXT	Flap zero	PM

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CALLOUTS DURING TAKEOFF *(cont'd)*


CONDITION	CALL	CM
When flap position pointers show UP/UP	Flap UP/UP	PM
Conditions for slat retraction are fulfilled	Slat retracted	PF
Before moving flap/slat lever to UP/RET	Slat retracted	PM
SLAT DISAGREE (amber) and SLAT TAKEOFF (blue) lts are out	Lights out	PM

CALLOUTS DURING CLIMB

CONDITION	CALL	CM
Passing the transition altitude	Transition altitude	PM
1000 ft before reaching cleared altitude or level	1000 feet to ...	PM

CALLOUTS DURING DESCENT


CONDITION	CALL	CM
1000 ft before reaching cleared level or altitude	1000 feet to ...	PM
Passing transition level	Transition level	PM

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CALLOUTS DURING APPROACH AND FINAL

CONDITION	CALL	CM
Conditions for flap/slat extension are fulfilled	Flap/Slat 15/Extended	PF
Before moving flap/slat lever to 15/EXT	Flap/Slat 15/Extended	PM
When flaps position pointers show 15/15 and SLAT TAKEOFF (blue) light is on	Flap 15/15 Light on	PM
When localizer closure bar starts to move from full scale deflection	Loc alive	PM
When glide slope pointer starts to move downward	Glide alive	PM
At 2500 ft Radio altimeter	2500 ft Radio altimeter	PM
Conditions for landing gear extension are fulfilled	Gear down	PF
Before moving landing gear lever to DOWN When landing gear down and 3 green lights on	Gear down	PM
	Gear down - Green lights	PM
Conditions for flap extension to 28 or 40 are fulfilled	Flap 28 or Flap 40	PF
Before moving flap/slat lever to requested position	Flap 28 or Flap 40	PM
When flap position pointers 28/28 or 40/40	Flap 28/28 or Flap 40/40	PM
At OM or final approach fix	Outer Marker or inbound	PM
At CM1's decision to become PF (from O.M. at least during CAT II/III approaches)	I have control	CM1
At 500 ft radio altimeter	500 radio altimeter	PM
At 400, 300, 200, 100 and 50 ft radio altimeter	400, 300, 200, 100, 50	PM
If maximum localizer deviation is exceeded	Localizer	PM
If maximum glide slope deviation is exceeded	Glide	PM
If maximum speed deviation is exceeded	Speed	PM

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CALLOUTS DURING APPROACH AND FINAL *(cont'd)*

CONDITION	CALL	CM
If maximum rate of descent is exceeded	Sink Rate	PM
If maximum attitude deviation is exceeded	Attitude	PM
At DH/MDH + 100 ft	Approaching minima	PM
When adequate visual references are established (Manual approaches)	Land	PM
After verification of the visual references (Manual approaches)	Land	PF
When adequate visual references are established (Automatic approaches)	Land	PF
At DH/MDH	Minima	PM
At minimum height for A/P use, if still engaged	Autopilot disengage	PM

CALLOUTS DURING LANDING

CONDITION	CALL	CM
SPOILER Lever moves aft.	Spoilers deployed	PM
SPOILER Lever doesn't move aft or doesn't remain at EXT position	No Spoilers	PM
ENG REVERSE UNLOCK (amber) lights and ENG REVERSE THRUST (blue) lights are on	Ready for reverse	PM
At 80 kts	80 knots	PM
At 60 kts	60 knots	PM
ENG REVERSE THRUST (blue) lights and ENG REVERSE UNLOCK (amber) lights are out	Reverse lights out	PM

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CALLOUTS DURING GO AROUND

CONDITION	CALL	CM
When go around is requested	Go around	CPT
While achieving G/A attitude and thrust	Flap 15	PF
Before moving flap/slat lever to 15/EXT	Flap 15	PM
When flap position pointers show 15/15	Flap 15/15	PM
When go around thrust is set	Go around Thrust Set	PM
When positive rate of climb is attained	Positive climb	PM
	Gear up	PF
Before moving landing gear lever to UP	Gear up	PM
Landing gear up and lights out	Gear up - Lights out	PM