



CHALLENGER 350

NORMAL CHECKLIST

Revision 46, April 06, 2026

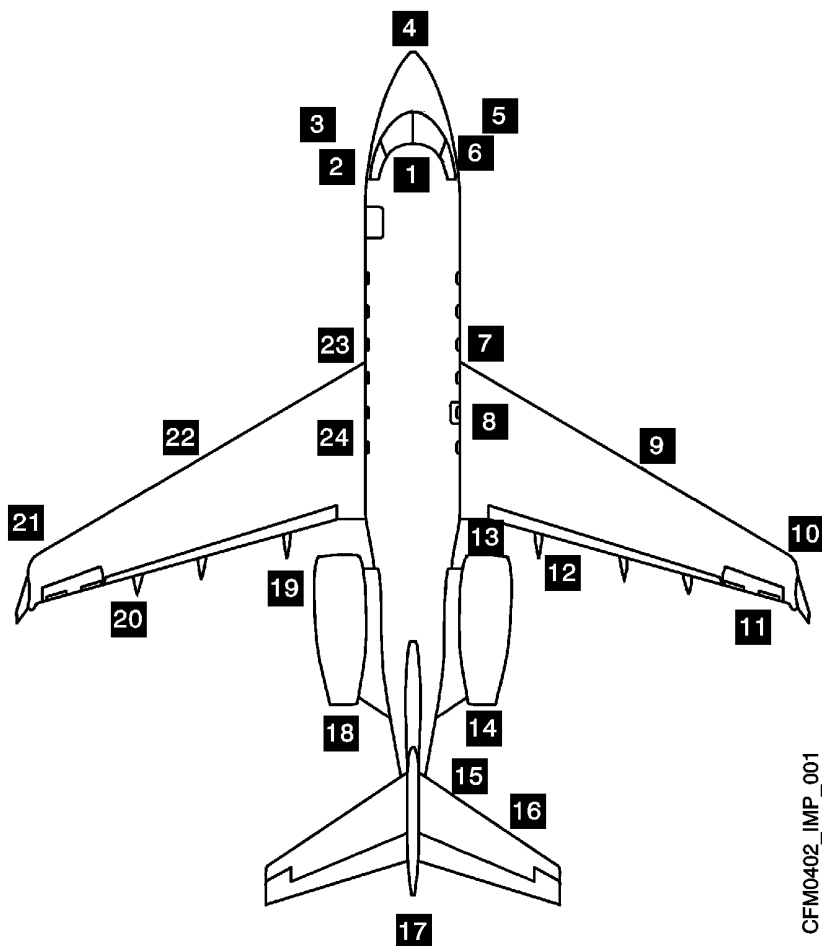
FOR TRAINING USE ONLY

17 March 2026

Revision: Original

EXTERIOR PREFLIGHT

Walk-Around Inspection



CFM0402_IMP_001

EXTERIOR PREFLIGHT (CONT)

EXTERIOR SAFETY CHECK/WALKAROUND

1. Exterior Safety Check/Walkaround Accomplish

♦ During Exterior Preflight, check all vents clear, check access doors for security, and all aircraft surfaces for condition.

- 1** ♦ a. LANDING GEAR switch DN

- ♦ b. L, R, and AUX HYDRAULIC PUMP switches OFF

- c. R BATT switch On

NOTE: R BATT switch is selected first to prevent uncommanded APU starts.

- d. L BATT switch On

- e. Clock Check

Set to correct local time.

- f. Fuel quantities Check

- g. Oxygen quantity Check

- h. PARK/EMER BRAKE:

If PARK/EMER BRAKE not set:

- (1) L and R HYDRAULIC PUMP switches ON

Check hydraulic systems fully pressurized.

- (2) Brake pedals Depress fully

- (3) PARK/EMER BRAKE handle Set

- (4) Brake pedals Release

- (5) L and R HYDRAULIC PUMP switches OFF

If PARK/EMER BRAKE set:

- (1) L HYDRAULIC PUMP switch ON

Check left hydraulic system fully pressurized.

- (2) L HYDRAULIC PUMP switch OFF

- i. If night flight is anticipated, check exterior lighting.

- All exterior light switches On

Check proper illumination, then all

- exterior light switches Off

- j. L and R BATT switches OFF

- k. GUST LOCK OFF

- 2** a. Passenger door operating switch door Closed

- b. Left standby static port Clear of obstructions



EXTERIOR PREFLIGHT (CONT)

- c. Left stall warning vane Freedom of movement
- d. Left pitot-static probe Cover removed, clear of obstructions
- e. Standby pitot probe Cover removed, clear of obstructions
- f. Left ice detector Check
- g. Ground communication door Closed
- h. L windshield/window Condition
- 3** ♦ a. Nose gear check:
 - (1) Wheel well and gear Condition
 - (2) Doors Condition
 - (3) Wheels and tires Condition
 - (4) Gear pin and chocks Removed
 - (5) N LDG/TAXI lights Condition
- 4** a. Radome Condition
- b. Windshields/windows Condition
- 5** a. Right ice detector Check
- b. Right pitot-static probe Cover removed, clear of obstructions
- 6** a. R windshield/window Condition
- b. R stall warning vane Freedom of movement
- c. Total air temperature probe Check
- d. Right standby static port Clear of obstructions
- 7** ♦ a. Outflow valve access door Closed
- b. L and R engine oil level Check, green
- c. Fuel access doors Closed
- 8** a. Wing inspection and emergency exit lights and lenses Condition
- ♦ b. Emergency exit Closed
- ♦ c. Right engine inlet and fan Clear of obstructions and condition
- d. Upper fuselage antennas, and dorsal inlets Condition
- e. Lower fuselage antennas, landing light fairing and lens Condition
- 1** f. Fuel water drains Drain



EXTERIOR PREFLIGHT (CONT)

NOTE: The fuel sump drains are low points in the fuel system. Fuel will drain from these when opened.

- ♦ g. Fuel and hydraulic drain masts Check for leakage

9

- a. Right wing check:

- (1) Leading edge and vortilons Condition

- (2) Access panels Fuel/Hydraulic leakage

- (3) Fuel cap Secure

CAUTION: The wing and flight control surfaces must be free of frost, snow, and ice. Ice can form on the surfaces of the wing even on very warm days if the fuel temperature will support it. The leading edge and lower surface of the flaps must be free of ice.

10

- a. Right winglet navigation light/lens and static wicks Condition

11

- a. Right aileron Check free motion, balance tab linkage, bent tab and brush seal condition

- b. Right spoilers and flap Condition

- c. NACA scoop Clear of obstructions

12

- ♦ a. Right main gear check:

- (1) Wheel well and gear Hydraulic/fuel leakage and condition

- (2) Doors Condition

- (3) Wheels, brakes and brake wear indicators, and tires Condition

NOTE: The wear pins should be exposed with the PARKING BRAKE set.

- (4) Gear pin and chocks Removed

13

- a. Oxygen overpressure relief indicator and service door Check and close

- b. Lav waste access door Closed

- c. Ground power supply access door Closed

14

- ♦ a. Right generator scoop Clear

- b. Right engine cowl latches Closed

- c. Right engine turbine exhaust area Condition, clear of obstructions



EXTERIOR PREFLIGHT (CONT)

- d. Right thrust reverser Stowed
- 15** a. High pressure pneumatic supply door Closed
- 16** a. APU inlet Clear of obstructions
- b. APU generator and compartment scoops .. Clear of obstructions
- c. APU exhaust Clear of obstructions
- d. Vertical stabilizer and rudder Condition
- e. Horizontal stabilizer and elevator Condition
- WARNING:** The vertical and horizontal stabilizer, and flight control surfaces must be free of frost, snow, and ice.
- f. Static discharge wicks Condition
- g. PACK exhaust vent Clear
- 17** a. Aft equipment bay door Open,
check for fluid leaks, security and condition of installed equipment, remote circuit breakers set.
- b. Aft equipment bay door Close
- 18** ♦ a. Left engine turbine exhaust area Condition,
clear of obstructions
- b. Left thrust reverser Stowed
- 19** ♦ a. Cargo door Closed
- ♦ b. Battery bay door Closed
- c. Battery vents Check
- d. Left engine cowl latches Closed
- e. Left main gear check:
 - (1) Wheel well and gear Hydraulic/fuel leakage and condition
 - (2) Doors Condition
 - (3) Wheels, brakes and brake wear indicators, and tires Condition
 - NOTE:** The wear pins should be exposed with the PARKING BRAKE set.
 - (4) Gear pin and chocks Removed
- f. Left generator scoop Clear
- 20** a. Left spoilers and flap Condition
- b. Left aileron Check free motion,
balance, bent tabs and trim tab linkage and brush seal condition



EXTERIOR PREFLIGHT (CONT)

- 21** c. NACA scoop Clear of obstructions
- a. Left winglet navigation light/lens and static wicks Condition

- 22** a. Left wing check:
- (1) Leading edge and vortilons Condition
- (2) Access panels Fuel/hydraulic leakage
- (3) Fuel cap Secure

CAUTION: The wing and flight control surfaces must be free of frost, snow, and ice. Ice can form on the surfaces of the wing even on very warm days if the fuel temperature will support it. The leading edge and lower surface of the flaps must be free of ice.

- 23** **1** a. Fuel water drains Drain

NOTE: The fuel sump drains are low points in the fuel system. Fuel will drain from these when opened.

- 24** ♦ a. Left engine inlet and fan Clear of obstructions and condition
- b. Upper fuselage Condition

CABIN PREFLIGHT

- ♦ 1. Cabin furnishings Secure
- ♦ 2. Emergency exit Aisle clear and handle unobstructed.

Remove and stow aft emergency exit door security pin.

BEFORE STARTING ENGINES

NOTE: All flight deck switches will be extinguished, except as noted in the following procedures.

1. Circuit breakers (CB1 and CB2) Set
- ♦ 2. Seats, safety harnesses Secure
3. Crew oxygen masks and smoke goggles Check
- ♦ 4. LANDING GEAR switch DN
- ♦ 5. L, R, and AUX HYDRAULIC PUMP switches OFF
- ♦ 6. AIR SOURCE switch OFF



BEFORE STARTING ENGINES (CONT)

- ♦ 7. Electrical system:
 - a. STBY INST switch On
 - b. EXT PWR switch (if connected) Check AVAIL
then select ON
 - c. R BATT switch On

NOTE: R BATT switch is selected first to prevent uncommanded APU starts.

 - d. L BATT switch On
- ♦ 8. L and R PROBES OFF
- 9. L and R COCKPIT LIGHTS As desired
- ♦ 10. APU Start:
 - a. CAS Check,
no APU or AIR COND FAULT messages
 - b. L and R BLEED switches OFF
 - c. NAV lights NAV
 - d. R FUEL PUMP switch AUTO
 - e. APU switch START,
(hold for 3 seconds) and release
 - f. EXT PWR switch (if applicable) AVAIL and disconnect
 - g. APU BLEED switch ON
 - h. XBLEED switch Open
 - i. AIR SOURCE switch NORM
- 11. SYSTEMS TEST panel:
 - a. ANNUN A Test
 - b. ANNUN B Test
 - c. PROBES Test
 - PROBE HEAT TEST OK (S) CAS illuminates.
 - d. STALL/RUD LIM Test
 - The STALL icon on both PFDs illuminates.
 - Flashing AOA red illuminates briefly.
 - "STALL" voice sounds.
 - Left stick shaker activates.
 - Right stick shaker activates.
 - Pusher activates.
 - RUDDER LIMITER IN TEST (S) illuminates.

BEFORE STARTING ENGINES (CONT)

- e. ICE DET Test
 - ICE DETECTED (C) and **ICE** icon on PFD illuminates.
- 12. L and R rudder pedals Adjust
- 13. L and R audio panels Set
- ♦ 14. Fuel quantity Check
- ♦ 15. Standby Instrument Check
- 16. Clock Zero flight time

Effectivity:

On airplanes 20501 to 20758 incorporating SB 350–34–018 and airplanes 20759 and subsequent incorporating SB 350–34–017:

- 17. STEEP APPR Off
Check ON light out.

- 18. NWS switch OFF
- ♦ 19. L and R FUEL PUMP switches AUTO
- ♦ 20. FMS Program
- 21. REVERSION panel NORM
- 22. AIR COND/BLEED panel Check
- 1 a. RAM AIR switch ON
 - RAM AIR ON (S) illuminates
- b. RAM AIR switch OFF
- 23. ANTI-ICE panel:
 - a. WING SOURCE switch NORM
 - b. L and R PROBES switches OFF
 - ♦ c. L and R WSHLD/WINDOW switches ON
- ♦ 24. PRESSURIZATION panel Check
 - a. LNDG ALT Set
- 25. LIGHTING panel As desired
- 1 a. Emergency lights Check:



BEFORE STARTING ENGINES (CONT)

- (1) EMER LTS switch OFF
(EMER LIGHTS OFF (C) CAS)
- (2) EMER LTS switch ON
(EMER LIGHTS ON (C) CAS),
check emergency lights displayed
- ♦ (3) EMER LTS switch ARM
- 26. GUST LOCK OFF
- ♦ 27. HYDRAULIC panel:
 - a. L and R PUMP switches ON
 - b. AUX pump switch AUTO
 - c. PARK/EMER BRAKE handle Confirm set
 - d. L and R PUMP and PTU switches AUTO
 - e. R HYDRAULIC PRESS Verify less than 1800 psi
 - f. AUX pump switch OFF
- 28. Trim system:
 - a. STAB TRIM switch SEC
 - b. Pilot's trim switch NUP and NDN
Verify movement
 - c. Copilot's trim switch NUP and NDN
Verify movement
 - d. STAB TRIM switch PRI
 - e. Pilot's trim switch NUP and NDN
Verify movement
 - f. Pilot's trim switch housing only NUP or NDN
Verify no movement
 - g. Pilot's trim switch arm button only Depress
Verify no movement
 - h. Pilot's trim switch NUP or NDN & hold
Verify movement
 - i. Pilot's master disconnect switch Depress
Verify movement stops
 - j. Pilot's trim switch and master disconnect
switch Release



BEFORE STARTING ENGINES (CONT)

- k. Copilot's trim switch NUP and NDN
Verify movement
- l. Copilot's trim switch housing only NUP or NDN
Verify no movement
- m. Copilot's trim switch arm button only Depress
Verify no movement
- n. Copilot's trim switch NUP or NDN & hold
Verify movement
- o. Copilot's master disconnect switch..... Depress
Verify movement stops
- p. Copilot's trim switch and master disconnect
switch Release

WARNING: If any anomalies occur during the stab trim check below, the indicated stabilizer position may be grossly incorrect and the aircraft must not be flown until resolved.

- q. Stab Trim Set to 1.0

NOTE: Monitor STAB indicated position from 1.0 to 3.0 units. Trim digits and pointer should move continuously with no skips, hesitations or reversals.

- r. Stab Trim Set to 3.0

- ♦ s. Stab Trim Set for takeoff

- ♦ t. AIL and RUD Trim Check operation and set for takeoff

29. ELT ARM

30. CABIN DC and AC PWR switches On

31. PAX OXYGEN switch AUTO

32. THERAPEUTIC OXYGEN switch ON

(Only required for flights requiring a mission completion altitude above 10,000 ft following a pressurization failure.)

- Switch ON light illuminates

- a. THERAPEUTIC OXYGEN switch OFF

- ♦ 33. Altimeters (3) Set

BEFORE STARTING ENGINES (CONT)**Effectivity:**

On airplanes 20584 and subsequent, and airplanes incorporating SB 350-22-001:

CAUTION: Reduced vertical separation with terrain may be encountered in mountainous terrain if altimeter is incorrectly set and LNV is armed for departure.

- ♦ 34. Avionics Set for departure

NOTE: For any SBAS covered airspace (US RNAV routes, SIDs, and STARs), it is not required to run a pre-flight prediction of RAIM availability along the intended route if no satellites are NOTAM'd as out of service over the intended route.

For non-SBAS covered airspace, certain operations may require that an appropriate prediction program be used prior to departure for RAIM availability along the intended route.

- ♦ 35. Takeoff data (V_1 , V_R , V_2 , and distance) Computed, and speeds set .

Effectivity:

On airplanes 20578 and subsequent, and airplanes incorporating SB 350-34-013:

36. Takeoff data Check displayed.

Crosscheck input data on PERF INIT 1/3, TAKEOFF REF 1/4 and 2/4 CDU pages:

RWY data, Wind, OAT, QNH, PALT, CG, T/O FLAPS, Weight, ENG BLEED, THRUST REV.

CAUTION: Ensure input data matches airplane configuration and environmental conditions.

37. CAS messages Check

- NOTE:**
1. The IRS automatically aligns using GNSS position (normal IRS alignment time varies depending on location, typically not exceeding 10 minutes). If GNSS is not available, it will align using the position entered to initialize the FMS.
 2. Following a successful initial alignment, do not manually re-enter the position in the FMS CDU either immediately before, or immediately after airplane motion. If this has occurred, a complete normal shutdown and restart of the airplane and IRSs must be completed. Failure to do so may lead to a total IRU loss during subsequent flight legs.

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STARTING ENGINES

Engine starts may be made by using the APU, an external air source, or crossbleed from the other engine.

WARNING: Maintain a safe distance from the engine outlets at all times during engine operation. Airflow into the turbofan engine is sufficient to draw personnel and equipment into the engine inlet.

NOTE: Ensuring ITT is below 350 °C (cranking if necessary) will reduce the possibility of a hot start.

1. Passenger door Closed
 - a. Green flag Check
2. PARK/EMER BRAKE handle Confirm set
3. Thrust levers IDLE
4. STROBE switch BCN
5. Engine Start (APU bleed source)
 - a. ENGINE RUN switch RUN
 - b. STARTER START and release
 - c. Engine Instruments Check
 - d. Start other engine by repeating steps 5 a through c. (Optional)
5. Engine Start (External bleed source)
 - a. External air source Verify connected
 - b. Bleed pressure 32 psi minimum
 - c. ENGINE RUN switch RUN
 - d. STARTER START and release
 - e. Engine Instruments Check
 - f. Start other engine by repeating steps 5 c through f. (Optional)
 - g. External air source Disconnect
 - h. XBLEED switch Closed
 - i. L and R BLEED switches ON
 - j. EXT PWR switch (if applicable) AVAIL, Disconnect
5. Engine Start (Crossbleed source)
 - a. APU BLEED switch OFF
 - b. Operating engine BLEED switch On
 - c. Operating engine thrust lever Advance
 - d. Bleed pressure 32 psi minimum
 - e. ENGINE RUN switch RUN

NOTE: Starting with a tailwind may require a higher bleed pressure than 32 psi.



STARTING ENGINES (CONT)

- f. STARTER START and release
 - g. Engine Instruments Check normal
 - h. XBLEED switch Closed
 - i. L and R BLEED switches ON
 - j. EXT PWR switch (if applicable) AVAIL, Disconnect
6. Generators Check on line

If APU available, use APU bleed for air conditioning for improved performance and reliability

7. Bleeds (APU source)
- a. APU Check ON
 - b. APU BLEED switch ON
 - c. XBLEED switch Open
 - d. L and R BLEED switches OFF

If APU not available or if engine bleed ON desired for noise abatement or deicing/anti-icing fluid application precautions

7. Bleeds (Engine source)
- a. APU OFF
 - b. APU BLEED switch OFF
 - c. XBLEED switch Closed
 - d. L and R BLEED switches ON

NOTE: If takeoff with engine bleed is desired, perform takeoff per the Engine Bleed ON Takeoff procedure, Chapter 6, PERFORMANCE DATA section to alleviate pressure spikes on the PACK.

BEFORE TAXI

NOTE: If anti-icing fluids have been applied to the aircraft, the anti-ice system checks in steps 1 and 9 below may be accomplished upon completion of the first flight of the day prior to engine shutdown.

- 1** 1. WING ANTI-ICE switch ON
- WING ANTI-ICE (S) illuminates.
2. FLAPS 10 or 20
3. AUX PUMP switch AUTO
4. Flight controls:
- a. Select FLIGHT CONTROLS synoptic page.
 - b. Apply full range of motion to pitch, roll and yaw while checking for elevator, aileron, roll spoilers, and rudder motion.



BEFORE TAXI (CONT)

5. FLIGHT SPOILERS lever Check extension
all positions 0–MAX and EMER.
6. GND SPOILERS:
 - a. MANUAL ARM Check extended
 - b. AUTO Check stowed
7. YD On
8. EICAS Check
9. Passenger brief/cabin check Complete
- 1

 10. ANTI-ICE panel:
 - a. Wing anti-ice flow lines green after 2 minutes
ON Check
 - b. WING SOURCE switch FROM L
 - WING SOURCE XBLEED (S) illuminates
 - c. WING SOURCE switch FROM R
 - WING SOURCE XBLEED (S) illuminates

NOTE: If L(R) WING A/I LOW TEMP (C) illuminates, it may be necessary to increase the thrust lever slightly.

 - d. WING SOURCE switch NORM
 - e. WING ANTI-ICE switch As required
11. Airplane lighting As required
12. SMKG/BELTS switch SMKG/BELTS
13. NWS switch On
14. PARK/EMER BRAKE Release:
 - a. Brake pedals Depress fully
 - b. PARK/EMER BRAKE handle Stow
 - c. Brake pedals Release

TAXI AND BEFORE TAKEOFF

1. XPDR/TCAS Set

TAXI AND BEFORE TAKEOFF (CONT)

- 2. Brakes and nose wheel steering Check
If conditions exist that could result in water saturated brakes, perform 7 consecutive brake applications from 20 kt to 5 kt. Perform the brake applications during the last mile/kilometer of taxi prior to and not including the final stop or snub before takeoff.
DO NOT DRAG THE BRAKES.
Warming of the brakes will preclude the chance of water saturated brakes freezing at altitude and being locked for landing touchdown.
- 3. Flight instruments Check

TAXI AND BEFORE TAKEOFF (CONT)

4. Thrust reversers:

CAUTION: Use of reverse thrust on poorly cleaned or maintained runway, taxiway, or ramp surfaces may cause foreign object damage to engine fan blades.

- a. Thrust levers REV
(REV [white] EI, then REV [green] EI)
- b. Thrust levers IDLE
(REV [white] EI, then extinguishes)
- c. Stab, AIL and RUD trim Set for takeoff

5. Engine instruments and N_1 bugs Check,
verify that the left and right bugs agree within 1%.

6. Takeoff data (V_1 , V_R , V_2 , and distance) Check displayed

Effectivity:

On airplanes 20578 and subsequent, and airplanes incorporating SB 350-34-013:

7. Takeoff data (V_1 , V_R , V_2 , and distance) Check displayed.
Crosscheck input data on PERF INIT 1/3, TAKEOFF REF 1/4
and 2/4 CDU pages:
RWY data, Wind, OAT, QNH, PALT, CG, T/O FLAPS, Weight,
ENG BLEED, THRUST REV.

CAUTION: Ensure input data matches airplane configuration and environmental conditions.

8. Nav equipment Check
9. Crew takeoff briefing Complete
10. Radar/terrain As required

WARNING: Do not transmit radar energy if personnel are within 9 feet (3 meters) radially from the nose of the airplane, within 100 feet (30 meters) of large metallic objects including airplanes, or during refueling.

11. ANTI-ICE panel:
 - a. WING switch As required
 - b. L and R ENG switch As required

RUNWAY LINEUP

1. L and R PROBES switches On



RUNWAY LINEUP (CONT)

- 2. L and R LANDING, N LDG/TAXI light switches As required
- 3. STROBE switch STROBE
- 4. CAS Checked and cleared

TAKEOFF

- 1. Thrust Levers..... TO

At V_R :

- 2. Smoothly rotate toward flight director pitch guidance command. Adjust pitch as required to accelerate to a speed of not less than $V_2 + 10$ at 35 ft above the runway.

AFTER TAKEOFF

NOTE: If taxi and/or takeoff were on ice, snow, or slush, unless weather conditions or performance requirements prohibit, delay retraction of the landing gear until excess water, snow or slush is thrown off by wheel rotation and/or slipstream force.

1. LANDING GEAR UP after positive rate of climb
2. FLAPS 0 at $V_2 + 15$ (flaps 10); $V_2 + 25$ (flaps 20)
3. N LDG/TAXI light switch OFF
4. ANTI-ICE panel As required
5. L and R HYDRAULIC PUMP switches AUTO

CLIMB

1. Thrust levers CLB

10,000 ft Checks:

2. SMKG/BELTS switch As required
3. APU and BLEEDS Set
4. Pressurization Check

Transition Altitude (or 18,000 ft) Checks:

5. Altimeters Set
6. L and R LANDING light switches As required

CRUISE

1. Fuel balance Check
2. Engine power settings for cruise Confirm
Cruise tables are found in the Flight Planning and Cruise Control Manual.

NOTE: The VOR and FMS bearing pointers may differ by up to 7 degrees when the VOR is being used as a waypoint.

DESCENT

1. WING ANTI-ICE switch As required
2. L and R ENG ANTI-ICE switches As required
3. Pressurization Check/Set



DESCENT (CONT)

Transition Level (or FL 180) Checks:

4. Altimeters Set
5. L and R LANDING light switches As required
6. Passenger Brief/Cabin Check Complete
7. SMKG/BELTS switch SMKG/BELTS
8. Fuel Quantities and Balance Check

APPROACH

NOTE: Intermittent operation at idle when wing anti-ice and/or engine anti-ice is ON is acceptable during final approach provided the following CAS messages are not annunciated: L (R) WING ANTI-ICE FAIL (C) or L (R) WING A/I LOW TEMP (C) and/or L (R) ENG ANTI-ICE FAIL (C).

1. APU and BLEEDS Set
2. Landing data (V_{REF} , V_{GA} , Distance) Set

Effectivity:

On aircraft 20578 and subsequent, and aircraft incorporating SB 350-34-013:

3. Landing data (V_{REF} , V_{GA} , Distance) Check displayed.

Crosscheck input data on APPROACH REF 1/4 and 2/4 CDU pages:

RWY data, Wind, OAT, QNH, PALT, LDG FACTOR (if applicable), Weight, ENG BLEED, THRUST REV, DELTA V_{REF} (if applicable).

CAUTION: Ensure input data matches aircraft configuration and environmental conditions.

4. Approach setup and crew briefing Complete
5. RA MIN or BARO MIN Set
6. MIN ALERT Set
7. ROAAS RCC 5 switch (if installed) As required
8. L and R HYDRAULIC PUMP switches AUTO

BEFORE LANDING

1. LANDING GEAR DN
2. L LANDING, N LDG/TAXI and R LANDING light switches On
3. FLAPS 30

GO-AROUND

CAUTION: If unreliable airspeed is suspected, refer to Chapter 3, EMERGENCY PROCEDURES, AVIONICS, Unreliable Airspeed.

1. Autopilot Disengage with the TO/GA button
2. Thrust levers TO
3. FLIGHT SPOILERS (if extended) RETRACT
4. Pitch attitude Increase rapidly but smoothly to initiate pitch attitude of 8 degrees at a speed of not less than V_{REF} , then adjust pitch attitude to maintain V_{2GA} speed.
5. FLAPS 10
6. LANDING GEAR UP
after positive rate of climb is established.
7. Climb at V_{2GA} or above.

NOTE: The flight director guidance only represents an initial target to rotate toward and does not guarantee that the climb speed will be achieved under all conditions.

8. When clear of obstacles, accelerate to $V_{2GA} + 15$ and retract flaps.
9. Pressurization LNDG ALT set

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LANDING

NOTE: Carry out a positive touchdown to ensure initial wheel spin up and breakout of frozen brakes if icing accumulation on the wheels and brakes is suspected.

- 1. Brakes As required
- 2. Thrust reversers As desired
 - a. With nose wheel on runway, move both thrust levers to REV, a REV [white] EI will illuminate.
 - b. The thrust reversers are deployed when the REV [green] EI illuminates. Smoothly pull thrust levers to the desired reverse thrust.

WARNING: When landing on snow covered runways, apply reverse thrust with caution as visibility may be impaired.

- c. By 40 KIAS return the thrust levers to REV.

CAUTION: – Do not use reverse thrust on poorly cleaned or poorly maintained surfaces. This may cause foreign object damage to engine fan blades.

- If full reverse thrust is maintained below 40 KIAS, reingestion of exhaust gases in the engine and foreign object damage may occur.

- d. When reverse thrust is no longer required, return thrust levers to IDLE. The REV [green] EI will change to a REV [white] EI. Once the thrust reversers are stowed, the REV [white] EI will extinguish.

AFTER LANDING/CLEARING RUNWAY

- 1. L and R PROBES OFF

NOTE: If anti-icing fluids have been applied to the airplane, the anti-ice system checks may be accomplished upon completion of the first flight of the day prior to engine shutdown. Refer to the first flight of the day anti-ice system checks in **BEFORE TAXI** this chapter.

- 2. WING ANTI-ICE switch As required
- 3. L and R ENG ANTI-ICE switches As required
- 4. Lighting As desired
 - a. STROBE switch BCN
- 5. FLAPS As desired
- 6. XPDR/TCAS As required

SHUTDOWN

1. PARK/EMER BRAKE Set:
 - a. Brake pedals Depress fully
 - b. PARK/EMER BRAKE handle Set
 - c. Brake pedals Release
2. Chocks Insert

NOTE: Do not rely on parking brake for overnight or unattended use.

3. NWS switch OFF
4. L and R WSHLD/WINDOW switches OFF
5. EMER LTS switch OFF
6. ENGINE RUN switches OFF
7. XPDR STBY
8. STROBE switch OFF
9. Gear pins Insert
10. HYDRAULIC panel:
 - a. L, R PUMPS and PTU switches OFF
 - b. R HYDRAULIC PRESS Verify less than 1,800
psi
 - c. AUX switch OFF
11. GUST LOCK Set

NOTE: It may be required to move the control wheel left and right near the neutral position to ensure lock engagement.

12. L and R COCKPIT LIGHTS As desired
13. CABIN DC and AC PWR switches OFF
14. APU switch OFF
15. NAV lights OFF
16. STBY INST switch OFF

Effectivity:

For airplanes incorporating SB 350-23-010.

17. ATN log OFF

18. L and R BATT switches OFF



COCKPIT SET UP

RECOMMENDED · PF & PM

• PFD SETUP

ITEM	PF	PM
Format	ROSE*/PPOS	ROSE*/PPOS
Nav source	FMS 1	FMS 2
Pointers	As req'd	As req'd
Traffic (TCAS)	Overlay selected	Overlay selected
Terrain	Selected	Selected
Weather	Not selected	Not selected
Range	10 NM or as req'd	10 NM or as req'd

• MFD SETUP

ITEM	PF	PM
Upper window	EICAS	Summary
Lower window	PPOS	PPOS
MFD data windows	VNAV	On
Pointers	As req'd	As req'd
Traffic (TCAS)	Overlay selected	Overlay selected
Terrain	Not selected	Not selected
Weather	Selected	Selected

• FMS SETUP

ITEM	PF	PM
FMS page	Legs page	Tune page

* Denotes the preferred selection.



TAKEOFF BRIEFING

EMERGENCY BRIEFING · T-S-R-E-D

T TYPE	S STD CALLS	R REJECT	E EMERGENCY	D DEPARTURE
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T	Type of Takeoff V-speeds & thrust	Flaps ____ ☐ Static ☐ Rolling Runway _____ Length _____ ft TODR _____ ft (+100 rolling = _____ ft) V₁ V_R V₂ V_{FTO} N₁ %
S	Standard Calls	"Airspeed alive" · "N ₁ set" "80 kts crosscheck" · "V ₁ " · "V _R " "Positive rate"
R	Reject Items	Reject prior to 80 kts for any abnormality. Between 80 kts and V₁ , reject for: • Master warnings • Directional control problems • Safety of flight issues
E	Emergency Plan	Engine failure after V₁ — we will _____ the takeoff. _____ _____
D	Departure	_____ departure NADP ____ · Rwy heading to _____ ft _____

ASK FOR QUESTIONS

NOTE Some operators also brief which Flight Guidance Panel modes will be selected for takeoff (lateral and vertical modes) — always a good idea.



EMERGENCY EVACUATION

EMERGENCY PROCEDURES · 03-20

IMMEDIATE ACTION ITEMS

1. PARK/EMER BRAKE **SET**
2. EMER DEPRESS switch **ON**
3. L and R ENG, and APU FIRE switches **PUSH**
4. Evacuation **COMMAND**
5. Controlling Agency **NOTIFY**
6. STBY INST switch **OFF**
7. L and R BATT switches **OFF**

8. Evacuate the airplane using the passenger door and/or the emergency exit.

END