



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

TENCON (2002, Beijing)



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 on 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 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 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 during a 30 year career in commercial aviation this title is a comprehensive text book taking the reader into the glass cockpit of a Boeing 777 It is also a guide to the principles of flight the art of navigation and meteorology and an appreciation of the role played by Air Traffic Control in modern airline operations An absorbing read for that next long haul flight WINGSPAN

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