CL-350

CL-350 SUPPLEMENTAL MANUAL

NORMAL PROCEDURES 08

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GENERAL

The procedures in this section of the manual have been developed by Bombardier Inc. for the certification of this aircraft. This section contains those procedures which may be considered routine in day–to–day operations. The presentation includes, but is not limited to, detailed checklist procedures by flight phase.

FIRST FLIGHT OF THE DAY

The " [1] " symbol in the procedure means that the associated procedure is accomplished only on the first flight of the day.

THROUGH–FLIGHT PROCEDURES (BOTH ENGINES SHUT DOWN)

Normal preflight procedures (all checklist line items) must be accomplished prior to takeoff at the original departure point of a flight. At each intermediate stop of flight where both engines are shut down, the Through–Flight Checklist may be used for preflight, provided certain criteria are met. In the following procedures (Exterior Preflight, Cabin Preflight, and Before Starting Engines), steps marked with this symbol (♦) denote Through–Flight Checklist items. When permitted, accomplishment of all Through–Flight Checklist items fulfills a minimum preflight requirement.

The Through–Flight Checklist may be used following an intermediate stop with both engines shut down, provided the following criteria have been satisfied during that stop:

- There has been no change in flight crew personnel.
- No maintenance has been performed on the aircraft. Routine line servicing is not considered maintenance.
- No more than three (3) hours have elapsed between engine shutdown and engine start.
- Extreme weather conditions (heavy precipitation, ice, snow, extreme cold, etc.) have not occurred which would change the preflight status of the aircraft.

For intermediate stops with no engine shut down, completion of the Quick Turn–Around procedure in this section provides the minimum preflight requirements.

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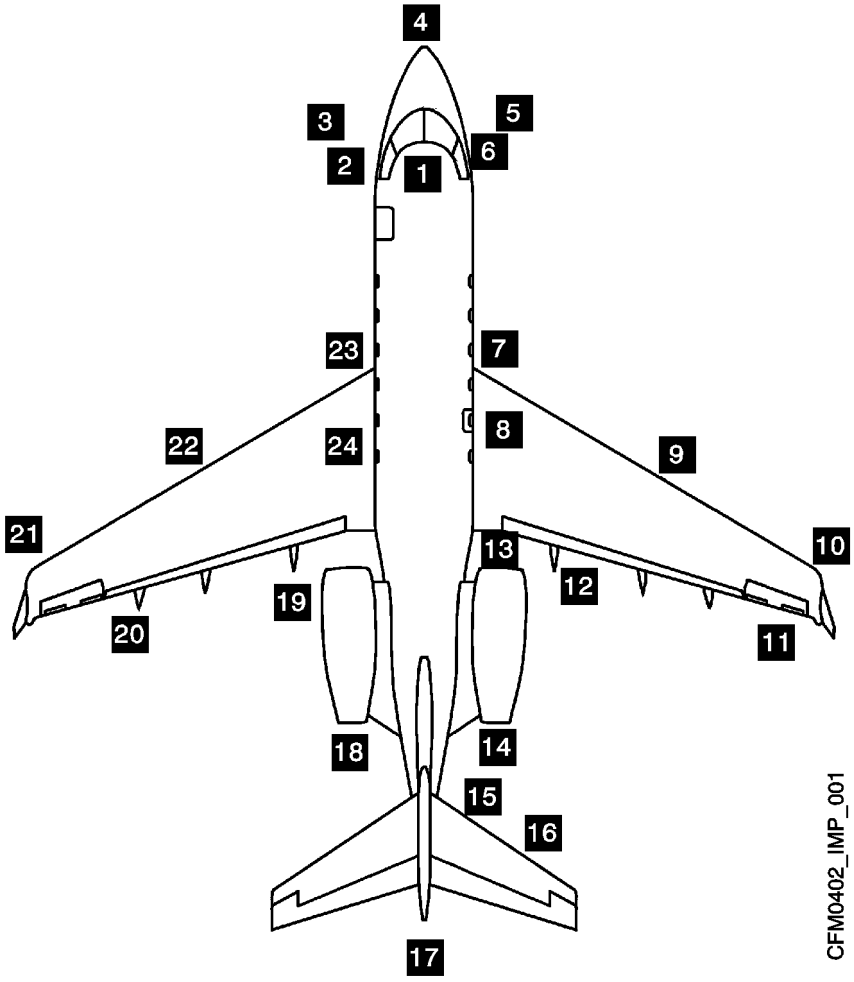
EXTERIOR PREFLIGHT

Walk–Around Inspection



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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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)

c. NACA scoop ..... Clear of obstructions

21 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

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

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.
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

BEFORE TAXI (CONT)

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

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

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)

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

▼

TAXI AND BEFORE TAKEOFF (CONT)

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
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

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