Boeing 777-200 Procedure Checklist

ELECTRICAL POWER UP Procedure	
BATTERY SWITCH	ON
C1/C2 PRIM PUMPS	OFF
DEMAND PUMPS	OFF
WIPER SELECTOR	OFF
LANDING GEAR LEVER	DOWN
ALT FLAPS SELECTOR	OFF
BUS TIE SWITCHES	AUTO
If External Power is needed:	
PRIM EXT PWR AVAIL	IF Light ON, PUSH switch
2NDRY EXT PWR AVAIL	IF light ON, PUSH switch
If APU Power is needed:	
APU GENERATOR	ON
APU SELECTOR	START, then ON
PRELIMINARY PREFLIGHT Procedure	
ADIRU SWITCH	OFF 30 sec, then ON VERIFY BAT & OFF Light Extinguished
STATUS DISPLAY	CHECK & VERIFY
VERIFY SUFFICIENT FOR FLIGHT	OXYGEN PRESSURE HYDRAULIC QUANTITY ENG OIL QUANTITY
CDU PREFLIGHT Procedure	
The initial data and Nav data entries must be completed before the Preflight Procedures. Performance Data entries must be complete before the Before Start Checklist	
CDU PREPARATION	*ENTER DATA*
PREFLIGHT Procedure	
TAC SWITCH	AUTO Verify OFF light EXT
PRIM FLIGHT COMPS	DISC GUARD CLOSED Verify DISC light EXT
Electrical Panel	
BATTERY SWITCH	ON Verify OFF light EXT
IFE/PASS SEATS	ON Verify OFF light EXT
CABIN/UTILITY	ON Verify OFF light EXT
APU GEN	ON Verify OFF light EXT
BUS TIE SWITCHES	AUTO Verify ISLN lights EXT
GEN CTRL SWITCHES	ON OFF & DRIVE lights ON
BACKUP GENS	ON OFF light on

APU SELECTOR	START, then ON Verify FAULT light EXT
LEFT WIPER	OFF
ELT SWITCH	GUARD CLOSED
EMERGENCY LIGHTS	GUARD CLOSED
SERVICE INTERPHONE	OFF
PASSENGER OXYGEN	GUARD CLOSED
WINDOW HEAT	ALL ON Verify INOP lights off
RAM AIR TURBINE	UNLKD light EXT
Hydraulic Panel	
L & R PRIM PUMPS	ON
C1/C2 ELEC PRIM PUMP	OFF
DEMAND PUMPS	OFF
PASSENGER SIGNS	SET
LANDING LIGHTS	OFF
APU FIRE SWITCH	IN
CARGO FIRE ARM	OFF
Engine Panel	
EEC MODE SWITCHES	NORM
START/IGN SWITCHES	NORM
AUTOSTART SWITCH	ON
FUEL JETTISON PANEL	SET
FUEL CROSSFEED	OFF
FUEL PUMP SWITCH	OFF
LEFT FWD PUMPS	PRESS Light OFF if APU is ON, otherwise ON
ALL OTHER PUMPS	PRESS Lights ON
CENTRE PUMPS	PRESS Lights OFF
WING ANTI-ICE	AUTO
ENGINE ANTI-ICE	AUTO
Lighting Panel	
BEACON LIGHT	OFF
NAV LIGHTS	ON
LOGO/WING	OFF
RWY/TAXI/STROBES	OFF
Airconditioning Panel	
EQUIPMENT COOLING	AUTO
GASPER SWITCH	ON
RECIRC FANS	ON
FLIGHT DECK TEMP	MID AUTO POSITION
CABIN TEMP	MID POSITION
PACKS	AUTO
TRIM AIR	ON
BLEED AIR Panel	
BLEED ISLN	AUTO
ENGINE BLEEDS	ON
APU BLEED	AUTO
TUNE ATIS AND NOTE DETAILS CALL FOR DEPARTURE CLEARANCE	

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Pressurisation Panel	
PRESSURE OUTFLOW	AUTO
LANDING ALTITUDE	IN
RIGHT WIPER	OFF
Mode Control Panel	
DISPLAY SELECT PANEL	LOWER CENTER
EFIS PANEL	SET (MINS & QNH) WXR RADAR - OFF
FLIGHT DIRECTORS	ON
AUTOTHROTTLE	ARM
AP DISENG BAR	UP
HDG/TRK SWITCH	HDG
BANK LIMITER	AUTO
V/S FPA SWITCH	AS REQUIRED
ALT INCR SELECTOR	AS REQUIRED
CLOCK	SET
Do the Initial Data and Nav Data steps from the CDU Preflight and verify IRS alignment complete before checking flight instruments	
FLIGHT INSTRUMENTS	TCAS OFF NO VSPD until programmed
FMA	BLANK\TOGA\TOGA
AFDS	FLT DIR
ND	SELECT MAP MODE
STANDBY INST	CHECK & SET QNH
LANDING GEAR LEVER	DOWN
AUTOBRAKES	RTO
EICAS DISPLAY	VERIFY ALL INDICATIONS
MFD DISPLAY	CHECK ALL PAGES
ALT PITCH TRIM	NEUTRAL
SPEEDBRAKE LEVER	DOWN
REV THRUST LEVERS	DOWN
FWD THRUST LEVERS	CLOSED
FLAP LEVER	UP AND IND BLANK
PARKING BRAKE	SET AND VERIFIED
FUEL CTRL SWITCHES	CUTOFF
ENGINE FIRE PANEL	SET & CHECK
RADIO TUNING PANEL	SET
WEATHER RADAR	SET
TRANSPONDER PANEL	SET
SEAT & RUDDER	ADJUST
Call "PREFLIGHT CHECKLIST"	
BEFORE START Procedure	
FLT DECK DOOR	CLOSED & LOCKED
Do the Performance Data steps in the CDU Preflight before completing this procedure	
CDU DISPLAY	PF – TAKEOFF PAGE PM – LEGS PAGE

MCP	SET V2 ARM LNAV/VNAV SET RWY HDG SET INIT ALTITUDE
TAXI & TAKEOFF BRIEF	COMPLETE
EXTERIOR DOORS	VERIFY CLOSED
PUSH & START	OBTAIN CLEARANCE
Hydraulic Panel	
RIGHT ELEC DEM PUMP	AUTO
C1/C2 ELEC PRIM PUMP	ON
LEFT ELEC DEM PUMP	AUTO
C1/C2 AIR DEM PUMP	AUTO
L & R FWD/AFT FUEL PUMPS	ON
CENTER FUEL PUMPS	ON if < 3400 KG
BEACON	ON
RECALL	CHECKED & RESET
TRIM	STAB TRIM __ UNITS AILERON – ZERO RUDDER - ZERO
Call "BEFORE START CHECKLIST"	
ENGINE START Procedure	
ENGINE DISPLAY	SELECT
START SEQUENCE	ANNOUNCE
CALL	"START __ ENGINE"
ENG START SWITCH	START
FUEL CONTROL	RUN
MONITOR	N2/OIL/TEMP/FUEL
AFTER ENGINE STABLE	START OTHER ENGINE
BEFORE TAXI Procedure	
APU	OFF
ENG ANTI-ICE	AS REQUIRED
FLAPS	SELECT T/O FLAPS
FLIGHT CONTROLS	CHECKED
TRANSPONDER	AS REQUIRED
LIGHTS	TAXI/TURNOFF/WING – ON (LOGO at night)
RECALL	CHECKED
Call "BEFORE TAXI CHECKLIST"	
BEFORE TAKEOFF Procedure	
CABIN CREW	SIGNAL
UPDATE CHANGES TO T/O BRIEF AS REQUIRED	
WTHR RADAR DISP	AS REQUIRED
TERRAIN DISPLAY	AS REQUIRED
Call "BEFORE TAKEOFF CHECKLIST"	

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TAKEOFF Procedure	
Entering Runway:	
STROBE LIGHTS	ON
TRANSPONDER	TA/RA
RUNWAY HDG	VERIFY WITH A/C HDG
LANDING LIGHTS	ON (when cleared)
CLOCK/TIMER	START
ADVANCE THRUST LEVERS TO APPROX 55% N1 **ALLOW ENGINES TO STABILIZE** **PRESS THE TO/GA SWITCH** **VERIFY SYMMETRICAL THRUST**	
AT 80 KTS	CALL "HOLD"
AT V1	CALL "V1"
AT VR	CALL "ROTATE"
ROTATE GENTLY TO 15° NOSE UP	
AT POSITIVE RATE	CALL "GEAR UP"
CLIMB OUT	V2+15-25 (is optimal)
ABOVE 400FT RADIO	VERIFY ROLL MODE VERIFY VNAV
AT ACCEL HEIGHT VERIFY CLIMB THRUST	
RETRACT FLAPS WHEN WITHIN 20 KTS OF FLAP SPEED MARKER. WHEN FLAPS ARE UP:	
AUTOPILOT	ENGAGE AS REQUIRED
ENGINE ANTI-ICE	AUTO
Call "AFTER TAKEOFF CHECKLIST"	
CLIMB & CRUISE Procedure	
ABOVE 10,000FT (MSL or AGL):	
LIGHTS	LANDING, TURNOFF, WING (LOGO) – OFF
PASSENGER SIGNS	AS REQUIRED
AT TRANSITION ALT	SET STD AND X-CHECK
DESCENT Procedure	
AT LEAST 10MINS PRIOR TO TOD:	
FMS/CDU	PROGRAM STAR, RWY, MAP
VREF	SELECT IN CDU
MINIMA	SET BARO/RAD MINS
CDU	SET NAV RADIO PAGE
AUTOBRAKE	SELECT
APPROACH BRIEFING	CONDUCT
Call "DESCENT CHECKLIST"	
APPROACH Procedure	
BELOW 10,000FT (MSL or AGL):	
PASSENGER SINGS	ON
LIGHTS	LANDING, TURNOFF, WING (LOGO) - ON
WHEN CLEARED BELOW TRANSITION LEVEL:	
ALTIMETERS	SET QNH & X-CHECK
RNP & APP PROCEDURE	UPDATE AS REQUIRED
Call "APPROACH CHECKLIST"	

LANDING Procedure - ILS	
CABIN CREW	NOTIFY
FLAPS	LOWER ON SCHEDULE
ON LOC INTERCEPT	VERIFY ILS TUNED VERIFY LOC & G/S MARKERS SHOWN
APPROACH MODE	ARM
IF NECESSARY USE HDG SEL TO INTERCEPT FINAL APP COURSE & VERIFY LOC IS CAPTURED	
AT GLIDESLOPE ALIVE	"GEAR DOWN" "FLAPS 20"
SPEEDBRAKE	ARMED
AT GLIDESLOPE CAPTURE	SET FLAPS FOR LANDING
MISSED APPROACH	SET ALT IN MCP
Call "LANDING CHECKLIST"	
AT FAF OR OM, VERIFY CROSSING ALTITUDE VERIFY AUTOLAND STATUS AT 500FT RADIO ALT	
LANDING ROLL Procedure	
THRUST LEVERS	CLOSED
SPEEDBRAKE LEVER	UP
REVERSE THRUST	LEVERS RAISED
AUTOBRAKE	VERIFY OPERATION
AT 60 KNOTS	LOWER REVERSERS
AUTOBRAKES	DISARM
AFTER LANDING Procedure	
Start when clear of the active runway:	
SPEEDBRAKE	CONFIRM DOWN
APU	START, then ON
ENGINE ANTI-ICE	ON (if needed)
LIGHTS	LANDING OFF
STROBES	OFF
WEATHER RADAR	OFF
AUTOBRAKE	OFF
FLAP LEVER	UP
TRANSPONDER	AS REQUIRED
SHUTDOWN Procedure	
PARKING BRAKE	SET
APU	CHECK RUNNING
FUEL CTRL SWITCHES	CUTOFF
SEAT BELTS SIGN	OFF
C1/C2 AIR DEM PUMPS	OFF
LEFT ELEC DEM PUMP	OFF
C1/C2 ELEC PRIM PUMP	OFF
RIGHT ELEC DEM PUMP	OFF
FUEL PUMP SWITCHES	OFF
BEACON	OFF
FLIGHT DIRECTORS	OFF
TRANSPONDER	STBY
Call "SHUTDOWN CHECKLIST"	

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Boeing 777-200 Procedure Checklist

SECURE Procedure	
ADIRU	OFF
EMERGENCY LIGHTS	OFF
PACKS	OFF
Call "SECURE CHECKLIST"	

GO-AROUND MISSED APPROACH Procedure	
TO/GA	PRESS
FLAPS	20
THRUST	VERIFY SUFFICIENT
POSITIVE CLIMB	GEAR UP
LIMIT BANK TO 15° IF AIRSPEED BELOW MIN MANEUVER SPEED	
ABOVE 400FT RADIO	VERIFY MAP ALTITUDE
VERIFY MISSED APP ROUTE IS TRACKED AT ACCEL HEIGHT SET SPEED FOR PLAN FLAP SET	
FLAPS	RETRACT ON SCHED
FLCH or VNAV	SELECT AS NEEDED
VERIFY CLIMB THRUST VERIFY MISSED APPROACH ALT IS CAPTURED	
Call "AFTER TAKEOFF CHECKLIST"	

AUTOLAND LIMITS	
MAX GS ANGLE	3.25 degrees
MIN GS ANGLE	2.5 degrees
Automatic landings can be made using flaps 20 or 30, with both engines operative or one engine inoperative. The AFDS autoland status annunciation must display LAND 2 or LAND 3.	
MAXIMUM ALLOWABLE WIND SPEEDS	
HEADWIND	25 KNOTS
TAILWIND	10-15 KNOTS
CROSSWIND	25 KNOTS

FMC CHEAT SHEET	
Add a fix at X nm before or after an existing waypoint on route	**FFF/#DD**
Add waypoint that is off route	**PPPPPBBB/DDD**
Navigate to an intersection of 2 waypoints	**XXXXXBBB/YYYYYBBB**
Add a distance ring round a waypoint (FIX page)	**Enter fix name top left. Under BRG/DIST add /10**
Speed and altitude constraint (up to 18000 then abv FL190).	**spd/FL190A**
To intercept a specific inbound course to afix, ("Intercept the course 080 TO BOS," for example.) the crewmember simply needs to enter the desired course TO the fix at the 6RLSK	
OFFSET command found in the INIT/REF INDEX of the FMC/CDU	**LD.D or RD.D**

OPERATIONAL LIMITATIONS	
RUNWAY SLOPE	+/- 2%
MAX T/O & LAND TAILWIND COMP	10-15 KNOTS
MAX OPERATING ALT	43,100 FT (press alt)
MAX T/O & LAND ALT	8,400 FT (press alt)

WEIGHT LIMITATIONS	
777-200	248,115kg (547K lbs)
777-200ER	295,742 kg (652K lbs)
777-200LR	348,358 kg (768K lbs)
777F	348,721 kg (769K lbs)
777-300	300,278 kg (662K lbs)
777-300ER	352,441 kg (777K lbs)
MAXIMUM TAKEOFF WEIGHT	
777-200	247,208kg (545K lbs)
777-200ER	294,835kg (650K lbs)
777-200LR	347,451kg (766K lbs)
777F	347,814kg (767K lbs)
777-300	299,371kg (660K lbs)
777-300ER	351,534kg (775K lbs)
MAXIMUM LANDING WEIGHT	
777-200	201,849kg (445K lbs)
777-200ER	213,188kg (470K lbs)
777-200LR	223,167kg (492K lbs)
777F	260,815kg (575K lbs)
777-300	237,682kg (524K lbs)
777-300ER	251,290kg (554K lbs)
MAXIMUM ZERO FUEL WEIGHT	
777-200	190,509kg (420K lbs)
777-200ER	199,581kg (440K lbs)
777-200LR	209,106kg (461K lbs)
777F	248,115kg (547K lbs)
777-300	224,528kg (495K lbs)
777-300ER	239,950kg (529K lbs)

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