



# NORMAL PROCEDURES

C152

v1.0

## COCKPIT PRE-FLIGHT

Parking Brake .....	CHECK SET
Ignition .....	OFF
Master Switch .....	ON
Fuel Quantity Indicators .....	CHECK
Flaps .....	DOWN
Master Switch .....	OFF
Fuel Shutoff Valve .....	ON
Mixture .....	CUTOFF
Thrust Lever .....	0%
Lights .....	ALL OFF
Flight Controls .....	CHECK
Elevator Trim .....	T/O
Carb Heat .....	OFF
Cabin Air .....	OFF
Cabin HT .....	OFF

## COCKPIT PREPARATION

Master Switch .....	ON
Avionics .....	ON
NAV Lights .....	ON
Fuel Shutoff Valve .....	CHECK ON
Mixture .....	RICH
Fuel Quantity .....	CHECK
Ignition .....	BOTH
Altimeter .....	SET
Pitot HT .....	ON
Carb Heat .....	OFF
Throttle .....	OPEN 1/2 inch
Primer .....	PULL 3x
<i>Request ATC Clearance</i>	
Beacon .....	ON

## ENGINE START

Propeller Area .....	CLEAR
Starter .....	HOLD 3 sec.
Throttle .....	ADJUST FOR 1000 RPM
Oil Pressure .....	CHECK GREEN SECTOR
Flaps .....	UP

## BEFORE TAXI

Flight Controls .....	FREE and CORRECT
Fuel Quantity .....	CHECK
Flaps .....	SET FOR T/O
Elevator Trim .....	CHECK SET FOR T/O
Mixture .....	RICH
Taxi Lights .....	ON

## TAXI

Parking Brakes .....	RELEASE
Brakes .....	TEST
Rudder .....	TEST

## BEFORE TAKEOFF

Parking Brake .....	SET
Flaps .....	CHECK SET FOR T/O
Thrust Lever .....	100%
Thrust Lever .....	0%
<i>Request ATC Takeoff Clearance</i>	
Landing Lights .....	ON
Taxi Lights .....	OFF
Strobe Lights .....	ON
XPDR .....	ON

## TAKEOFF

Parking Brakes .....	RELEASE
Thrust Lever .....	100%
Air Speed Indicator .....	CHECK
Lift Nosewheel .....	55 KIAS
Flaps .....	UP ABOVE 300 ft

## ON CLIMB

Airspeed .....	70-85 KIAS
Throttle .....	FULL
Elevator Trim .....	AS REQ
Mixture:	
Below 3000 ft .....	RICH
Above 3000 ft .....	LEAN
Landing Lights .....	OFF (above FL100)

# Boeing 777 Non Normal Procedures

**Arturo Cuomo**

## **Boeing 777 Non Normal Procedures:**

**Integration of Multiple Non-Normal Checklist Procedures Into a Single Checklist Procedure for Transport Aircraft: A Preliminary Investigation** Lynda J. Foernsler, 1996    Human Factors for Civil Flight Deck Design Don Harris, 2017-03-02 Human error is now the main cause of aircraft accidents. However, in many cases the pilot simply falls into a trap that has been left for him/her by the poor design of the flight deck. This book addresses the human factors issues pertinent to the design of modern flight decks. Comprising of invited chapters from internationally recognised experts in human factors and flight deck design, contributions span the world of industry, government research establishments and academia. The book brings together the practical experience of professionals across the human factors and flight deck design disciplines to provide a single, all-encompassing volume. Divided into two main parts, part one of the book examines the benefits of human engineering flight deck design process, head down display design, head up display design, auditory warning systems, flight control systems, control inceptors and aircraft handling qualities, flight deck automation and human computer interaction on the flight deck, and anthropometrics for flight deck design. Part two is concerned with flight deck evaluation, the human factors evaluation of flight decks, human factors in flight test and the regulatory viewpoint. Of interest to all human factors professionals operating in high technology, high risk, dynamic industries as well as those engaged directly in aerospace activities, the book will also be of key importance to engineers with an interest in human factors for flight deck design, academics and third year and post graduate human factors, ergonomics and psychology students.

**AIR CRASH INVESTIGATIONS EYE OF THE NEEDLE** *The Crash of British Airways Flight 38* Hans Griffioen, editor, 2012-11-01 On 28 November 2008 a Boeing 777-200ER operated by British Airways as flight BA38 on its way from Beijing, China to London Heathrow suffered an approach to Heathrow Airport an in-flight engine rollback. At 720 feet agl the right engine ceased responding to autothrottle commands for increased power and instead the power reduced to 1.03 Engine Pressure Ratio (EPR). Seven seconds later the left engine power reduced to 1.02 EPR. This reduction led to a loss of airspeed and the aircraft touching down some 330 m short of the paved surface of Runway 27L at London Heathrow. The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines. It was determined that the restriction occurred most probably in the Fuel Oil Heat Exchangers. The investigation identified the forming of ice in the fuel system as probable cause. The aircraft was destroyed but there were no casualties.

**Aviation Business Magazine**, 2009-02    **ICAO Journal**, 2001  
Official magazine of international civil aviation    **Federal Register**, 2013-05    **Advanced Avionics on the Airbus A330/A340 and the Boeing 777 Aircraft**, 1993    **Games and Learning Alliance** João Dias, Pedro A. Santos, Remco C. Veltkamp, 2017-11-28 This book constitutes the refereed proceedings of the 6th International Conference on Games and Learning Alliance (GALA 2017) held in Lisbon, Portugal in December 2017. The 16 revised regular papers presented together with 6 poster papers were carefully reviewed and selected from 45 submissions. The papers cover topics such as games in

education and training games for health and special children augmented and virtual reality methods and tools for desing and development and poster abstracts     Performance of the Jet Transport Airplane Trevor M. Young, 2017-10-25 Performance of the Jet Transport Airplane Analysis Methods Flight Operations and Regulations presents a detailed and comprehensive treatment of performance analysis techniques for jet transport airplanes Uniquely the book describes key operational and regulatory procedures and constraints that directly impact the performance of commercial airliners Topics include rigid body dynamics aerodynamic fundamentals atmospheric models including standard and non standard atmospheres height scales and altimetry distance and speed measurement lift and drag and associated mathematical models jet engine performance including thrust and specific fuel consumption models takeoff and landing performance with airfield and operational constraints takeoff climb and obstacle clearance level climbing and descending flight including accelerated climb descent cruise and range including solutions by numerical integration payload range endurance and holding maneuvering flight including turning and pitching maneuvers total energy concepts trip fuel planning and estimation including regulatory fuel reserves en route operations and limitations e g climb speed schedules cruise ceiling ETOPS cost considerations e g cost index energy cost fuel tankering weight balance and trim flight envelopes and limitations including stall and buffet onset speeds V n diagrams environmental considerations viz noise and emissions aircraft systems and airplane performance e g cabin pressurization de anti icing and fuel and performance related regulatory requirements of the FAA Federal Aviation Administration and EASA European Aviation Safety Agency Key features Describes methods for the analysis of the performance of jet transport airplanes during all phases of flight Presents both analytical closed form methods and numerical approaches Describes key FAA and EASA regulations that impact airplane performance Presents equations and examples in both SI Syst me International and USC United States Customary units Considers the influence of operational procedures and their impact on airplane performance Performance of the Jet Transport Airplane Analysis Methods Flight Operations and Regulations provides a comprehensive treatment of the performance of modern jet transport airplanes in an operational context It is a must have reference for aerospace engineering students applied researchers conducting performance related studies and flight operations engineers     Flying The Big Jets (4th Edition) Stanley Stewart, 2014-09-30 Flying the Big Jets presents the facts that people want to know about the world of the big jets How does a large aircraft fly How long is the take off run at maximum weight How much fuel is carried on a transatlantic flight How do the radios work What aircraft maintenance is required How often are the tyres changed What is the life style of a pilot The answers to these and a thousand other questions are given in sufficient detail to satisfy the most inquisitive of readers Chapter by chapter the reader is taken gently from the basics of the big jets to the sophistication of the glass cockpit in preparation for the pilot s seat on a Boeing 777 flight from London to Boston Flying the Big Jets is a comprehensive book that reveals as never before the every day working environment of the modern long haul airline pilot Written by a pilot with over 15 000 flying hours on heavy jets

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*Aerospace Engineering* ,1994    Benefits of Controller-pilot Data Link ATC Communications in Terminal Airspace ,1996

**Airways** ,2007    Advanced Materials & Processes ,1995    **Flight International** ,2011    **2002 IEEE Region 10**

**Conference on Computers. Communications, Control and Power Engineering** TENCON (2002, Beijing),2002

*Aeroplane and Commercial Aviation News* ,1967    **Aerospace** ,1995    *Aviation Week & Space Technology* ,2009

U.S. Airline Transport Pilot International Flight Language Experiences O. Veronika Prinzo,2010

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