BLUEBIRD SIMULATIONS 757

USER MANUAL AND PROCEDURES GUIDE

PROCEDURES, ACARS AND EFB / v1.00

Normal, abnormal and supplemental procedures

28 SEPTEMBER 2026

Microsoft Flight Simulator 2020 and 2024

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NOTICE

IMPORTANT NOTICE

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ABOUT THIS MANUAL

This edition brings together normal procedures from cold-and-dark preparation through final shutdown, including the normal go-around. It preserves the separate simplified and expanded references and the longer opening discussion about aircraft control, automation, energy and judgment.

This edition also includes **ACARS** and **EFB** sections, a one-page normal checklist, and selected abnormal and supplemental procedures.

Start from the actual aircraft state. Example settings and pictures identify controls or explain a concept; they do not supply the values for your flight.

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PREFACE

First of all on behalf of the entire BlueBird Simulations team, welcome aboard. It's an absolute pleasure to have you aboard here. We appreciate your patience and apologize for any inconvenience the wait may have caused you. How's that for an announcement?

On a more sincere note, Thank you for being a BlueBird Simulations customer. It's been quite a journey bringing this airplane to life for you. Before you get started and dig into the manual, we wanted to share some insights with you as a real airline pilot, instructor/evaluator, Captain, First Officer, and fellow aviation enthusiast just like you.

First, this manual you're reading now is a kind of compendium of all of the normal and some supplementary procedures to help you along the way in your own personal journey with the BlueBird Simulations 757. It appears pretty big on the surface, but there's more than just simple procedures in here. In this manual you'll find everything from sections about flying airliners and the philosophy on good aeronautical decision making and some other useful topics to help you sharpen your own skills when flying airliners.

This plane was built from years of hard work and tons of research. No expense was spared along the way in bringing you an airliner simulation that aims to bring you the most realistic experience in MSFS you've had yet.

With that being said, this airplane will probably be difficult. There are aspects of flying airliners that are unforgiving. Even an experienced airline pilot with years of experience, when migrating to a new fleet type, will find themselves proverbially hanging onto the wing at some point.

Don't feel bad if you find yourself struggling at some points or frustrated at other points if things aren't working the way you're used to with other MSFS add-ons. First, this is a different type than most of the MSFS domain is used to and second, this type specifically is one of the more challenging airplanes to learn. It's not difficult because it's new or complex. Actually, it's quite the opposite. This fleet type specifically had its last frame built in 2004.

You'll find this jet particularly challenging because of a robust systems depth in nearly every aspect of flying (from false glideslopes and early capturing, to hung starts, managing the cabin, managing communications with company via ACARS, managing an airplane with a noticeable margin of extra thrust compared to most other airliners, and an automation system that rivals and perhaps exceeds the others).

The point in all of this is not to make you suffer or feel bad, but to provide you an opportunity to really experience what your real-world counterparts on the 757 and 767 fleet types deal with day in and day out.

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PREFACE

Flying airliners isn't easy. Don't let anyone convince you otherwise. It's also incredibly unforgiving. A mistake at even 180kts is potentially a fatal one. It's very easy to end up in a place where you've found yourself letting the plane fly you versus the other way around.

I encourage you to read through the next several sections even if you find yourself to be an MSFS industry veteran. There's quite a few things, I think, you might be able to learn from this manual.

One of the biggest issues I saw from my time teaching and instructing new students on turbine aircraft was the first few simulators of maneuvering and basic descent planning/approach planning. Moving at ground speed 60-90knots is a lot different story at 5000ft and on a journey that's 220nm long, versus that same journey whose cruise altitude of 16,000ft is achieved on a wide midfield downwind with climb rates exceeding 5,000 ft/min and whose total flight time might be 38 minutes.

Aircraft control, then, is understandably the first topic this manual addresses. Please, if you have the time and patience, read this manual. We sincerely hope you love and enjoy this jet and make some great MSFS memories with it.

Sincerely,

BlueBird Simulations Team.

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HOW TO USE

HOW TO USE THIS MANUAL

Read the expanded procedure when learning an unfamiliar task. Use the simplified procedure to follow the actions once you understand the controls, conditions and expected results. Both sections use the same phase names, order and action lines.

SIMPLIFIED AND EXPANDED PROCEDURES

The control or task appears on the left and the required action or condition on the right, joined by dotted leaders. Indented text states a required check or condition. Expanded Procedures repeat those lines with explanations, pictures and practical advice.

Select an action line in the PDF to jump to its matching location in the other section. Use the clickable contents or PDF bookmarks to find a phase. A phase reference is reusable; it does not depend on following one tutorial flight.

The following callouts appear throughout the guide. Required actions stay in the procedure itself; the boxes explain their significance.

ADVICE FROM THE LINE

The pointing hand with the four-bar sleeve identifies practical techniques and habits for cockpit use. These comments help you organize the work, anticipate difficulty and understand the reasons behind a procedure.

IMPORTANT

Orange boxes emphasize a prerequisite, a consequential distinction or an error to avoid. Read each with the procedure it accompanies.

VERY IMPORTANT

Dark-red boxes carry the strongest emphasis on judgment, control and consequential mistakes. These are this guide’s editorial callouts, not formal manufacturer warning categories.

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HOW TO USE

READING CONTROLS AND INDICATIONS

Pictures and values: captions describe the pictured condition. Each state caption identifies the illustrated condition; unlit annunciator windows are blank. Use the values appropriate to your flight. IN/OUT describe button position; ON/OFF/AUTO describe the selection or displayed legend.

Flows and checklists: the procedure accomplishes the work. Use the Normal Checklist page after Expanded Procedures to verify designated items. Do not assume every bold action line is a separate checklist response. The ACARS section covers the detailed communication and request workflows.

BUTTON POSITION AND SYSTEM STATE

An alternating-action button stays IN or OUT after release. A momentary-action button returns to its resting position; the state it commanded may remain changed. EXT PWR is momentary: use its AVAIL and ON indications to determine whether a source is available or supplying the aircraft.

On the electrical panel, selections such as BUS TIE AUTO and generator-control ON permit automatic logic to operate. An ON legend is not, by itself, proof that a generator is supplying power. Read the legend in the context of that particular control.

A dark panel is useful only when the panel is powered and its expected indications are understood. Battery-only power leaves much of the cockpit dark. An unlit display in that state is not the same evidence as an unlit warning after full AC power is established.

The expanded panel procedures pair selections with their expected results. The cel-shaded figures show button-window inscriptions and the indicated system states.

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BEFORE YOU GET STARTED

FLYING AN AIRLINER

If your flying so far has been in a Cessna or another light single-engine airplane, you already have something valuable to bring to the 757: an appreciation for what it means to make an airplane do what you intend. You look outside, read the instruments, make an input and judge the result. Those habits belong here too. What changes is the scale of the airplane, the pace of the operation and the amount of preparation and coordination behind every change in its flight path.

You may also be coming to this airplane without an instrument rating, or without any real-world flying experience. You are welcome here. We should not expect you to arrive knowing how airline crews think, what every abbreviation means or why a perfectly ordinary selection can produce a result you did not anticipate. The purpose of this guide is to give you that understanding, one manageable part at a time. Learning where to click is a beginning. Learning what that click asks the airplane to do, and how to tell whether it did it, is where proficiency starts.

Consider the pace alone. At a groundspeed of 120 knots, you travel two nautical miles in a minute. At 480 knots, you travel eight. Depending on groundspeed, an airliner in cruise may be covering seven to ten nautical miles each minute. At those groundspeeds, one minute spent concentrating on a page carries the airplane a considerable distance. Planning ahead becomes a practical necessity. You need time to understand the next change, prepare for it and notice whether it happened correctly.

There is a physical change as well. You are directing a large transport airplane with substantial mass and powerful, hydraulically operated flight controls. Air density and airspeed change the aerodynamic loads those surfaces carry. Hydraulic power and artificial control feel also shape what the pilot experiences at the yoke. A familiar-looking yoke does not make the aircraft's response, control forces or energy the same. The habits you bring need to be developed for this airplane and its operating envelope.

That is why this manual begins with a discussion of aircraft control. We want you to enjoy the 757, and much of that enjoyment comes from understanding it well enough to be deliberate. The objective is an airplane whose condition you know, whose behavior you can anticipate and whose operation remains under your direction from the first look at the flight release to parking at the destination.

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AIRCRAFT CONTROL

Becoming a certificated pilot means demonstrating knowledge, judgment and practical skill against defined testing standards. An examiner evaluates whether the applicant can meet the applicable standard; in airline training, instructors and evaluators also assess how a crew applies those skills to the operation. The point is more than remembering which control to move. You must show that you can make the airplane do what you intend and recognize when it is doing something else.

In a small, unautomated airplane, much of that demonstration is immediately visible in the pilot's stick-and-rudder work. In an airliner, we have added layers of systems, redundancy, automation and crew coordination. Those layers add responsibilities. You still need to fly the airplane by hand, but you also need to demonstrate control through the modes you select, the information you enter, the energy you manage and the decisions you make. Manual maneuvers still matter; approaches, abnormal situations and crew scenarios also test whether you can bring those skills together.

Autopilot is not a get-out-of-jail-free card. It is not a “save me” button. It is a machine that needs to be used correctly. The same goes for the **FMS**. Relying on the computer to take you wherever you want simply because there is a path and you have pressed **LNAV** and **VNAV** is not a solid plan. It is quite possible to have the automation doing exactly what it was asked to do while the airplane is heading toward a state you do not want.

A great deal of airline flying is accomplished through automation. The pilot's work includes preparing the flight management system, selecting suitable guidance modes, managing thrust and configuration, and checking the airplane's response. Those are flying tasks. They require attention and judgment throughout the flight, even when the autopilot is making the immediate control inputs.

The physical work is more subtle than simply holding an elevator deflection. The 757 autopilot commands the elevators and also controls automatic stabilizer trim. Trim establishes the balance needed for the flight condition and reduces the need to sustain an elevator input. The elevator remains an active pitch-control surface. Understanding that relationship helps you see why a change in speed, thrust or configuration matters to the whole airplane, and why trim deserves your attention when you move between automatic and manual flight.

When hand flying, establish the attitude with small, smooth yoke inputs, then trim away the sustained pressure needed to hold it. The goal is neutral control pressure: you should not be continuously pulling or pushing to maintain the chosen steady flight condition. In smooth air, with speed, thrust and configuration settled, relaxing that pressure should not reveal a persistent out-of-trim tendency. In other words, temporarily letting go of the controls should produce almost no immediate change in flight path. Continue the instrument scan and retrim as the condition changes. “Neutral” describes the force you need to apply, not a guarantee that the control column is physically centered or that the airplane will hold its attitude through every disturbance. The practical technique for trimming during the takeoff maneuver is described in Takeoff.

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Above that physical control sits the plan you have given the airplane. The flight management system (FMS) contains route and performance information. Its flight management computer (**FMC**) uses that information to support guidance. When lateral navigation (LNAV) or vertical navigation (VNAV) is in use, the entries, restrictions and targets in that plan can have a direct effect on where the airplane goes and how it gets there. Programming is therefore part of controlling the aircraft. It deserves the same care as a physical control input.

Imagine finding a 250-knot target where you expected to be preparing for final approach. The fact that a number was accepted by the computer does not establish that it is suitable or even safe. The actual command will depend on the active mode and its logic, but an inappropriate plan can still lead to an inappropriate result. You must reconcile the plan, the selected targets and the flight path with the flight you intend to operate. A successful upload is the start of that review, not its completion.

The mode control panel (**MCP**) is one way of telling the automation what you want. The flight mode annunciations (**FMAs**) tell you which modes are actually operating. Read them after a selection and at the transitions you expect: an armed mode and an active mode represent different states. Then look at the aircraft's response. Is it turning where you intended? Is it maintaining the right speed? Is it capturing the altitude you expected? This is why the guide gives so much space to FMC preparation, MCP use and FMA interpretation. You should be able to explain what the airplane is doing now, what it should do next and what will confirm that change.

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BEFORE YOU START

ENERGY AND THE 757

That understanding must remain connected to the airplane's energy. Speed and height are part of every flight-path decision. An aircraft can be pointed toward the correct runway and still arrive too high, too fast or in the wrong configuration. Looking ahead means considering the path, the time available and the changes in thrust, drag and configuration needed to arrive in the state you want.

The 757 makes this especially rewarding to learn. Its performance can be impressive, particularly at lighter weights, and the same capability that makes it enjoyable demands attention. A rapid climb or acceleration can use up the margin to the next restriction sooner than you expect. The available performance changes with weight, altitude, temperature and configuration. Familiarity with the aircraft's natural operating envelope is one of the most useful tools you can develop.

Think of the experience a pilot develops in a C172. In an ordinary climb, seeing the nose approach 20° while the airspeed is falling may immediately prompt the thought, “I do not want to be here.” Experience has connected the attitude, available power and energy trend. The pitch angle alone is not a universal limit; the useful recognition is that this condition is not producing the flight you intended. That same habit belongs in the 757. You may not know its operating envelope yet, but you can learn it. It is an amazingly capable airplane, and it still has an envelope.

In a light training airplane, experience soon teaches you that raising the nose does not create an unlimited climb. The airplane has to pay for that change with available thrust and energy. The same principle applies here, even though the attitudes, rates and performance may look very different. A powerful airplane can make an unsuitable trend less obvious for a while. Its capability does not remove the need to understand whether the present attitude and energy state are appropriate and sustainable.

BASIC ATTITUDE INSTRUMENT REFERENCE

Basic Attitude Instrument Reference (**BAIR**) brings the pilot back to the fundamentals: attitude, thrust and the performance shown by the instruments. **Pitch + Power = Performance** is a useful starting point. Establish a sensible attitude and thrust setting for the condition, then cross-check the result in airspeed, altitude, vertical speed and the developing trend. Configuration, weight and the surrounding conditions affect that result. The instrument scan closes the loop between what you selected and what the airplane actually does.

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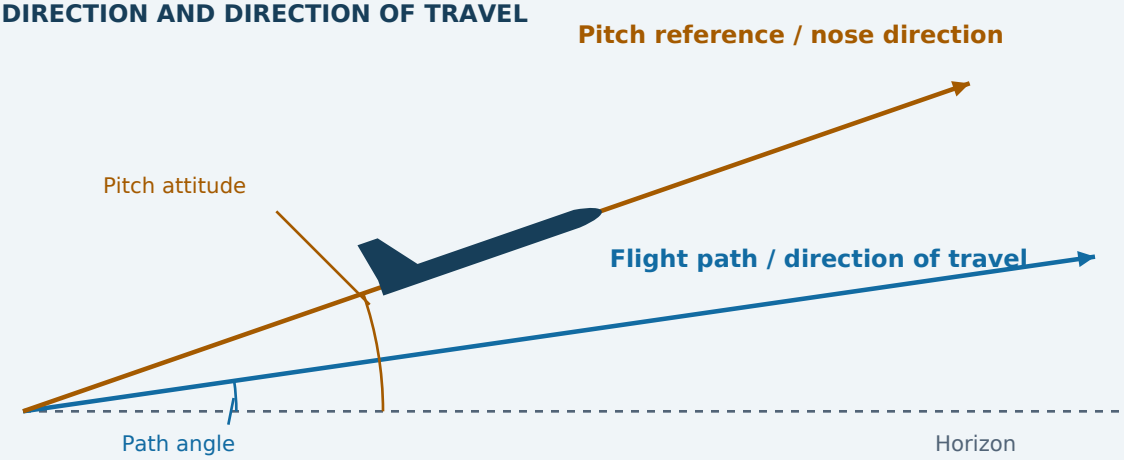
WHY A SMALL ANGLE MATTERS AT SPEED

Airspeed changes how much vertical distance can be covered along a given flight path. The nose's pitch attitude and the direction of travel are not the same thing. Angle of attack separates the aircraft's reference line from the relative airflow; the flight-path angle describes the direction of travel relative to the horizon. A pitch input changes the forces and starts a response. It does not instantly establish an identical change in flight-path angle.

NOSE DIRECTION AND DIRECTION OF TRAVEL



The reference-to-path angle represents angle of attack in this simplified view.

Illustration. Pitch attitude, flight-path angle and angle of attack. Angles and aircraft shape are simplified for explanation.

Here is the simple comparison. At **65 knots true airspeed**, an established **2° climb path** has a vertical component of approximately **230 ft/min**. At **310 knots true airspeed**, the same path angle gives approximately **1,100 ft/min**. These figures assume still air and steady speeds. The calculation is speed in feet per minute multiplied by the sine of the path angle. You do not need to calculate that while flying; notice the large difference in vertical speed produced simply by increasing true airspeed. Add an oversized control input at the higher speed, and it becomes easy to see why manually maneuvering an airliner demands care when altitude control matters.

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THE SAME 2° CLIMB PATH AT TWO SPEEDS

Steady flight in still air; true airspeed, not indicated airspeed.

65 kt TAS

230 ft/min

Vertical component of the flight path

310 kt TAS

1,100 ft/min

Vertical component of the flight path

Illustration. Original geometric calculation. Rounded values compare established flight paths, not instantaneous aircraft response.

This is why we must distinguish a two-degree pitch change from a two-degree flight-path change. If angle of attack were unchanged after the airplane settled, the two changes would correspond. During an actual maneuver, angle of attack, speed and thrust can change. Use the attitude as a reference and verify the performance. Fine, smooth inputs and a deliberate scan matter much more than chasing an exact vertical-speed response to a fixed yoke movement.

AIRSPEED AND AERODYNAMIC PRESSURE

Dynamic pressure follows a square law: $q = \frac{1}{2}\rho V^2$, where ρ is air density and V is true airspeed. At unchanged density, increasing speed from **130 to 260 knots** doubles speed and produces **four times the dynamic pressure**. That is a quadratic relationship. It explains why the aerodynamic consequences of a control-surface movement can change so much with speed.

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BEFORE YOU START

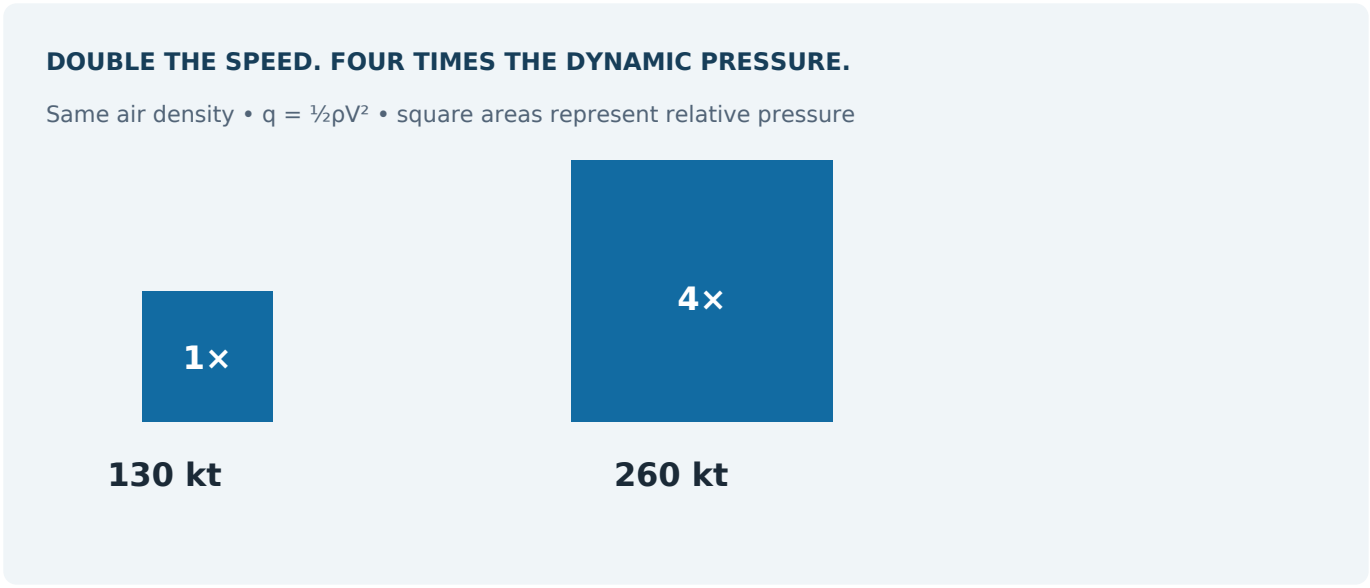

Illustration. Original square-law comparison at unchanged air density. Square area represents relative dynamic pressure.

Don't get caught up in the math here. The control surface may not experience exactly four times the force because we have omitted other factors for simplicity. Carry the practical lesson: use fine, smooth inputs in normal maneuvering, observe the response and avoid forcing the airplane into an oscillation with repeated abrupt corrections.

Build that understanding through the basic flight instruments. Relate attitude and thrust to airspeed, altitude, vertical speed and the direction of the trend. Ask whether what you see makes sense for the configuration and phase of flight. The flight director is guidance to assess; the surrounding instruments show what the airplane is actually doing. These habits matter when you hand fly, and they matter equally when you are monitoring the autopilot.

Manual flying remains an essential part of proficiency. You need to be able to take over and establish the intended flight path when that is necessary. You also need to recognize a developing problem early enough to make an orderly decision. If your instrument scan or understanding of attitude, power and performance is still developing, use the simulator to practice those foundations deliberately. Give yourself a manageable task, observe the result and repeat it with a clear purpose.

With experience, the airplane's behavior becomes less surprising. You begin to see an unwanted trend while there is still time to address it. That is the kind of familiarity we want this guide to help you build: the ability to connect a selection to an expected response, and an actual response to a sensible next action.

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BEFORE YOU START

READING THE FLIGHT MODE ANNUNCIATIONS

The MCP is where you make many of your selections. The FMA is where you check the guidance that is actually operating. On the displayed 757 arrangement, the thrust field, roll field and pitch field each tell a different part of that story. Read the mode names, distinguish active from armed guidance, and then check what the airplane is doing.

THRUST	ROLL	PITCH	AFDS
Thrust / speed	Lateral guidance	Vertical guidance	Blank / FD / CMD

ACTIVE: guiding now. ARMED: waiting for capture or engagement conditions.

The right-hand AFDS rectangle reports blank, FD or CMD.

Illustration. The three mode fields and the AFDS status rectangle answer separate questions. This diagram labels their roles; it is not a captured flight-display state.

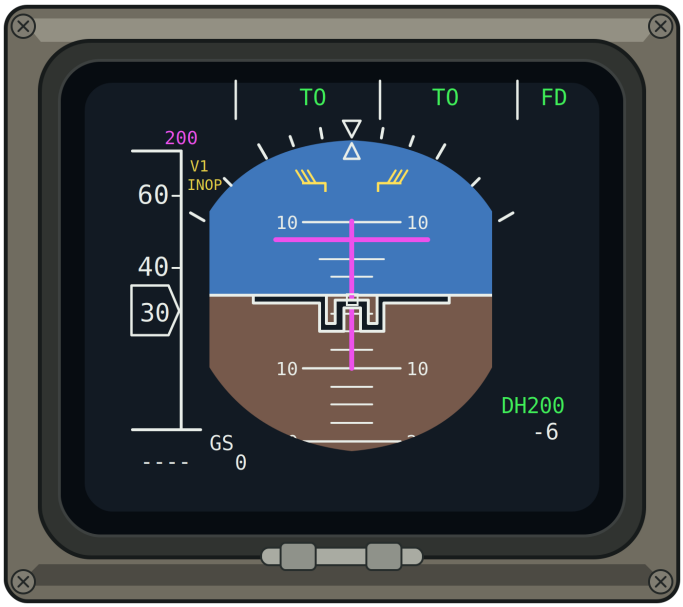

Illustration. Initial eADI/FMA location reference. The picture includes TO/TO/FD and V1 INOP; it is not a completed departure setup.

An **active** mode is currently supplying the relevant guidance or control command. An **armed** mode is waiting for its capture or engagement conditions. Armed does not mean harmless or remote: the conditions may be met almost immediately.

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IMPORTANT

After every mode selection, confirm the expected FMA and watch the next transition. Pressing a button does not confirm that the requested mode engaged.

Mode or selection	What it commands / useful applications	What requires care
LNAV	Follow the active lateral route using the available navigation solution.	Route correctness, clearance, leg sequencing and the actual path.
VNAV	Follows the FMC vertical plan. Well suited to charted restrictions when the route, constraints and performance inputs are correct.	Several submodes and high dependence on good data demand proficiency and awareness. Anticipate mode transitions and check the active target.
FLCH	Uses pitch to hold MCP speed during a climb or descent toward MCP altitude. Useful when a prompt altitude change is wanted.	The selected altitude and thrust response matter. Using FLCH while high on an approach can produce an aggressive descent. Monitor the flight path, terrain and speed continuously.
V/S	Commands the selected vertical rate. Useful for small step climbs/descents, joining a VNAV path, or a controlled intercept from above.	The selected rate can exceed available performance. A rate sustainable near sea level may drain speed at altitude. Monitor speed, thrust, configuration and remaining altitude.
LOC / APP	LOC arms localizer capture. APP arms both localizer and glideslope.	Either beam can capture first. G/S has no VNAV-constraint protection and does not capture MCP altitude. Signal distortion or a configuration change close to the beam can produce an unexpected pitch response.
ALT HOLD	Holds the captured altitude, or the altitude at which the mode is selected. Useful while reassessing a discontinued approach.	Confirm that the altitude is suitable and complies with the procedure and ATC instructions. Manage the MCP speed selection.

VERY IMPORTANT

G/S can capture before LOC. Arrange an approach intercept from below the glideslope with localizer capture first, and arm APP deliberately when ready for both captures. Once G/S is active, the MCP altitude window will not stop the descent.

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For example, a correctly programmed VNAV schedule may include 250 knots below 10,000 ft. **V/S** does not automatically apply the route's speed and altitude restrictions. That does not make V/S a bad tool; it means you must understand the work the selected mode does and the work that remains yours. No mode can manufacture thrust, drag or room to maneuver beyond the aircraft's capabilities.

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BEFORE YOU START

CHOOSING A MODE WITH JUDGMENT

Consider arriving above a glideslope at approximately 1,800 ft AGL. Selecting **FLCH** to descend at idle may appear to solve the immediate problem of being high. Before making that selection, ask what the next thirty seconds will look like. Where is the terrain? What altitude is selected? How much speed and configuration work remains? Can you still meet the stabilized-approach criteria? Closing toward the ground at 1,300-1,500 ft/min while trying to catch a path may be building a much larger problem than the one you are trying to solve.

EGPWS alerting depends on the applicable mode and the aircraft's situation. A quiet warning system does not tell you that the approach is acceptable. Likewise, pressing ALT HOLD is not a universal escape: the current altitude, terrain, clearance and flight path still matter. Where an appropriate level-off is available, it may create room to reassess the plan; where the approach cannot be continued within the required conditions, go around. The point is to choose a mode as part of a decision, not as a hopeful experiment.

VERY IMPORTANT - BE READY FOR THE MODE YOU ARM

Do not arm a mode that you are not ready to have active, or whose resulting path would not comply with your clearance. Treat every arming request as a potential immediate activation. An arrival may cross the localizer before returning to join it, or may approach it at a steep intercept angle. LOC capture must not be expected to wait for a later turn drawn by LNAV. Use the mode that supports the cleared path now, and anticipate the point at which changing guidance becomes appropriate.

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LOC CAPTURE DOES NOT WAIT FOR A LATER LNAV JOIN

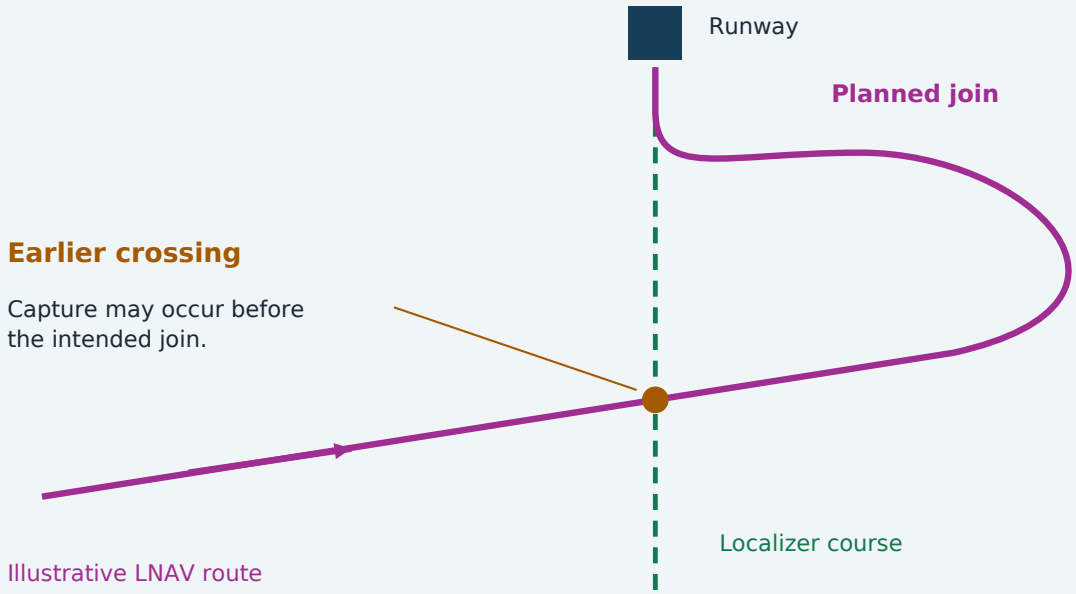

Illustration only: no capture boundary, beam width or actual arrival is represented.

Illustration. A route can cross the localizer before its planned final join. Arm approach guidance only when prepared for its capture.

IMPORTANT

LNAV follows the active route geometry; LOC uses received localizer guidance. Those are different sources of information. Think about the information available to the selected mode and what it will ask the airplane to do. Anticipating that behavior makes your control more deliberate and your workload more manageable.

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BEFORE YOU START

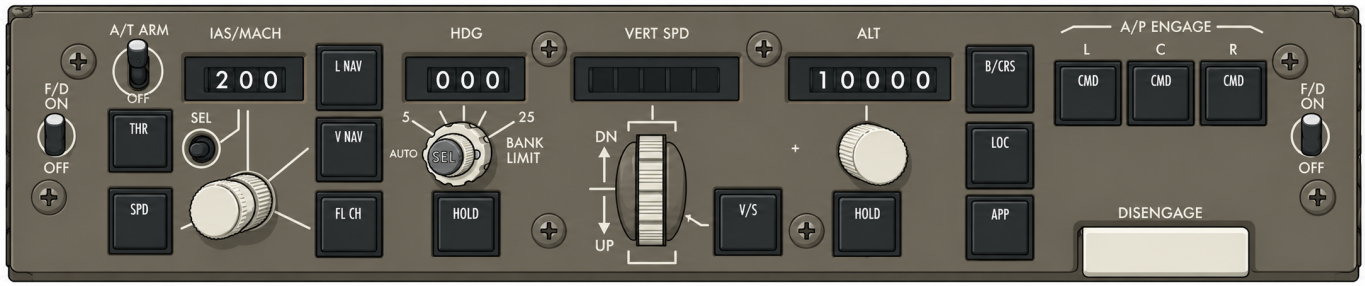

Illustration. MCP control-location reference. The pictured speed, heading and altitude are examples, not values to copy for departure.

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BEFORE YOU START

PROFICIENCY AND JUDGMENT

Being a pilot means being proficient with your airplane and ensuring that it stays in the state you intend. We will return throughout this guide to the idea of a **Desired Aircraft State**. In flight, that includes the appropriate path, speed, configuration and automation. On the ground, it includes a known control configuration, suitable system selections and an understanding of what is happening around the aircraft. A gear problem or an injured person on the ramp would be an **Undesired Aircraft State** just as surely as an unwanted flight-path deviation.

Start by asking, "What am I working with?" Then ask, "What do I want to do with this?" Those questions belong together. It is difficult to account for errors or manage threats you have not identified. The more useful information you gather, the better informed your decisions can be. That is why the preflight begins with an inspection of the aircraft's condition before you start applying power and operating systems.

Procedures make this work repeatable. They divide a large task into smaller parts and help prevent an important step from being lost among dozens of familiar ones. But routines are not a panacea. They cannot supply a ready-made answer to every situation you might encounter. When an indication is unexpected or the circumstances change, you need enough understanding to recognize that the routine no longer answers the whole question.

This is where technical proficiency supports aeronautical decision-making (**ADM**). It is difficult to expect someone to make a good decision the first time they encounter an unfamiliar machine or situation. Knowing the systems, the normal indications and the consequences of a selection gives that decision a foundation. Gather information, consider what it means for your objective, choose an appropriate action and check what followed. Keep doing that as the situation develops.

Learning should eventually change what you do. At first, you may remember an action because the guide tells you to perform it. Next, you understand why it belongs there. With practice, you can apply that understanding when the circumstances differ, and relate it to another system or phase of flight. The goal is to move from remembering a sequence to recognizing the relationships that make the sequence useful.

Familiarity can also encourage complacency. Missing a procedure, moving a switch without checking its indication or overlooking an **EICAS** message are easy ways to let the actual aircraft state drift away from the one you believe you have. Let experience sharpen the check. A task is complete when the intended result has been established, not merely when your hand has reached the next control.

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BEFORE YOU START

THE CREW AND THE OPERATION

An airliner operates as part of a larger team. The pilots have information and responsibilities in the cockpit; cabin crew, dispatchers, maintenance personnel and ground staff have information and responsibilities elsewhere. A successful flight depends on those people communicating well enough to build an accurate picture of the operation. The airplane's condition, the cabin's readiness, the weather and the flight plan all belong in that picture.

Crew resource management (**CRM**) is the effective use of those people, the available equipment and the information they provide. The pilot in command has decision-making responsibility, and effective teamwork makes room for another person to identify a problem, question an assumption or supply something the decision-maker does not yet know. Clear communication and a willingness to listen improve the information on which a decision is based.

ACARS is one of the tools available for that exchange. A dispatch message or a weight-and-balance report has a purpose beyond populating a **CDU** page. It can change what the crew knows about the flight and what needs to happen next. Cabin communication has the same practical importance: the flight deck needs an accurate understanding of readiness and any issue affecting the passengers or crew. Read the information, connect it to the operation and act on it when appropriate.

Threat and error management (**TEM**) gives us another useful way to think about the work. A threat might be a demanding clearance, a distraction, weather or an unfamiliar aircraft condition. An error might be a wrong entry or an omitted check. Recognizing either early creates an opportunity to prevent an unwanted aircraft state. If that state has already developed, the immediate priority is to manage it and restore the appropriate condition. The point is to recognize and respond effectively, while also learning how the situation arose.

Flying alone in the simulator means you may be doing work that a real crew shares. Make room for the checking function as well as the selection. After an interruption, return to a known point and establish what was actually completed. Use the available information rather than trying to hold the entire operation in your head. We encourage you to read further about CRM, TEM and decision-making; the references at the end of this sample provide a starting point.

You do not have to master every detail before enjoying your first flight. Begin with manageable blocks, take the explanations seriously and let each flight improve your understanding. The procedures that follow are intended to give your work a dependable structure. As that structure becomes familiar, keep asking the questions behind it: Do I know the aircraft's state? Is it the state I want? What information or action do I need next to get this airplane into the state I want? That is the habit of good piloting we want to carry through this guide.

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PART 3A / NORMAL PROCEDURES

SIMPLIFIED PROCEDURES

The complete concise action sequence. Select an action line to open the matching expanded explanation. Required conditions and checks remain with each action.

Cold and dark • Preflight • Departure • Enroute • Arrival • Go-around • Shutdown

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Cockpit Safety Inspection

COCKPIT SAFETY INSPECTION

Ascertaining the condition of the aircraft and cockpit.

AIRCRAFT / GROUND ACTIVITY ..... **ASSESS**

Identify maintenance, personnel and any inherited configuration.

LANDING GEAR LEVER ..... **DOWN**

Check the actual lever position; never assume.

FLAP LEVER ..... **UP OR IN AGREEMENT WITH EXTERIOR / INDICATOR**

Must agree with the observed external configuration.

ALTN FLAPS SELECTOR ..... **NORM**

ALTN FLAPS LE / TE ..... **OFF**

ELECTRIC HYDRAULIC SWITCHES ..... **OFF**

Initial inspection, before powered preflight selections.

THRUST LEVERS ..... **IDLE**

REVERSE THRUST LEVERS ..... **STOWED**

FUEL CONTROL SWITCHES ..... **CUTOFF**

ANTI-COLLISION LIGHT ..... **OFF**

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Transfer from external power to APU, if required

ESTABLISHING AIRCRAFT POWER

Establish an appropriate electrical source and verify its supply.

BATTERY SWITCH ..... **ON**

STANDBY POWER SELECTOR ..... **AUTO**

BUS TIE SWITCHES ..... **AUTO**

GENERATOR CONTROL SWITCHES ..... **ON**

APU and engine generator controls permit automatic operation.

EXTERNAL-POWER OPTION

EFB GROUND POWER ..... **CONNECT**

Home > Aircraft > Ground Services; verify GPU connected.

EXT PWR AVAIL LIGHT ..... **ILLUMINATED (WHITE)**

EXT PWR SWITCH ..... **PRESS**

Verify white ON light and AC power established.

APU-POWER OPTION - EXTERNAL POWER NOT SELECTED

APU SELECTOR ..... **START, THEN ON**

Rotate to START; release and confirm return to ON.

APU / AC POWER ..... **VERIFY**

RUN illuminated, no FAULT; verify AC power established.

TRANSFER FROM EXTERNAL POWER TO APU, IF REQUIRED

APU BEFORE TRANSFER ..... **VERIFY RUNNING**

APU GEN ON; RUN illuminated with no FAULT.

EXT PWR SWITCH ..... **PRESS TO DESELECT**

Verify ON extinguished and AC power remains established.

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Powered inspection and early alignment

COCKPIT PREFLIGHT SETUP

COCKPIT SAFETY INSPECTION ..... **COMPLETE**

See Cockpit Safety Inspection.

AIRCRAFT POWER ..... **ESTABLISHED**

See Establishing Aircraft Power.

POWERED INSPECTION AND EARLY ALIGNMENT

IRS SELECTORS ..... **OFF, THEN NAV**

Cold-and-dark alignment: brief ON DC, then steady ALIGN.

HYDRAULIC QUANTITIES ..... **CHECK**

Use lower EICAS STATUS; check quantities and RF / OF indications.

CREW OXYGEN PRESSURE ..... **CHECK**

Use lower EICAS STATUS; apply the approved requirement.

BRAKE TEMPERATURES ..... **CHECK**

Read BTMS on lower EICAS STATUS.

ENGINE OIL QUANTITIES ..... **CHECK**

Use lower EICAS ENGINE; apply the approved requirement.

P61 CONTROLS ..... **CHECK**

Flight-control shutoff valves guarded ON; recorder NORM; PTU guarded; service interphone OFF.

CIRCUIT BREAKERS / EQUIPMENT ..... **INSPECT**

Investigate open breakers; check required flight-deck safety equipment.

SQUIB TEST ..... **HOLD / CHECK**

Push and hold TEST; verify all nine green lamps illuminate, then release.

EGPWS / GND PROX TEST ..... **HOLD TO START / MONITOR**

Release once testing begins; allow the entire sound sequence to play and check the appropriate light indications.

LEFT / RIGHT STALL-WARNING TESTS ..... **HOLD / CHECK**

Verify both stick shakers and stall-warning signals; release after checking the response.

CONFIG T/O TEST ..... **HOLD / CHECK**

Hold only as long as needed to verify the takeoff-configuration warnings.

CONFIG LDG TEST ..... **HOLD / CHECK**

Hold only as long as needed to verify the landing-configuration warnings.

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SIT, SET, INIT

SEAT / RUDDER PEDALS ..... **ADJUST**

PARKING BRAKE ..... **SET**

Verify light, PARKING BRAKE message and pressure above amber band.

IRS ALIGNMENT ..... **VERIFY IN PROGRESS**

Selectors NAV; preserve alignment already started.

EFB / ACARS ..... **INITIALIZE**

Verify intended flight, plan, units and operating preferences.

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OVERHEAD - IRS, HYDRAULICS AND ELECTRICAL

IRS SELECTORS ..... **VERIFY NAV**

Do not restart the alignment already in progress.

EEC SWITCHES (RR ONLY) ..... **ON, GUARDED**

YAW DAMPER SWITCHES ..... **ON**

INOP may remain during IRS alignment; verify both switches selected IN.

ENGINE HYDRAULIC PUMPS ..... **ON**

HYDRAULIC PANEL INDICATIONS ..... **CHECK**

Verify expected engine-off indications.

BATTERY / STANDBY POWER ..... **TEST**

Battery ON; test BAT, then restore AUTO and verify indications.

ELECTRICAL PANEL ..... **CHECK**

BUS TIE AUTO; generator and UTILITY BUS controls ON.

OVERHEAD - RECORDING, LIGHTING AND ENGINE CONTROLS

CVR ..... **TEST**

Press and hold TEST; verify meter in green arc.

OVERHEAD LIGHTING ..... **AS REQUIRED**

Set panel lighting and LT OVRD as desired. Verify runway turnoff lights OFF.

EMERGENCY LIGHTS ..... **ARMED**

Verify UNARMED light and EMER LIGHTS message extinguished.

PASSENGER OXYGEN BUTTON ..... **GUARDED AND DARK**

Verify all button indications extinguished and no associated EICAS message.

RAT BUTTON ..... **GUARDED AND DARK**

Verify all button indications extinguished and no associated EICAS message.

ENGINE LIMITERS (RR ONLY) ..... **ON**

Verify INOP lights extinguished.

IGNITION SELECTOR ..... **1 OR 2**

Select 1 or 2 using the chosen operating practice. Select BOTH only when required.

ENGINE START SELECTORS ..... **AUTO**

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OVERHEAD - FUEL, ANTI-ICE AND LIGHTING

FUEL CROSSFEED SWITCHES ..... **OFF**

FUEL PUMP SWITCHES ..... **OFF**

FUEL PANEL INDICATIONS ..... **CHECK**

Verify expected fuel-panel indications.

WING / ENGINE ANTI-ICE ..... **OFF**

WIPERS ..... **OFF**

POSITION LIGHT ..... **ON**

ANTI-COLLISION / WING LIGHTS ..... **OFF**

LANDING LIGHTS ..... **OFF**

LOGO LIGHT ..... **AS REQUIRED**

WINDOW HEAT ..... **ON**

Verify INOP lights and associated messages clear.

PASSENGER SIGNS ..... **SET AS REQUIRED**

OVERHEAD - PRESSURIZATION AND AIR

CABIN ALTITUDE CONTROLS ..... **SET**

AUTO RATE at index; landing elevation set; mode selector AUTO 1 or AUTO 2. Verify AUTO INOP extinguished.

ALTERNATE EQUIPMENT COOLING ..... **OFF**

Verify SMOKE / OVHT indications extinguished.

TEMPERATURE CONTROLS ..... **SET IN AUTO RANGE**

Verify zone INOP lights extinguished.

TRIM AIR / RECIRC FANS ..... **ON**

Verify INOP lights extinguished at this stage.

PACK SELECTORS ..... **AS REQUIRED**

Select for available pneumatic supply; OFF with no supply.

ISOLATION SWITCH ..... **OPEN**

ENGINE BLEED SWITCHES ..... **ON**

APU BLEED SWITCH ..... **ON**

Verify valve indication and duct pressure.

HIGH ALTITUDE LANDING (WHERE INSTALLED) ..... **AS REQUIRED**

Where installed; use only when applicable to the operation.

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MCP, OXYGEN AND INSTRUMENT SOURCES

GLARESHIELD LIGHTING ..... **AS REQUIRED**

VOR / DME SELECTION ..... **AS REQUIRED**

Normally AUTO.

FLIGHT DIRECTOR SWITCHES ..... **ON**

AUTOTHROTTLE ARM SWITCH ..... **ARM**

BANK LIMIT SELECTOR ..... **AUTO**

CREW OXYGEN EQUIPMENT ..... **TEST**

Test normal flow and emergency positive pressure. Hold the red control for at least 10 seconds; pressure drop no more than 100 psi.

FOOT / SHOULDER HEAT ..... **AS REQUIRED**

INSTRUMENT SOURCES ..... **NORMAL**

Captain L / FMC L; first officer R / FMC R; EFI, IRS and AIR DATA OUT.

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Cockpit Preflight Setup

MAIN PANEL AND EICAS

FLIGHT INSTRUMENTS ..... **CHECK / SET**

Set altimeters; compare indications and inspect for flags.

INITIAL FMA / AFDS ..... **CHECK**

Thrust field blank; roll TO, pitch TO; FD displayed.

AUTOLAND STATUS ANNUNCIATORS ..... **CHECKED**

NO AUTOLAND may appear during IRS alignment; reassess after alignment and investigate NO LAND 3.

STANDBY ENGINE INDICATOR ..... **AUTO**

AUTOBRAKE SELECTOR ..... **RTO**

HEADING REFERENCE ..... **NORM**

THRUST REFERENCE ..... **VERIFY GREEN "TO"**

GEAR / ALTERNATE CONTROLS ..... **CHECK**

Gear DOWN; alternate extension guarded; ALTN FLAPS NORM, LE / TE OUT.

ALTN STAB TRIM SWITCHES ..... **NEUTRAL**

STAB TRIM CUTOUT SWITCHES ..... **GUARDED CLOSED**

Check the separate C / R cutout controls; do not confuse them with the alternate-trim switches.

GROUND PROXIMITY OVERRIDES ..... **OFF**

EICAS DISPLAYS ..... **CHECK**

Review messages, flags, missing data and stored exceedance indications.

EICAS CONTROL PANEL ..... **SET**

Computer AUTO; thrust reference BOTH, inner knob IN; no green thrust-reference "MAN" on upper EICAS.

EFIS CONTROLS ..... **SET AS REQUIRED**

Select display mode, range, brightness, layers and applicable minimums.

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THRUST QUADRANT AND AISLE STAND

THRUST / REVERSE LEVERS ..... **IDLE / STOWED**

FLAP LEVER ..... **UP OR IN AGREEMENT WITH EXTERIOR / INDICATOR**

Resolve any disagreement between lever, indication and external surfaces.

PARKING BRAKE ..... **VERIFY SET**

FUEL CONTROL SWITCHES ..... **CUTOFF**

Verify fire indications extinguished.

WEATHER RADAR ..... **OFF**

VHF / AUDIO / ADF ..... **SET AS REQUIRED**

Check intended active / standby frequencies and transmit / receive selection.

ENGINE / APU FIRE HANDLES ..... **IN, NOT ROTATED**

Check bottle discharge and other fire indications extinguished.

TRANSPONDER ..... **SET AS REQUIRED**

Use the applicable ground selection.

ILS ..... **SET OR PARKED AS REQUIRED**

Tune the required ILS, or park it when not required.

TCAS TEST ..... **INITIATE / VERIFY**

Observe the PFD test indications and hear “TCAS TEST PASS”; verify the intended operating selection afterward.

CARGO FIRE PANEL ..... **CHECK**

Guards closed; related lights and messages extinguished.

RUDDER / AILERON TRIM ..... **ZERO**

Check actual trim indications, including inherited offsets.

FIRE AND OVERHEAT TESTS

FIRE/OVHT - WHL WELL ..... **COMPLETE**

Press and hold the WHL WELL test button, observe the correct indications, then release.

FIRE/OVHT - ENG ..... **COMPLETE**

Press and hold the ENG test button, observe the correct indications, then release.

FIRE/OVHT - ENG/APU/CARGO ..... **COMPLETE**

Press and hold the ENG/APU/CARGO test button, observe the correct indications, then release.

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BASIC FMS PREFLIGHT

Ensure the FMS has a valid database and valid options for normal flight.

IDENT PAGE ..... **CHECK**

Aircraft / engine identity, database dates and intended performance profile.

REF AIRPORT ..... **ENTER / VERIFY**

INIT REF > POS INIT, page 1, 2L REF AIRPORT. Compare displayed positions with the aircraft location.

SET IRS POS ..... **ENTER VERIFIED POSITION**

POS INIT page 1: copy verified GPS POS at 4R to SET IRS POS at 5R; verify alignment result.

RAD NAV INHIBIT ..... **AS REQUIRED**

INIT REF > INDEX > NAV DATA > RAD NAV INHIBIT, 6R. Check inhibitions and RNP.

GPS ..... **ON**

INIT REF > POS INIT > NEXT PAGE twice: POS REF page 3/4, GPS NAV at 5R ON.

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FMS PREPARATION

COCKPIT PREFLIGHT SETUP

FMS PREPARATION

Building the entire FMS route, wind, performance, and takeoff data.

ROUTE REQUEST ..... **SEND / LOAD**

RTE 1: SEND 3L; LOAD 4L when the correct uplink arrives.

DEPARTURE / ARRIVAL ..... **SELECT / VERIFY**

Runways, procedures and transitions for the intended flight.

ROUTE / LEGS ..... **REVIEW**

Check displayed path, constraints and discontinuities.

ROUTE ..... **ACTIVATE / EXECUTE**

ACTIVATE 6R where displayed; EXEC only after review.

ROUTE-WIND ALTITUDES ..... **ENTER / EXECUTE**

LEGS > RTE DATA; enter useful levels and verify before EXEC.

ROUTE-WIND REQUEST ..... **SEND**

RTE DATA 6R; at least one altitude is required.

ROUTE WINDS ..... **LOAD / REVIEW / EXECUTE**

LOAD 6R on RTE DATA; review data before EXEC.

DESCENT FORECAST ..... **LOAD / REVIEW**

DES FORECAST: LOAD 6L; this load does not require route EXEC.

WEIGHT / BALANCE / TAKEOFF ..... **RECONCILE**

Verify flight, loading, units, runway, conditions and configuration.

PERFORMANCE UPLINK ..... **LOAD / REVIEW / ACCEPT**

ACARS *LOAD PERF 4L; FMC COMM PERF 3L; ACCEPT 5R after review.

TAKEOFF REF UPLINK ..... **REVIEW BOTH PAGES**

FMC COMM TAKEOFF 4L; accept on page 1 at 5R only when correct.

ALIGNMENT-DEPENDENT INDICATIONS ..... **RECHECK**

After alignment, reassess yaw-damper INOP and ASA indications; resolve unexpected conditions before accepting the departure state.

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PREFLIGHT CHECKS AND BRIEFINGS

Connect the clearance, performance and cockpit setup to the departure plan.

IFR CLEARANCE ..... **RECEIVED, ACCEPTED, AND REVIEWED**

Reconcile the route, initial altitude and departure instructions with the cockpit setup.

FLIGHT PLAN CHECK / ROUTE VALIDATION ..... **COMPLETE**

Check waypoint identity, sequence, position and the displayed path against the intended route.

DEPARTURE PROCEDURE BRIEFING / VERIFICATION ..... **COMPLETE**

Check the selected runway, procedure, transition, restrictions and leg connections against the applicable charts and clearance.

NAVIGATION / COMMUNICATION RADIOS ..... **SET AS REQUIRED**

Prepare the frequencies, courses, DME and FIX-page references needed for the intended operation.

OPERATIONAL / WEATHER BRIEFING ..... **COMPLETE**

Identify the conditions that change the plan, configuration or permitted simulated operation.

DEPARTURE BRIEFING ..... **COMPLETE FOR RUNWAY ___**

Brief roles, taxi expectations, threats, departure execution and the return plan.

MCP HEADING / INITIAL LATERAL GUIDANCE ..... **SET AND VERIFY**

Set the appropriate heading; arm LNAV only when required by the briefed departure.

MCP ALTITUDE ..... **SET TO CLEARED ALTITUDE**

Compare the selected value with the actual departure clearance.

PERFORMANCE BRIEFING ..... **COMPLETE FOR RUNWAY ___**

Compare the returned performance result with PERF INIT and both TAKEOFF REF pages.

SPEED BUGS / MCP SPEED ..... **SET FROM VERIFIED PERFORMANCE**

Set the applicable bugs and set the MCP speed window to the verified V2.

DEPARTURE SUMMARY / T BRIEF ..... **COMPLETE**

Cross-check the briefed setup; set transponder TA/RA and verify the assigned code before start. Use VNAV and EGT as briefing cues.

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BEFORE START

PARKING BRAKE ..... **SET**

Verify the brake indication and required pressure while parked.

BRIEFINGS ..... **COMPLETE FOR RUNWAY ___**

MCP ..... **CHECK SPEED, LATERAL GUIDANCE, HEADING AND ALTITUDE**

DOORS ..... **CLOSED**

Check EICAS, the flight-deck-door LOCK indication and the overhead door-indicator group; verify door indications extinguished.

COCKPIT WINDOWS ..... **CLOSED AND LOCKED**

Verify alignment marks, CLOSED indication and the handle fully forward.

HYDRAULIC PANEL ..... **SET / PUMPS SELECTED ON**

Establish clearance; select electric pumps ON in system order R, then C, then L.

FUEL PANEL ..... **SET**

Select the applicable pumps ON; leave crossfeed switches OFF (OUT).

DUCT PRESSURE ..... **CHECK**

Verify the intended start-air source and the applicable pressure criterion.

RECALL ..... **CHECK**

Account for messages against the actual configuration; investigate unexpected indications.

GROUND CREW COMMUNICATION ..... **ESTABLISHED**

Confirm the intended push/start plan and personnel/equipment clearance with the ground crew.

PARKING BRAKE / CHOCKS ..... **SET / REMOVED AS COORDINATED**

Keep the parking brake set while parked and confirm chock removal; release the brake only when coordinated for pushback.

PUSH / START PERMISSION ..... **RECEIVED / CHECKLISTS COMPLETE**

Obtain the required clearance from the appropriate controlling agency; confirm beacon ON before commencing pushback.

PUSHBACK ..... **COMMENCE AS COORDINATED**

Use the EFB, MSFS or the chosen third-party add-on; follow the ground crew's brake and movement instructions.

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ENGINE START

START PLAN / AIR SOURCE ..... **CONFIRM**

Identify the source, engine sequence and intended one- or two-engine taxi configuration.

APU BLEED ..... **ON**

For the normal APU start, verify that the APU is available to supply air.

ENGINE BLEEDS ..... **ON**

OFF lights can remain illuminated while the engines are stopped.

PACKS ..... **OFF**

DUCT PRESSURE ..... **VERIFY SUFFICIENT FOR START**

Check the start-air supply; verify at least 25 psi during GND/cranking.

ENGINE START SELECTOR ..... **GND**

UPPER / LOWER EICAS ..... **MONITOR MOTORING**

Verify the applicable rotor indications and temperature before introducing fuel.

FUEL CONTROL SWITCH ..... **RUN / RICH AS APPLICABLE**

Introduce fuel only after the applicable engine-start criteria are satisfied.

UPPER / LOWER EICAS ..... **MONITOR START TO STABILIZATION**

Monitor acceleration, EGT and oil pressure; apply the applicable abnormal-start procedure if required.

STARTER CUTOUT / ENGINE IDLE ..... **VERIFY**

Check selector return and normal stabilized engine indications before applying further loads.

FUEL CONTROL AFTER A RICH START (RR ONLY) ..... **RUN**

Complete the normal ground transition after a successful start.

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AFTER START

APU ..... **OFF / AS REQUIRED**

ENGINE ANTI-ICE ..... **AS REQUIRED**

PACKS ..... **AUTO**

ISOLATION VALVE ..... **CLOSED**

Normal two-engine configuration; use the appropriate branch for other supply arrangements.

BLEEDS ..... **SET**

Check the engine-bleed selections and indications against the intended air sources.

FLAPS ..... **SET / VERIFY**

Match the lever, actual flap indication and accepted takeoff-performance setting.

TRIMS ..... **ZERO / ZERO / ___ UNITS**

Rudder zero; aileron zero; stabilizer set from the applicable accepted performance data.

SPEEDBRAKE LEVER ..... **STOWED DN / VERIFY**

AUTOBRAKES ..... **RTO / VERIFY**

SECONDARY ENGINE INDICATIONS ..... **AUTO**

RECALL ..... **CHECK**

Account for remaining messages and investigate anything unexpected.

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Taxi

TAXI

Action reference; use the expanded procedure for technique, prerequisites and operating context. This is not an additional formal checklist.

TAXI CLEARANCE AND ROUTE ..... **CONFIRMED**

Identify the cleared route, hold points and any runway-crossing clearance.

AIRCRAFT TAXI PATH AND CLEARANCE ..... **MONITOR**

Maintain clearance from people, equipment, obstructions and other aircraft; observe applicable airport restrictions.

ENGINE START AND WARMUP PLAN ..... **CONFIRM**

RR / PW: five minutes after more than 90 minutes shut down; three minutes otherwise. Check oil indications.

TAXI SPEED AND THRUST ..... **AS CONDITIONS REQUIRE**

Use controlled thrust and a speed that permits stopping within the available clear path.

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BEFORE TAKEOFF

FLAPS ..... **REQUIRED SETTING / CHECKED**

Compare the flap lever, actual indication and accepted takeoff performance.

LOWER EICAS ..... **STATUS DISPLAY**

FLIGHT CONTROLS ..... **CHECK**

Verify the intended movement, including rudder, using the lower EICAS STATUS display.

LOWER EICAS ..... **ENGINE DISPLAY**

ENGINES ..... **BOTH RUNNING**

Verify warmup complete and engine indications within the applicable criteria.

CABIN ..... **SECURED / CREW NOTIFIED**

TAKEOFF SPEEDS ..... **VERIFY**

Confirm current FMC speeds, airspeed bugs and MCP V2 against the accepted performance.

TAKEOFF CONFIGURATION ..... **CHECKED**

Press the CONFIG button near RECALL to initiate the takeoff-configuration check. Verify no configuration warning.

EXTERIOR LIGHTS ..... **SET FOR THE OPERATION**

FUEL ..... **REQUIRED MINIMUM / ACTUAL CHECKED**

Compare the SimBrief flight-plan required fuel with actual fuel on board.

RUNWAY AND CLEARANCE ..... **VERIFY**

Confirm the assigned runway and the clearance for the intended action.

SEATBELTS AND HARNESSES ..... **FASTENED**

Include all flight-deck occupants and observers.

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Takeoff and Initial Climb

TAKEOFF

TAKEOFF AND INITIAL CLIMB

Action reference; use the expanded procedure for technique, prerequisites and operating context. This is not an additional formal checklist.

FLIGHT CONTROLS ..... **TRANSFER AS REQUIRED TO PF**

INITIAL THRUST ..... **SET 1.10 EPR / STABILIZE**

Confirm normal engine indications before commanding takeoff thrust.

TAKEOFF THRUST ..... **COMMAND / VERIFY**

Verify autothrottle armed, the applicable thrust mode, and the calculated takeoff thrust achieved.

TAKEOFF ROLL ..... **MONITOR / MAKE BRIEFED CALLOUTS**

Maintain directional control and monitor acceleration, airspeed and engine indications.

AT VR ..... **ROTATE SMOOTHLY**

Use the applicable rotation technique; maintain directional control and avoid abrupt pitch inputs.

AFTER LIFTOFF ..... **ESTABLISH / MONITOR CLIMB**

Use the flight director with attitude, airspeed and flight-path monitoring; trim as required.

POSITIVE RATE ..... **GEAR UP**

AT 400 FT AGL ..... **SELECT / VERIFY LATERAL MODE**

Confirm the intended HDG SEL or LNAV mode on the FMA and the resulting flight path.

AT BRIEFED ACCELERATION HEIGHT ..... **SELECT / VERIFY CLIMB GUIDANCE**

Check the active vertical mode, thrust reference, speed target and flight-path response.

ACCELERATION AND FLAP RETRACTION ..... **ON SCHEDULE**

Follow the applicable maneuvering-speed and flap schedule; verify each achieved configuration.

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AFTER TAKEOFF

THRUST ..... **VERIFY "CLB"**

FLAPS ..... **VERIFY UP**

Verify both the flap lever and the flap indicator agree at UP.

LANDING GEAR ..... **OFF**

After retraction, move the lever from UP to OFF; verify gear-door and unsafe indications extinguished.

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CLIMB

CLIMB AND ENROUTE CLIMB

Action reference; use the expanded procedure for technique, prerequisites and operating context. This is not an additional formal checklist.

FLIGHT PATH, SPEED AND MODES ..... **MONITOR**

Compare the clearance and intended route with the MCP, FMC, active/armed FMAs and actual aircraft response.

FMC SPEED PLAN ..... **REVIEW / ADJUST AS REQUIRED**

Verify the intended speed, altitude restrictions and applicable operating limits.

ALTIMETERS ..... **STANDARD AT APPLICABLE TRANSITION**

Use the published transition altitude and local procedures; cross-check the settings and indications.

EXTERIOR LIGHTS ..... **SET FOR CLIMB / CRUISE**

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CRUISE

Action reference; use the expanded procedure for technique, prerequisites and operating context. This is not an additional formal checklist.

RECALL AND AIRCRAFT STATUS ..... **CHECK**
FLIGHT PROGRESS, FUEL AND ARRIVAL ..... **REVIEW**
ARRIVAL PREPARATION ..... **AS REQUIRED**

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DESCENT

DESCENT PLANNING AND DESCENT

DESCENT PLAN ..... **COMPLETE / VERIFIED**

Review the arrival and approach against the charts, clearance, weather and intended speed/configuration plan.

APPROACH AND MISSED-APPROACH BRIEFING ..... **COMPLETE FOR RUNWAY ___**

LANDING PERFORMANCE ..... **CHECKED**

APPROACH SPEEDS ..... **CHECKED / SET**

Cross-check current weight and calculated VREF against the landing performance for the same flap setting; distinguish VREF from corrected VAPP.

MINIMUMS ..... **___ RADIO / ___ BARO**

SEAT BELT SIGN ..... **ON**

CABIN ..... **BRIEFED**

RECALL ..... **CHECKED**

IN RANGE REPORT AND GROUND-POWER PLAN ..... **COMPLETE / REVIEW**

ALTIMETERS ..... **LOCAL SETTING AT APPLICABLE TRANSITION**

Set and cross-check the required pressure setting in accordance with the published transition level and local procedure.

EXTERIOR LIGHTS ..... **SET FOR DESCENT / APPROACH**

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APPROACH

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NAVIGATION AND APPROACH GUIDANCE ..... **VERIFIED**

Tune and identify required aids, or verify the applicable RNAV navigation and integrity requirements.

APPROACH MODES ..... **AS REQUIRED**

Confirm an immediate capture would comply with the clearance and intended flight path; verify the FMA and response.

ALTIMETERS ..... **___ / CHECKED AND SET**

CABIN ..... **SECURED / CONFIRMED**

APPROACH PATH, SPEED AND CONFIGURATION ..... **STABLE BY 1,000 FT AGL**

ABCDE: VAPP +10 / -5 kt; briefings complete; checklists and configuration complete; normal descent, no more than 1,000 ft/min unless briefed; engines appropriately powered.
Maintain stability below the gate; go around if the criteria or safe continuation are not met.

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BEFORE LANDING

AUTOBRAKES	**AS REQUIRED / STATE SETTING**
SPEEDBRAKE	**ARMED**
LANDING GEAR	**DOWN / THREE GREEN**
FLAPS	**REQUIRED LANDING SETTING / VERIFIED**

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Landing and Rollout

LANDING

LANDING AND ROLLOUT

Action reference; use the expanded procedure for technique, prerequisites and operating context. This is not an additional formal checklist.

FINAL APPROACH ..... **MONITOR / MAINTAIN STABILITY**

Maintain the required speed, path and configuration; continue only while the landing remains appropriate.

FLARE AND THRUST ..... **SMOOTH / COORDINATED**

Use the applicable technique; avoid excessive pitch, float or an abrupt loss of energy.

TOUCHDOWN AND NOSE LOWERING ..... **SMOOTHLY RELAX BACK PRESSURE**

Maintain runway alignment and lower the nose smoothly after main-gear touchdown.

SPOILERS ..... **VERIFY DEPLOYED**

REVERSE THRUST ..... **SELECT / VERIFY AS REQUIRED**

Check the expected reverse indications and maintain directional control.

AUTOBRAKES AND DECELERATION ..... **MONITOR**

Announce disarm or OFF status and establish the required manual braking when applicable.

LOW-SPEED TRANSITION ..... **BRAKING / REVERSE AS REQUIRED**

Seek to have the reversers fully stowed at or by 60 knots; maintain the deceleration required for the available runway.

RUNWAY EXIT ..... **SAFE SPEED / POSITIVE CONTROL**

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GO-AROUND AND MISSED APPROACH

GO-AROUND ..... **ANNOUNCE / FLAPS 20**

Call “Go around, flaps 20”; command and verify the intended flap selection.

GO-AROUND BUTTON ..... **PRESS**

Use a GA paddle on the thrust levers; verify the expected modes and aircraft response.

THRUST ..... **CHECKED**

Verify green GA thrust reference, then appropriate achieved thrust. Full rated GA thrust is available if needed. Confirm the expected thrust response and that the aircraft is establishing the required climb at its go-around speed.

POSITIVE RATE OF CLIMB ..... **GEAR UP**

MCP ALTITUDE ..... **CHECKED FOR GO-AROUND**

AT 400 FT RADIO ALTITUDE ..... **SELECT / VERIFY LATERAL MODE**

Select the appropriate HDG SEL or LNAV; confirm the FMA and intended path.

AT 1,000 FT RADIO ALTITUDE ..... **SELECT / VERIFY VERTICAL MODE**

Select the appropriate VNAV or FLCH; confirm the speed, thrust, altitude and flight-path response.

MCP SPEED ..... **SET WHEN USING SELECTED SPEED**

Set the appropriate target outside VNAV, or when using speed intervention in VNAV.

ACCELERATION / FLAP RETRACTION ..... **ON SCHEDULE**

Observe the applicable maneuvering speeds, flap limits and missed-approach requirements.

FLAPS UP ..... **VERIFY / AFTER TAKEOFF CHECKLIST**

Confirm the lever seated in UP, both indicator needles at UP and no associated flap abnormality.

LANDING GEAR ..... **OFF AFTER RETRACTION**

Verify the retracted condition and expected door/unsafe indications before placing the lever OFF.

RECALL ..... **CHECKED**

NOTIFY ..... **FA / COMPANY / ATC**

As workload permits, advise the appropriate people of your intentions and plan.

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AFTER LANDING

RUNWAY VACATED / TAXI PLAN ..... **CONFIRMED**

Establish the cleared route and a suitable opportunity for the after-landing flow.

APU ..... **AS REQUIRED**

ANTI-ICE ..... **WING OFF / ENGINE AS REQUIRED**

FLIGHT DIRECTORS ..... **OFF**

EXTERIOR LIGHTS ..... **SET FOR TAXI**

TRIMS ..... **ZERO / ZERO / 4.0**

Reset aileron and rudder trim to zero and stabilizer trim to the 4.0 parking reference with hydraulic pressure available.

FLAPS ..... **UP / VERIFY FULL RETRACTION**

Seat the lever in the UP detent and confirm the actual indication reaches UP.

ILS CONTROLS ..... **PARK AS APPROPRIATE**

WEATHER RADAR AND TERRAIN DISPLAY ..... **OFF**

SPEEDBRAKE ..... **STOWED / DOWN**

BEFORE STAND ENTRY ..... **LIGHTS / WEATHER RADAR CHECKED**

Avoid dazzling personnel; verify weather radar OFF before approaching them.

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Shutdown and Turnaround

SHUTDOWN

SHUTDOWN AND TURNAROUND

PARKING BRAKE ..... **SET / VERIFY**

AC POWER SOURCE ..... **CONFIRMED**

Verify the intended external-power or APU supply before shutting down the engines.

ENGINE ANTI-ICE ..... **OFF BEFORE SHUTDOWN**

ENGINE FUEL CONTROLS ..... **CUTOFF**

Observe the expected shutdown indications and engine rundown.

BEACON AND SEAT BELT SIGN ..... **OFF WHEN APPROPRIATE**

LIGHT OVERRIDE ..... **AS REQUIRED**

IRS ..... **SET FOR TURNAROUND / TERMINATION**

Termination: OFF. Through-flight realignment while stationary: NAV to ALIGN to NAV, with verified position update.

HYDRAULIC ELECTRIC PUMPS ..... **OFF / L, THEN C, THEN R**

Complete required trim movement before removing the hydraulic supply.

APU ..... **AS REQUIRED**

RUNWAY TURNOFF AND PANEL LIGHTING ..... **SET**

EMERGENCY LIGHTS ..... **SET FOR OPERATION**

IGNITION SELECTION ..... **ALTERNATE AS APPLICABLE**

ENGINE START SELECTORS ..... **AUTO**

FUEL PANEL ..... **SET**

ANTI-ICE AND WIPERS ..... **OFF**

EXTERIOR LIGHTS ..... **SET**

WINDOW HEAT ..... **OFF**

SEAT BELT SIGN ..... **OFF**

OVERHEAD LIGHTING PANEL ..... **AS REQUIRED**

PACKS ..... **AS REQUIRED**

ISOLATION VALVE ..... **OPEN / SELECTED IN**

BLEED CONTROLS ..... **ON**

GLARESHIELD LIGHTING ..... **AS REQUIRED**

FLIGHT DIRECTORS ..... **OFF**

AUTOTHROTTLE ARM ..... **ARM**

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Final securing — terminating flight

MCP ..... **CHECKED**

SHOULDER AND FOOT HEAT ..... **OFF / AS REQUIRED**

EICAS AND STATUS ..... **REVIEW**

Check upper/lower indications, exceedances, abnormal messages and the lower STATUS display.

SPEEDBRAKE ..... **STOWED / DOWN**

FUEL CONTROLS ..... **CUTOFF / VERIFIED**

FLAPS ..... **UP / INDICATION AGREES**

STABILIZER TRIM ..... **4.0 / VERIFY**

This is a check of the reset completed with hydraulic pressure available.

TRANSPONDER ..... **OFF / AS REQUIRED**

ACARS FLIGHT CLOSEOUT ..... **SENT / CLOSED**

DEBRIEF AND HANDOVER ..... **COMPLETE**

FINAL SECURING - TERMINATING FLIGHT

IRS SELECTORS ..... **VERIFY OFF**

Confirm all three OFF before removing AC power.

APU - IF RUNNING ..... **SELECTOR OFF / SHUTDOWN COMPLETE**

Command shutdown with the APU selector and retain battery power while the normal shutdown sequence completes.

EXTERNAL POWER - IF CONNECTED ..... **DESELECT / REMOVE**

Verify EXT PWR ON extinguished and remove the GPU connection through ground services as appropriate.

BATTERY ..... **OFF**

Confirm the engines and APU are shut down, external supply removed and powered duties complete.

FINAL AIRCRAFT STATE ..... **CHECK / HANDOVER COMPLETE**

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PART 3B / NORMAL PROCEDURES

EXPANDED PROCEDURES

Simplified Procedures made more detailed. The exact same order and procedures, with the explanation, system indications, illustrations and Advice from the Line that make the sequence useful.

Cold and dark • Preflight • Departure • Enroute • Arrival • Go-around • Shutdown

VERY IMPORTANT - DIRTY PANEL STATES

Dirty Panel States can leave the aircraft with the kinds of unexpected configurations encountered on the line: switches in different positions, trims out of position, flaps left extended, and other controls or settings that do not match what you expected. These conditions can affect aircraft handling and system operation. **Check the actual positions and indications during your cockpit inspection and flows; never assume the panel is already set correctly.**

Check the Dirty Panel States option before starting. Enable it if you DO want these conditions to occur; disable it if you DO NOT want them. Whichever setting you choose, verify the aircraft configuration before operating it.

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Cockpit Safety Inspection

COCKPIT SAFETY INSPECTION

Ascertaining the condition of the aircraft and cockpit.

Complete the exterior inspection before beginning the powered cockpit preparation. Confirm the observed aircraft configuration agrees with the cockpit indications.

AIRCRAFT / GROUND ACTIVITY ..... **ASSESS**

Identify maintenance, personnel and any configuration left by the "Dirty Panel States" option.

LANDING GEAR LEVER ..... **DOWN**

Check the actual lever position; never assume.

FLAP LEVER ..... **UP OR IN AGREEMENT WITH EXTERIOR / INDICATOR**

Must agree with the observed external configuration.

> **IMPORTANT**
>
> The normal flap-lever position is UP with the surfaces retracted. If they do not agree, establish why before moving the lever. Maintenance or an inherited configuration can change what is appropriate. A lever movement is not a substitute for understanding the discrepancy.

ALTN FLAPS SELECTOR ..... **NORM**

ALTN FLAPS LE / TE ..... **OFF**

ELECTRIC HYDRAULIC SWITCHES ..... **OFF**

Initial inspection, before powered preflight selections.

THRUST LEVERS ..... **IDLE**

REVERSE THRUST LEVERS ..... **STOWED**

FUEL CONTROL SWITCHES ..... **CUTOFF**

ANTI-COLLISION LIGHT ..... **OFF**

ADVICE FROM THE LINE

What am I working with? Look for people or work around the engines, landing gear and control surfaces before an action that could affect them. A known starting condition is the first part of a desired aircraft state.

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ESTABLISHING AIRCRAFT POWER

ELECTRICAL CONTROLS

BATTERY SWITCH ..... **ON**

STANDBY POWER SELECTOR ..... **AUTO**

BUS TIE SWITCHES ..... **AUTO**

GENERATOR CONTROL SWITCHES ..... **ON**

APU and engine generator controls permit automatic operation.

These selections prepare the electrical system for automatic distribution. With only the battery supplying power, a mostly dark cockpit is expected. Main displays and many other consumers need an AC source; allow the displays to complete their startup delays once an AC power source is available.

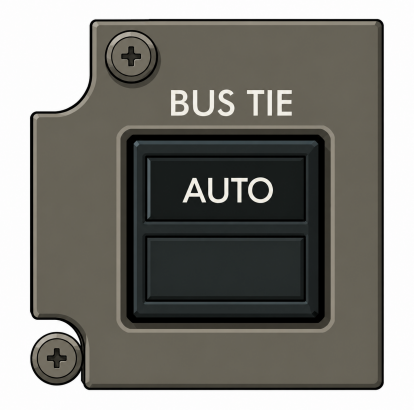

Illustration. BUS TIE selected AUTO; ISLN lamp extinguished.

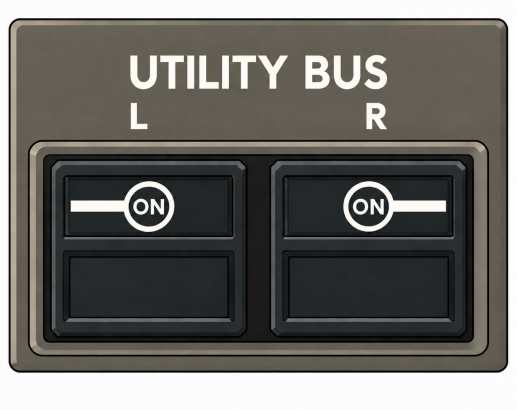

Illustration. UTILITY BUS switches selected ON; OFF lamps extinguished with the buses supplied.

IMPORTANT

Know the two button actions. An alternating-action button stays IN or OUT after release. A momentary-action button returns to its resting position; the system state it selected can remain changed. EXT PWR is momentary: successive presses select and deselect external power. Check its lights to establish the selected state.

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ELECTRICAL CONTROLS - Establishing Aircraft Power

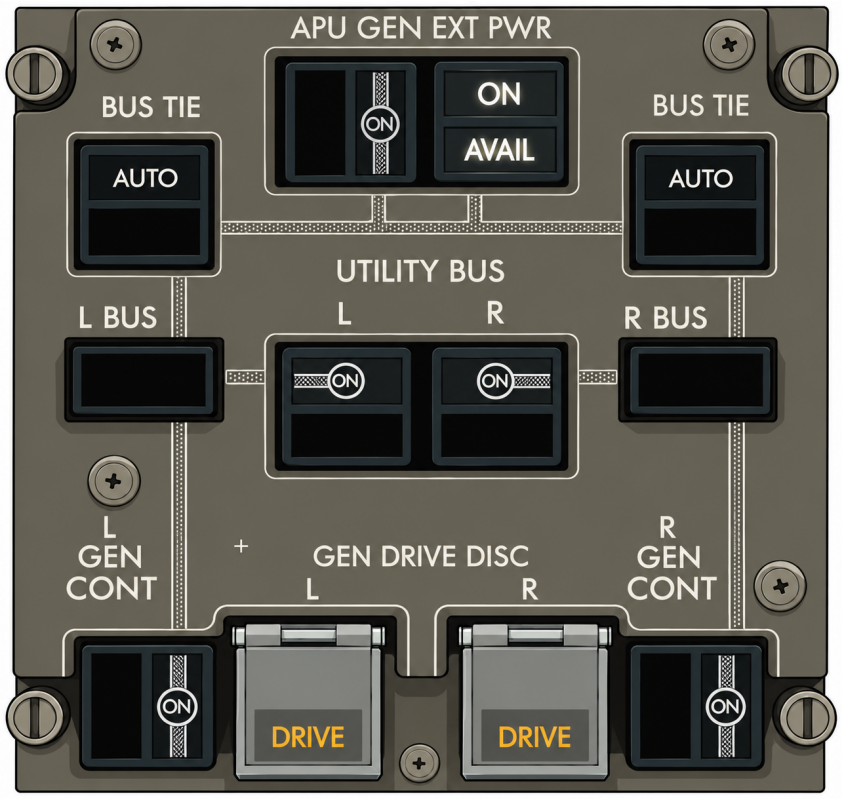

Illustration. EXT PWR supplying; engines and APU stopped. BUS TIE AUTO and all ON switch inscriptions visible. Only both DRIVE lights and EXT PWR AVAIL / ON are illuminated; all other annunciator windows are blank.

Generator-control ON is permission for the automatic controller to operate. APU GEN ON does not prove that the generator is supplying the airplane. Likewise, BUS TIE AUTO allows automatic tie logic. Much of the overhead follows a dark-panel convention, but only with power available and the expected indications understood.

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EXTERNAL POWER - Establishing Aircraft Power

ESTABLISHING AIRCRAFT POWER

EXTERNAL POWER

EFB GROUND POWER ..... **CONNECT**

Home > Aircraft > Ground Services; verify GPU connected.

EXT PWR AVAIL LIGHT ..... **ILLUMINATED (WHITE)**

Use EFB Home > Aircraft > Ground Services to connect the GPU. Chocks are not a prerequisite for this connection. Confirm the connected state on the EFB and the white AVAIL light in the aircraft's EXT PWR button.

EXT PWR SWITCH ..... **PRESS**

Verify white ON light and AC power established.

Press EXT PWR once and verify white "ON". The relay clunks, AC-powered fans, illuminated radio digits and powered displays support the indication that the airplane is receiving AC power. The displays may take time to initialize or warm up.

IMPORTANT

Connected, available and supplying are different conditions. The EFB connects the unit; AVAIL identifies available external power; ON confirms that external power is selected to supply the aircraft. Finish the check at the aircraft panel.

ADVICE FROM THE LINE

Choose a source that fits the simulated operation. Ground-power availability, the stand and your airline practice may influence the decision. What matters is completing the chosen source's procedure and checking the resulting supply.

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Starting the APU for electrical power

ESTABLISHING AIRCRAFT POWER

APU POWER AND TRANSFER

STARTING THE APU FOR ELECTRICAL POWER

APU SELECTOR ..... **START, THEN ON**

Rotate to START; release and confirm return to ON.

APU / AC POWER ..... **VERIFY**

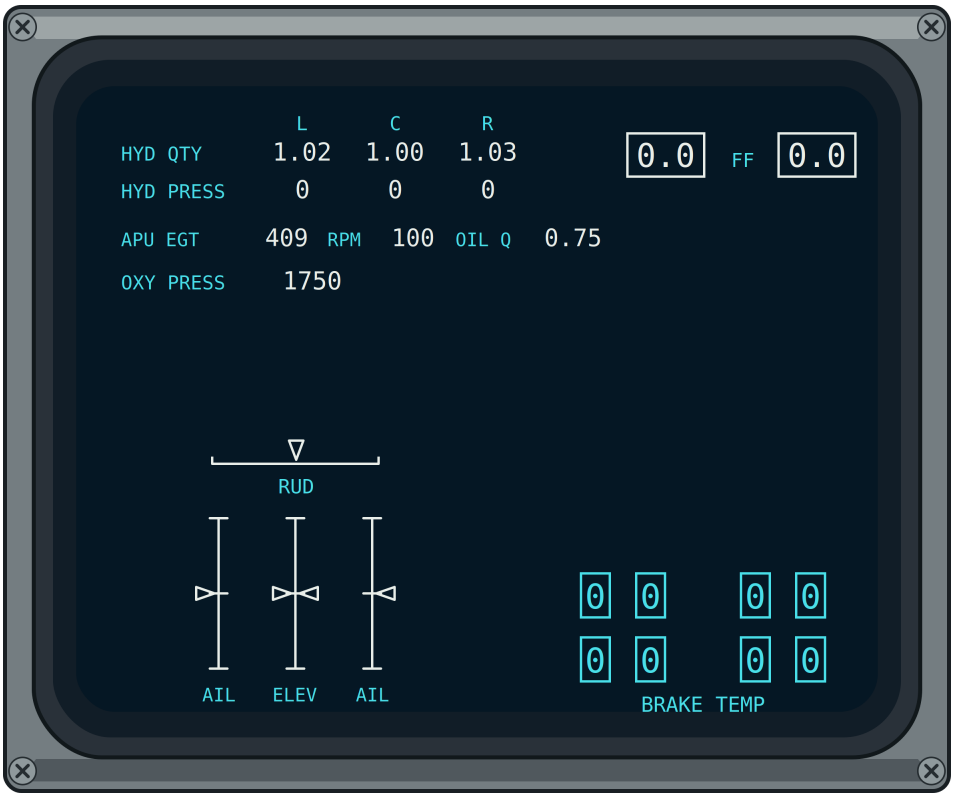

Illustration. Preflight STATUS example: APU EGT 409 and RPM 100; hydraulic pressure zero with electric pumps OFF. Quantities and oxygen pressure are example readings.

RUN illuminated, no FAULT; verify AC power established.

With APU GEN ON (IN), the generator controller applies power automatically when the required operating conditions are met. The RUN light confirms the APU running condition; continued AC supply and the other available sources tell you who is powering the aircraft.

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Transferring from external power, when required

IMPORTANT

No manual fuel-pump selection is required for a battery-only APU start. A dedicated DC fuel-supply path supports that start. With AC power established and the APU running, the left-forward AC fuel pump can operate automatically with its switch OFF.

TRANSFERRING FROM EXTERNAL POWER, WHEN REQUIRED

APU BEFORE TRANSFER ..... **VERIFY RUNNING**

APU GEN ON; RUN illuminated with no FAULT.

EXT PWR SWITCH ..... **PRESS TO DESELECT**

Verify ON extinguished and AC power remains established.

An APU coming online does not automatically displace external power that is already supplying the aircraft. Deselect EXT PWR after verifying the APU is ready, when you deem it appropriate to transfer to APU power. With external power ON extinguished, no engine generator supplying and AC power continuing, the running APU is the remaining source.

ADVICE FROM THE LINE

Verify the transfer before disconnecting the GPU. Listen for the source change and check that the powered cockpit remains available. APU GEN ON alone is not the confirmation. Check RUN, absence of FAULT and continued AC supply together.

Check lower EICAS STATUS for APU RPM at 99 percent or more and a normal **EGT**.

APU running

Selector ON, RUN illuminated and FAULT dark. Complete the STATUS and electrical-supply checks described above.

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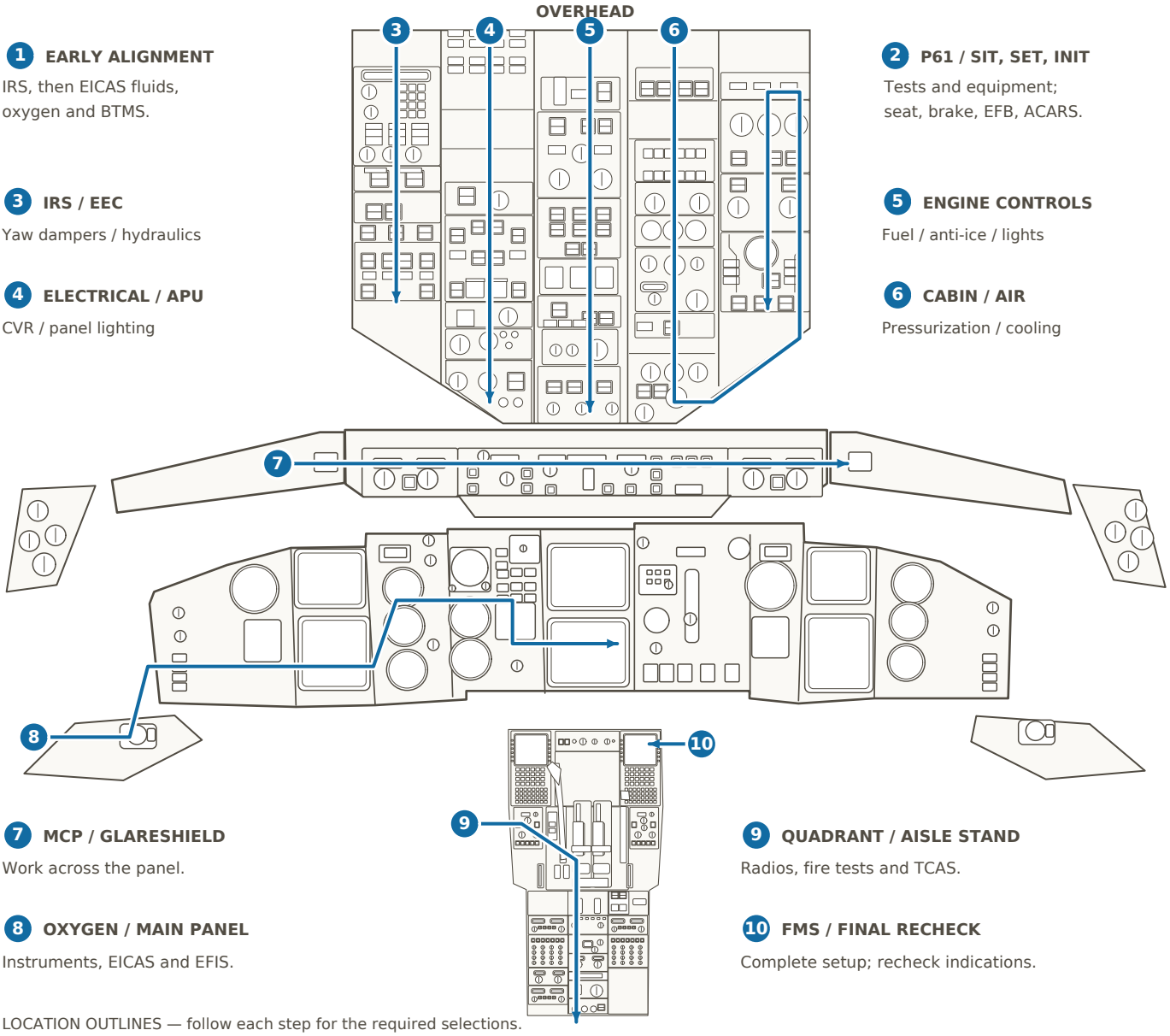
EARLY ALIGNMENT AND FLUIDS

COCKPIT PREFLIGHT SETUP

COCKPIT PREFLIGHT SETUP

EARLY ALIGNMENT AND FLUIDS

COCKPIT PREFLIGHT / PANEL ROUTE



1 EARLY ALIGNMENT
IRS, then EICAS fluids, oxygen and BTMS.

2 P61 / SIT, SET, INIT
Tests and equipment; seat, brake, EFB, ACARS.

3 IRS / EEC
Yaw dampers / hydraulics

4 ELECTRICAL / APU
CVR / panel lighting

5 ENGINE CONTROLS
Fuel / anti-ice / lights

6 CABIN / AIR
Pressurization / cooling

7 MCP / GLARESHIELD
Work across the panel.

8 OXYGEN / MAIN PANEL
Instruments, EICAS and EFIS.

9 QUADRANT / AISLE STAND
Radios, fire tests and TCAS.

10 FMS / FINAL RECHECK
Complete setup; recheck indications.

LOCATION OUTLINES — follow each step for the required selections.

Begin after the safety inspection and aircraft power. Numbers follow the expanded procedure. The panel map shows the general route; follow the detailed steps and state illustrations on the following pages.

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EARLY ALIGNMENT AND FLUIDS

COCKPIT SAFETY INSPECTION ..... **COMPLETE**

See Cockpit Safety Inspection.

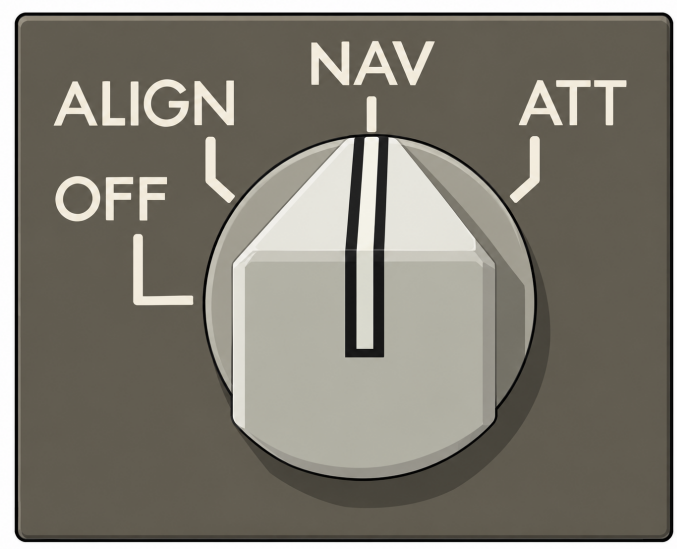
AIRCRAFT POWER ..... **ESTABLISHED**

See Establishing Aircraft Power.

IRS SELECTORS ..... **OFF, THEN NAV**

Cold-and-dark alignment: brief ON DC, then steady ALIGN.

For an initial cold-and-dark alignment, verify the selectors OFF, then select NAV. Expect a brief ON DC indication followed by steady ALIGN. Position entry belongs in the final FMS block; the alignment can progress while the remaining inspection and panel work is accomplished.



Alignment selection

NAV is the selected position. Check the brief ON DC indication followed by steady ALIGN; preserve any alignment already underway.

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Initial IRS indications

Brief amber ON DC on the left, followed by steady white ALIGN on the right. The other annunciators are dark in these examples.

ADVICE FROM THE LINE

Start the IRSs early. Use the alignment time to accomplish the other checks. Once the internal alignment work is ready, providing the verified position later lets you finish that task as part of one continuous FMS setup. **Do not turn an already aligning or aligned system OFF merely to repeat this line.**

HYDRAULIC QUANTITIES ..... **CHECK**

Use lower EICAS STATUS; check quantities and RF / OF indications.

CREW OXYGEN PRESSURE ..... **CHECK**

Use lower EICAS STATUS; apply the approved requirement.

BRAKE TEMPERATURES ..... **CHECK**

Read BTMS on lower EICAS STATUS.

ENGINE OIL QUANTITIES ..... **CHECK**

Use lower EICAS ENGINE; apply the approved requirement.

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Read the correct quantity

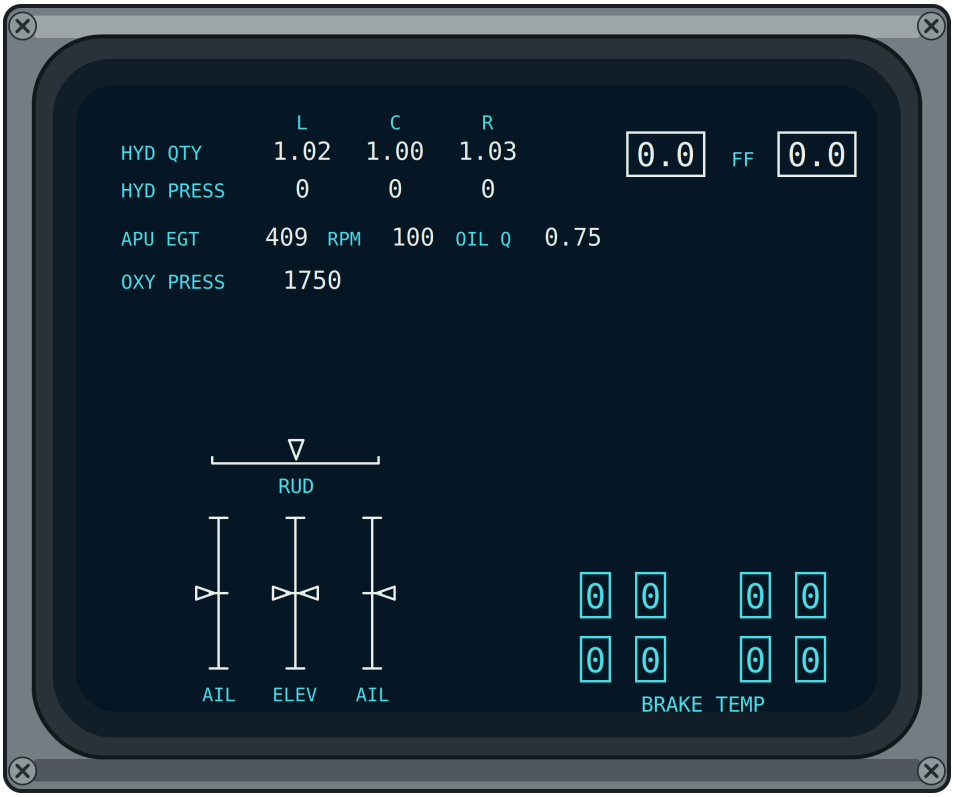

Illustration. Engines stopped, APU running, electric hydraulic pumps OFF. Read the hydraulic quantities, APU indications, oxygen pressure and brake temperatures in their labeled areas.

READ THE CORRECT QUANTITY

Monitor BTMS after arrival and during a turnaround. Brake temperature indications can continue rising for 10-15 minutes after braking. Consider the previous braking, elapsed time and parking-brake state. See Brake cooling. Hydraulic quantity and system pressure are separate indications. STATUS also shows crew oxygen pressure; use ENGINE for oil quantities.

Investigate refill / overfill indications.

A flashing ALIGN indication needs interpretation with the related CDU or EICAS message. Missing position entry is one possible reason for an incomplete alignment; do not diagnose an IRS failure from that light alone.

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P61 PANEL AND SAFETY EQUIPMENT

COCKPIT PREFLIGHT SETUP

P61 PANEL AND SAFETY EQUIPMENT

P61 CONTROLS ..... **CHECK**

Flight-control shutoff valves guarded ON; recorder NORM; PTU guarded; service interphone OFF.

CIRCUIT BREAKERS / EQUIPMENT ..... **INSPECT**

Investigate open breakers; check required flight-deck safety equipment.

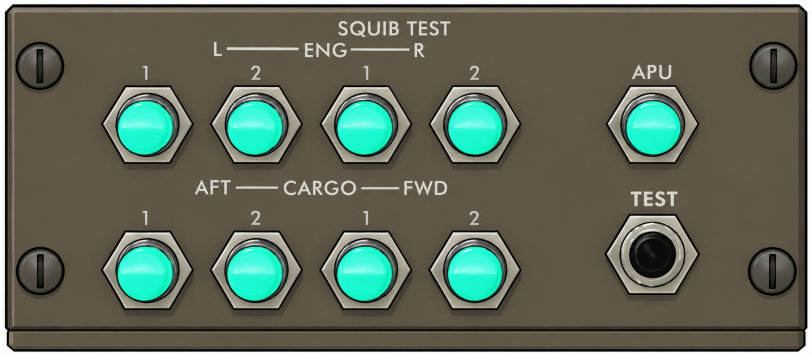
Check the P61 controls and required equipment while the area is accessible. An open circuit breaker needs investigation; inspection is not an instruction to reset it. Required equipment includes the applicable oxygen equipment, fire protection, escape equipment, life vests, documents and other furnished items.

P61 selections

Flight recorder NORM with OFF illuminated in this preflight example; service interphone OFF. The separate flight-control shutoff and PTU guards are checked in the same P61 inspection.

SQUIB TEST ..... **HOLD / CHECK**

Push and hold TEST; verify all nine green lamps illuminate, then release.



P61 squib test

Push and hold the TEST button at the lower right. Verify all engine, APU and cargo squib-test lamps illuminate. Release the button after checking.

Use the corresponding switch on the P61 TEST panel. Each switch checks its own system; complete one test and observe the response before moving to the next.

EGPWS / GND PROX TEST ..... **HOLD TO START / MONITOR**

Release once testing begins; allow the entire sound sequence to play and check the appropriate light indications.

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P61 PANEL AND SAFETY EQUIPMENT

LEFT / RIGHT STALL-WARNING TESTS ..... **HOLD / CHECK**

Verify both stick shakers and stall-warning signals; release after checking the response.

CONFIG T/O TEST ..... **HOLD / CHECK**

Hold only as long as needed to verify the takeoff-configuration warnings.

CONFIG LDG TEST ..... **HOLD / CHECK**

Hold only as long as needed to verify the landing-configuration warnings.

For the EGPWS test, hold the switch until the sound test begins. It may then be released. Let the **entire sequence** play through, listening to the sounds and looking for the appropriate light indications. Do not interrupt the sequence just because the first sound has played.

The stick shakers operate while their controls are held. Hold each only as long as needed to confirm its operation and the stall-warning response. The CONFIG switches likewise need to be held only long enough to check the corresponding warnings.

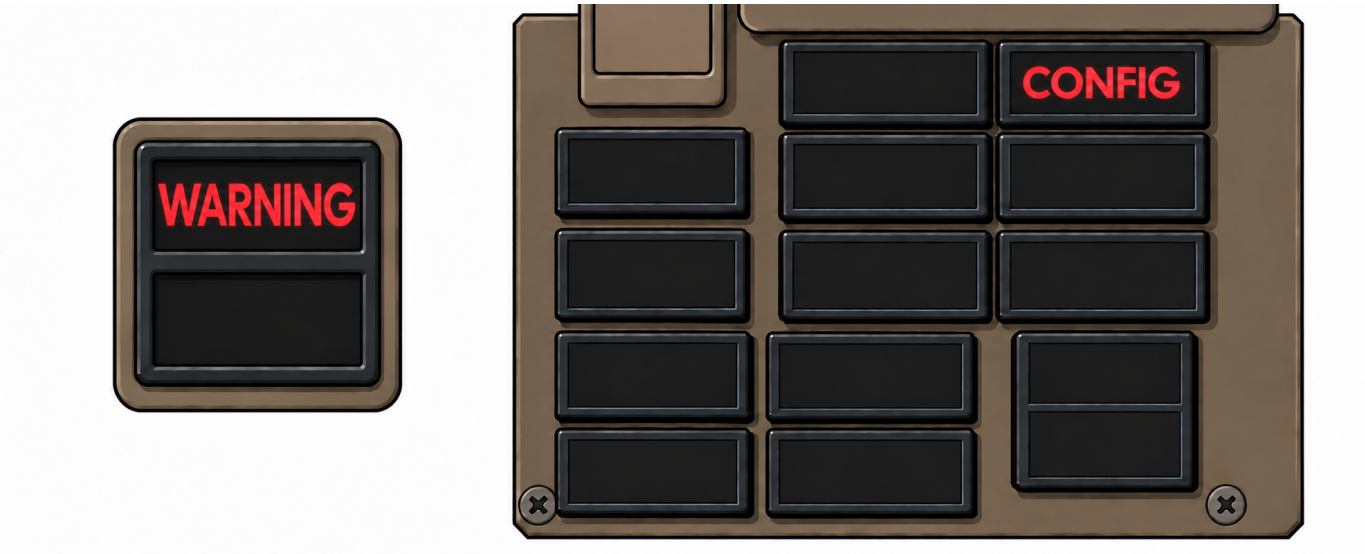

Illustration. Configuration-test warning response: master WARNING and the main-panel CONFIG annunciator illuminate red. This example applies to the P61 T/O and LDG configuration tests; the EICAS message identifies the condition. Other cluster windows are shown dark.

> **IMPORTANT - KEEP MAINTENANCE TESTS OUTSIDE THE CREW FLOW**
>
> The WING ANTI ICE test is reserved for maintenance. WINDOW/PROBE HEAT testing is outside this manual's normal crew-flow scope. Consult the chosen simulated airline manuals or simulation procedures for additional testing. This restriction concerns the test controls; it does not remove the normal window-heat selections in the overhead setup.

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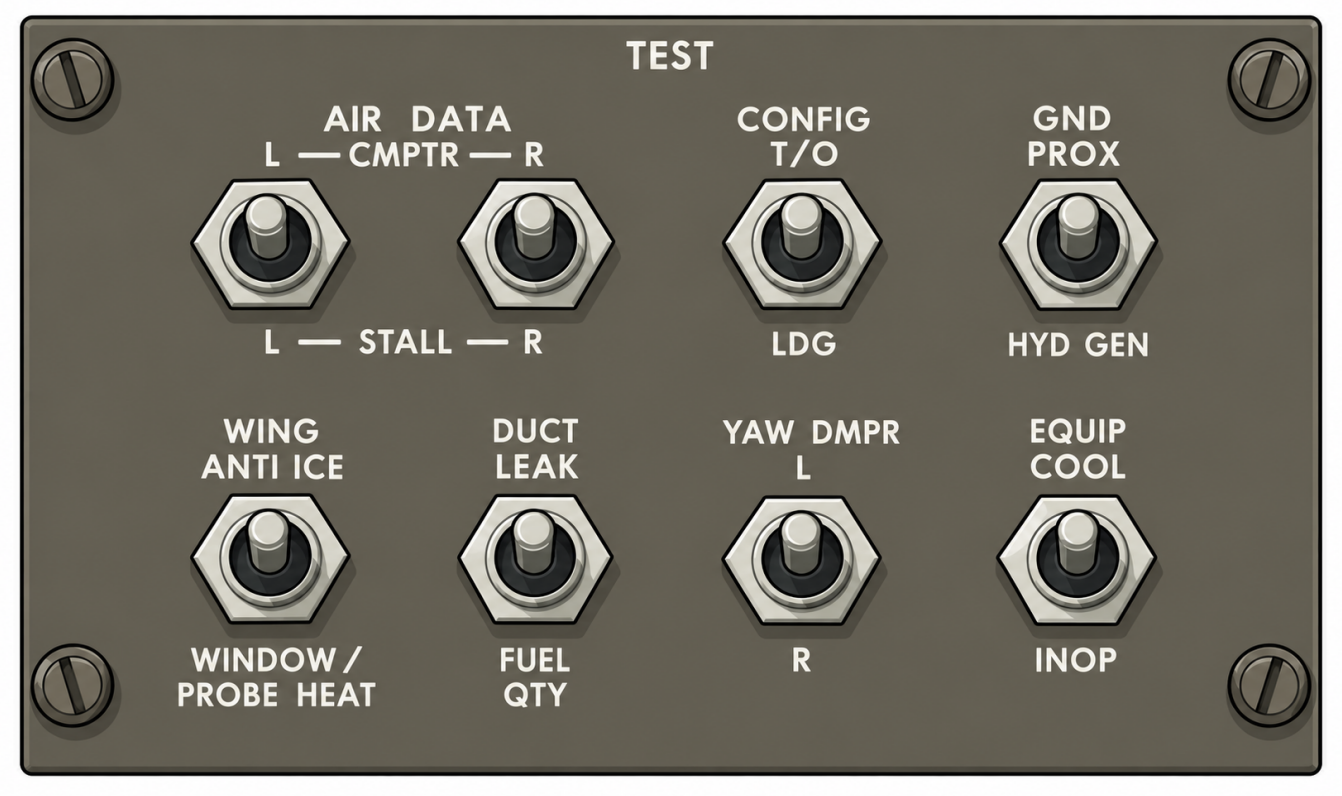

Illustration. P61 TEST controls. WING ANTI ICE and WINDOW/PROBE HEAT are outside this normal crew flow. This drawing identifies controls; test results are checked in the procedure.

SIT, SET, INIT

SEAT / RUDDER PEDALS ..... **ADJUST**

PARKING BRAKE ..... **SET**

Verify light, PARKING BRAKE message and pressure above amber band.

Take the seat and establish a usable eye, pedal and control position. The default left-seat cockpit view is set at the appropriate eye height. The realistic parking-brake option requires toe-brake pressure before pulling the handle; the easy option allows handle selection alone. Verify the actual brake-pressure indication in either case.

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SIT, SET, INIT

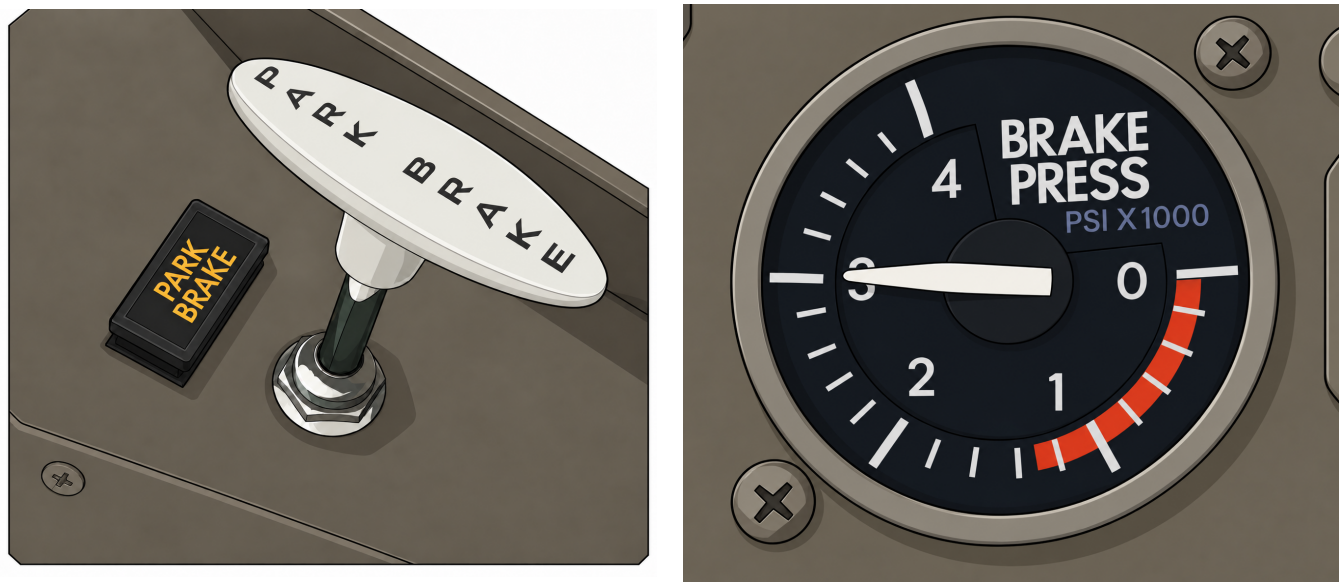

Illustration. PARK BRAKE handle and lamp; BRAKE PRESS gauge showing approximately 3,000 psi.

Verify the PARKING BRAKE EICAS message and pressure above the amber band. If pressure is inadequate, keep the aircraft secured and resolve it before relying on the brake or removing chocks.

IRS ALIGNMENT ..... **VERIFY IN PROGRESS**

Selectors NAV; preserve alignment already started.

EFB / ACARS ..... **INITIALIZE**

Verify intended flight, plan, units and operating preferences.

SIT, SET, INIT follows the ACARS section. Power and IRS work already accomplished is verified here. Check the EFB flight / OFP and initialize ACARS for the intended flight. The P61 test actions are listed above. Complete the sound and indication checks without rushing into the next task.

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OVERHEAD - IRS AND HYDRAULICS

IRS SELECTORS ..... **VERIFY NAV**

Do not restart the alignment already in progress.

EEC SWITCHES (RR ONLY) ..... **ON, GUARDED**

The overhead flow checks the aircraft's configuration from left to right. Verify NAV without interrupting the early alignment. The EEC item shown here applies to the Rolls-Royce installation.

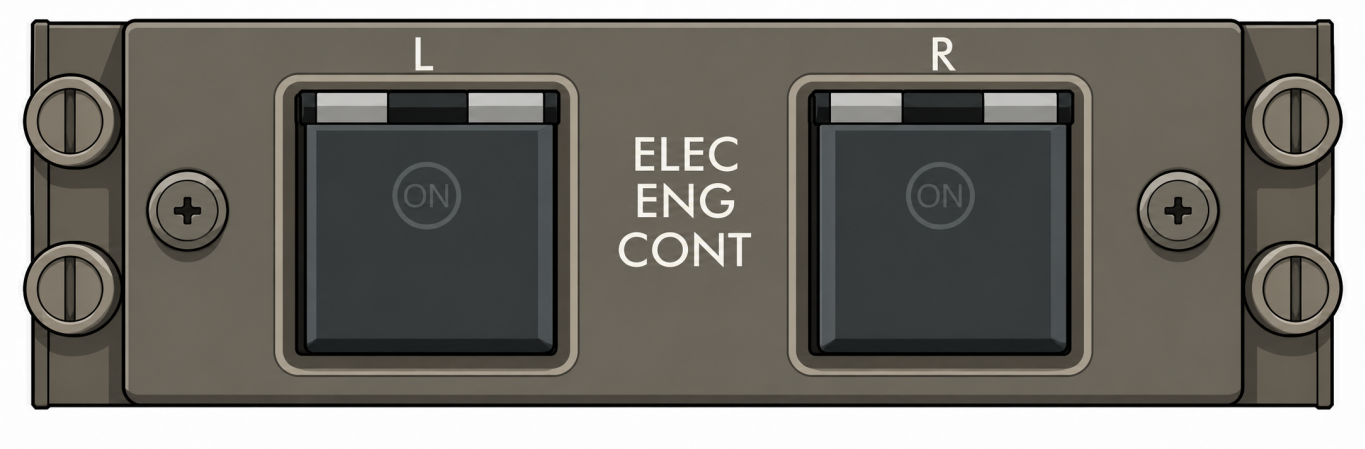

Illustration. RR EEC switches selected ON with guards closed.

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During IRS alignment

Both switches IN/ON. Amber INOP may remain while alignment is in progress. Return to these indications after alignment.

After alignment

Both switches remain IN/ON. This example shows INOP extinguished. Investigate a light that remains when it should have cleared.

YAW DAMPER SWITCHES ..... **ON**

INOP may remain during IRS alignment; verify both switches selected IN.

Ensure both yaw-damper switches are selected ON. INOP can remain illuminated while IRS alignment is in progress. Reassess it after alignment. Use judgment to determine whether the indication matches the current conditions, and investigate a light that remains when it should have cleared.

ENGINE HYDRAULIC PUMPS ..... **ON**

HYDRAULIC PANEL INDICATIONS ..... **CHECK**

Verify expected engine-off indications.

This is the powered-preflight engine-pump selection. The initial safety inspection used hydraulics OFF. Read reservoir, system-pressure and individual pump-pressure indications against the actual engine and pump state. Do not use switch state alone for confirmation of hydraulic pressure.

IMPORTANT

Leave the electric pumps OFF here. They are selected ON during Before Start. **Pressurize the electric systems R, then C, then L, and depressurize L, then C, then R.** This order helps prevent hydraulic fluid transfer between systems through shuttle valves. With the engines stopped, expect engine-pump low-pressure indications. Check reservoir quantity/pressure indications and confirm no pump overheat indication.

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OVERHEAD - IRS AND HYDRAULICS

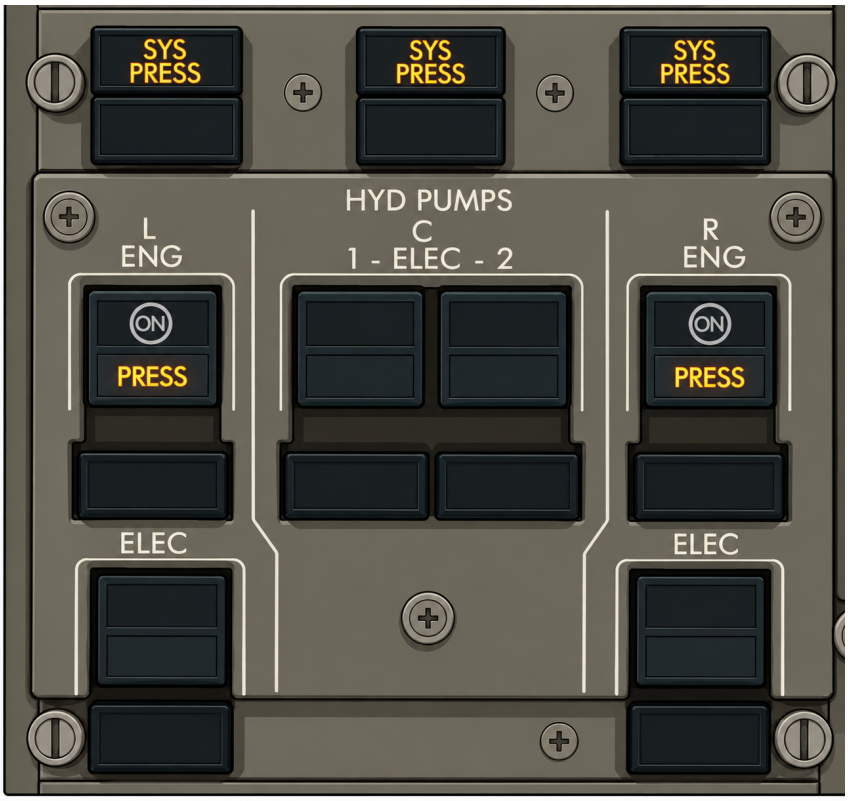
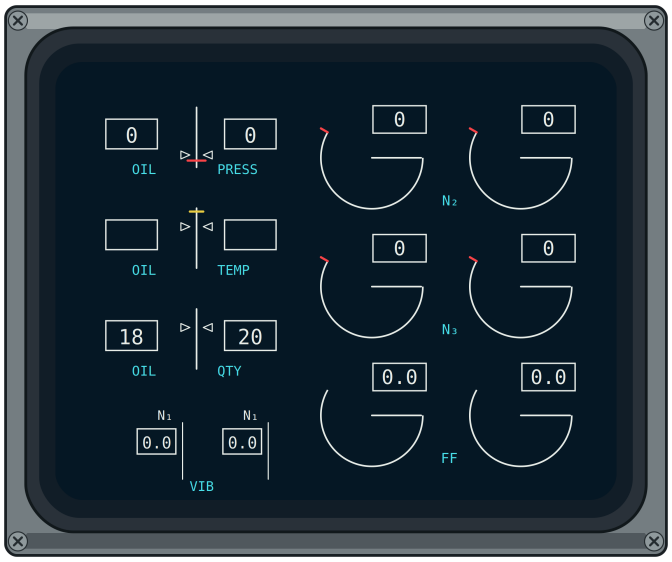


Illustration. Engine-off preflight example: engine pumps ON, electric pumps OFF; three SYS PRESS and both engine-pump PRESS lamps illuminated. Electric-pump PRESS, RSVR and OVHT indications are dark.



Engine oil quantities

RR ENGINE page before start. The example shows left oil quantity 18 and right 20. Check the applicable quantity requirement before starting.

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OVERHEAD - ELECTRICAL

BATTERY / STANDBY POWER ..... TEST

Battery ON; test BAT, then restore AUTO and verify indications.

With AC power established, first check BATTERY ON with DISCH extinguished and STANDBY POWER AUTO. Turn the standby power selector to BAT. The battery DISCH light should illuminate while STANDBY POWER OFF stays extinguished. After approximately 10-15 seconds, expect MAIN BAT DISCH on EICAS. Return the selector to AUTO and verify the battery DISCH light, MAIN BAT DISCH message and STANDBY POWER OFF light are all extinguished.

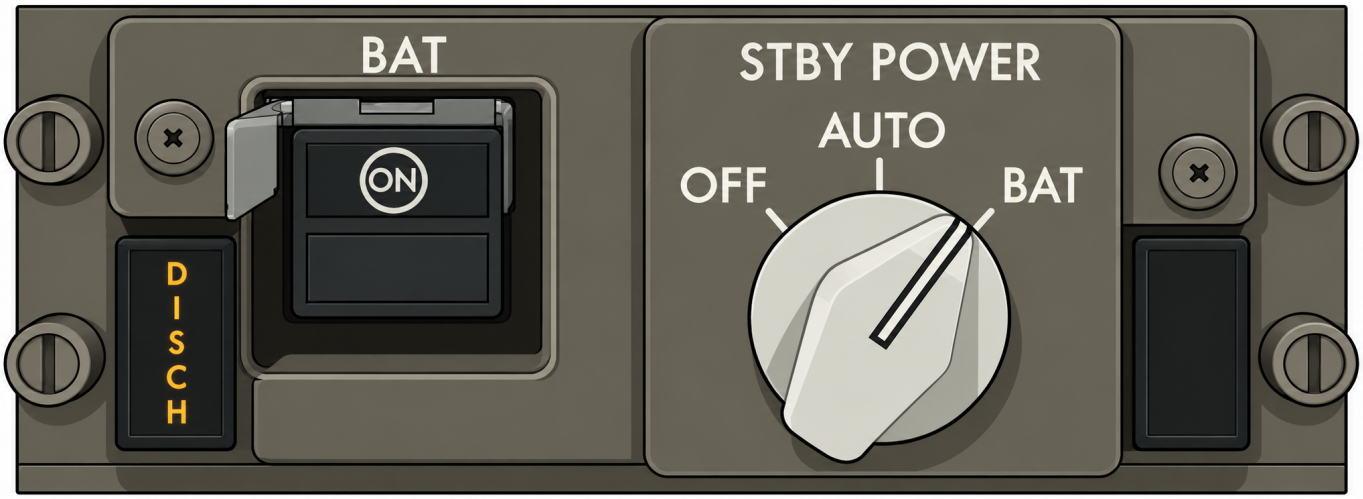

Illustration. BAT test: BATTERY ON, selector BAT, DISCH illuminated and STBY POWER OFF extinguished. Guard opened to show the battery window.

MAIN BAT DISCH	BAT-test EICAS indication: expected after approximately 10-15 seconds. Verify it clears after returning the selector to AUTO.

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OVERHEAD - ELECTRICAL

Illustration. Restored AUTO: BATTERY ON; DISCH and STBY POWER OFF extinguished. Guard opened to show the battery window.

ELECTRICAL PANEL ..... **CHECK**

BUS TIE AUTO; generator and UTILITY BUS controls ON.

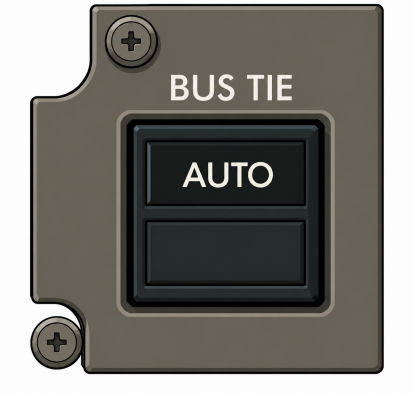

Illustration. BUS TIE selected AUTO; ISLN lamp extinguished.

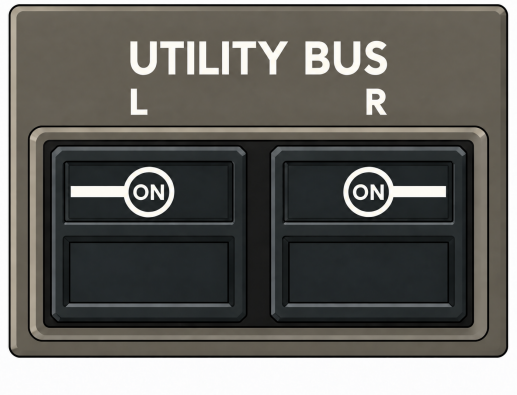

Illustration. UTILITY BUS switches selected ON; OFF lamps extinguished with the buses supplied.

ADVICE FROM THE LINE

If the previous crew, maintenance, or you moved the thrust levers too far forward on the ground, ground load shedding may have been triggered. Return the levers to IDLE. Reset both UTILITY BUS switches by selecting them OUT and then IN, and check the resulting indications.

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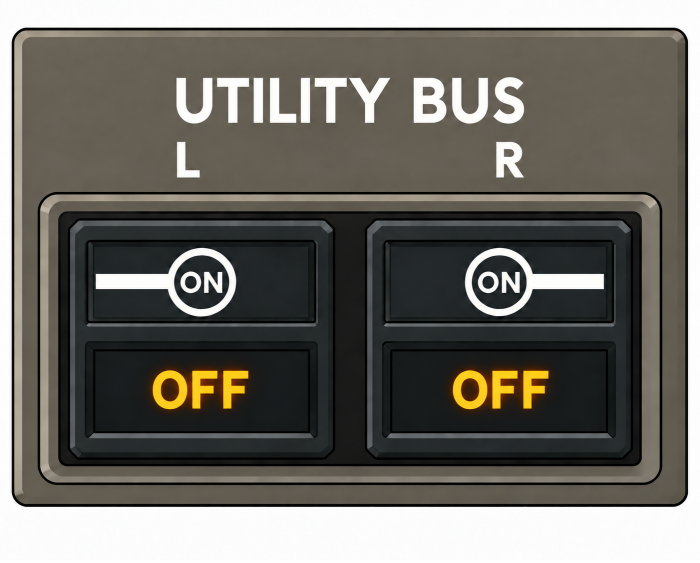
OVERHEAD - RECORDING AND ENGINE CONTROLS



Shed utility buses

Both switches remain selected ON, but the amber OFF lamps show that the utility buses have been shed.

IMPORTANT - PREFLIGHT RESET ONLY

UTILITY BUS shedding is normal during engine starts. Do not use this reset procedure outside the PREFLIGHT procedure.

The generator and bus-tie selections permit automatic control. Identify the actual electrical source from its indications and the known aircraft state rather than assuming that every illuminated ON legend means a source is supplying power.

COCKPIT PREFLIGHT SETUP

OVERHEAD - RECORDING AND ENGINE CONTROLS

CVR ..... **TEST**

Press and hold TEST; verify meter in green arc.

Hold the CVR TEST button and observe the meter in its green arc. Release after checking the indication.

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OVERHEAD - RECORDING AND ENGINE CONTROLS

CVR test controls

TEST pushbutton and meter locations. The illustration shows released controls; observe the meter during the actual test.

OVERHEAD LIGHTING ..... **AS REQUIRED**

Set panel lighting and LT OVRD as desired. Verify runway turnoff lights OFF.

ADVICE FROM THE LINE

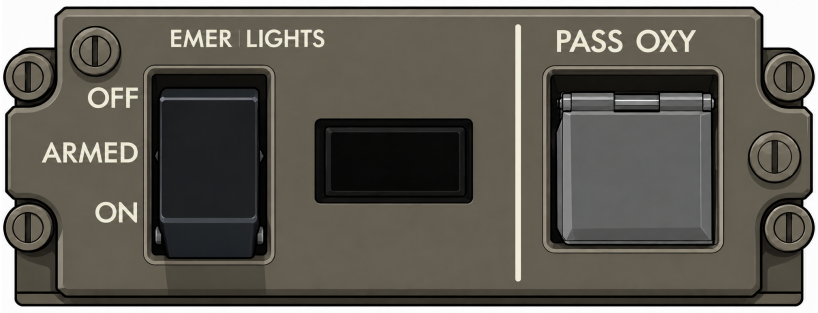
Use lighting that suits the conditions. Consider the next crew as well as the current flight: unnecessary heat, lights left at full brightness and controls left in unusual positions all add work. Try to leave the airplane in the same or a better state than you found it.

EMERGENCY LIGHTS ..... **ARMED**

Verify UNARMED light and EMER LIGHTS message extinguished.

PASSENGER OXYGEN BUTTON ..... **GUARDED AND DARK**

Verify all button indications extinguished and no associated EICAS message.



ARMED / guarded

Emergency lights ARMED with the guard DOWN/CLOSED; UNARMED light and EMER LIGHTS message extinguished. Passenger-oxygen control guarded and dark.

RAT BUTTON ..... **GUARDED AND DARK**

Verify all button indications extinguished and no associated EICAS message.

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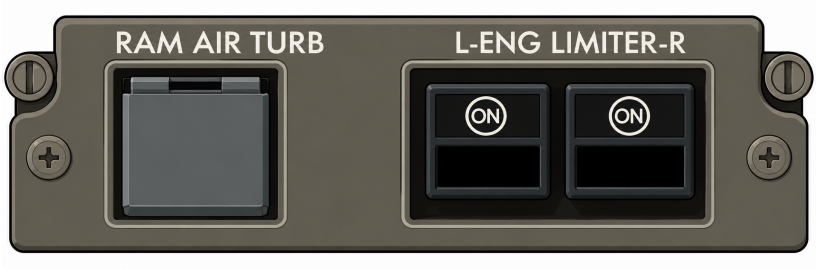
OVERHEAD - RECORDING AND ENGINE CONTROLS

IMPORTANT

Inspection is not deployment. Passenger-oxygen and RAT controls are checked in their normal condition. **Do not operate them as an informal preflight test.** A deployment changes the aircraft state and, in a real operation, can affect personnel and require maintenance.

ENGINE LIMITERS (RR ONLY) ..... **ON**

Verify INOP lights extinguished.



RAT and RR limiters

RAT guarded and dark; RR limiters IN/ON with INOP lamps extinguished.

IGNITION SELECTOR ..... **1 OR 2**

Select 1 or 2 using the chosen operating practice. Select BOTH only when required.

ENGINE START SELECTORS ..... **AUTO**

ADVICE FROM THE LINE

Alternate ignition 1 and 2 between flights to spread the work between the redundant igniters. Another useful convention is to use 1 for the captain flying and 2 for the first officer. Whichever convention you choose, make the selection deliberately. Verify both engine-start selectors AUTO.

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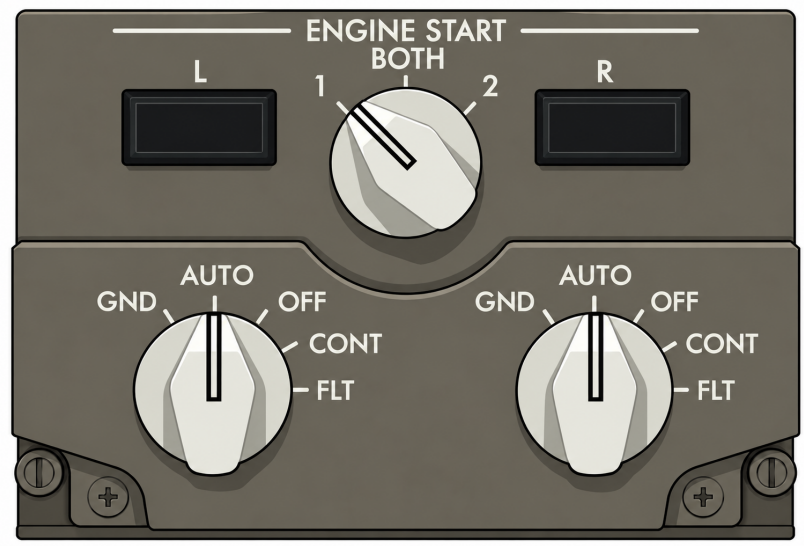
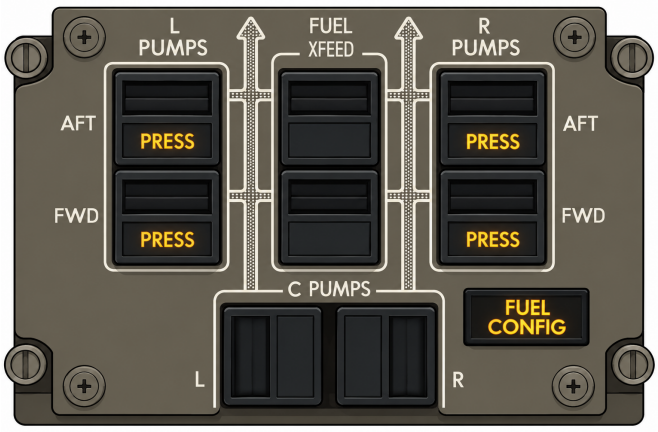
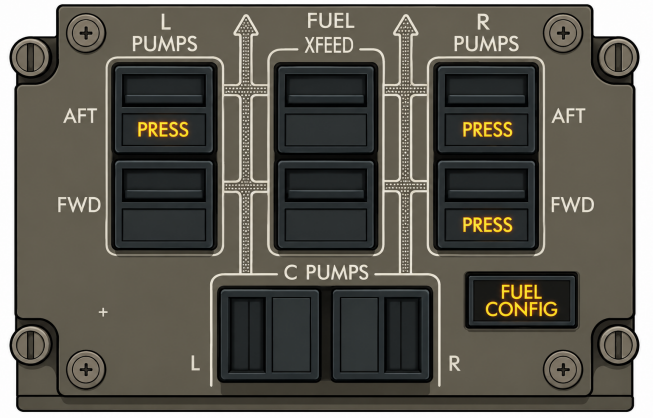
OVERHEAD - RECORDING AND ENGINE CONTROLS



Start controls before starting

Both selectors AUTO; VALVE lamps extinguished. Ignition 1 is the illustrated example.





Preflight with pump switches OFF and center fuel present: APU stopped on the left; APU running with AC power on the right. The left-forward PRESS lamp clears when its pump supplies the APU.

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OVERHEAD - FUEL, ANTI-ICE AND LIGHTING

FUEL CROSSFEED SWITCHES ..... **OFF**

FUEL PUMP SWITCHES ..... **OFF**

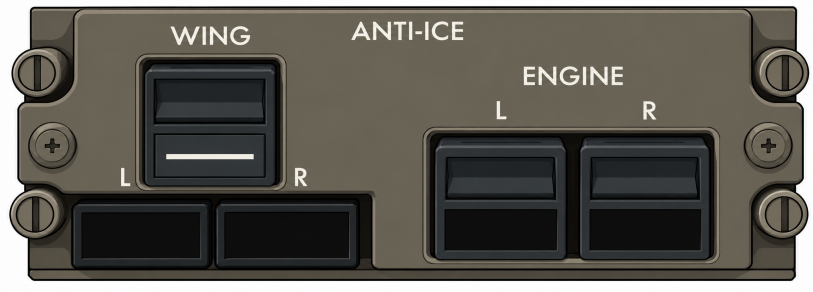
FUEL PANEL INDICATIONS ..... **CHECK**

Verify expected fuel-panel indications.

Crossfeed configuration varies with the installed panel, so check every installed crossfeed control. With AC power and the APU running, the left forward pump can run automatically even with its switch OFF. Its PRESS light will then be extinguished because the pump is producing pressure.

WING / ENGINE ANTI-ICE ..... **OFF**

Initial engine-off setup; reassess for later conditions.



Initial engine-off setup

Wing and engine anti-ice OFF. The example shows all valve annunciators dark.

WIPERS ..... **OFF**

POSITION LIGHT ..... **ON**

ANTI-COLLISION / WING LIGHTS ..... **OFF**

LANDING LIGHTS ..... **OFF**

LOGO LIGHT ..... **AS REQUIRED**

WINDOW HEAT ..... **ON**

Verify INOP lights and associated messages clear.

PASSENGER SIGNS ..... **SET AS REQUIRED**

Before selecting window heat ON, remove any window shades, plugs or covers. If your simulated airline specifies a waiting period, follow it. A useful practice after removing insulating covers is to allow 5-10 minutes for the windows to equalize before applying heat. Check the INOP lights and associated EICAS messages after selection. Set the passenger signs for the fueling and cabin activity.

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OVERHEAD - PRESSURIZATION AND AIR

Illustration. WINDOW HEAT switches ON; all four INOP lamps extinguished.

WINDOW HEAT caution example. Verify the message and INOP lamps are extinguished after the normal window-heat selection.

IMPORTANT

Read the window-heat result. Check the INOP lights and associated EICAS messages after selection. Follow the applicable window-cover removal requirement before applying heat. For passenger signs, use a deliberate selection that matches fueling and cabin activity; AUTO follows system logic.

COCKPIT PREFLIGHT SETUP

OVERHEAD - PRESSURIZATION AND AIR

CABIN ALTITUDE CONTROLS ..... **SET**

AUTO RATE at index; landing elevation set; mode selector AUTO 1 or AUTO 2. Verify AUTO INOP extinguished.

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Automatic cabin control

AUTO 1 is illustrated; AUTO INOP is dark. The landing elevation shown is an example. Set the elevation required for the flight.

ALTERNATE EQUIPMENT COOLING ..... **OFF**

Verify SMOKE / OVHT indications extinguished.

Cooling controls

ALTN OUT/OFF; SMOKE and OVHT indications extinguished. The adjacent CABIN ALTITUDE window is also dark in this example.

TEMPERATURE CONTROLS ..... **SET IN AUTO RANGE**

Verify zone INOP lights extinguished.

Within the AUTO range, each temperature selector sets the desired zone temperature and the automatic controller regulates it. Turning toward the warmer or cooler end changes that target. Check the zone INOP indications after selection.

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OVERHEAD - PRESSURIZATION AND AIR

Illustration. Temperature selectors in AUTO; TRIM AIR and RECIRC FAN switches ON, with INOP and OFF lights extinguished. The three displayed temperatures are 72°F examples.

TRIM AIR / RECIRC FANS ..... **ON**

Verify INOP lights extinguished at this stage.

Check cabin-control AUTO INOP extinguished. The temperature controls request different temperatures within their automatic range; the desired position is not necessarily straight up at the AUTO lettering. Verify the zone, trim-air and recirculation indications for this preflight condition.

PACK SELECTORS ..... **AS REQUIRED**

Select for available pneumatic supply; OFF with no supply.

ISOLATION SWITCH ..... **OPEN**

ENGINE BLEED SWITCHES ..... **ON**

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OVERHEAD - PRESSURIZATION AND AIR

APU BLEED SWITCH ..... **ON**

Verify valve indication and duct pressure.

HIGH ALTITUDE LANDING (WHERE INSTALLED) ..... **AS REQUIRED**

Where installed; use only when applicable to the operation.

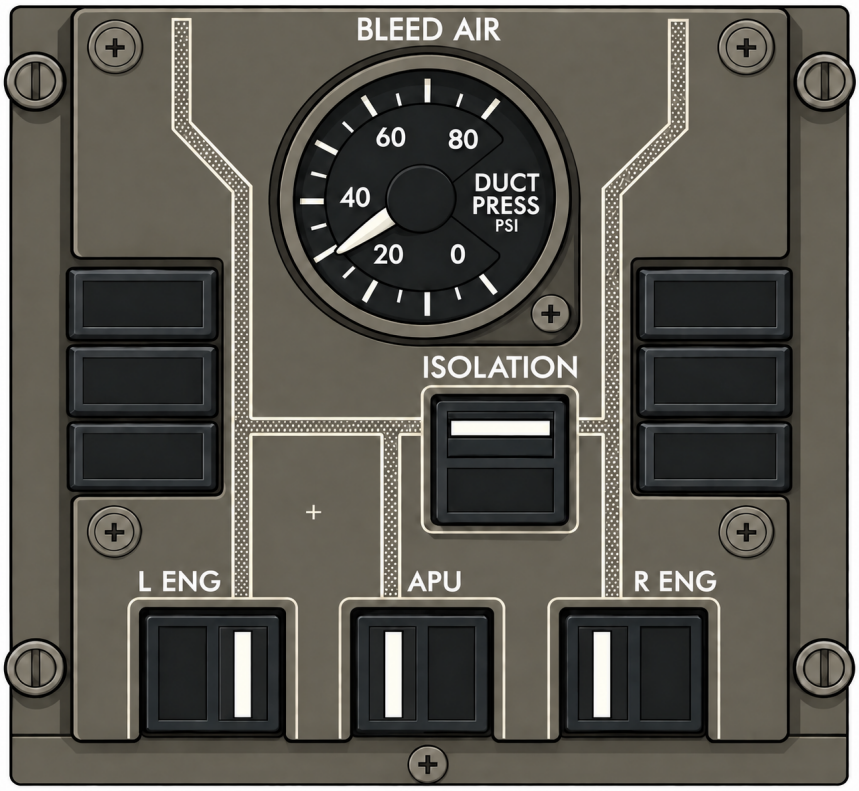

Illustration. Panel set for APU air: engine and APU bleed selections ON, isolation OPEN, selected flow bars visible and annunciators dark. The gauge pressure is an example; check the actual duct pressure and available supply.

ADVICE FROM THE LINE

Follow the air to the equipment using it. Packs need a continuous usable supply. AUTO permits operation; inadequate supply can still produce PACK OFF. Check duct pressure with the valve and pack indications. Flow bars show the selected path and are not independent proof of air flow.

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MCP

COCKPIT PREFLIGHT SETUP

MCP

GLARESHIELD LIGHTING ..... **AS REQUIRED**

VOR / DME SELECTION ..... **AS REQUIRED**

Normally AUTO.

AUTO radio tuning is available with the EFIS in MAP or PLAN. Select manual VOR tuning when you need a particular station for raw-data identification, a radial, a DME cross-check or a procedure. In VOR mode, tune and identify the intended station rather than expecting automatic MAP tuning.

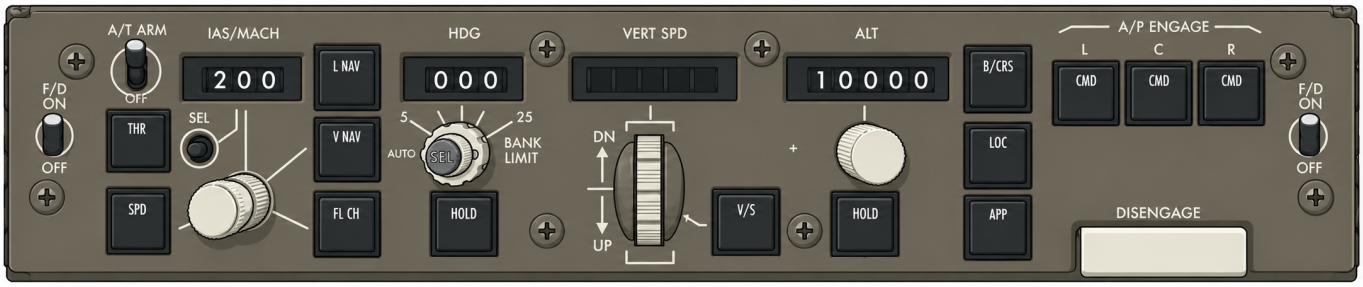

Illustration. MCP control locations with both flight directors ON and autothrottle ARM. Displayed targets are examples; set the values required for the flight.

FLIGHT DIRECTOR SWITCHES ..... **ON**

AUTOTHROTTLE ARM SWITCH ..... **ARM**

> **IMPORTANT**
>
> Verify the autothrottle ARM switch is ARM. Otherwise the MCP THR/EPR button cannot command automatic takeoff thrust.

BANK LIMIT SELECTOR ..... **AUTO**

The bank-limit selector is the outer, larger part of the concentric heading control. Set AUTO. Initial flight-director and autothrottle selections prepare the controls for the later departure setup.

Final speed, heading and altitude targets depend on the completed flight preparation and clearance. Return to them at the assigned departure-setup point.

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OXYGEN AND INSTRUMENT SOURCES

CREW OXYGEN EQUIPMENT ..... TEST

Test normal flow and emergency positive pressure. Hold the red control for at least 10 seconds; pressure drop no more than 100 psi.

Operate the black RESET/TEST slider and observe the oxygen-flow indication. Within 2 seconds of releasing the slider, press the red emergency positive-pressure control and hold it for at least 10 seconds. During that hold, the oxygen pressure must not fall by more than 100 psi. Release the red control when finished.

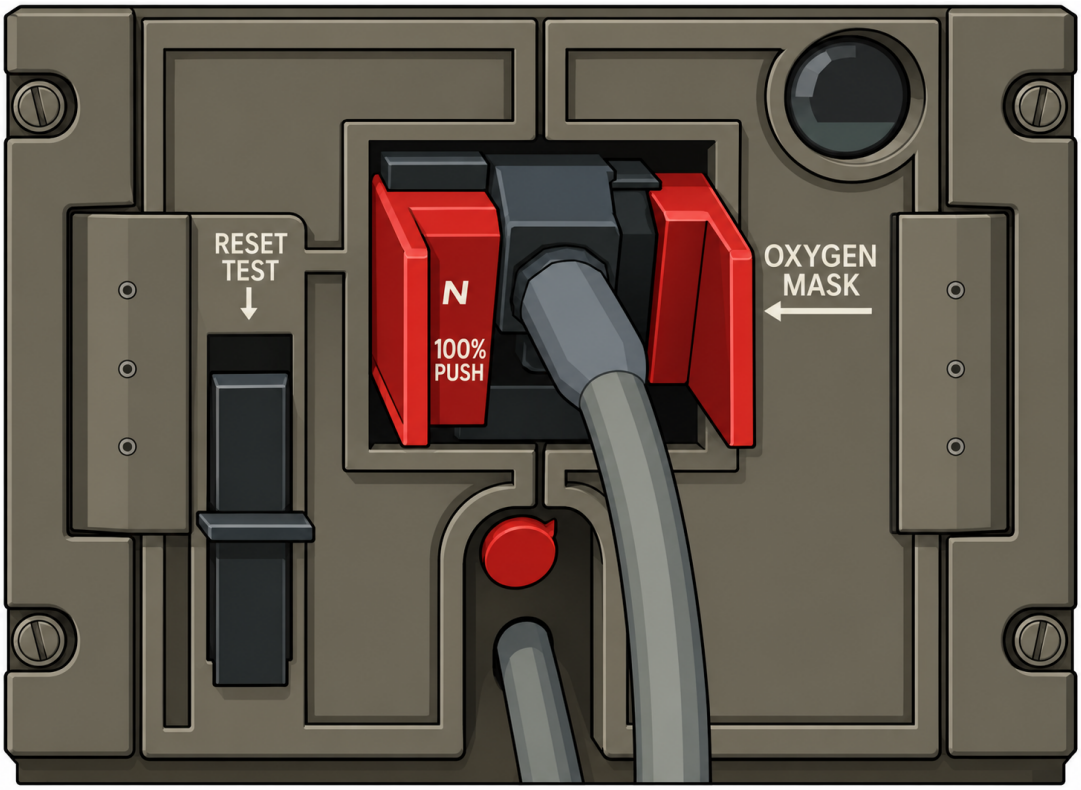

Illustration. RESET TEST is shown with the slider deliberately moved DOWN for the test. In its normal position the slider sits higher and fills the gap at the top. The flow window and red positive-pressure control are also identified.

IMPORTANT - OBSERVE PRESSURE THROUGHOUT THE TEST

A rapid pressure collapse can indicate a closed or partially closed bottle valve, or a blocked supply. An initial flow indication does not establish a sustained supply. **Do not dispatch without operable crew oxygen.**

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Normal sources

FOOT / SHOULDER HEAT ..... **AS REQUIRED**

INSTRUMENT SOURCES ..... **NORMAL**

Captain L / FMC L; first officer R / FMC R; EFI, IRS and AIR DATA OUT.

Illustration. Captain INSTR SOURCE SEL.

NORMAL SOURCES

Use L / FMC L on the captain's side and R / FMC R on the first officer's side. EFI, IRS and AIR DATA reversion selections are OUT.

Verify the normal source selections before interpreting an unexpected display.

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FLIGHT INSTRUMENTS

FLIGHT INSTRUMENTS ..... **CHECK / SET**

Set altimeters; compare indications and inspect for flags.

INITIAL FMA / AFDS ..... **CHECK**

Thrust field blank; roll TO, pitch TO; FD displayed.

Set the altimeters using the applicable local information and compare them with each other and the field elevation. Inspect the eADI and eHSI for flags, missing data and comparator indications.

After power is first applied from cold and dark, the standby attitude gyro may not yet be erected. Pull the bottom-right knob to expedite the process, then check that the indication has settled and agrees with the aircraft attitude. The smaller bottom-left knob is the ILS selector.

Standby attitude indicator at power-up

The gyro has not yet erected in this example. Pull the large bottom-right knob to expedite erection. The tilted display shown here is the initial power-up condition.

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Read the FMA

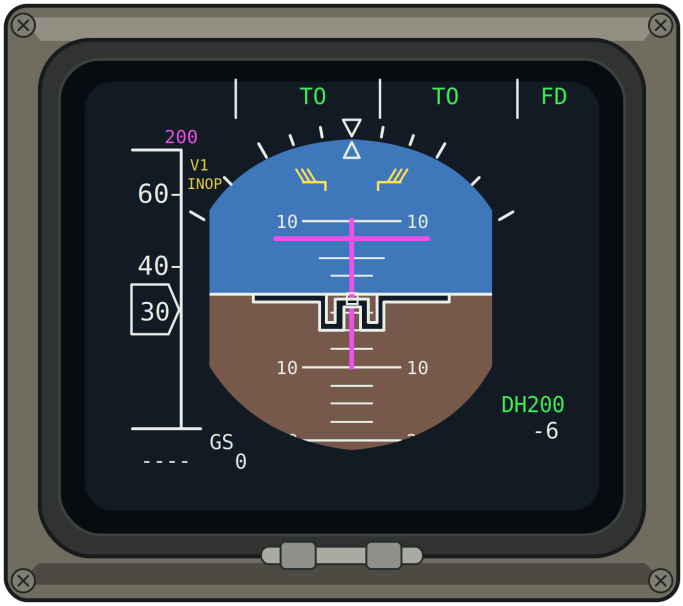

Illustration. Initial TO / TO / FD presentation; V1 INOP also visible.

READ THE FMA

With both flight directors selected, the illustrated initial presentation has a blank thrust field, roll TO, pitch TO and FD.

AUTOLAND STATUS ANNUNCIATORS ..... **CHECKED**

NO AUTOLAND may appear during IRS alignment; reassess after alignment and investigate NO LAND 3.

The Autoland Status Annunciators (ASA) report the monitored automatic-landing capability. Check them as part of the main-panel inspection. While the IRSs are aligning, NO AUTOLAND can be an expected indication because the required navigation/attitude information is not yet ready.

Use ASA test buttons 1 and 2 to check the annunciator displays and verify the expected indications.

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Read the FMA

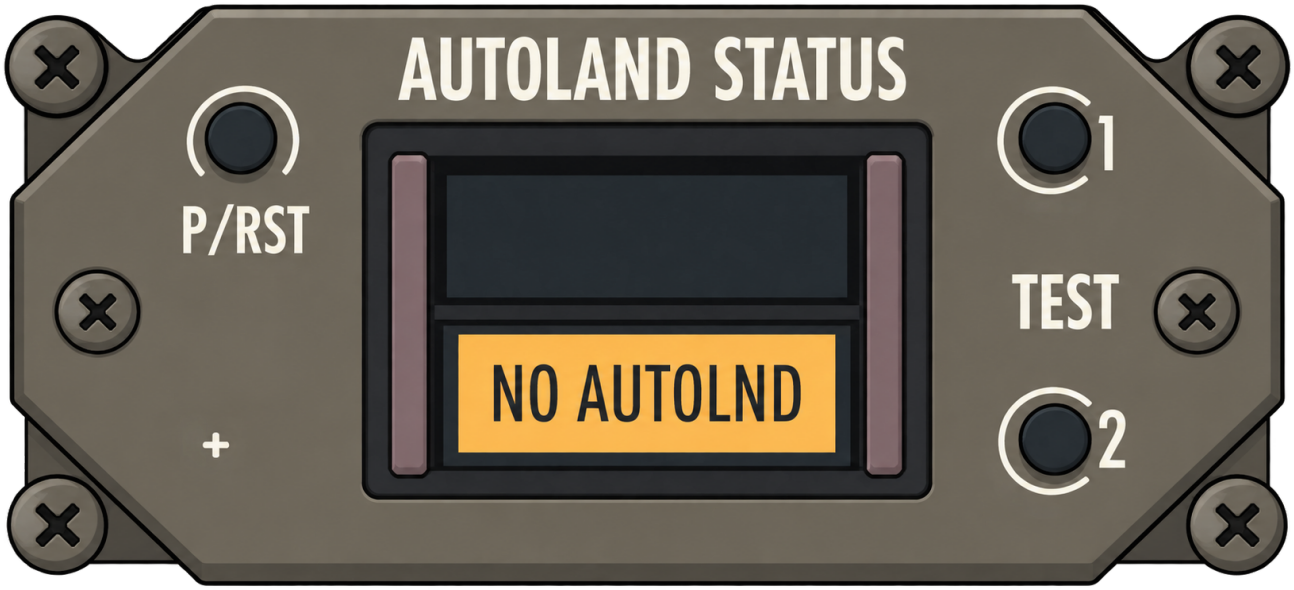
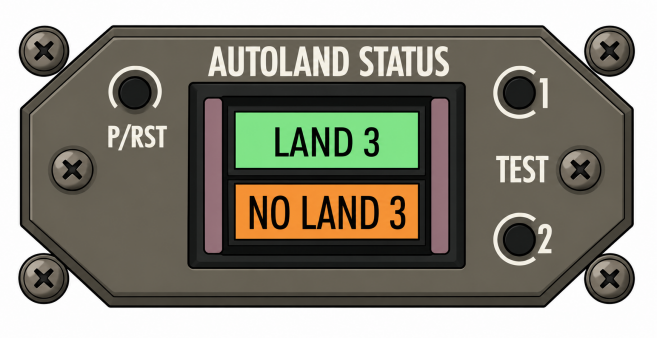
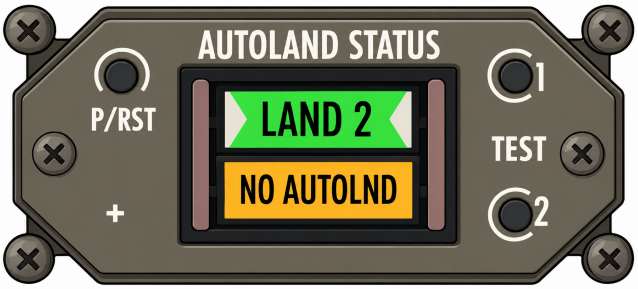


Illustration. Captured NO AUTOLND display legend and ASA P/RST / TEST 1 / TEST 2 control locations.





ASA TEST 1: LAND 3 / NO LAND 3. TEST 2: LAND 2 / NO AUTOLND. These are separate held-test states.

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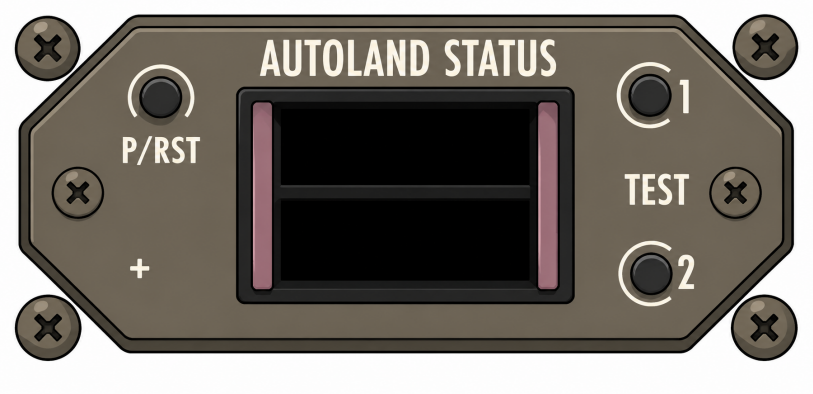
Read the FMA



Test released / restored

Both windows are blank in the restored example. Complete the test and reset checks in the procedure.

After IRS alignment, do not dismiss NO LAND 3 as an ordinary alignment indication. It can indicate that a monitored component has failed or is supplying invalid data. Identify and assess the underlying condition and its effect on the planned operation. Reassess any continuing unavailable indication in context. The ASA does not certify that every ground and airborne requirement for an autoland has been met merely because an indication clears.

STANDBY ENGINE INDICATOR ..... **AUTO**

AUTOBRAKE SELECTOR ..... **RTO**

> **IMPORTANT**
>
> An electrical power transfer can delete the takeoff V-speeds and can disarm the autobrake selection. Recheck the TAKEOFF REF speeds and the RTO selector after a source change.

HEADING REFERENCE ..... **NORM**

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THRUST REFERENCE AND EICAS

THRUST REFERENCE ..... **VERIFY GREEN "TO"**

Illustration. Green TO: takeoff reference.

Illustration. Green TO with white 1: climb preselection.

Illustration. Green CLB1: active climb reference.

Illustration. Green MAN: manual reference.

IMPORTANT

Active reference and preselection are different. A white 1 or 2 is the climb preselection; a green CLB indication identifies the active climb reference. The illustrated thrust values are examples. Any change affecting takeoff data requires review of that data.

GEAR / ALTERNATE CONTROLS ..... **CHECK**

Gear DOWN; alternate extension guarded; ALTN FLAPS NORM, LE / TE OUT.

ALTN STAB TRIM SWITCHES ..... **NEUTRAL**

STAB TRIM CUTOUT SWITCHES ..... **GUARDED CLOSED**

Check the separate C / R cutout controls; do not confuse them with the alternate-trim switches.

GROUND PROXIMITY OVERRIDES ..... **OFF**

EICAS DISPLAYS ..... **CHECK**

Review messages, flags, missing data and stored exceedance indications.

Use EICAS to check the aircraft condition, including retained exceedance indications. Select computer AUTO and thrust reference BOTH with the inner knob IN. Verify that green MAN is absent from upper EICAS.

EICAS CONTROL PANEL ..... **SET**

Computer AUTO; thrust reference BOTH, inner knob IN; no green thrust-reference "MAN" on upper EICAS.

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THRUST REFERENCE AND EICAS

Illustration. EICAS control locations: DISPLAY ENGINE / STATUS, EVENT RECORD, computer AUTO, display brightness, and thrust-reference controls. Thrust reference BOTH with the inner knob IN.

EFIS CONTROLS ..... **SET AS REQUIRED**

Select display mode, range, brightness, layers and applicable minimums.

On the EFIS control panel, the mode selector chooses the navigation presentation (MAP, PLAN, VOR or ILS). RANGE sets the displayed distance. Map-option buttons add the required airports, navaids, waypoints or other available information. Set display brightness for readability and the applicable barometric/radio minimum reference for the approach.

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EFIS control locations

Top: DH REF and ADI brightness. Center: navigation mode, RANGE and HSI brightness. Bottom: MAP options. WXR is OFF; **other settings are examples**. MAP layers are up to the individual to set. Select those required for the flight.

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THRUST QUADRANT

COCKPIT PREFLIGHT SETUP

THRUST QUADRANT

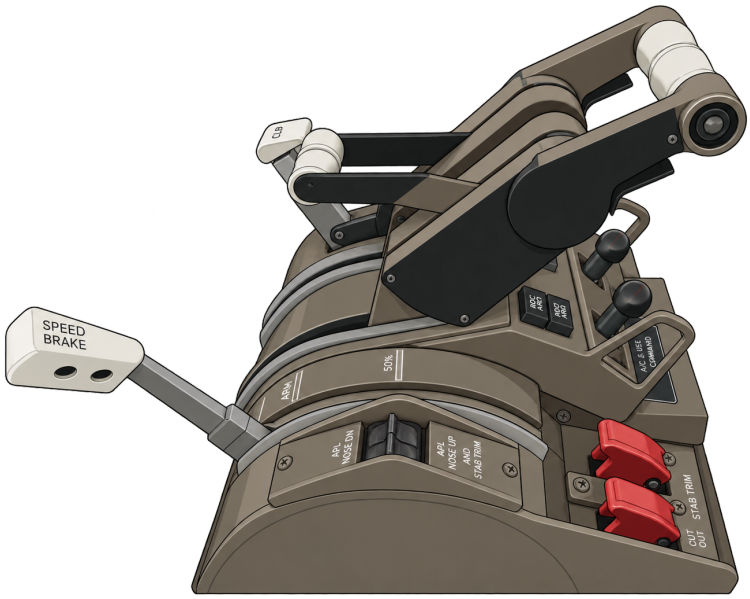

Illustration. Thrust-quadrant control locations.

THRUST / REVERSE LEVERS ..... **IDLE / STOWED**

FLAP LEVER ..... **UP OR IN AGREEMENT WITH EXTERIOR / INDICATOR**

Resolve any disagreement between lever, indication and external surfaces.

PARKING BRAKE ..... **VERIFY SET**

FUEL CONTROL SWITCHES ..... **CUTOFF**

Verify fire indications extinguished.

Verify the speedbrake is STOWED DN, with the handle fully forward and seated.

Recheck these controls as the seated flow reaches the quadrant. Their initial inspection did not make them immune to later movement or a mistaken assumption. The flap lever must still agree with the aircraft configuration, and the thrust levers must still be at IDLE.

> **IMPORTANT**
>
> **Zero lateral trim; set stabilizer trim from performance.** The later trim check does not mean that every trim axis is set to zero. Rudder and aileron trim are checked at zero; the stabilizer requires the calculated takeoff setting at the assigned procedure point.

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AISLE STAND

WEATHER RADAR ..... **OFF**

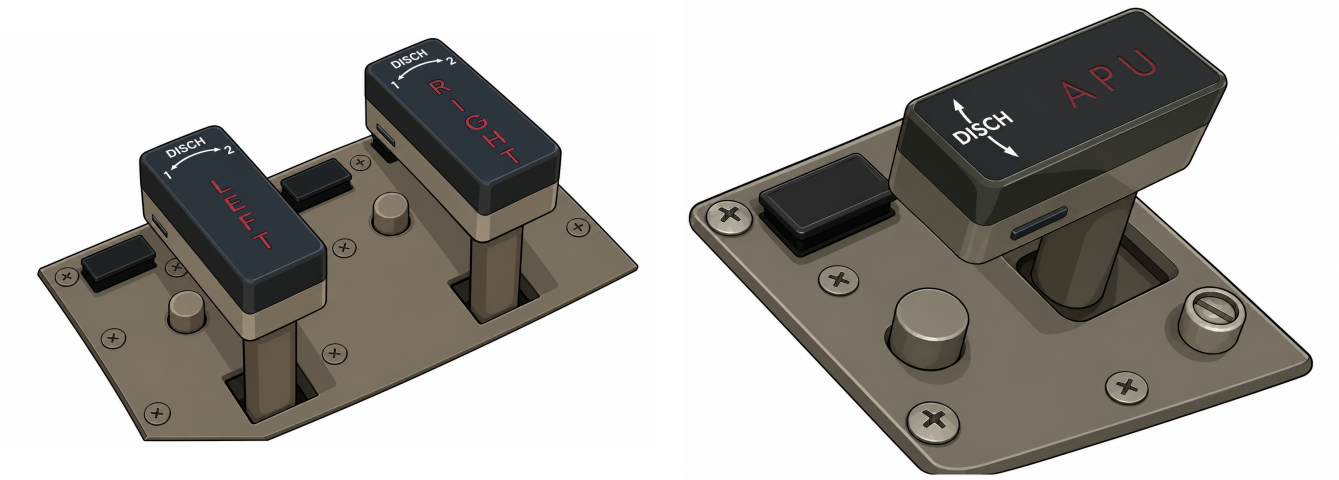
VHF / AUDIO / ADF ..... **SET AS REQUIRED**

Check intended active / standby frequencies and transmit / receive selection.

Tune the frequencies required for the operation and verify which frequency is active. Set the audio panel to the intended transmitting and receiving channels. A displayed number is useful only if the correct radio and channel are selected.

ENGINE / APU FIRE HANDLES ..... **IN, NOT ROTATED**

Check the left-engine, APU and right-engine fire handles fully IN and unrotated. Their fire lights and the applicable engine/APU bottle-discharge indications should be extinguished.



Engine and APU fire handles IN and unrotated; fire illumination and bottle-discharge indications extinguished.

Check bottle discharge and other fire indications extinguished.

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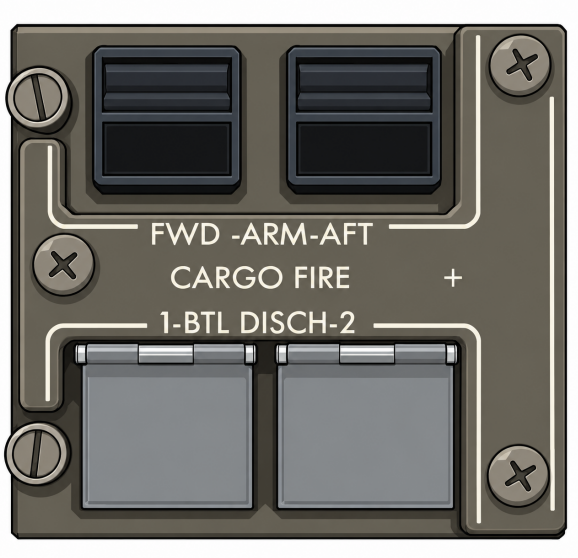
AISLE STAND



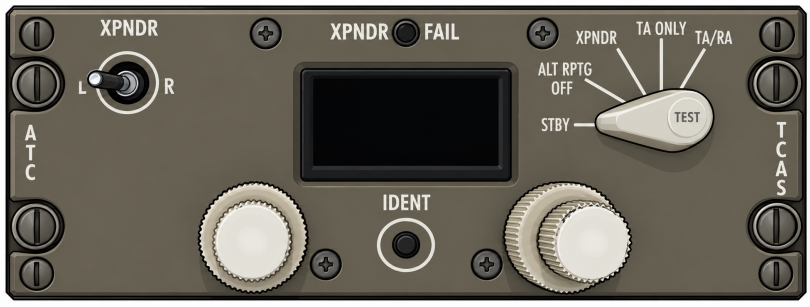
Cargo-fire controls

FWD and AFT ARM switches OUT; bottle-discharge guards closed. Fire and discharge indications extinguished.

TRANSPONDER ..... **SET AS REQUIRED**

Use the applicable ground selection.

Check that the XPNDR FAIL light is extinguished and no associated ATC FAIL message is displayed on EICAS. Select L or R for the pilot flying, or alternate between flights using the same convention as cabin mode AUTO 1/2 and ignition 1/2.



Transponder / TCAS controls

L and STBY are illustrated. The FAIL lamp is dark. Set the operating mode and code required for your flight, and complete the TCAS test below.

ILS ..... **SET OR PARKED AS REQUIRED**

Tune the required ILS, or park it when not required.

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AISLE STAND

TCAS TEST ..... **INITIATE / VERIFY**

Observe the PFD test indications and hear “TCAS TEST PASS”; verify the intended operating selection afterward.

Initiate the test using the transponder/TCAS test control. Observe the test indications on the PFD and listen for the audible **“TCAS TEST PASS”** announcement through the cockpit speakers. The spoken success phrase is separate from the visual test display. Confirm the panel is left in the operating selection required by the chosen ground procedure.

CARGO FIRE PANEL ..... **CHECK**

Guards closed; related lights and messages extinguished.

Check fire handles IN and not rotated without pulling them as part of the inspection. Use the transponder ground selection required by the chosen operating practice and prepare the ILS when appropriate. The TCAS success check is given above; the following FIRE/OVHT block gives the three held tests and their expected results.

RUDDER / AILERON TRIM ..... **ZERO**

Check actual trim indications, including inherited offsets.

Illustration. Rudder-trim control and zero indication; check aileron trim separately.

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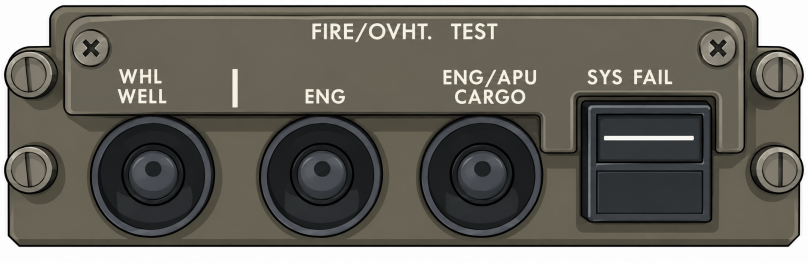
FIRE AND OVERHEAT TESTS

ADVICE FROM THE LINE

A previous crew may have flown with lateral trim applied, or left the airplane trimmed for cruise without resetting it after landing. Dirty panel states make good flows especially valuable. **Check the actual rudder and aileron trim indications and return them to zero.**

COCKPIT PREFLIGHT SETUP

FIRE AND OVERHEAT TESTS



Fire / overheat test controls

Locate the WHL WELL, ENG and ENG/APU CARGO test buttons. The picture shows released controls; use the following steps to check each test response.

Illustration. Fire-warning recognition: master WARNING and the main-panel FIRE annunciator illuminate red. CONFIG is dark. The ENG and combined tests also produce the overheat indications described in the following steps.

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FIRE AND OVERHEAT TESTS

WHEEL-WELL FIRE TEST

```
WHEEL WELL FIRE
```

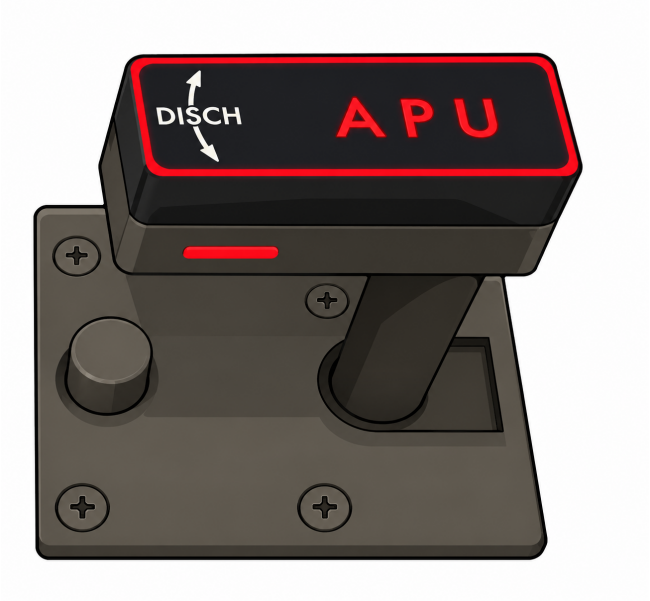
ENGINE OVERHEAT TEST

```
L ENGINE FIRE
R ENGINE FIRE
L ENG OVHT
R ENG OVHT
FIRE/OVHT SYS
```

ENGINE / APU / CARGO FIRE TEST

```
L ENGINE FIRE
R ENGINE FIRE
APU FIRE
FWD CARGO FIRE
AFT CARGO FIRE
L ENG OVHT
R ENG OVHT
FIRE/OVHT SYS
```

Illustration. EICAS test-message excerpts. Compare the test being held with the expected messages, main FIRE indication, master warning and affected handle/overheat indications described below.



Fire-test handle illumination. Both engine handles and the APU handle remain IN and unrotated; the test illuminates their red fire markings.

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FIRE AND OVERHEAT TESTS

Complete these tests with the airplane appropriately powered and the crew aware that test warnings are about to occur. Use the FIRE/OVHT test controls, leaving the engine/APU fire handles IN and not rotated and the cargo arming/discharge controls in their normal inspection state. Testing the warnings is not a reason to pull a fire handle or operate an extinguisher.

Hold each test long enough to see and hear the expected response. The indication is not necessarily instantaneous. Release each control and allow its test indications to clear before proceeding to the next test. The brief persistence after release is part of the modeled test timing, not by itself a new failure.

FIRE/OVHT - WHL WELL ..... **COMPLETE**

Press and hold the WHL WELL test button, observe the correct indications, then release.

The wheel-well test produces the WHEEL WELL FIRE warning, wheel-well warning light, main FIRE indication and fire bell when the powered wheel-well test becomes active. Check the result rather than treating the button press as completion. The wheel-well system detects a fire. This test does not discharge any extinguishing agent.

FIRE/OVHT - ENG ..... **COMPLETE**

Press and hold the ENG test button, observe the correct indications, then release.

In this simulation, the ENG test produces **L ENGINE FIRE** and **R ENGINE FIRE** as well as **L ENG OVHT** and **R ENG OVHT**. Expect the associated engine fire/fuel-control and overheat indications, the main FIRE indication, and the FAIL P-RESET/FIRE/OVHT SYS test response. Do not expect only an amber overheat caution from this particular test. Relevant engine overheat detector/status indications are also commanded during the test.

Overheat and bottle-discharge lamps

L ENG OVHT and R ENG OVHT are at the ends. ENG BTL 1 DISCH and ENG BTL 2 DISCH are between them. All are lit here to identify the legends. The bottle-discharge lamps should remain dark during the detector test.

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BASIC FMS PREFLIGHT

FIRE/OVHT - ENG/APU/CARGO ..... **COMPLETE**

Press and hold the ENG/APU/CARGO test button, observe the correct indications, then release.

The combined test produces **L ENGINE FIRE**, **R ENGINE FIRE**, **APU FIRE**, **FWD CARGO FIRE** and **AFT CARGO FIRE**, together with both engine-overheat cautions and the system-test advisory. Check the corresponding fire-panel indications and the main FIRE/bell response. The detector-loop/status messages are part of the test response; they do not mean a newly induced component failure simply because they appear while testing.

The warning messages above are warnings, the engine-overheat messages are cautions and FIRE/OVHT SYS is an advisory.

With normal power and no underlying fault, the test response clears after the test's short release delay. A continuing indication needs investigation; do not dismiss it as normal merely because a test preceded it. If the warning was acknowledged or the bell silenced, still check the actual restoration of the test and warning indications. Neither acknowledgement nor a quiet cockpit alone proves the system has returned to its intended state.

COCKPIT PREFLIGHT SETUP

BASIC FMS PREFLIGHT

Ensure the FMS has a valid database and valid options for normal flight.

IDENT PAGE ..... **CHECK**

Aircraft / engine identity, database dates and intended performance profile.

Finish the panel flow with the FMS work. The IRSs have been aligning while you inspected the aircraft. On IDENT, check the aircraft model, engine/performance identity, active AIRAC cycle and validity dates. Set DRAG/FF to the chosen company performance profile.

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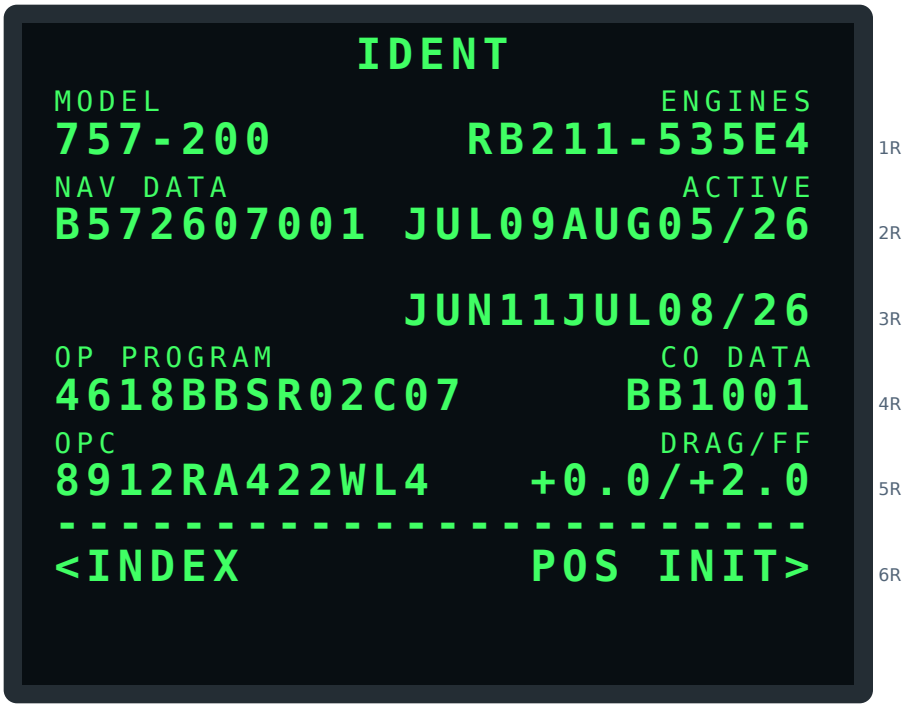
Reading the IDENT fields



INIT REF > IDENT

Generated RR example. MODEL and ENGINES identify the installed aircraft. The date line directly beneath ACTIVE identifies the database in use; select the most recent database that is current for your flight. Example dates are not current flight data.

Generated CDU illustration. Values and selections shown are examples; use the data and selection required for your flight.

READING THE IDENT FIELDS

Field	What it identifies
MODEL / ENGINES	Aircraft model and installed engine type. The illustrated example is a 757-200 with RB211-535E4 engines.
NAV DATA	Navigation-database identifier. The example is B572607001; its parts are shown below.
ACTIVE	The database directly beneath the ACTIVE label is the database currently being used. It should always be the most recent database and current for the flight date. The separate lower date line identifies the other available database.
DRAG/FF	Drag and fuel-flow adjustments for the selected performance profile.

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READING B572607001

B57	2607	001
Boeing 757 database	AIRAC cycle 2607	Revision 001

Database identifier breakdown from the supplied IDENT example.

To move a database between the active and inactive positions, line-select the desired database into the scratchpad, then select the line-select key beside the intended destination database line. This allows an older database to be brought into the active position or an inactive newer database to be made active. Recheck the resulting active database and validity dates before use.

READING THE CDU INSTRUCTIONS

The control display unit (CDU) has six line-select keys on each side of its screen. **2L** is the second key on the left; **6R** is the bottom-right key. A key's function is the prompt next to it on the current page. Prompts can change with the state of an uplink or a route modification.

The illustrations that follow use the same green-screen treatment as the ACARS section. Each example is independent: use the data for your own flight. This section does not require a particular tutorial route.

ADVICE FROM THE LINE

Keep each stage in a known state. After entering information, read the resulting field. After loading a route, inspect the path. Before EXEC, understand the modification. After accepting performance, make sure the accepted result still belongs to the flight and loading you intend to operate.

FMC describes the computer; FMS describes the wider flight-management system. Both terms appear in the cockpit and this guide. The preparation sequence below uses the uplink workflow.

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FMS - POSITION AND NAVIGATION

COCKPIT PREFLIGHT SETUP

FMS - POSITION AND NAVIGATION

REF AIRPORT ..... **ENTER / VERIFY**

INIT REF > POS INIT, page 1, 2L REF AIRPORT. Compare displayed positions with the aircraft location.

SET IRS POS ..... **ENTER VERIFIED POSITION**

POS INIT page 1: copy verified GPS POS at 4R to SET IRS POS at 5R; verify alignment result.

POSITION ENTRY

2L REF AIRPORT

4R Copy verified GPS POS.

5R Enter SET IRS POS.

Verify the resulting alignment / navigation indications.

Illustration. Field and key locations; coordinates and airport are illustrative.

Reach POS INIT from IDENT at 6R. Compare LAST POS, the airport reference and GPS position with the aircraft's actual location. The airport reference and gate position need not be identical; resolve an unexplained discrepancy before entry.

RAD NAV INHIBIT ..... **AS REQUIRED**

INIT REF > INDEX > NAV DATA > RAD NAV INHIBIT, 6R. Check inhibitions and RNP.

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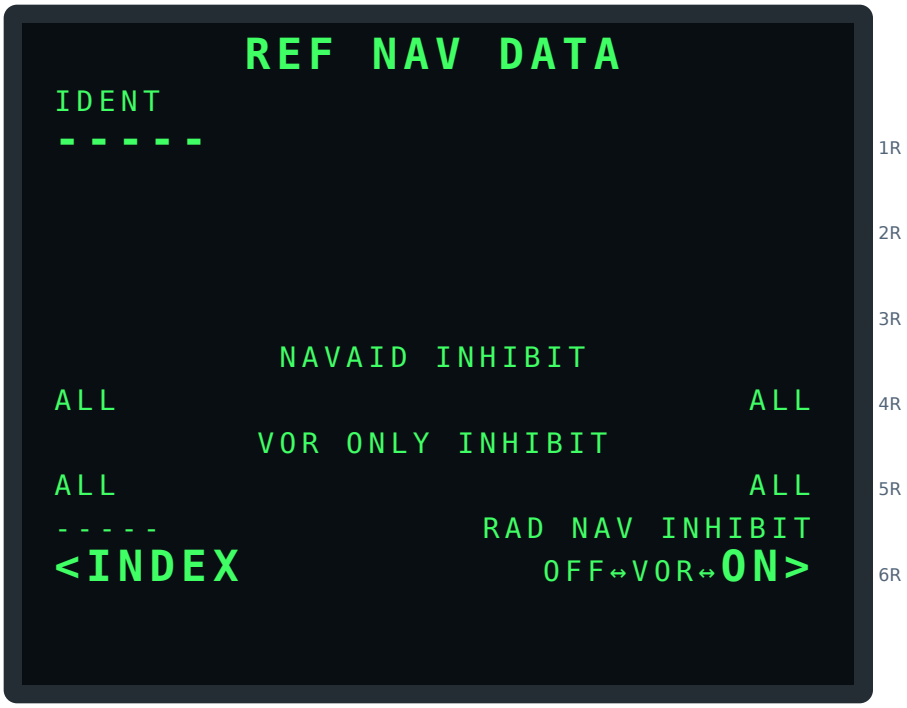
FMS - POSITION AND NAVIGATION



INIT REF > INDEX > NAV DATA

RAD NAV INHIBIT at 6R shows OFF ↔ VOR ↔ ON. ON is emphasized in this generated example. Select the state required for your operation; this is not a required preflight selection. Review individual NAVAID and VOR ONLY inhibitions as well.

Generated CDU illustration. Values and selections shown are examples; use the data and selection required for your flight.

GPS ..... **ON**

INIT REF > POS INIT > NEXT PAGE twice: POS REF page 3/4, GPS NAV at 5R ON.

On POS REF page 3/4, verify GPS ON.

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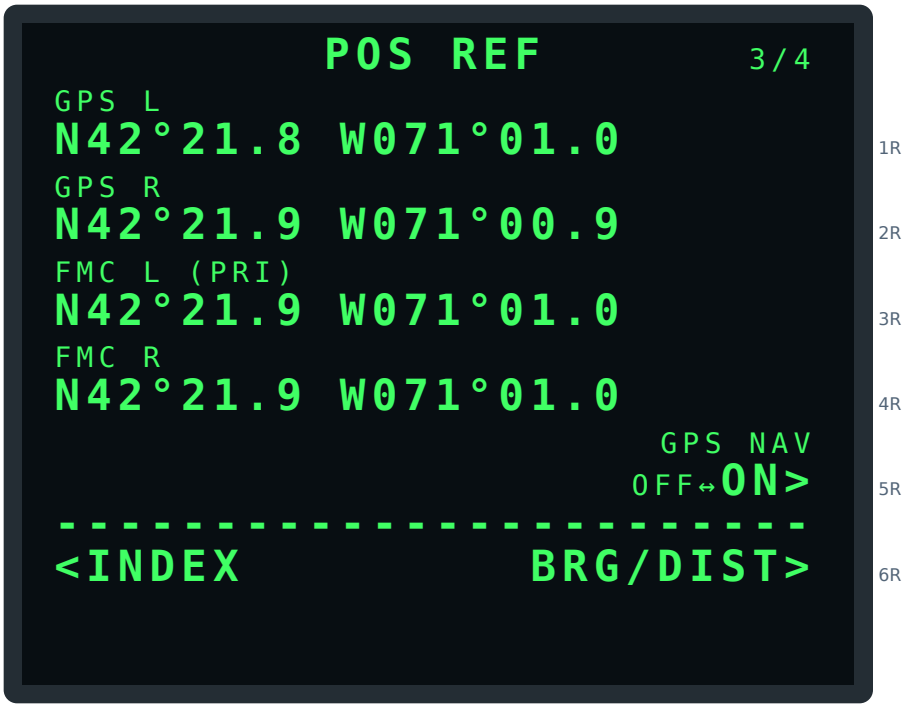
FMS PREPARATION



POS INIT > NEXT PAGE twice

POS REF page 3/4 shows GPS L/R and FMC L/R positions. GPS NAV at 5R shows OFF ↔ ON, with ON emphasized. Verify GPS NAV ON and compare the position sources. BRG/DIST changes the position presentation.

Generated CDU illustration. Values and selections shown are examples; use the data and selection required for your flight.

COCKPIT PREFLIGHT SETUP

FMS PREPARATION

Building the entire FMS route, wind, performance, and takeoff data.

ROUTE REQUEST ..... **SEND / LOAD**

RTE 1: SEND 3L; LOAD 4L when the correct uplink arrives.

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FMS PREPARATION

LOAD THE CORRECT ROUTE

3L SEND requests.

4L LOAD loads.

4R PURGE discards.

Verify flight identity, origin, destination and routing.

Illustration. Route-uplink controls; airports and flight number are illustrative.

DEPARTURE / ARRIVAL ..... **SELECT / VERIFY**

Runways, procedures and transitions for the intended flight.

RTE 1 DEP/ARR uses departure 1L and destination arrival 2R. RTE 2 uses 3L and 4R. Select the intended runway, procedure and transition. Review the resulting LEGS sequence and navigation-display path before ACTIVATE and EXEC. The route uplink does not select procedures automatically. Preserve intentional vectors or manual-termination discontinuities.

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FMS PREPARATION

DEP ARR key

RTE 1 departure: 1L. Destination arrival: 2R. RTE 2 uses 3L and 4R. Check the route and airport before selecting a procedure.

Illustration. Example entries; use the data for your flight.

ROUTE / LEGS ..... **REVIEW**

Check displayed path, constraints and discontinuities.

Open LEGS with the LEGS key. Step through every page and compare the waypoint sequence, restrictions and discontinuities with the clearance and charts.

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FMS - WINDS

LEGS key > each page

Compare the sequence, speed/altitude constraints and discontinuities with the clearance and charts. Use the navigation display to review the resulting path. Fictional fixes show where to look.

Illustration. Example entries; use the data for your flight.

ROUTE ..... **ACTIVATE / EXECUTE**

ACTIVATE 6R where displayed; EXEC only after review.

COCKPIT PREFLIGHT SETUP

FMS - WINDS

ROUTE-WIND ALTITUDES ..... **ENTER / EXECUTE**

LEGS > RTE DATA; enter useful levels and verify before EXEC.

LEGS > RTE DATA at 6R > the waypoint wind page using its right-side key. Wind information can be entered manually for each point. For this example we are automatically loading the route winds: enter **AT LEAST ONE ALTITUDE**, then review and EXEC. At this stage only the altitude entries on the left should be populated.

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FMS - WINDS

Illustration. Example entries; use the data for your flight.

LEGS > RTE DATA, 6R

Before wind entry, the right-side prompt is > without W. W means SOME wind/weather information exists for that fix. ETA and fuel are blank here because PERF INIT has not yet been completed.

Illustration. Example entries; use the data for your flight.

RTE DATA > waypoint right LSK

BEFORE the request: only an altitude has been entered. For this automatic route-wind example, enter AT LEAST ONE ALTITUDE. The software can then fetch and fill data along the route. Individual fixes can also be entered manually.

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FMS - WINDS

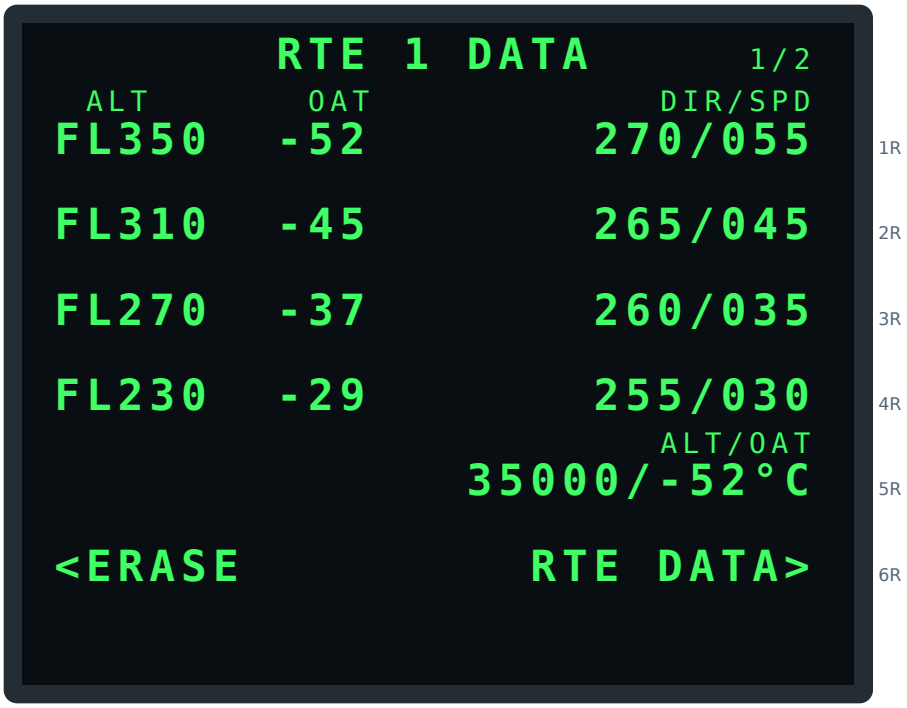
ROUTE-WIND REQUEST ..... **SEND**

RTE DATA 6R; at least one altitude is required.

ROUTE WINDS ..... **LOAD / REVIEW / EXECUTE**

LOAD 6R on RTE DATA; review data before EXEC.

Open RTE DATA from LEGS at 6R, then a waypoint's wind page with its right-side key. Enter useful altitude levels, review and EXEC. SEND at 6R requests the winds. Return via FMC COMM WIND 5L or LEGS > RTE DATA to LOAD at 6R. Review the returned data and EXEC. A W means some wind/weather information has been entered for that fix; it does not necessarily mean every level is complete.



RTE DATA > waypoint right LSK

AFTER SEND, receipt and LOAD: the returned temperature and direction/speed fields are populated. Review and EXEC. These weather values are examples.

Illustration. Example entries; use the data for your flight.

When the wind uplink arrives, check the CDU scratchpad/ready indication, the amber MSG light at the lower-right edge of the CDU, and the white FMC message on EICAS. The accompanying ACARS alert draws attention to the new message. Open the received data and review it before using LOAD and EXEC.

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FMS - WINDS

Illustration. Example entries; use the data for your flight.

FMC COMM > WIND, 5L

The wind UPLINK READY annunciation identifies returned data. Open WIND, use LOAD on RTE DATA, review and EXEC. A white FMC message on EICAS and the ACARS alert draw attention to the arrival.

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FMS - WINDS

ROUTE WIND SCRATCHPAD

```
WIND DATA UPLINK READY
```

DESCENT WIND SCRATCHPAD

```
DES FORECST UPLINK READY
```

EICAS COMMUNICATIONS ATTENTION

```
•FMC
```

CDU LOWER-RIGHT MSG LIGHT

MSG illuminated at the right edge of the CDU keypad.

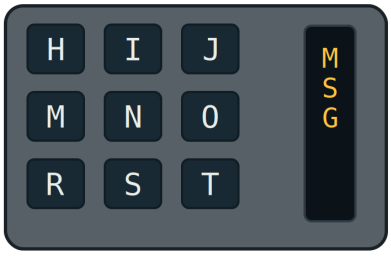

Illustration. WIND DATA UPLINK READY identifies route winds; DES FORECST UPLINK READY identifies descent winds. The white EICAS FMC attention message and illuminated amber MSG light at the lower-right edge of the CDU draw attention to the uplink. Use the existing LOAD / EXEC workflow.

DESCENT FORECAST ..... **LOAD / REVIEW**

DES FORECAST: LOAD 6L; this load does not require route EXEC.

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FMS - WINDS

Illustration. Forecast layout and LOAD location; weather values are illustrative.

SEPARATE FORECAST LOAD

FMC COMM DES FORECAST 6L opens this page.

Select LOAD 6L when the uplink is ready.

This load does not require the route EXEC action used for route winds.

IMPORTANT

Route winds require LOAD, review and EXEC. Descent forecast winds use LOAD on DES FORECAST and do not require the route EXEC action.

Requesting, receiving, loading and executing are distinct tasks. Confirm the data at the points and altitudes that matter to your intended flight.

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FMS - PERFORMANCE

COCKPIT PREFLIGHT SETUP

FMS - PERFORMANCE

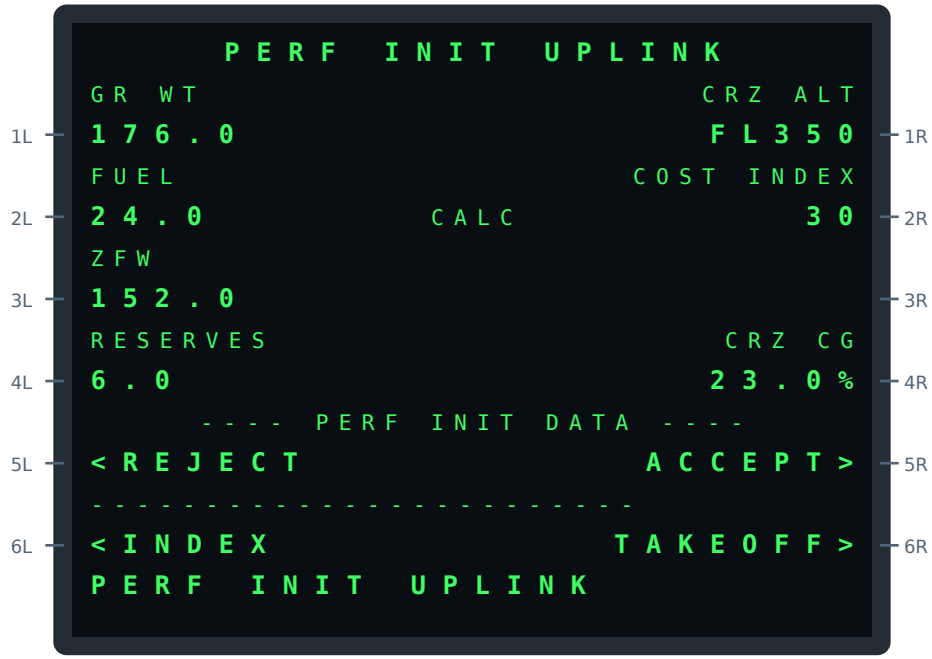
WEIGHT / BALANCE / TAKEOFF ..... **RECONCILE**

Verify flight, loading, units, runway, conditions and configuration.

> **VERY IMPORTANT**
>
> Obtain the PRELIM weight-and-balance information before requesting takeoff performance. Without a valid request there is no performance result to load. See ACARS - Weight and balance and ACARS - Performance.

PERFORMANCE UPLINK ..... **LOAD / REVIEW / ACCEPT**

ACARS *LOAD PERF 4L; FMC COMM PERF 3L; ACCEPT 5R after review.



REVIEW BEFORE ACCEPTANCE

Check weights, fuel, units, cruise altitude, cost index and reserves.

5L REJECT
5R ACCEPT

Acceptance advances the TAKEOFF REF review.

Illustration. Fictional review data; weights in thousands of pounds, as in the ACARS guide.

TAKEOFF REF UPLINK ..... **REVIEW BOTH PAGES**

FMC COMM TAKEOFF 4L; accept on page 1 at 5R only when correct.

Review configuration, thrust, V-speeds, weight, **CG** / trim, runway, acceleration height and the displayed weather / runway references on both TAKEOFF REF pages. Return to page 1 and accept at 5R only when they agree. A runway, loading or other relevant change requires another review and, when necessary, new performance.

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FMS - PERFORMANCE

See ACARS - Performance for the request and report workflow. Continue with Preflight Checks and Briefings for the route, chart and performance briefings and final MCP selections. After Start sets stabilizer trim from the accepted data with hydraulic pressure available.

ALIGNMENT-DEPENDENT INDICATIONS ..... **RECHECK**

After alignment, reassess yaw-damper INOP and ASA indications; resolve unexpected conditions before accepting the departure state.

The early preflight flow deliberately began IRS alignment before the remaining cockpit work. Return to indications that depended on that alignment when the required position has been supplied and alignment is complete. A switch selected correctly while the system was not ready still needs the later result checked. This completes the earlier yaw-damper/ASA inspection in the aircraft's now-developed state; it does not require selecting an approach mode on the ground to make an annunciator disappear.

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Preflight indication example

PREFLIGHT INDICATION EXAMPLE

Flight-deck door - preflight

The LOCK indication is illuminated in this preflight state. Check it extinguished with the other door indications during Before Start.

Illustration. Preflight-complete example with no hydraulic pressure: ENTRY DOORS, CARGO DOORS, the probe-heat group and RUDDER RATIO illuminated.

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Preflight indication example

ADVICE FROM THE LINE

The illuminated group resembles an American football goalpost with a football: RUDDER RATIO forms the base, the door lights form the two uprights, and R AOA is the football. This is a useful visual memory aid for the pictured preflight condition. Door indications change as doors close; RUDDER RATIO may clear when the appropriate hydraulic systems are powered. Account for those differences when checking the panel.

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PREFLIGHT CHECKS AND BRIEFINGS

Connect the clearance, performance and cockpit setup to the departure plan.

The preflight flow has prepared the cockpit. Preflight checks and briefings now connect that preparation to this flight: the clearance, route, charts, weather, performance and the way the crew intends to operate. A loaded route is a starting point for verification. It is not proof that the aircraft is ready to follow it.

IFR CLEARANCE ..... **RECEIVED, ACCEPTED, AND REVIEWED**

Reconcile the route, initial altitude and departure instructions with the cockpit setup.

FLIGHT PLAN CHECK / ROUTE VALIDATION ..... **COMPLETE**

Check waypoint identity, sequence, position and the displayed path against the intended route.

With two pilots, use challenge and response: one reads the flight-plan log and the other checks the FMS. A single simulator pilot can use the same disciplined comparison, moving between the source and the actual entry rather than relying on memory. Check the entire route, including any changes since the original SimBrief plan was prepared.

Use identifiers that both pilots can recognize without ambiguity. A familiar navaid name may be shared by several facilities; spelling its identifier phonetically makes the check specific. For example, SAX is “Sierra Alpha X-ray.” A readily pronounced five-letter fix may be read as a word, but spell it when there is any doubt. The purpose is positive identification, not finishing the list quickly.

For latitude/longitude waypoints, inspect the full coordinate rather than accepting an abbreviated LEGS name. Read the hemisphere and every relevant number, including the decimal, in the format actually displayed. For example, **N4207.4W10030.2** means **N42°07.4′ W100°30.2′**: degrees and decimal minutes, with no seconds field. Distinguish this from decimal degrees and from an abbreviated waypoint name. A shortened identifier must not conceal a wrong hemisphere or a different position.

Speak that position as “North four two zero seven decimal four, West one zero zero three zero decimal two.”

Select PLAN on the onside navigation display, open LEGS and use STEP> at 6R when displayed. Follow the <CTR> marker as the view advances. This lets you check a point's identity, position and sequence alongside the path connecting it to the next point.

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ADVICE FROM THE LINE

Check the route in two forms. LEGS and PLAN show the individual points and geometry. RTE page 2 and subsequent pages show the route's VIA/TO structure. After a reroute, compare that structure with the amended clearance as well as checking each leg. This is especially useful when the original flight-plan log no longer describes the cleared route.

The illustrative route, `KBOS BLZZR6 BLZZR BAF FLOSI4 KEWR`, gives this example of the VIA/TO comparison. It illustrates the method, not a current clearance or guaranteed database presentation:

VIA	TO
BLZZR6	BLZZR
DIRECT	BAF
BAF.FLOSI4	VECTORS

DEPARTURE PROCEDURE BRIEFING / VERIFICATION ..... **COMPLETE**

Check the selected runway, procedure, transition, restrictions and leg connections against the applicable charts and clearance.

The route check answers “Have we entered the intended route?” The chart check adds “What must we do while flying it?” Review each applicable SID and STAR point, its altitude and speed restrictions, and the chart's notes. Check the departure again during the departure briefing. Use the chart and applicable clearance to establish the restrictions; the SimBrief flight-plan log is not a replacement for them.

IMPORTANT

An uplink does not finish the procedure setup. Select and verify the departure and arrival procedures separately after the SimBrief route load. Check every charted speed and altitude restriction. **The 757 FMC does not import waypoint restrictions that contain speed only from the database. The pilot is ultimately responsible for ensuring the speed/altitude restrictions are accounted for and entered correctly into the route.** Compare the route with the applicable charts and clearance, enter required missing restrictions using the FMC procedure and verify the result.

After adding or replacing a procedure, inspect LEGS and the navigation display before EXEC. Investigate discontinuities and repeated fixes. A vectors leg or intentional manual-termination break may belong to the procedure. Do not join every gap merely to make the display continuous. At a

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shared procedure boundary, examine the leg function and any flyover/flyby distinction before removing an apparent duplicate. Matching names alone do not prove that two entries are interchangeable.

For more help interpreting charts, see the FAA Instrument Procedures Handbook, particularly Chapter 1, Departure Procedures, and Chapter 3, Arrivals; and the FAA Aeronautical Chart Users' Guide. Use the relevant provider's legend for the charts displayed in the simulator.

NAVIGATION / COMMUNICATION RADIOS ..... **SET AS REQUIRED**

Prepare the frequencies, courses, DME and FIX-page references needed for the intended operation.

Use the chart review to make the cockpit useful to you. Prepare the applicable VHF radios, VOR controls, ILS and DME references, and appropriate FIX-page information. Check the selected source and active frequency as well as the numbers you entered. The setup should support the expected departure and a considered return plan. It should not depend on discovering every useful reference after takeoff.

ADVICE FROM THE LINE

Make an unused display useful. Where NDB/ADF navigation is not required, the ADF frequency display can hold a visual reminder of a later departure frequency. For example, **1342.0 on the ADF can remind you of VHF 134.20 MHz**. Work smarter: prepare the reminder while workload is low, then cross-check and tune the actual VHF radio when instructed. This stores a reminder only; the ADF does not receive that VHF frequency. Keep the display available for any required ADF navigation.

OPERATIONAL / WEATHER BRIEFING ..... **COMPLETE**

Identify the conditions that change the plan, configuration or permitted simulated operation.

Work from the wider operation toward the immediate departure, and from the present conditions toward what is expected next. Review applicable operational notices, route or airspace restrictions, company procedures and airport constraints. Then examine current ATIS/METAR information and its practical consequences: visibility, wind, runway condition, anti-ice use and the performance assumptions for departure.

A weather briefing should end with decisions, not just a recitation of numbers. Determine whether the chosen simulated operation can depart, whether a return would be possible, and whether a takeoff alternate is required by the procedures being followed. Review relevant takeoff minima, runway notes and climb-gradient requirements. Do not infer authorization from the chart alone. Consult the applicable airport takeoff-minima and notes pages; provider layouts vary.

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Preflight Checks and Briefings

DEPARTURE BRIEFING ..... **COMPLETE FOR RUNWAY ___**

Brief roles, taxi expectations, threats, departure execution and the return plan.

Standard procedures give both pilots a shared starting point. Brief the expectation that they will be followed. If a planned deviation is necessary, explain what will change and why, so the other pilot can build the same picture of the flight. Assign pilot flying and pilot monitoring duties and make any transfer of control explicit. Positive aircraft control matters just as much in an airliner as it does in a Cessna.

Brief the expected runway and taxi route, including relevant hotspots. **“Expected” matters: a plan is not a clearance, and a later change deserves a fresh look**. Discuss the threats that affect the departure, such as gusts, windshear, contamination, reduced visibility or an early level-off. Identify the consequences for configuration, performance and the procedures to be used; do not treat every adverse condition as having the same solution.

Discuss a practical emergency-return plan while there is time to think. An engine failure and a time-critical smoke or fire situation may lead to different priorities and runway choices. Consider the weather, runway suitability and available approaches rather than assuming that one runway solves every problem. The purpose is to establish useful options and responsibilities before workload rises, while preserving the need to reassess the actual situation.

Complete the departure-specific briefing against the chart: runway, initial track or heading, navigation method, restrictions, initial cleared altitude and the expected mode changes. Both pilots should understand what the aircraft is expected to do next and how they will recognize a departure from that plan.

ADVICE FROM THE LINE

Brief an early level-off before they occur. The 757 can gain height quickly at a light weight. A low initial altitude can bring altitude capture sooner than expected, while considerable thrust is still being produced. Watch the FMA, selected speed, actual airspeed and thrust as the aircraft approaches the restriction. An altitude capture is not, by itself, proof that speed is being managed as intended.

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IMPORTANT - LOW-ALTITUDE LEVEL-OFF

Anticipate an early level-off. If ALT CAP occurs before climb thrust is selected, the autothrottle can remain in THR HOLD at takeoff thrust while pitch changes to altitude capture. Airspeed can then increase rapidly toward a flap limit. Select climb thrust and the appropriate speed-control mode, verify SPD and the thrust reduction, or override/disconnect the autothrottle and control thrust manually when needed. Large simultaneous speed changes, thrust reduction and flap retraction can also exceed the single autopilot's pitch/trim authority during capture. Manage the transition, watch the altitude and speed, and take manual control if needed.

MCP HEADING / INITIAL LATERAL GUIDANCE ..... **SET AND VERIFY**

Set the appropriate heading; arm LNAV only when required by the briefed departure.

Set the heading required by the departure or clearance even when LNAV will be used. When the briefed departure calls for LNAV, arm it during preparation and verify the indication. Distinguish the heading-window value, the intended initial navigation method and the mode actually selected or armed.

IMPORTANT

A heading clearance does not mean pressing HDG SEL before takeoff. a late change from an LNAV departure to a heading departure is handled by deselecting LNAV and confirming that its armed indication disappears. Set the assigned heading. Do not substitute a pre-takeoff HDG SEL selection, which can introduce unwanted roll commands during the takeoff. The later point for selecting heading guidance belongs in the takeoff procedure.

MCP ALTITUDE ..... **SET TO CLEARED ALTITUDE**

Compare the selected value with the actual departure clearance.

Set and verify the clearance that has been received. If a clearance is still pending, keep that task explicitly incomplete. Recheck the selected altitude whenever the clearance changes.

PERFORMANCE BRIEFING ..... **COMPLETE FOR RUNWAY ___**

Compare the returned performance result with PERF INIT and both TAKEOFF REF pages.

Review the result line by line for the runway actually intended. On PERF INIT, compare the plan, weights, fuel and units with the flight and loading information. On TAKEOFF REF page 1, compare runway/position where provided, flap setting, thrust selection, takeoff weight, V-speeds, CG and trim. On page 2, review the displayed acceleration height, weather, runway and weight-limit references. Resolve discrepancies before treating the briefing as complete.

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Departure summary — the T Brief

The detailed loading and acceptance procedures are in this manual's ACARS section: Load Both FMS Pages from the Results Menu, FMC COMM and PERF INIT Review, Review Both TAKEOFF REF Pages, and Accept or Reject TAKEOFF REF. For separate requests, see Loading PERF INIT and TAKEOFF REF Individually.

Changing runway, loading or other relevant conditions can invalidate the result already briefed. Revisit the affected calculation and cockpit entries. Saying “Complete for Runway ____” makes the briefing's runway assumption explicit.

SPEED BUGS / MCP SPEED ..... **SET FROM VERIFIED PERFORMANCE**

Set the applicable bugs and set the MCP speed window to the verified V2.

Use the applicable performance result and the selected simulation procedure for the speed bugs. Set MCP speed to the verified V2 for this runway and configuration.

ADVICE FROM THE LINE

While a speed or altitude is still awaiting a clearance or performance result, you can leave an obviously unusual MCP value as a personal reminder that the setup is unfinished. Keep that reminder confined to the parked preparation. Before Start, replace it with the calculated V2 and cleared initial altitude and verify every MCP selection.

DEPARTURE SUMMARY - THE T BRIEF

The T Brief is a final scan of the cockpit that brings the plan back into one shared picture before the Before Start checklist. Move through the controls and indications in a familiar order, using each to recall its part of the departure. Some items require a selection or a cross-check; others prompt you to recall a limitation or discuss what will happen later. Pointing to the VNAV button does not mean pressing it, and looking at EGT does not require a new spoken callout every time.

DEPARTURE SUMMARY / T BRIEF ..... **COMPLETE**

Cross-check the briefed setup; set transponder TA/RA and verify the assigned code before start. Use VNAV and EGT as briefing cues.

Look at	Cross-check or recall
MCP speed	**V2 set twice:** compare the MCP window with the verified FMC takeoff value.
A/T ARM	ARM.
Initial lateral guidance	LNAV armed where required, or the heading bug set for the briefed departure. Preserve the pre-takeoff mode-selection instructions above.

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Departure summary — the T Brief

Look at	Cross-check or recall
VNAV button	Recall when VNAV will be selected under the chosen takeoff/noise-abatement procedure and how thrust reduction, acceleration and cleanup will be managed. The brief might specify 1,000 ft or 1,500 ft; use the actual procedure and its altitude reference. These are briefing examples.
MCP altitude	Compare the selected initial climb altitude with the actual clearance. “5,000 ft” is an example, not a default.
FMA	Check the takeoff pitch and roll modes, and reconcile any armed lateral mode with the brief.
EICAS thrust reference	Verify the takeoff reference and brief maximum thrust or the applicable reduced-thrust selection. Match the accepted performance result within the allowable engine-bleed deduction margin.
EGT	For **RR**, recall the cold-start RICH selection and whether a warm core needs dry motoring/fanning before fuel. The RR procedure uses RICH at EGT 0°C or below and motors a hot core to below 100°C before fuel, while observing starter limits. For **RR and PW**, use the scan to recall the minimum running time and plan how warmup will be completed before takeoff.
Autobrake	RTO selected.
CDUs	Pilot flying: TAKEOFF REF page 1. Pilot monitoring: LEGS page 1.
EFIS / terrain / weather	Discuss the display information needed for the departure and when radar use is appropriate.
VHF radios	Verify the actual active and standby assignments. Examples include RAMP/GROUND or GROUND/TOWER on VHF 1, and COMPANY/121.5 or RAMP/121.5 on VHF 2, as appropriate to the operation.
Transponder	Select **TA/RA before start** and verify the assigned code.
ILS controls	Verify the briefed return frequency and course.
ADF display	If it is not needed for navigation, cross-check any departure-frequency reminder, such as 1342.0 for VHF 134.20.
Flying plan	Discuss manual flight, acceleration, trim and planned autopilot use.

ADVICE FROM THE LINE

Let the cockpit remind you of the plan. The EGT gauge can bring engine-start considerations and warmup time to mind. The VNAV button can prompt the discussion of the intended climb. Use the scan to recover the meaning behind the selections. A complete brief leaves you knowing what is set now, what will change next and when you intend to make that change.

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BEFORE START

Complete the cockpit checks, briefings and ground coordination before commencing pushback. Keep a clear means of communication with the ground crew and obtain permission from the agency controlling the operation.

PARKING BRAKE ..... **SET**

Verify the brake indication and required pressure while parked.

Keep the aircraft secured while completing the cockpit checks. Parking-brake release for pushback belongs to the coordinated pushback sequence and is not inferred from this parked check.

BRIEFINGS ..... **COMPLETE FOR RUNWAY ___**

Confirm that the briefings still match the intended runway, route, weather, clearance and performance. Revisit any part affected by a change.

MCP ..... **CHECK SPEED, LATERAL GUIDANCE, HEADING AND ALTITUDE**

Check the selections aloud: “Speed ____, [LNAV armed / heading departure, LNAV not armed], heading ____, altitude ____.”

DOORS ..... **CLOSED**

Check EICAS, the flight-deck-door LOCK indication and the overhead door-indicator group; verify door indications extinguished.

Use all three sources described in the flow. EICAS does not replace the separate flight-deck-door check or overhead indication review. Account for the main, emergency-exit and access-door indications applicable to the modeled aircraft.

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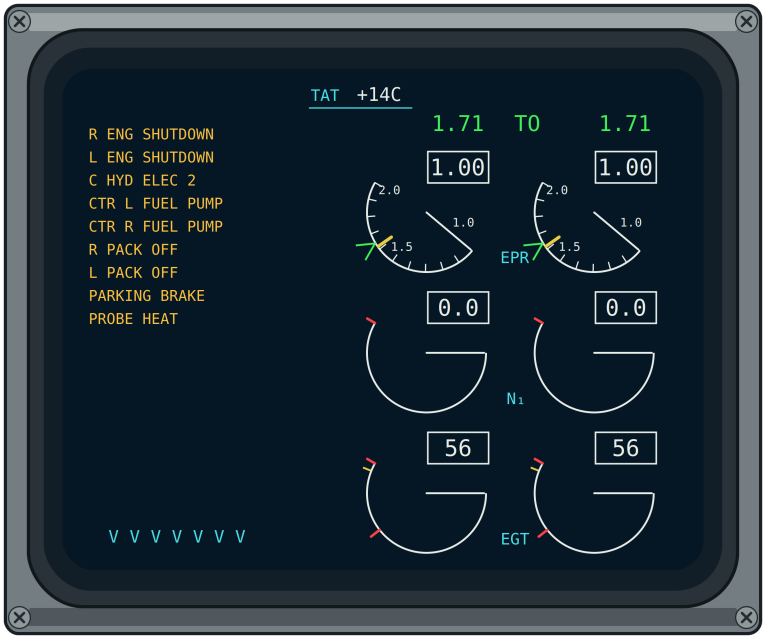
Before Start



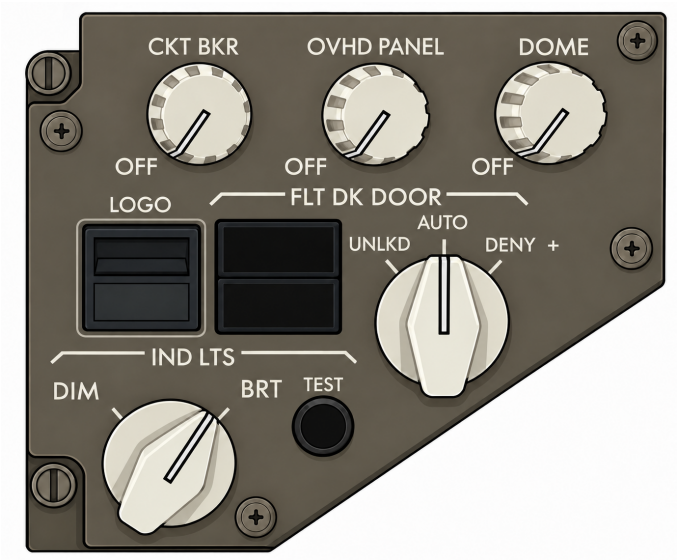
Area 1 - before start

Check the upper EICAS message list. Door messages, such as L FWD ENT DOOR and FWD CARGO DOOR, SHOULD BE ABSENT. Check all applicable entry, cargo, emergency-exit and access-door indications.

```
L FWD ENT DOOR
FWD CARGO DOOR
```

Examples: SHOULD BE ABSENT.

When checking EICAS messages, press CANCEL to cycle through the displayed pages until no messages remain, then press RECALL for a full check. Review every message against the actual aircraft configuration.



Area 2 - before start

Check the flight-deck-door LOCK indication extinguished with the other door indications. The annunciator windows are dark in this before-start example.

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Before Start

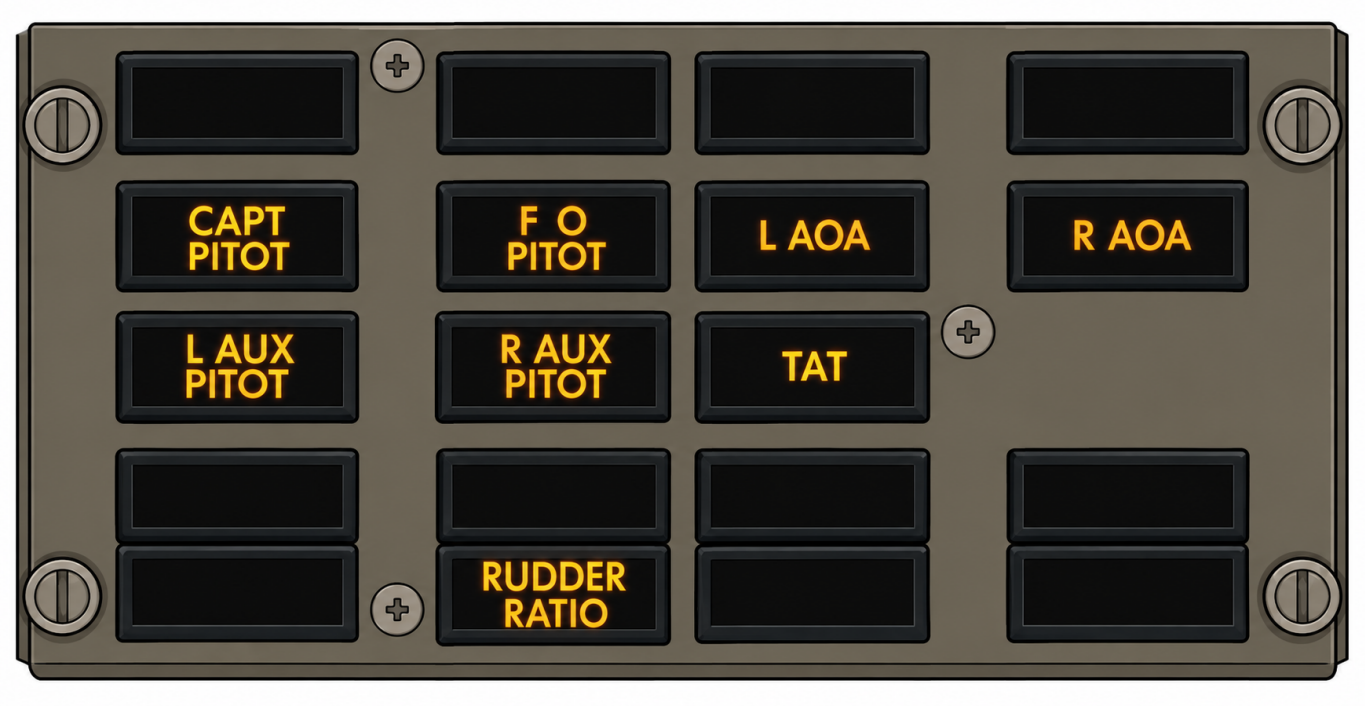

Illustration. Area 3 - overhead annunciators. ENTRY DOORS and CARGO DOORS are dark in this example; probe-heat and RUDDER RATIO indications remain with engines stopped and no hydraulic pressure.

COCKPIT WINDOWS ..... **CLOSED AND LOCKED**

Verify alignment marks, CLOSED indication and the handle fully forward.

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Before Start

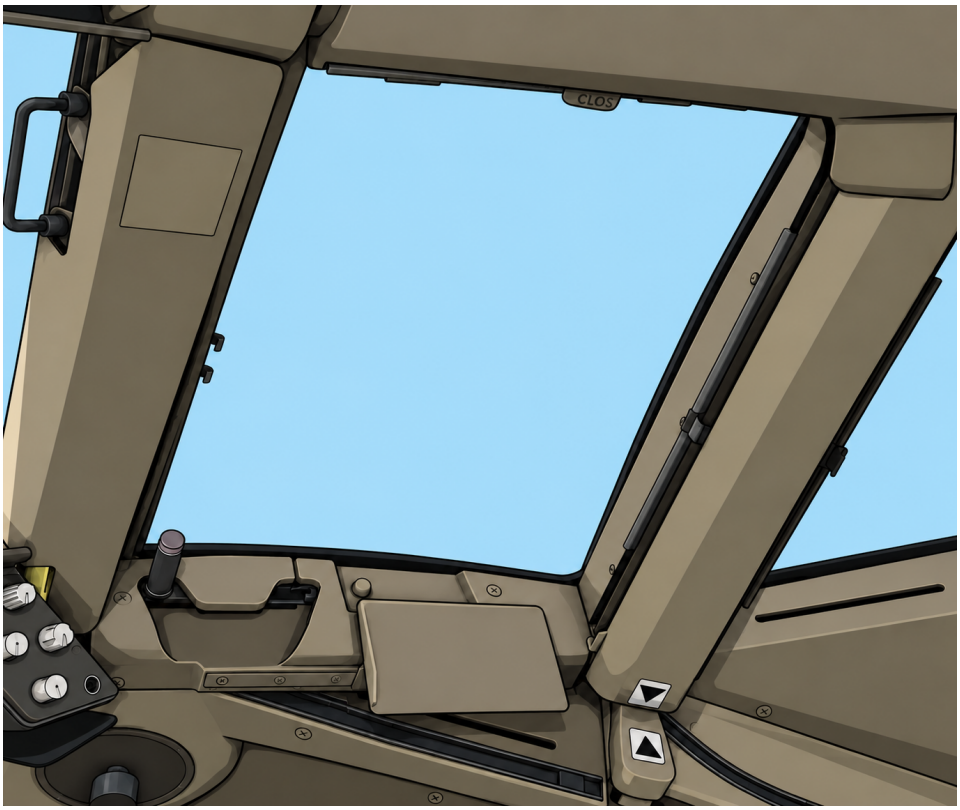
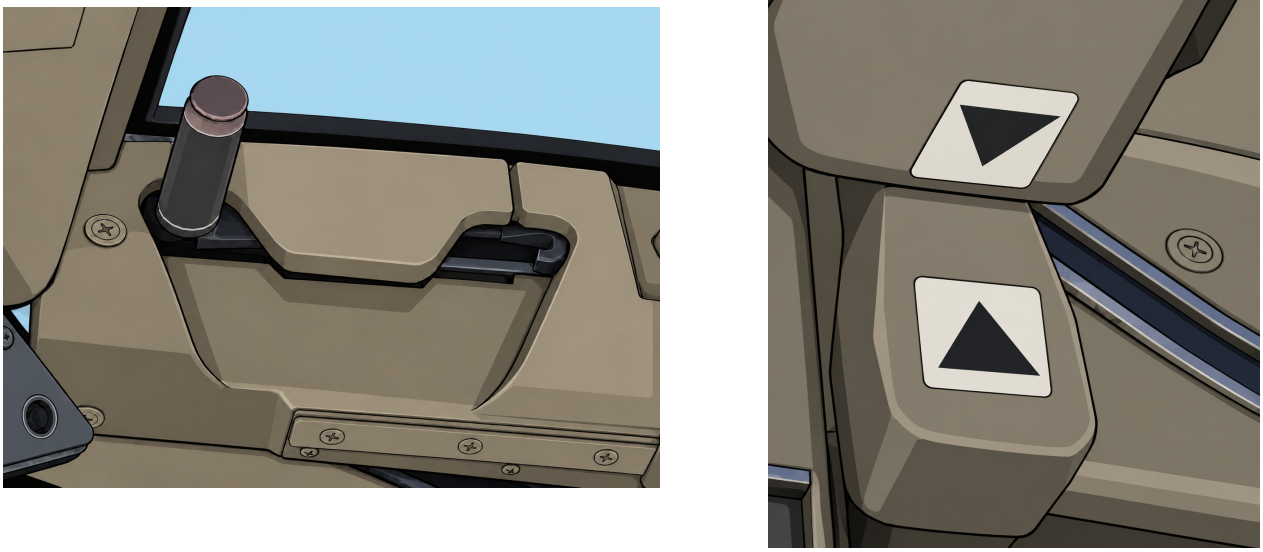


Illustration. Closed-window overview. Check the operating handle, the upper CLOSED indication and the two opposing alignment marks at the lower forward corner.



Closed-window details: operating handle at left; opposing alignment marks at the lower forward corner at right.

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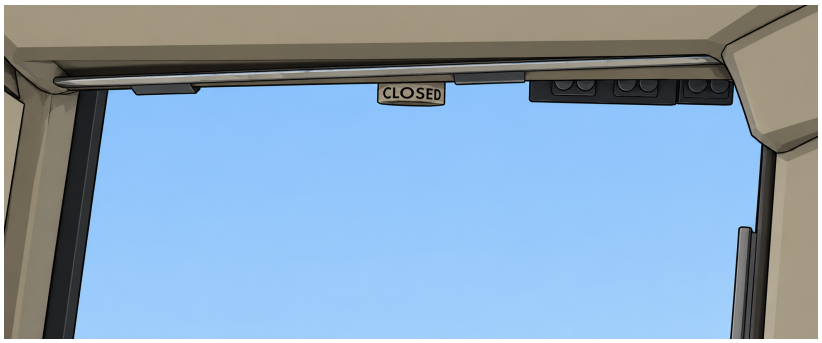
Before Start



Upper CLOSED indication

Verify CLOSED is visible above the window, then complete the handle and alignment-mark checks.

For each opening cockpit window, check that the triangular alignment marks agree, the round placard at the top shows CLOSED, and the handle is fully forward.

HYDRAULIC PANEL ..... **SET / PUMPS SELECTED ON**

Establish clearance; select electric pumps ON in system order R, then C, then L.

ADVICE FROM THE LINE

Use a consistent hydraulic sequence. The electric-pump flow pressurizes **R, then C, then L** and depressurizes **L, then C, then R**. Apply it deliberately and check the indications as each system changes state.

Before Start - pumps selected

All electric pumps ON. SYS PRESS and individual PRESS lights extinguish except C HYD ELEC 2, which remains shed before engine start.

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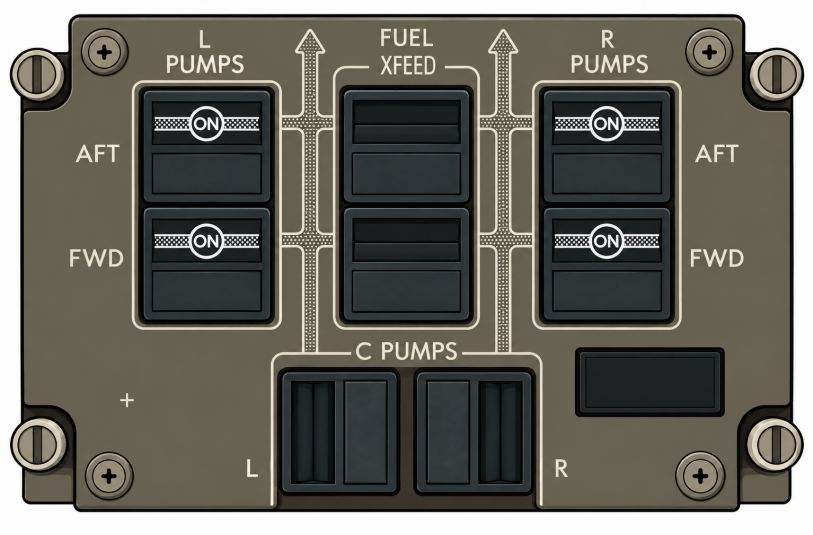
Before Start

FUEL PANEL ..... **SET**

Select the applicable pumps ON; leave crossfeed switches OFF (OUT).

With center fuel present, the center pumps are selected ON. Read the pump indications in the current engine and electrical configuration.



Main-tank supply

Main pumps ON, crossfeeds OFF, center pumps OFF when the center tank is empty. All pressure/valve cautions are dark in this example.

DUCT PRESSURE ..... **CHECK**

Verify the intended start-air source and the applicable pressure criterion.

The detailed start configuration follows in Engine Start. Establish which source will provide the air and confirm the gauge indication before operating a starter.

RECALL ..... **CHECK**

Account for messages against the actual configuration; investigate unexpected indications.

The following messages are acceptable for the stated Before Start configuration:

EICAS message	Expected condition
R ENG SHUTDOWN; L ENG SHUTDOWN	Engines stopped.
C HYD ELEC 2	Center electric pump 2 is shed before start; it comes online after a successful engine start.
PARKING BRAKE	Parking brake remains set.

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Ground coordination and pushback

EICAS message	Expected condition
PROBE HEAT	Normal engine-off indication in this before-start configuration.
CTR L FUEL PUMP; CTR R FUEL PUMP	**Conditional** on center fuel, pump selection and the implemented pump logic.
L PACK OFF; R PACK OFF	**Conditional** on the packs having been selected OFF for start.

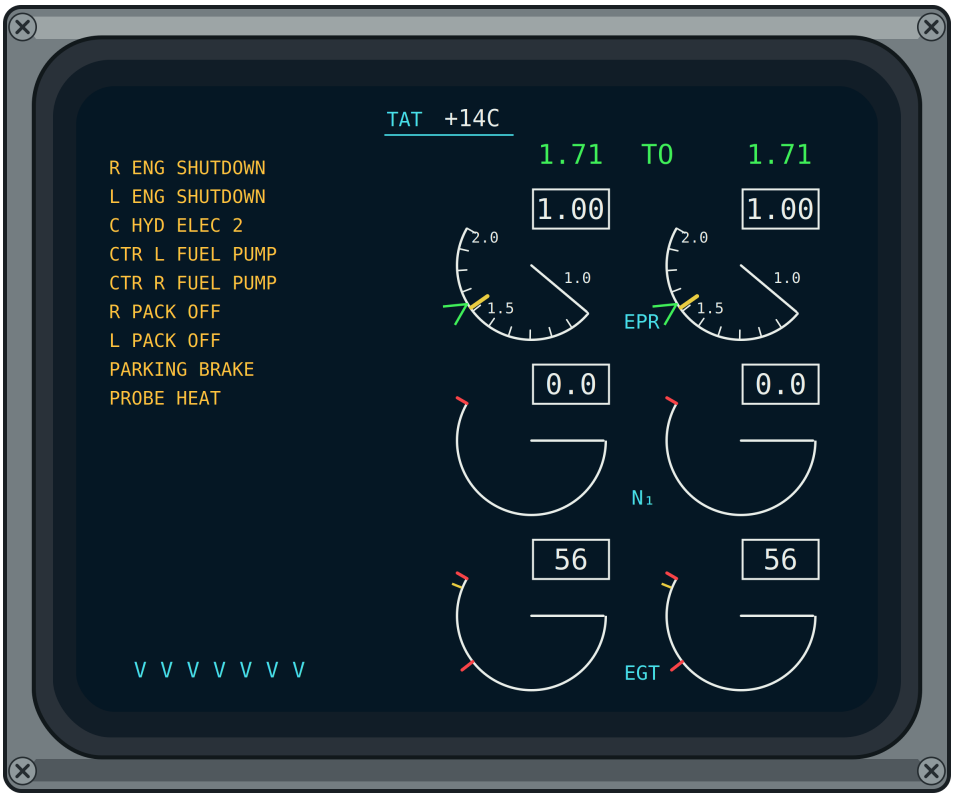

Illustration. Before-start example with engines stopped, packs OFF, electric pumps selected and C HYD ELEC 2 shed. Center-pump messages appear in this example with center fuel; read the actual aircraft configuration.

GROUND COORDINATION AND PUSHBACK

GROUND CREW COMMUNICATION ..... **ESTABLISHED**

Confirm the intended push/start plan and personnel/equipment clearance with the ground crew.

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Ground coordination and pushback

PARKING BRAKE / CHOCKS ..... **SET / REMOVED AS COORDINATED**

Keep the parking brake set while parked and confirm chock removal; release the brake only when coordinated for pushback.

PUSH / START PERMISSION ..... **RECEIVED / CHECKLISTS COMPLETE**

Obtain the required clearance from the appropriate controlling agency; confirm beacon ON before commencing pushback.

PUSHBACK ..... **COMMENCE AS COORDINATED**

Use the EFB, MSFS or the chosen third-party add-on; follow the ground crew's brake and movement instructions.

Good ground communication makes the intended sequence explicit. With the parking brake set, confirm that the chocks have been removed and that the ground operation is ready. Obtain push and start permission from the appropriate controlling agency. Complete the applicable checklists, confirm the clearance and turn the beacon on before commencing pushback through the EFB, MSFS or the desired third-party add-on.

VERY IMPORTANT

Do not attempt to move the aircraft against a set parking brake. Coordinate release, movement, stopping and brake application with the ground crew or selected simulation interface. A misunderstood brake command can injure personnel or damage equipment. Keep listening throughout pushback and start.

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ENGINE START

The normal flow below uses APU air. For another supply, see Ground-air-cart start or Crossbleed start. If the start develops abnormally, use Aborted engine start.

START PLAN / AIR SOURCE ..... **CONFIRM**

Identify the source, engine sequence and intended one- or two-engine taxi configuration.

Before starting, know which engine is to run, where its starting air will come from and whether the other engine will be started now or later. With a delayed second start, brief when it will occur and whether the APU or an engine crossbleed will provide the air. A ground-cart start also needs a defined cart-disconnection and subsequent-start plan.

APU BLEED ..... **ON**

For the normal APU start, verify that the APU is available to supply air.

Selecting the switch permits the supply. Check the source and duct pressure. Keep the isolation valve OPEN and both engine bleeds ON to provide the start-air path.

ENGINE BLEEDS ..... **ON**

OFF lights can remain illuminated while the engines are stopped.

At this point, the switches request automatic valve operation. An ON selection does not require a stopped engine's bleed valve to be open. Check the expected indication as the engine starts and its operating conditions change.

PACKS ..... **OFF**

Remove the pack demand from the start-air supply. Check the selectors and associated indications rather than assuming that a previous crew or panel state left them configured.

DUCT PRESSURE ..... **VERIFY SUFFICIENT FOR START**

Check the start-air supply; verify at least 25 psi during GND/cranking.

During GND/cranking, check at least 25 psi duct pressure. A normally operating APU will usually provide more pressure before starter engagement. Watch the duct pressure and engine acceleration throughout cranking, particularly before introducing fuel.

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Engine Start

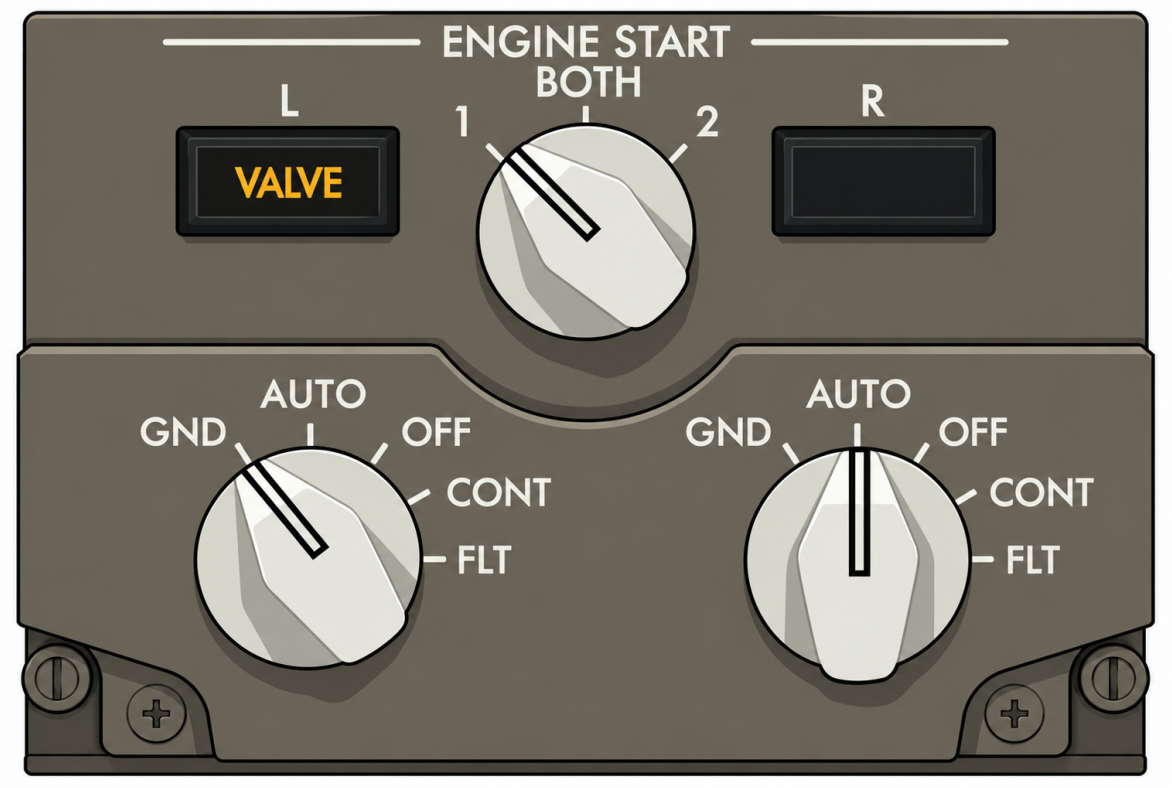
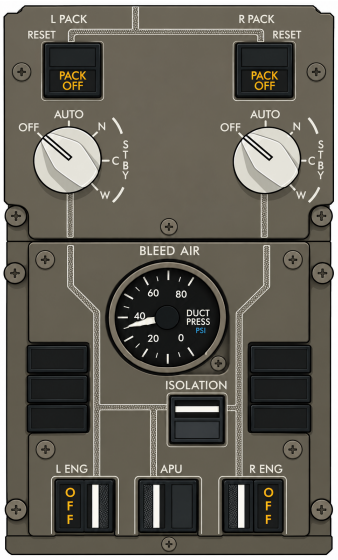


Illustration. Left start selector GND with its VALVE lamp illuminated; right selector AUTO. Ignition channel 1 is an example selection.



APU start-air configuration

Packs OFF; isolation OPEN; APU and engine bleeds ON. Both engine OFF lamps are illuminated while the engines are stopped. The pictured duct pressure is an example; verify at least 25 psi during GND/cranking.

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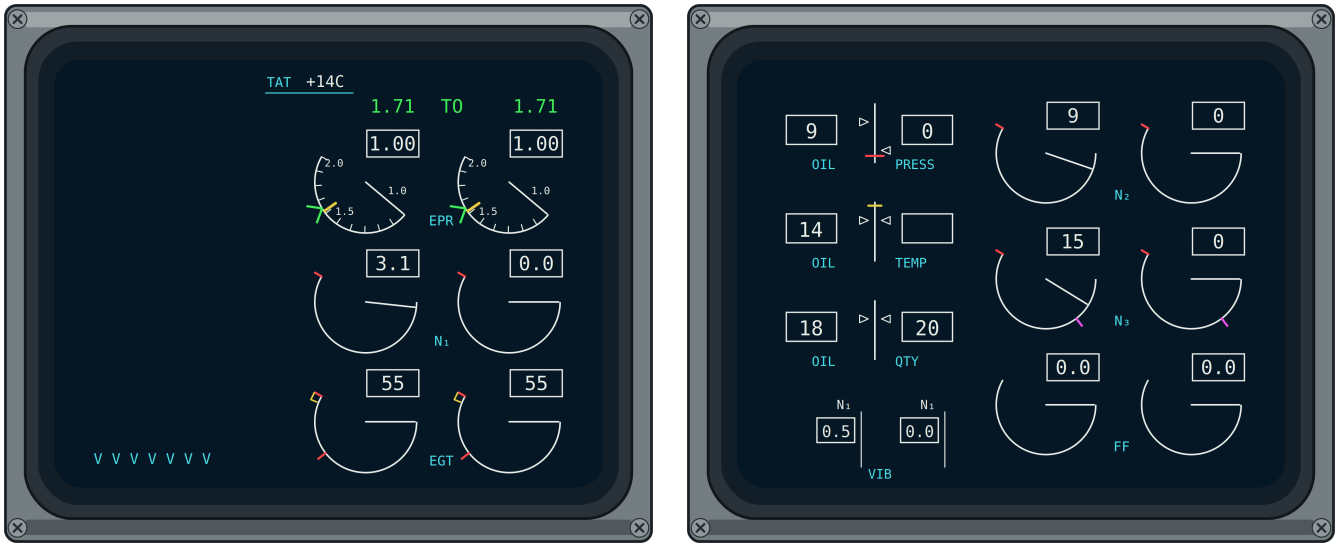
Engine Start



RR motoring before fuel: N1 3.1, N2 9 and N3 15 in this captured instant. Confirm that the selected engine is accelerating.

ENGINE START SELECTOR ..... **GND**

Select GND for the intended engine and observe the indications. The selector is electrically held during the normal start. Confirm that the correct engine is rotating before continuing.

UPPER / LOWER EICAS ..... **MONITOR MOTORING**

Verify the applicable rotor indications and temperature before introducing fuel.

> **IMPORTANT**
>
> The fuel-on mark identifies the **minimum** rotor speed for fuel introduction. Confirm adequate acceleration and the required temperature condition before moving the fuel control.
>
> The BlueBird 757 has a deeper simulated starting procedure than most. Introduction of fuel at the **minimum** does not guarantee a good start. Look for approximately **5% N1, 10% or greater N2, and 25% N3 on RR**, or **5% N1 and 25% N2 on PW**. Lightoff time depends on several variables. Do not assume that adding fuel will produce an immediate lightoff.

Start the timer with the glareshield CLOCK button as the starter engages. Count all motoring time toward the starter limits. On a warm RR engine, motor until EGT is below 100°C before introducing fuel.

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Engine Start

FUEL CONTROL SWITCH ..... **RUN / RICH AS APPLICABLE**

Introduce fuel only after the applicable engine-start criteria are satisfied.

Use RUN for the applicable normal start; RICH for the RR cold-start condition of EGT 0°C or below. Verify the intended switch and monitor the engine immediately after fuel introduction. RICH applies to the RR cold-start condition.

UPPER / LOWER EICAS ..... **MONITOR START TO STABILIZATION**

Monitor acceleration, EGT and oil pressure; apply the applicable abnormal-start procedure if required.

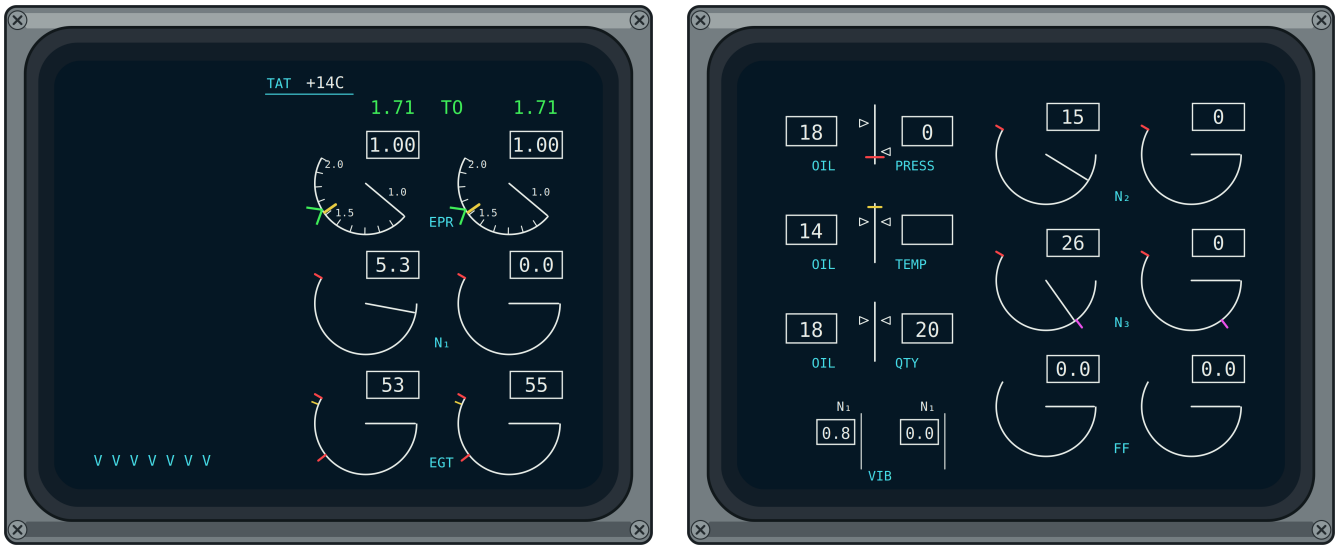
Continue watching throughout the start. Failure to light, abnormal EGT rise, failure to stabilize and unsatisfactory oil pressure require an abnormal-start assessment. Watch N2 on PW or N3 on RR for continued acceleration.

Expect an EGT rise within 20 seconds of fuel introduction. Note the elapsed-clock reading when moving the fuel control to RUN or RICH, then use that same timer for the light-off check and total starter time. If the start must be aborted, follow Aborted engine start.

STARTER CUTOUT / ENGINE IDLE ..... **VERIFY**

Check selector return and normal stabilized engine indications before applying further loads.

Check that the start selector returns to AUTO and the starter VALVE light extinguishes. Confirm that the EGT start-limit tick disappears, then verify stable idle indications. Engine readings should be in their normal white ranges, with no amber or red abnormal indication.



RR fuel-introduction example: N1 5.3, N2 15 and N3 26. The magenta cue is on N3. Observe temperature and the complete fuel-on criteria.

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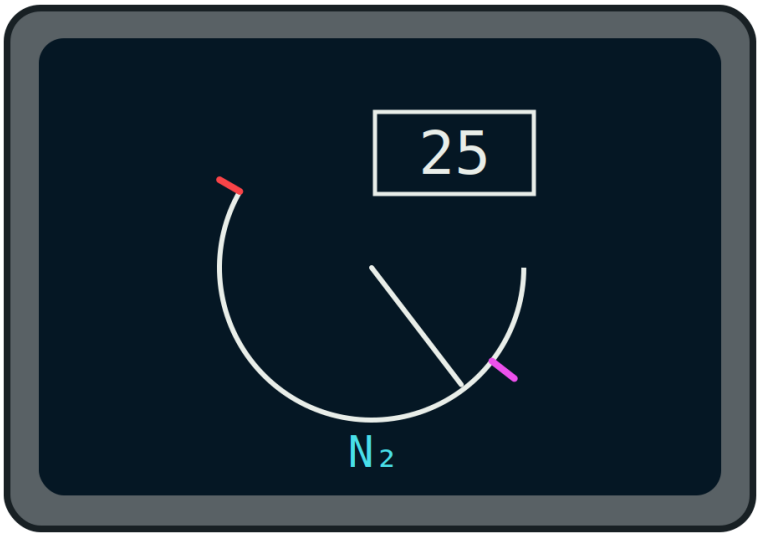
Engine Start



PW fuel-introduction cue

The magenta mark is on N2 at the 18% minimum. The illustrated rotor has reached 25% N2. Use the full PW rotor and temperature criteria.

IMPORTANT - MINIMUM IS NOT A NORMAL START TARGET

The PW fuel-introduction minimum is **18% N2**. Using that minimum for a normal start can produce an unusual start. Allow the core to reach a more robust value of approximately **25% N2**, with approximately **5% N1**, before introducing fuel.

The BlueBird 757 has a deeper simulated starting procedure than most. Introduction of fuel at the **minimum** does not guarantee a good start. Look for approximately **5% N1, 10% or greater N2, and 25% N3 on RR**, or **5% N1 and 25% N2 on PW**. Lightoff time depends on several variables. Do not assume that adding fuel will produce an immediate lightoff.

Fuel control RUN

Left RUN and right CUTOFF shown. ENG VALVE and SPAR VALVE can illuminate briefly while their valves move; they are dark after reaching the commanded position.

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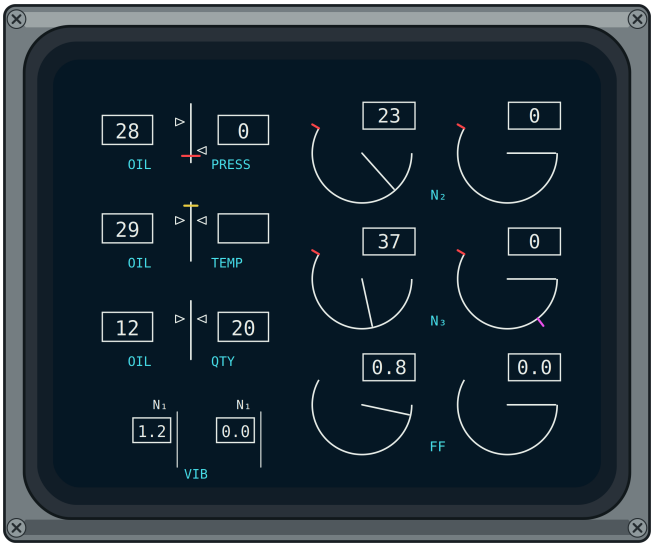
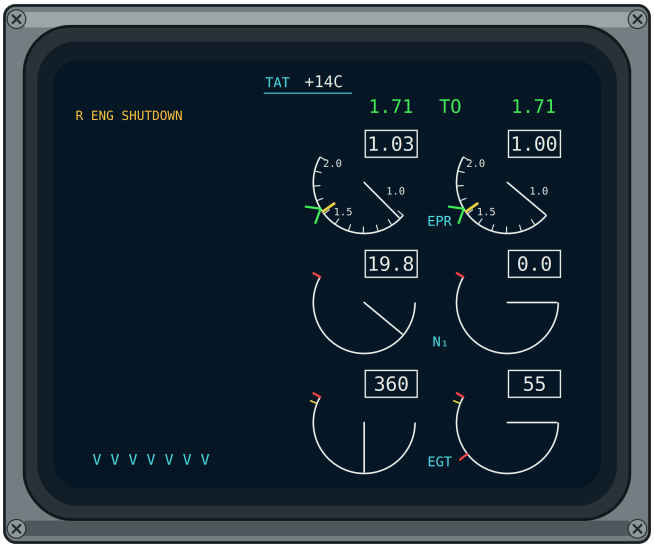
Engine Start



RR light-off: EGT and rotor speeds rising, with fuel flow and oil pressure established. These are intermediate readings.



RR transition: the lower red EGT start-limit tick remains during the start and disappears when starting is complete. Also verify selector AUTO, VALVE light extinguished and stable idle.

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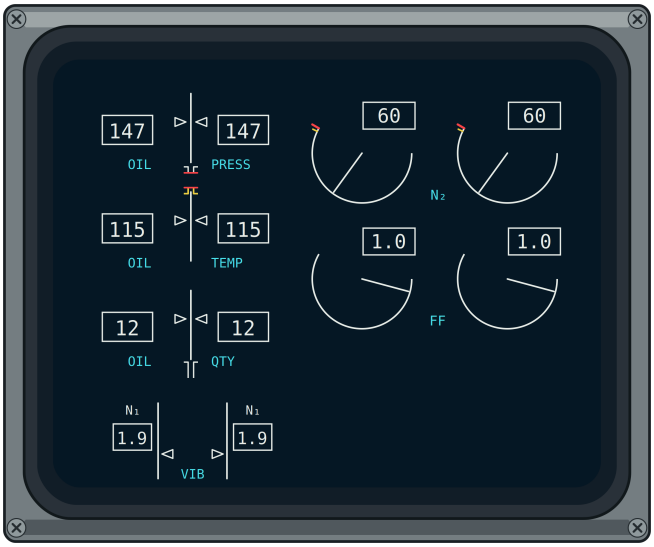
Engine Start



PW stable-idle example, using the same running-engine values on both sides. No start EGT tick or magenta fuel-introduction tick remains. Example values are not minimum limits.

FUEL CONTROL AFTER A RICH START (RR ONLY) ..... **RUN**

Complete the normal ground transition after a successful start.

VERY IMPORTANT

If you discover an RR fuel control still in RICH in flight, leave it there unless a memory item or applicable non-normal procedure directs movement. Continued use of RICH is permitted. Moving a fuel control in flight introduces a serious risk of inadvertently cutting off the engine.

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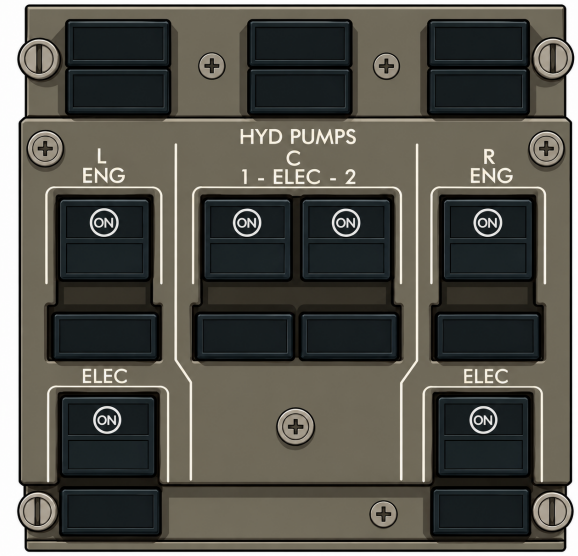
After Start

AFTER START

The normal selections below follow a completed two-engine start. If you delay the second start during single-engine taxi, perform the After Start flow and checklist again after starting it. Complete Before Takeoff only after both engines are running and both starts and after-start checks are complete.



Successful start - center pump 2 online

C HYD ELEC 2 comes online and its PRESS indication clears. All SYS PRESS and individual PRESS windows are dark in this example.

APU ..... **OFF / AS REQUIRED**

Shut down the APU when it is no longer required and the intended engine supplies are established. Retain it when needed for the chosen operation, including an APU-supplied later start. Verify the resulting electrical and pneumatic supply rather than making APU shutdown automatic after the first engine start.

ENGINE ANTI-ICE ..... **AS REQUIRED**

Apply the anti-ice configuration established from the current conditions and departure plan. Ensure that the performance review remains consistent with the configuration actually selected.

PACKS ..... **AUTO**

Restore the packs when the required engine starts are complete and the supply configuration permits. A later crossbleed start will require the applicable start-air preparation again.

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After Start

ISOLATION VALVE ..... **CLOSED**

Normal two-engine configuration; use the appropriate branch for other supply arrangements.

Close the isolation valve after both engines are running to separate the left and right pneumatic supplies. Leaving it open allows pressure changes from one engine to affect the other side. Unequal bleed pressure can interfere with the intended independent supply and produce unexpected bleed or pack indications.

BLEEDS ..... **SET**

Check the engine-bleed selections and indications against the intended air sources.

Verify the required engine bleeds selected IN and the expected valve indications.

FLAPS ..... **SET / VERIFY**

Match the lever, actual flap indication and accepted takeoff-performance setting.

Select the flap setting required for the operation, with clearance for surface movement. Where the chosen procedure delays flap extension, preserve that task for its assigned point and recheck before takeoff.

ADVICE FROM THE LINE

Make it a three-part check. Check the flap lever, observe the flap indication reach the selected position, and compare both with the accepted TAKEOFF REF setting. All three must agree before the takeoff-flap check can be called complete. Moving the lever is only the first part.

TRIMS ..... **ZERO / ZERO / ___ UNITS**

Rudder zero; aileron zero; stabilizer set from the applicable accepted performance data.

Recheck lateral trim at zero and set the stabilizer to the calculated takeoff value. Read the actual indication, including the decimal, for example “four point eight” when that is the value required.

IMPORTANT

Establish hydraulic pressure before operating stabilizer trim. The trim system needs its hydraulic supply. A trim command without the required pressure produces a STAB TRIM EICAS message and associated overhead indication. Resolve the aircraft's supply state instead of repeatedly commanding a system that cannot move.

SPEEDBRAKE LEVER ..... **STOWED DN / VERIFY**

Verify STOWED DN: the handle is fully forward and seated.

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After Start

AUTOBRAKES ..... **RTO / VERIFY**

Check that RTO is selected after the start and associated electrical changes. If the selector has moved out of RTO, restore the intended selection and confirm its indication.

SECONDARY ENGINE INDICATIONS ..... **AUTO**

Return the secondary-engine-indication selector to AUTO if it was used and selected ON.

RECALL ..... **CHECK**

Account for remaining messages and investigate anything unexpected.

With the normal after-start configuration established, PARKING BRAKE is expected while it remains set. An L/R ENG SHUTDOWN indication remains applicable if that engine is intentionally stopped.

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Taxi

TAXI

ADVICE FROM THE LINE

Consider using an FMC scratchpad for taxi clearances if you are not already using pen and paper or EFB annotations. Use // for a hold-short point and RW for a runway. For example, RW04R K //RW04L records a route toward runway 04R via K with a hold short of runway 04L. H U A F N RW10L/DD is another compact route reminder. This is a technique to consider, not a requirement. Press and hold CLR briefly to clear the entire scratchpad.

Taxiing can look deceptively like driving. The aircraft is moving slowly, the view is familiar and the route may appear straightforward. That does not make it a low-workload phase. A confusing clearance, an unfamiliar airport, a busy radio and a second engine start can all compete for attention at the same time. The task is to move a very large aircraft along the intended route while keeping track of where it is, where it is going and what is around it.

These action lines are a taxi reference, not an additional formal checklist. Complete the applicable after-start checks and retain the crew's attention on movement, traffic and clearances.

TAXI CLEARANCE AND ROUTE ..... **CONFIRMED**

Identify the cleared route, hold points and any runway-crossing clearance.

Read back and understand the clearance before turning it into movement. Follow the airplane's progress on the airport chart. Count the intersections, including on a long straight taxiway: a straight line is still a sequence of places where a turn, hold or conflict may matter. If the route or instruction is unclear, stop as appropriate and ask. A request for clarification is much easier to manage than an aircraft somewhere it should not be.

AIRCRAFT TAXI PATH AND CLEARANCE ..... **MONITOR**

Maintain clearance from people, equipment, obstructions and other aircraft; observe applicable airport restrictions.

Your responsibility for the airplane and everyone aboard continues while taxiing. Do not accept an instruction as proof that the available space is sufficient. Check the relevant chart and airport information for wingspan, weight or other restrictions. Resolve a conflicting instruction or inadequate clearance before proceeding.

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Taxi

ADVICE FROM THE LINE

Teamwork matters here. One pilot can monitor the route and radio while the other controls the aircraft, with both maintaining awareness of the path ahead. Flying alone in the simulator gives you both jobs. Proceed with extra diligence and caution, especially around heavy traffic, and stop when an inside task would distract from safe movement.

ENGINE START AND WARMUP PLAN ..... **CONFIRM**

RR / PW: five minutes after more than 90 minutes shut down; three minutes otherwise. Check oil indications.

The departure briefing should include the expected taxi and the time needed for engine warmup. Do not arrive at the runway and only then discover that the second engine has just started. For both the RR and PW variants in this guide, plan **five minutes of warmup after more than 90 minutes shut down, or three minutes otherwise**. Oil temperature and pressure must also satisfy the applicable criteria. Time alone is not a substitute for acceptable indications.

FLT LOG IN can help establish the previous arrival when you received the airplane. Use it to help plan engine warmup.

ADVICE FROM THE LINE

Single-engine taxi is a choice that has to fit the operation. A short taxi, an unfamiliar or complicated airport, an uphill grade, a heavy airplane or a slippery surface may make starting both engines the more sensible plan. Conversely, a long queue or ground stop may create a reason to reconsider which engines need to remain running. Make that decision with the complete supply, restart and warmup procedure in mind. Saving a little fuel should not create a task you cannot finish comfortably before takeoff.

TAXI SPEED AND THRUST ..... **AS CONDITIONS REQUIRE**

Use controlled thrust and a speed that permits stopping within the available clear path.

Use the thrust needed for the actual weight, slope and surface without making unnecessary blast a normal part of taxi. Keep taxi thrust at 40% N1 or less for either engine variant. See Crossbleed start before increasing thrust for a second-engine start.

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Before Takeoff

BEFORE TAKEOFF

The after-start flow prepared the aircraft for taxi. Before Takeoff confirms that it is ready for the departure. Much of this work can be completed before taxi if both engines are running and all prerequisites are satisfied.

FLAPS ..... **REQUIRED SETTING / CHECKED**

Compare the flap lever, actual indication and accepted takeoff performance.

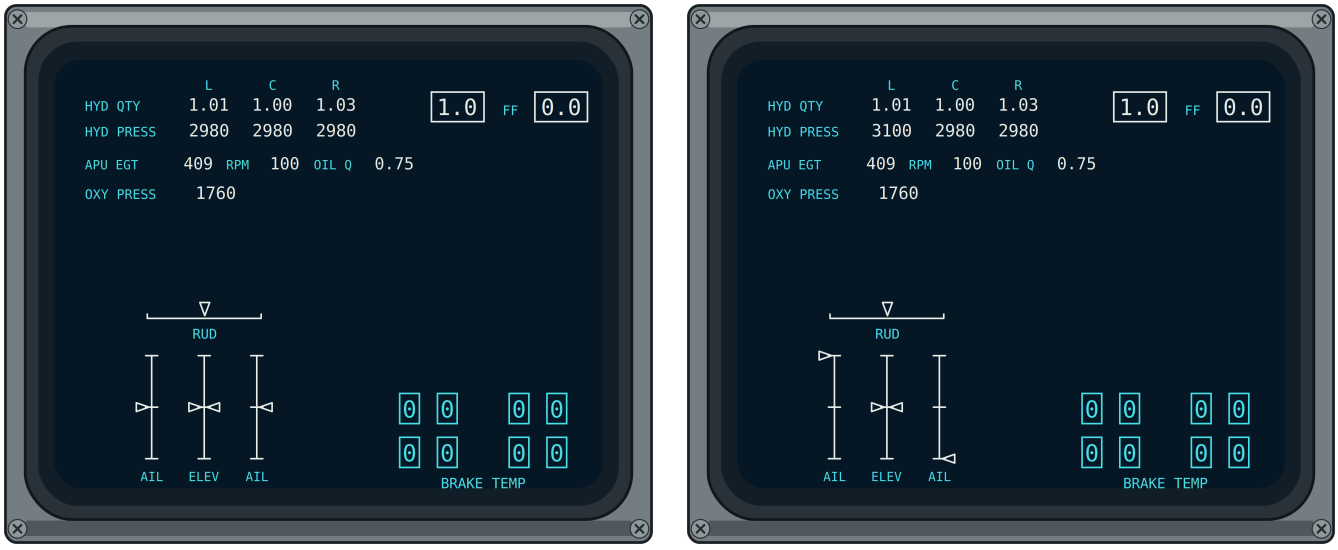
Say the setting being checked: for example, “Five, checked and set,” when five is the required setting. **This is another opportunity to use the three-part check introduced after start**. The lever alone is a request. The indication shows the achieved position. The performance establishes the position required for this takeoff. All three must agree.

LOWER EICAS ..... **STATUS DISPLAY**

FLIGHT CONTROLS ..... **CHECK**

Verify the intended movement, including rudder, using the lower EICAS STATUS display.

Use the control indications to confirm the result of the check. In the realistic steering configuration, rudder pedal input also commands limited nosewheel steering through approximately five degrees. A rudder check while moving therefore needs attention to the taxi path. Stopping in a suitable place removes that particular conflict. Do not let a control check steer you away from the route you are checking the airplane to follow.



STATUS flight-control checks: centered indications, then aileron deflection.

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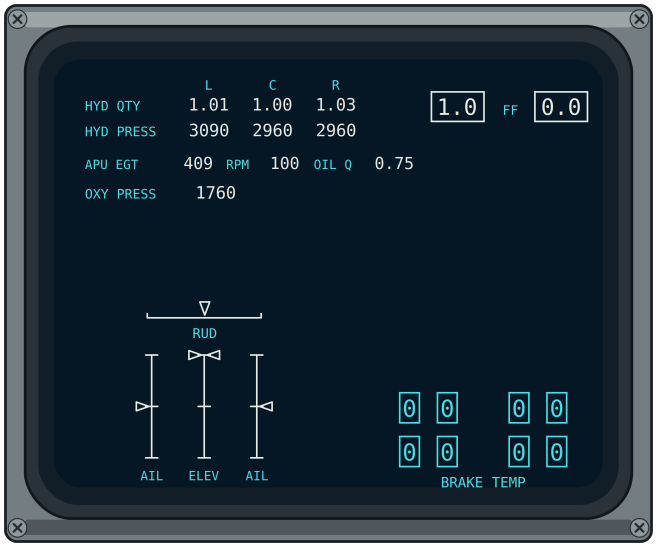
Before Takeoff



Elevator and rudder deflection examples. Verify the required movement and return to centered indications.

ADVICE FROM THE LINE

Consider accomplishing suitable Before Takeoff tasks after pushback and start, before the taxi becomes busy. Work done at a sensible time is work that does not compete with an intersection, a clearance or another airplane.

LOWER EICAS ..... **ENGINE DISPLAY**

Return to the engine display after the flight-control check so the information needed for the coming takeoff is available.

ENGINES ..... **BOTH RUNNING**

Verify warmup complete and engine indications within the applicable criteria.

A second start completed during taxi still has to be followed by its associated checks. Verify readiness rather than assuming that two running engines are two engines ready for takeoff thrust.

CABIN ..... **SECURED / CREW NOTIFIED**

Complete the cabin communication and obtain the required confirmation. The cabin crew need time to finish their duties and occupy their seats. A cockpit ready for takeoff is only part of an aircraft ready for takeoff.

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Before Takeoff

TAKEOFF SPEEDS ..... **VERIFY**

Confirm current FMC speeds, airspeed bugs and MCP V2 against the accepted performance.

Check that the TAKEOFF REF speeds remain present and correct. An electrical source transfer can erase them and produce TAKEOFF SPEEDS DELETED. Re-enter and verify the correct speeds if needed. Display TAKEOFF REF page 1 on the pilot-flying CDU and LEGS on the monitoring-pilot CDU.

TAKEOFF CONFIGURATION ..... **CHECKED**

Press the CONFIG button near RECALL to initiate the takeoff-configuration check. Verify no configuration warning.

Press and release the CONFIG button near RECALL. Expect no takeoff-configuration warning with the aircraft correctly configured. The check monitors the parking brake, speedbrake lever, stabilizer trim, and takeoff flap/slat configuration. An incorrect condition produces the associated configuration warning and aural alert. Correct it and repeat the check.

Illustration. The main-panel control is marked T/O CHK. CAUTION CANCEL and RECALL are separate buttons.

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Before Takeoff

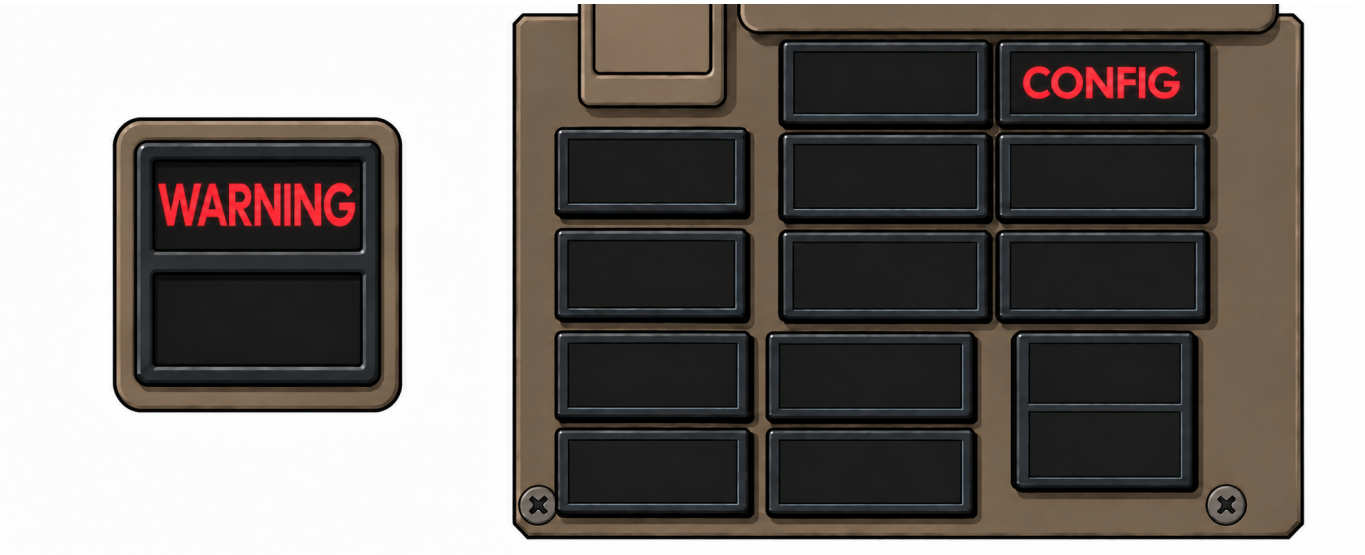

Illustration. Configuration warning: master WARNING and main-panel CONFIG illuminate red. A correctly configured takeoff check produces no configuration warning. If these indications appear, identify the EICAS message, correct the condition and repeat the check.

TAKEOFF CONFIGURATION WARNINGS

```
PARKING BRAKE
FLAPS
SPOILERS
STABILIZER
```

Illustration. Takeoff configuration-warning recognition. The red CONFIG annunciator accompanies these warnings. The EICAS message identifies the configuration to correct.

EXTERIOR LIGHTS ..... **SET FOR THE OPERATION**

For runway crossing or line-up, turn the WING, RUNWAY TURNOFF and TAXI lights ON. For takeoff, turn the STROBE, WING, LANDING and RUNWAY TURNOFF lights ON. Apply the chosen simulated airline’s lighting practice and adjust for visibility and other traffic.

FUEL ..... **REQUIRED MINIMUM / ACTUAL CHECKED**

Compare the SimBrief flight-plan required fuel with actual fuel on board.

Use an explicit comparison: “Minimum ___; ___ on board.” Resolve any shortfall before departure.

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Before Takeoff

RUNWAY AND CLEARANCE ..... **VERIFY**

Confirm the assigned runway and the clearance for the intended action.

Compare runway signs, markings, lighting, position and heading with the clearance and chart. Closely spaced parallel runways can have almost identical headings, so a heading check alone can still place you on the wrong runway. Read the runway identifier and confirm the entry point against the airport chart.

SEATBELTS AND HARNESSES ..... **FASTENED**

Include all flight-deck occupants and observers.

ADVICE FROM THE LINE

Treat the runway holding position as a mental reset before the next phase. A taxi can last 20 minutes, an hour or more. It is easy to become complacent when the departure briefing was an hour ago and you are still number eight. Revisit the runway, performance, clearance and first actions while stopped, then focus on the takeoff ahead.

Runway behind you, altitude above you, fuel left in the truck, time wasted and information given but never used are opportunities you cannot necessarily recover when you need them. The point is not to collect more information indefinitely. It is to use the information you already have while there is still time to act on it.

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The takeoff decision belongs in the briefing

TAKEOFF

TAKEOFF AND INITIAL CLIMB

Takeoff deserves more than a list of switches. It is the transition from a rapidly accelerating airplane on the ground to a controlled airplane climbing away from it. Nothing about that transition benefits from being rushed. The action lines below provide a sequence to brief and recognize; the technique and the reasoning belong alongside them in this expanded section.

LOOKING OUTSIDE AND MAKING MEASURED INPUTS

Takeoff uses outside visual references as well as instruments. Do not let the engine display and flight instruments occupy your entire field of view. Scan them, confirm what matters and return attention to the runway and the aircraft's alignment. The nose's relationship to the centerline is a direct and useful cue to directional control. Low visibility makes that task more demanding. **Even in low visibility, takeoff in the 757 remains a visual maneuver.**

The foundations discussed in Before You Get Started still apply: basic attitude instrument reference, an effective scan and an understanding of what the airplane should be doing. Each airplane responds differently, and simulator hardware adds another difference. A desktop yoke with much less physical travel than the aircraft's control column can produce a large commanded input from a movement that feels small in your hand. Set up the controls sensibly, learn their response and **resist the temptation to correct every deviation with a larger movement.**

Watch a well-controlled automatic flight. The useful lesson is the scale and smoothness of the corrections, and how trim relieves a sustained pitch-control demand. In hand flying, abrupt corrections can cause the next deviation, followed by a still larger correction in the opposite direction. That is the beginning of pilot-induced oscillation. **Make the input the aircraft needs and give it time to respond.**

THE TAKEOFF DECISION BELONGS IN THE BRIEFING

Before advancing the thrust, understand who makes and calls the reject decision, who controls the airplane, and which conditions call for a stop. The reject briefing divides the discussion at 80 knots: below it, a broader range of abnormal indications, unexpected noises or feelings, and other safety concerns may justify stopping. Above it, the stopping problem becomes more demanding and the reasons narrow to serious events such as engine failure or fire, aircraft fire, or an aircraft that cannot safely fly. A windshear warning also needs the applicable warning- and phase-specific procedure.

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The takeoff decision belongs in the briefing

VERY IMPORTANT

V1 is not the point to begin considering whether to reject. The first stopping action must be initiated by V1 for the associated accelerate-stop performance to apply. Recognition, decision and action take time. Brief the criteria before the roll, and use the applicable rejected-takeoff procedure. This discussion is not a complete RTO checklist.

The 80-knot briefing division is separate from any system's automatic activation threshold. In particular, do not use it to infer the RTO autobrake logic. The FAA's *Pilot Guide to Takeoff Safety*, Section 2.3.1.2, explains the V1 timing distinction. The NTSB's Bedford Gulfstream IV investigation is also useful reading about missed flight-control checks and a delayed rejection; it is a decision-making example, not a 757 procedure.

ADVICE FROM THE LINE - PAY ATTENTION TO STOP MARGIN

Your performance briefing should mean more than announcing that the result is valid. Suppose a result shows a STOP MARGIN of 28 feet. Would you be comfortable putting the entire operation on a calculated 28 feet? How familiar are you with the airplane? How promptly would you recognize the problem and act? What if the weather used in that calculation has changed enough to consume the remaining margin?

A number returned by a calculation is not the end of the decision. Performance depends on defined assumptions, the data you supplied and the procedure actually flown. “The computer accepted it” does not answer whether the plan is a good one for the circumstances. Passing a standard and exercising sound judgment are related, but they are not interchangeable.

Performance testing uses defined conditions and highly proficient test pilots who know the maneuver they are about to perform. The airplane, engines and brakes must meet the condition assumed by the performance data. Ask whether you can reproduce the required recognition, reaction and braking technique when the failure is unexpected. Compare the actual aircraft and brake condition, runway and weather with the calculation. Even a small delay or shortfall can consume a 28-foot margin.

This is why aeronautical decision making belongs throughout the manual. Rote learning tells you what a field means. Understanding tells you why it is there. Application and correlation require you to use that information in this situation, make a decision and evaluate its consequences. The purpose of scenario-based practice is to develop that ability before the situation surprises you.

See ACARS - Takeoff performance report for STOP MARGIN and the accompanying performance data. Read the field with that report’s assumptions and applicability. The 28-foot example illustrates the judgment needed when the calculated margin is small.

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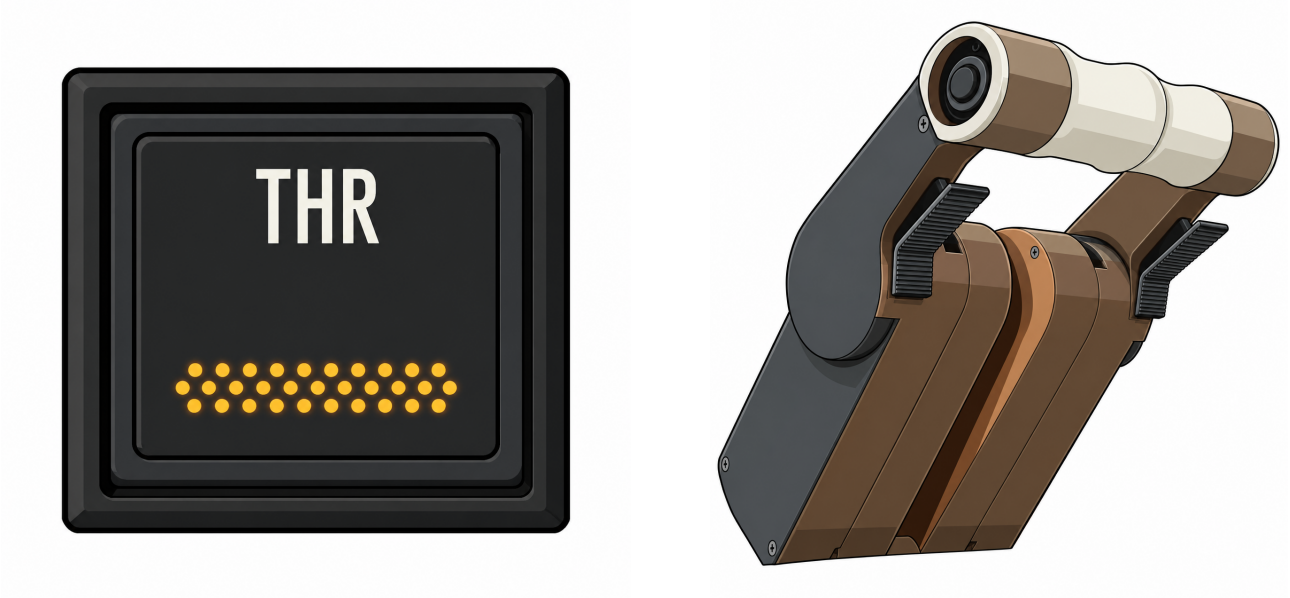
Takeoff sequence



Select takeoff automatic thrust with the MCP THR button. The ribbed paddles beneath the thrust-lever grips are the separate go-around controls.

TAKEOFF SEQUENCE

FLIGHT CONTROLS ..... **TRANSFER AS REQUIRED TO PF**

Identify the pilot flying and make any transfer explicit. There should be no uncertainty about who is moving the controls when the roll begins.

INITIAL THRUST ..... **SET 1.10 EPR / STABILIZE**

Confirm normal engine indications before commanding takeoff thrust.

Bring both engines to **1.10 EPR** and allow them to stabilize before setting takeoff thrust. This initial stabilization setting applies to both RR and PW variants for the procedure in this guide. It is not the takeoff-thrust limit; the next action sets the required takeoff thrust.

VERY IMPORTANT - TAKEOFF THRUST USES THE MCP, NOT THE GA PADDLES

AUTOMATIC TAKEOFF THRUST IS SELECTED WITH THE THR/EPR BUTTON ON THE MCP. The go-around paddles on the back of the thrust levers are specifically for a go-around, balked landing or missed approach. Do not use them to set takeoff thrust on this aircraft.

When the applicable procedure directs manual thrust setting, use the thrust levers and verify the required thrust. Whether setting it automatically or manually, check the achieved engine indications.

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Takeoff sequence

TAKEOFF THRUST ..... **COMMAND / VERIFY**

Verify autothrottle armed, the applicable thrust mode, and the calculated takeoff thrust achieved.

The pilot flying calls “Set thrust.” Use the applicable MCP THR/EPR button and monitor the achieved engine indications. The monitoring call “Thrust set” confirms the briefed setting.

IMPORTANT

At approximately 80 knots the autothrottle changes to THR HOLD and the thrust-lever servos stop driving. In gusty conditions, indicated airspeed can reach that point before the engines reach the required takeoff reference. Verify the target thrust has actually been achieved and make the required manual correction. Do not continue with an unresolved thrust-setting problem.

Takeoff FMA transition: EPR / TO / TO / FD, then THR HLD / TO / TO / FD. Read the FMA as the roll develops.

Use an appropriate small forward column input during the initial roll and the crosswind input needed to maintain control. Large aileron inputs can also command roll-assisting spoiler movement. Start with a reasonable input and adjust to the response; do not begin with an excessive input.

TAKEOFF ROLL ..... **MONITOR / MAKE BRIEFED CALLOUTS**

Maintain directional control and monitor acceleration, airspeed and engine indications.

The normal sequence includes “80 knots,” “V1” and “Rotate.” These calls support the shared picture established in the briefing. They do not replace the underlying checks or the decision criteria. A solo simulator pilot has to maintain that picture without allowing a callout to monopolize the visual scan.

AT VR ..... **ROTATE SMOOTHLY**

Use the applicable rotation technique; maintain directional control and avoid abrupt pitch inputs.

IMPORTANT

VR is a rotation speed, **NOT A LIFTOFF SPEED**. Begin the intended rotation at VR at approximately **1-1.5 degrees per second**. **Do not yank the aircraft off the runway. DO NOT RUSH the maneuver.** It should take several seconds to become airborne.

Near a high takeoff weight, acceleration and liftoff can feel slower than in a light airplane. Patience and fine control matter. Equally, “fly it away” does not mean rotating to a token five degrees, accelerating toward 250 knots and eventually deciding to climb. Seek a smooth transition into the intended climb attitude and flight path.

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Takeoff sequence

There is no award for the fastest rotation or for liftoff closest to VR. There is safe, standard flying. Follow the validated rotation technique for the simulated variant and performance.

AFTER LIFTOFF ..... **ESTABLISH / MONITOR CLIMB**

Use the flight director with attitude, airspeed and flight-path monitoring; trim as required.

The pressure needed during rotation will not necessarily remain the pressure needed after liftoff. Continue making small, smooth yoke inputs to establish and maintain the intended attitude, then trim away sustained pressure. The goal is neutral control pressure for the flight condition you are flying. Listen to what the yoke and the airplane are telling you: sustained back pressure calls for relieving that demand with appropriate nose-up trim; sustained forward pressure calls for the opposite. Reassess as speed, thrust and configuration change.

ADVICE FROM THE LINE

Keep the airplane in trim as you climb away. For a new 757 pilot, the back pressure needed to keep the nose coming up after liftoff may be more than expected. the climb attitude develops through roughly 8° toward 15° or more; about **two or three short, one-second nose-up trim pulses** may help relieve the sustained back pressure while you fly the required attitude with the yoke. Judge each pulse by the pressure and aircraft response. Stop trimming when the pressure is relieved. These numbers describe a practical example, not a fixed pulse count or pitch target for every weight, center of gravity, takeoff setting or simulator controller. Apply this advice **after liftoff**, while monitoring the flight director, attitude, airspeed and flight path.

The 757 can accelerate rapidly, especially when light. Do not obsess over holding one airspeed to the exclusion of pitch, direction and flight path, but do not let that become permission to accelerate without restraint at low altitude. The takeoff flight-director speed logic can target above V2, including the V2+15 to V2+25 range. Exact behavior depends on the mode and conditions. V2 is not an invitation to chase the airspeed with abrupt pitch changes.

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Takeoff sequence

VERY IMPORTANT - ANTICIPATE THE NEXT MODE

The flight director can command a substantial nose-up attitude. Following its bars does not relieve you of monitoring attitude, speed and the flight path. At an acceleration-height or thrust-mode change, the required pitch and thrust may both decrease. Recognize the change and fly the transition smoothly. Do not leave the airplane at the previous high pitch while its new mode is asking it to accelerate with less thrust.

On a normal takeoff with a light airplane, excess thrust can drive the flight-director pitch demand very high. Consider a practical pitch cap around 20-25 degrees according to conditions and your experience. At 25 degrees, an engine failure would leave a substantial pitch reduction to make, and you are close to an undesired attitude. Judge the aircraft's speed, flight path and available performance. This technique applies to normal takeoffs; fly the required escape guidance in windshear.

POSITIVE RATE ..... **GEAR UP**

Confirm the positive climb before selecting the gear up. The call and response are "Positive rate" and "Gear up." Continue monitoring the climb while the configuration changes.

AT 400 FT AGL ..... **SELECT / VERIFY LATERAL MODE**

Confirm the intended HDG SEL or LNAV mode on the FMA and the resulting flight path.

This is the normal timing for the lateral-mode call. If LNAV was armed and has already engaged, verify it rather than assuming it. Calling "LNAV" can still serve as a shared confirmation. A heading departure requires the correct heading selection and its expected active mode.

AT BRIEFED ACCELERATION HEIGHT ..... **SELECT / VERIFY CLIMB GUIDANCE**

Check the active vertical mode, thrust reference, speed target and flight-path response.

The briefing should establish the intended transition to VNAV or the appropriate selected mode. VNAV, FLCH and V/S do not do the same job simply because all can be used while climbing. Know which parameter pitch controls, what thrust is doing and what target is being followed.

The maneuvering-speed cues help organize flap retraction: approximately **VREF** 30 + 40 for flaps 5 and VREF 30 + 80 for UP. Use the displayed applicable maneuvering speeds, retract on schedule and check that each commanded position is achieved.

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Takeoff sequence

VERY IMPORTANT - LOW-ALTITUDE LEVEL-OFF

If ALT CAP occurs before CLB thrust is selected, the autothrottle can remain in THR HOLD at takeoff thrust while pitch captures altitude. Speed can increase rapidly. Select CLB and the appropriate speed-control mode, verify the SPD annunciation and thrust reduction, or control thrust manually as needed. Watch the selected speed as capture begins. A low-speed target retained in the climb plan can reappear when VNAV is reselected for the next climb. Update that restriction or use the appropriate selected guidance.

ACCELERATION AND FLAP RETRACTION ..... **ON SCHEDULE**

Follow the applicable maneuvering-speed and flap schedule; verify each achieved configuration.

Fly the commanded and intended path while allowing the planned acceleration. Call for the successive flap settings at the appropriate speeds. Do not infer the complete retraction schedule from the takeoff flap setting or a single pictured speed bug. Once the aircraft is clean and the relevant conditions are met, complete the After Takeoff checklist.

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After Takeoff

AFTER TAKEOFF

THRUST ..... **VERIFY "CLB"**

Check the climb thrust reference and the thrust behavior appropriate to the active mode.

FLAPS ..... **VERIFY UP**

Verify both the flap lever and the flap indicator agree at UP.

Confirm the flaps have actually completed retraction.

LANDING GEAR ..... **OFF**

After retraction, move the lever from UP to OFF; verify gear-door and unsafe indications extinguished.

Allow the retraction to finish and confirm the expected indications. Distinguish the lever's UP command from the subsequent OFF position.

ADVICE FROM THE LINE

If the departure no longer requires the ILS course or its DME, consider parking the ILS controls as appropriate. Unneeded localizer and glideslope scales can add clutter to the picture you are trying to monitor. First establish that the information is no longer required; then remove the distraction.

“After Takeoff checklist complete.” Continue monitoring the climb and the next clearance.

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CLIMB

CLIMB AND ENROUTE CLIMB

FLIGHT PATH, SPEED AND MODES ..... **MONITOR**

Compare the clearance and intended route with the MCP, FMC, active/armed FMAs and actual aircraft response.

If you are using VNAV, your job has not become smaller; its emphasis has changed. You are supervising a plan and the modes that turn it into a flight path. The FMC can only plan from the information it has, and the airplane can only follow the commands its active modes actually provide. Read the FMA after a selection and when the phase or behavior changes. Confirm the result in the aircraft's movement.

At a useful introductory level, VNAV SPD uses pitch to control the commanded speed, while VNAV PTH uses pitch to follow its applicable path or altitude target. That difference helps explain why a speed deviation and a path deviation do not always produce the same response. Thrust mode, available thrust, restrictions and the current phase still matter.

FMC SPEED PLAN ..... **REVIEW / ADJUST AS REQUIRED**

Verify the intended speed, altitude restrictions and applicable operating limits.

A low cruise altitude can keep the whole flight inside a region where a speed restriction still matters. Do not assume a climb-page restriction automatically creates the cruise speed you intend. Review the CRZ page too, and use the appropriate selected speed when needed. Know whether you are following ECON or SEL SPD.

Cost index is a planning input, not a promise of a comfortable margin below every speed limit in every circumstance. If the commanded schedule puts the airplane close to VMO/MMO, leave room for conditions and the aircraft's response. A small disturbance should not turn an otherwise ordinary climb into an avoidable overspeed.

ALTIMETERS ..... **STANDARD AT APPLICABLE TRANSITION**

Maintain a sensible margin below VMO/MMO when turbulence or changing wind could cause an overspeed. Use judgment about the conditions and the ability of the autothrottle to control the speed. Use the published transition altitude and local procedures; cross-check the settings and indications.

Confirm it on both sides as appropriate. In descent, the corresponding change back to local pressure may use a transition level; the two terms are not interchangeable everywhere.

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Climb and Enroute Climb

EXTERIOR LIGHTS ..... **SET FOR CLIMB / CRUISE**

Passing FL180 is the cue to leave BEACON and POSITION on, use LOGO as appropriate and extinguish the other departure lights. This is an operating convention for the guide's example and subject to conditions and the chosen simulated airline policy.

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Cruise

CRUISE

RECALL AND AIRCRAFT STATUS ..... **CHECK**

Review the state of the aircraft as it settles into cruise. Account for any messages and confirm that the planned systems and configuration have been achieved. Cruise is an opportunity to get ahead, not a declaration that the work is finished.

FLIGHT PROGRESS, FUEL AND ARRIVAL ..... **REVIEW**

Keep track of progress, fuel and the next demands on the flight. A 45-minute sector may have little useful cruise time. If all arrival preparation waits until top of climb, the descent may already be approaching by the time you start. The airplane will continue covering miles while you look for the information you could have collected earlier.

ADVICE FROM THE LINE

Use the tools available to you. ACARS arrival information and automatic D-ATIS updates can reduce repetitive work and help keep the picture current. Work smarter, but still read what arrives: receiving a weather report is not the same as understanding what it changes about the approach, performance or plan.

See ACARS - D-ATIS request and Automatic ATIS updates for the integrated request and update procedures. Select the intended airport and information source and complete the request/update workflow. Do not assume that merely opening the page has started updates.

ARRIVAL PREPARATION ..... **AS REQUIRED**

Think ahead to the last 30-40 minutes of the flight. Plan to have the descent work underway early enough to complete it around 30 minutes before top of descent or 100 NM from the destination, whichever comes first. Treat that as a prompt to move the work earlier on a short or demanding flight, not an instruction to wait for the trigger. The next section collects the tasks so the arrival does not become a race through scattered pages.

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DESCENT

DESCENT PLANNING AND DESCENT

The descent starts with a plan while you still have the time and capacity to build it. Weather, runway, arrival, approach, landing performance, cabin preparation, missed approach and the likely taxi all belong in that picture. A plan is not complete because an arrival name appears in the FMC. It is complete enough to use when the crew understands the route, the restrictions, the modes and the alternatives.

DESCENT PLAN ..... **COMPLETE / VERIFIED**

Review the arrival and approach against the charts, clearance, weather and intended speed/configuration plan.

Treat the STAR and approach as carefully as the SID. **Check the sequence of fixes, connections and discontinuities; compare restrictions at each point; read the notes and limitations**. A small chart note can change how a seemingly ordinary leg is flown. Distinguish an actual restriction from a predicted crossing value on the CDU. Verify the data after a runway or approach change instead of assuming the old plan remains suitable.

VERY IMPORTANT - THE FMC NEEDS A PLAN WORTH FLYING

The 757 FMC does not import a waypoint speed restriction unless an accompanying database or pilot-entered altitude restriction is present. Check every procedure for speed and altitude compliance, and enter any missing requirements correctly.

The FMC plans with the information supplied. If a restriction is missing or wrong in the database or your entries, the computer cannot be expected to invent the intended restriction. Even a correctly entered published procedure still needs pilot judgment where the chart does not prescribe a speed for every part of the path.

Consider an approach with several arcs, radius-to-fix legs or substantial changes of direction near the airport. A continuous magenta line does not prove that the airplane can follow it at the speed you have allowed. For a given turn radius, greater speed requires more bank. A path that is manageable at an appropriate approach speed may be unmanageable at 240-320 knots.

You do not have to be a mathematician and calculate every turn. You do have to supply sensible data and recognize an implausible result. The FMC and autopilot are not a “Brain OFF, Plane ON” item. They are there to help your judgment, not to replace it. Use them accordingly.

Review the speed schedule as well as the route. A late low-speed entry does not create unlimited deceleration capability. Give the airplane enough distance and a suitable path to lose the required energy. The approach section develops that point with practical planning examples.

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USING VNAV IN DESCENT

VNAV PTH and VNAV SPD describe different pitch-control priorities. With VNAV PTH active, monitor whether the airplane is following the planned vertical path and whether its speed and thrust/drag state remain appropriate. With VNAV SPD active, pitch controls speed, so the resulting descent path must be monitored against the restrictions and clearance. Neither name guarantees compliance with every future constraint.

Check the descent clearance and MCP altitude as well as the FMC plan. Recognize when more drag, a revised speed, an earlier descent or another appropriate mode is needed. If the clearance, path and energy no longer fit together, act while there is room to resolve the problem. Do not wait for the computer to make an impossible plan possible.

APPROACH AND MISSED-APPROACH BRIEFING ..... **COMPLETE FOR RUNWAY ___**

Identify the runway, procedure, relevant minima, guidance to be used, threats and the missed-approach plan. Include the expected configuration and division of duties. Brief an actual plan for the current conditions, not a recital of everything printed on the chart. A change that invalidates the briefing requires an update.

The 757 does not import a database speed restriction unless it has an associated altitude restriction. Compare the chart with LEGS and enter any missing speed-only requirement.

LANDING PERFORMANCE ..... **CHECKED**

Use the current runway and conditions. Use ACARS - Landing performance to request the data, then Read the landing report to review the returned result. Check that the landing configuration, stopping plan and performance result agree. A plan that depends on a particular braking or reverse-thrust assumption must still be appropriate to the actual operation.

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ADVICE FROM THE LINE - SHOULD I USE FLAPS 25 OR 30?

Begin with your simulated airline's procedures and the landing-performance result. Where the operation permits a choice, look beyond the surface wind. Pay particular attention to the forecast wind at the initial and final approach fixes and along the approach below about 3,000 feet AGL.

If you expect more than roughly 10-15 knots of **tailwind component**, or stopping distance deserves particular attention because the runway is short or contaminated, give strong consideration to flaps 30 when permitted by the applicable performance and procedure. Component means the portion of the wind acting along the flight path, not the total wind speed reported. A tailwind aloft is an energy-planning consideration; it is not permission to exceed a runway tailwind limit.

Flaps 30 provides additional drag that can help with slowing on a steeper approach, managing a tailwind, or losing more speed from a common starting point such as 170 knots at a lighter landing weight. Relying on flaps 25 to do that work in a 10-15-knot tailwind takes forethought and a good picture of the aircraft's energy. Think about it when reviewing the release, not only when you are already trying to configure on final. Recheck the landing performance and speeds if you change the planned flap setting.

Excess speed and incomplete configuration are two important ways an approach becomes unstable. An example such as VAPP+10 should get your attention; the actual stabilized-approach criteria still determine whether continuing is acceptable. More flap is a planning tool, not a cure for every late or unstable approach.

In flight, the upper-left field of **PROGRESS page 2** provides the current headwind/tailwind component when valid. Use it to compare the conditions you are experiencing with the plan. It describes the current aircraft situation, not a forecast of the wind at a fix or a turn you have not reached.

APPROACH SPEEDS ..... **CHECKED / SET**

Cross-check current weight and calculated VREF against the landing performance for the same flap setting; distinguish VREF from corrected VAPP.

Verify the appropriate reference speed and approach target for the planned weight, flap setting and conditions. Recheck the FMC and displayed targets after a material change.

MINIMUMS ..... **___ RADIO / ___ BARO**

State the value and the reference. The same number in the wrong reference is not the same minimum. Confirm the selection against the approach and intended operation.

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During descent

SEAT BELT SIGN ..... **ON**

Use the planned cabin preparation and conditions to time the selection. Do not confuse the sign selection with confirmation that the cabin is secured.

CABIN ..... **BRIEFED**

Give the cabin crew the information and time they need. Consider arrival timing, expected conditions and any change affecting the cabin.

RECALL ..... **CHECKED**

Review the indications in the context of the arrival. Resolve any unacknowledged or new messages.

IN RANGE REPORT AND GROUND-POWER PLAN ..... **COMPLETE / REVIEW**

For the arrival update, use ACARS - IN RANGE. Review the ETA, APU condition and required assistance, then send when useful to the station.

The APU status choices-NORM, ELEC ONLY, AIR ONLY and INOP-communicate the applicable status. Selecting one in the report does not configure the APU or establish aircraft power. Plan separately whether you will use the APU, external power or another supported arrangement after landing, and verify that source before removing the engine supply.

DURING DESCENT

ALTIMETERS ..... **LOCAL SETTING AT APPLICABLE TRANSITION**

Set and cross-check the required pressure setting in accordance with the published transition level and local procedure.

The climb transition altitude and descent transition level may differ. Use the correct local rule.

EXTERIOR LIGHTS ..... **SET FOR DESCENT / APPROACH**

Use the nose landing light as a landing-clearance reminder and runway turnoff lights according to the approach-clearance or chosen operator practice.

ADVICE FROM THE LINE - LOW-VISIBILITY LIGHTING

In cloud, fog or heavy moisture, bright exterior lights can reflect back into the cockpit and make the approach lights harder to see. Consider reducing or switching off the lights causing that reflection during the approach, following your simulated airline's procedures. Select the lighting that gives the best useful outside view.

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APPROACH

NAVIGATION AND APPROACH GUIDANCE ..... VERIFIED

Tune and identify required aids, or verify the applicable RNAV navigation and integrity requirements.

For a radio-based approach, check the required tuning, identification and guidance. For an RNAV approach, “tuned” does not describe the whole task. Verify the correct procedure and the supported navigation/integrity requirements, including the applicable GPS availability and RNP information. Do not infer authorization or adequate navigation performance from the mere presence of the approach in the database. Confirm GPS ON on POS REF page 3/4.

APPROACH MODES ..... AS REQUIRED

Confirm an immediate capture would comply with the clearance and intended flight path; verify the FMA and response.

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Approach

IMPORTANT - DO NOT ARM A MODE YOU ARE NOT READY TO HAVE ACTIVE

DO NOT ARM MODES THAT YOU ARE NOT READY TO HAVE ACTIVE, OR THAT COULD TAKE THE AIRPLANE OUTSIDE THE ATC CLEARANCE. Treat every arming selection as permission for the mode to capture as soon as its conditions are satisfied. Just because you think the airplane should wait does not mean it will.

An arrival may join an approach at an initial approach fix well away from the runway. The route might cross the extended final approach course before reaching that fix, or turn onto final from a substantial intercept angle-50 degrees, for example. Hearing “join the localizer” or receiving an ILS clearance should prompt you to assess the intended path and capture, not reflexively press LOC or APP. Know whether an immediate capture, including any vertical capture you are arming, would comply with the clearance and remaining restrictions.

Be especially careful about expecting a distant localizer indication to behave like the geometric route shown on the map. Localizer guidance depends on the received radio signal and its usable coverage. Outside that coverage, indications may be unreliable; distance alone does not prove a signal invalid, because some procedures have approved extended coverage. The receiver does not know that you intended to complete another leg before joining.

Where the cleared route and procedure permit, consider letting LNAV complete the planned turn to final before arming the required approach modes. A verified RNAV path gives the system a defined course and cross-track information; that can produce a more predictable join than asking LOC to capture during an awkward crossing or steep intercept. It is not permission to keep following an old route after a different ATC instruction, or to substitute LNAV/VNAV for the required ILS guidance. If the clearance is unclear, clarify it.

Think about what information the airplane has and what it will do next. Select the mode when you are ready for its result, check the FMA and monitor the actual flight path. Anticipating an automation change is part of controlling the airplane.

ALTIMETERS ..... **___ / CHECKED AND SET**

Confirm the local setting and agreement required for the approach. This is a verification of the state established in descent, especially after a late weather, runway or procedure change.

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Approach

ADVICE FROM THE LINE - DOES THE LANDING WEIGHT STILL MAKE SENSE?

Make a quick APPROACH REF cross-check a matter of habit as you near landing. Confirm that GROSS WT represents the current aircraft weight, rather than a manually entered planning weight, and compare it with the weight used for the landing-performance calculation. Then compare the current calculated **VREF for the same flap setting** with the VREF in that performance result.

Compare like with like: VREF against VREF, before any wind correction or other approach-speed additive. Do not compare the corrected VAPP target with an uncorrected reference speed and diagnose a weight error from the difference. Likewise, a previously selected FLAP/SPEED entry is not by itself a fresh calculation.

You would ordinarily expect the two reference speeds to be within about one or two knots when the weights and configuration are close. As a rough sense of scale, the rule of thumb here is **about one knot of VREF for 3,000 pounds of weight difference**. On that approximation, two knots can represent roughly 6,000 pounds-enough to deserve attention. The relationship is approximate and varies; use the actual weight and speed calculation rather than converting a speed difference into a presumed weight error.

If the weights or speeds do not line up with your expectations, find out why. Do the full reconciliation during arrival preparation, leaving a brief confirmation for final when workload allows. If an unexpected discrepancy remains late in the approach, consider a go-around so you can resolve it without sacrificing control or a stable approach. Do not continue heads-down troubleshooting toward the runway.

Landing with a significantly incorrect weight and VREF can result in a tail strike or other aircraft damage.

CABIN ..... **SECURED / CONFIRMED**

Obtain the required confirmation and notify the cabin as briefed. The cockpit's approach checklist does not make an unconfirmed cabin ready.

APPROACH PATH, SPEED AND CONFIGURATION ..... **STABLE BY 1,000 FT AGL**

ABCDE: VAPP +10 / -5 kt; briefings complete; checklists and configuration complete; normal descent, no more than 1,000 ft/min unless briefed; engines appropriately powered.
Maintain stability below the gate; go around if the criteria or safe continuation are not met.

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Get stable with time to spare

GET STABLE WITH TIME TO SPARE

Achieve a stabilized approach by **no lower than 1,000 feet AGL**. Remember **ABCDE**:

Key	Check	What it means
A	Airspeed	Within **VAPP +10 / -5 knots**, using the correct approach target for this flight.
B	Briefings	Complete, current and understood.
C	Checklists and configuration	Complete for landing; verify the achieved configuration.
D	Descent	Appropriate for the environment, settings, configuration and approach. No more than **1,000 ft/min down**, unless a greater rate has been briefed.
E	Engines	Appropriately powered for the approach and the correction being made.

VAPP means the planned approach target speed, including the applicable correction; do not substitute uncorrected VREF. Apply the briefed flight path as well as the other checks. A briefed higher descent rate does not waive the remaining criteria or make an unsuitable approach acceptable.

> **IMPORTANT - JUDGE WHAT IDLE THRUST IS DOING**
>
> IDLE is not necessarily unstable when it is needed briefly or temporarily to correct speed. Use good judgment. Extended idle because you have just finished configuring and are still **15 knots fast at 700 feet** is not an ordinary, brief speed correction. That example is already below the gate and outside the airspeed criterion. Go around instead of stretching the definition of stable to rescue the approach.

Use the applicable stabilized-approach criteria. If the approach does not meet them, or you cannot continue safely, follow Go-around.

The 757 carries energy efficiently. You may find that slowing becomes less easy than expected as you approach the lower part of the descent-speed range. Plan ahead, and use the available drag devices within their applicable operating restrictions. Speedbrakes and landing gear are tools, not a reason to postpone the decision until the last possible moment.

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A useful visual reference

ADVICE FROM THE LINE - GIVE YOURSELF ROOM TO SLOW

As a newcomer, make your plan comfortably achievable. Use no faster than about 210 knots at 15 NM from the field as an early planning aim, and being around 170 knots and beginning to configure by 2,000 feet AGL as another prompt to ask whether the arrival is getting away from you. A familiar working configuration for approach work and maneuvering in a pattern is flaps 5 and about 180 knots.

These are technique examples, not speeds to impose on every weight or approach. Check maneuvering speeds, flap limits, performance, chart restrictions and the clearance first. At a weight or configuration where an example is unsuitable, change the example-not the aircraft's operating requirements.

Another useful planning exercise is roughly 10 knots of deceleration per nautical mile. If you need to reduce from 240 to 170 knots, that is 70 knots to lose: allow about seven miles, preferably with a level segment or a descent of no more than 500 ft/min before the fix where the lower speed is needed. The calculation makes the task visible. It does not guarantee the deceleration; thrust, drag, weight, wind, descent path and configuration change the result. Monitor what is actually happening and intervene earlier if needed.

Do not assume that entering 130 knots at the final approach fix guarantees arrival there at 130 knots. Ask whether the speed itself is appropriate, whether the airplane can decelerate in the available distance and whether the flight path permits it. Trying to lose another 40-60 knots while descending through the final approach segment is a problem that often began much earlier. Good decision making leads to good energy management.

A USEFUL VISUAL REFERENCE

Use the default cockpit viewpoint to approximate a normal viewpoint for takeoff, landing and visual flying. Start there while learning the aircraft and keep a consistent reference. If display, seating or hardware needs require adjustment, preserve useful runway and instrument visibility rather than changing the viewpoint to disguise an unstable approach.

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BEFORE LANDING

AUTOBRAKES ..... **AS REQUIRED / STATE SETTING**

Say the selected setting and confirm that it matches the landing-performance and stopping plan. An OFF selection needs an explicit manual-braking plan.

SPEEDBRAKE ..... **ARMED**

Verify the handle is in the ARM detent. Check actual speedbrake deployment after touchdown.

LANDING GEAR ..... **DOWN / THREE GREEN**

Check the achieved down-and-locked indications. Do not substitute the lever position for all three green indications.

FLAPS ..... **REQUIRED LANDING SETTING / VERIFIED**

The normal landing choices are 25 or 30, selected according to the accepted performance and operation. Confirm the lever and achieved indication agree with that plan. State the setting instead of treating “as required” as a completed check by itself.

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Landing and Rollout

LANDING

LANDING AND ROLLOUT

The 757 is not meant to be landed by holding it off until it stalls onto the runway. Approach reference speeds and their applicable corrections provide an operating margin for a controlled landing. Think of flying the airplane onto the ground with a measured flare and a smooth reduction in thrust. You are trying to place it where intended, in the right attitude and at the right energy, while retaining control throughout.

FINAL APPROACH ..... **MONITOR / MAINTAIN STABILITY**

Maintain the required speed, path and configuration; continue only while the landing remains appropriate.

Make small attitude corrections with the controls and keep the airplane appropriately trimmed during the approach. **The goal is stability and finesse, not a succession of large control movements**. The flare is not the time to substitute a prescribed trim routine for pitch control. If the picture stops supporting a safe landing, use the applicable go-around procedure; do not make salvaging this touchdown the overriding task.

VERY IMPORTANT - THREE HABITS FOR LANDING

DO NOT FLARE LATE. Use the outside visual cues and runway references to judge the sink rate. Use the flare to arrest excess sink before touchdown.

DO NOT DEROTATE. After main-gear touchdown, lower the nose by smoothly reducing or relaxing back pressure and letting it come down. Do not push the nose down. Forcing it down can start a porpoising motion.

DO NOT MAKE LARGE, ABRUPT CONTROL INPUTS. Repeated corrections can create pilot-induced oscillations (PIO): each correction causes another deviation and an even larger response. Use small, smooth inputs, observe the result and give the airplane time to respond.

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FLARE AND THRUST ..... **SMOOTH / COORDINATED**

Use the applicable technique; avoid excessive pitch, float or an abrupt loss of energy.

The normal-case cue is to begin a small flare around the 20-foot radio callout on an on-speed approach of approximately three degrees without a tailwind. The **two-to-three-degree pitch change, sometimes as much as five degrees**, is an **increase from the existing approach attitude**. It is not a target of two-to-three degrees nose-up on the attitude indicator. Use the sight picture and aircraft response to judge the required change; do not command five degrees simply because it appears in an example. The cue and size of the input depend on the conditions. Higher groundspeed, weight, density altitude, gust corrections or a steeper path change the task. Learn the relationship between the visual picture, descent rate and aircraft response rather than memorizing one height in isolation.

Do not chop the thrust at 50 feet simply because that is a habit from a smaller airplane. A rapid removal of energy can produce a sink that tempts you to compensate with excessive pitch. Reduce thrust smoothly as the landing develops, with the normal procedure establishing idle thrust for touchdown and the ground systems' operation.

Likewise, do not chase smoothness at the expense of touchdown location or deck angle. A long float uses runway. Excessive pitch reduces tail clearance. Tail clearance varies with gear compression, variant and attitude. A “greaser” is not a good landing if achieving it consumes the margin you needed for something else.

ADVICE FROM THE LINE

Watch a properly configured autoland in the simulator to observe the scale of the attitude change, the thrust reduction and the consistency of the result. Use it as an observation exercise, with its prerequisites satisfied. The automatic system's technique does not replace the applicable manual-landing procedure.

Afterward, read the ACARS landing report as a whole. Touchdown position, pitch, speed, sink rate and other results provide context. One attractive number does not cancel an undesirable result elsewhere. The aim is a repeatable, controlled landing, not winning a competition for the smallest vertical acceleration.

Use ACARS - Landing report to review touchdown pitch, speed, sink rate and the other recorded measurements.

TOUCHDOWN AND NOSE LOWERING ..... **SMOOTHLY RELAX BACK PRESSURE**

Maintain runway alignment and lower the nose smoothly after main-gear touchdown.

Continue flying the aircraft through touchdown. The task does not end with the main wheels on the runway. Keep the required directional control and manage the transition to the ground roll.

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Landing and Rollout

SPOILERS ..... **VERIFY DEPLOYED**

Observe the deployment and call “Spoilers deployed” when confirmed. Investigate a missing expected response using the applicable procedure rather than announcing a result from the armed lever position alone.

REVERSE THRUST ..... **SELECT / VERIFY AS REQUIRED**

Check the expected reverse indications and maintain directional control.

The monitoring call is “Reversers normal.” Confirm the actual indications. Coordinate reverse and braking with the runway, conditions and intended stopping performance.

AUTOBRAKES AND DECELERATION ..... **MONITOR**

Announce disarm or OFF status and establish the required manual braking when applicable.

“Autobrakes off” is meaningful information for the pilot flying, whether the system has just disarmed or the landing was planned with it off.

LOW-SPEED TRANSITION ..... **BRAKING / REVERSE AS REQUIRED**

Seek to have the reversers fully stowed at or by 60 knots; maintain the deceleration required for the available runway.

Routine callouts include 80 and 60 knots. The recommended normal technique is to have manual braking established around 80 knots and **seek to have the reversers fully stowed at or by 60 knots**. Stowed means the reversers have returned to the stowed position, with the expected indications; it does not mean merely reducing to idle reverse. Plan the transition early enough to achieve it smoothly while maintaining the deceleration needed for the runway and conditions.

RUNWAY EXIT ..... **SAFE SPEED / POSITIVE CONTROL**

Do not take a high-speed exit at an excessive speed simply because its name includes “high speed.” Plan the stop and exit so that the available runway continues to provide margin.

ADVICE FROM THE LINE - DISTANCE AND SPEED

Keep relating your speed to the runway remaining. A useful mental cross-check on rollout is roughly 40 knots with 4,000 feet remaining, 30 knots with 3,000, and 20 knots with 2,000. Adjust braking early if the exit plan is no longer comfortable. This is a practical pacing cue; use the braking needed to stop safely.

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ADVICE FROM THE LINE - WHAT DISARMS THE AUTOBRAKES

The normal way to take over is a deliberate manual toe-brake application. Moving the deployed speedbrake lever forward toward DOWN can also disarm the autobrakes. Briefly moving it forward and then back explains how a crew can disarm the system while restoring the lever to its deployed position. Advancing a thrust lever also affects autobrake and automatic speedbrake logic. Understand these interactions, maintain the stopping performance you need, and make a clear transition to manual braking.

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Read GA / GA / GA

GO-AROUND AND MISSED APPROACH

A go-around is a normal operating decision. Make the decision, announce it and fly the maneuver. Callouts and task sharing vary by airline; use the chosen simulated operator's procedure. The sequence below is the normal, all-engines-operating flow from the planned landing configuration. A go-around begun in another configuration needs its applicable flap/speed schedule. The approach briefing should already have established the missed-approach path and altitude. An engine failure, windshear escape or other abnormal maneuver requires its applicable procedure.

GO-AROUND ..... **ANNOUNCE / FLAPS 20**

Call “Go around, flaps 20”; command and verify the intended flap selection.

Make the change of plan unmistakable. The call begins the go-around and identifies the intended initial configuration. Monitor the actual flap response as the aircraft transitions from approach to climb.

GO-AROUND BUTTON ..... **PRESS**

Use a GA paddle on the thrust levers; verify the expected modes and aircraft response.

The go-around paddles serve this maneuver. They are not the automatic takeoff-thrust selection described under Takeoff in Expanded Procedures. If hand flying, fly the commands while monitoring attitude, speed and flight path. If using the autopilot, verify its engagement and the commanded response; a button press is not a substitute for checking what the airplane does.

READ GA / GA / GA

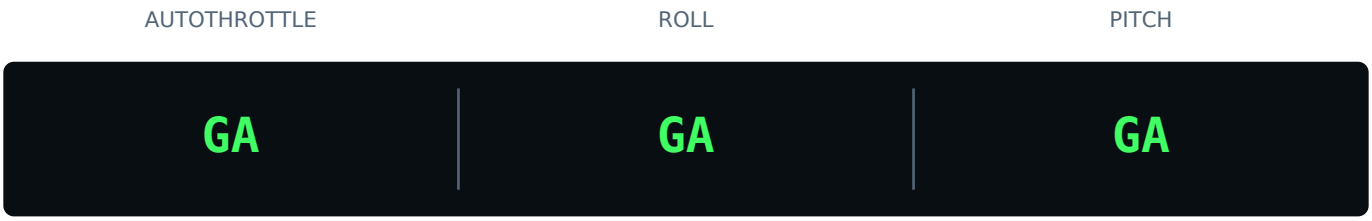

Illustration. Normal airborne GA mode fields; conceptual layout, not a complete flight display.

On a normal airborne go-around, the autothrottle, roll and pitch FMA fields show GA.

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Read GA / GA / GA

FMA field	GA means	What to monitor
Autothrottle	Thrust increases as needed, up to the GA reference, to establish a climb rate of **at least approximately 2,000 ft/min** in the normal described operation.	Engine response, available thrust and the resulting climb; full reference thrust need not be commanded immediately.
Roll	Guidance initially maintains the ground track present when GA engages.	Actual track and the cleared/published missed-approach path. GA by itself is not a command to follow LNAV.
Pitch	Guidance controls the go-around speed while thrust establishes the climb.	Selected/captured speed, attitude and the flight path.

The initial pitch-speed target is the greater of existing airspeed and MCP selected speed. Monitor the actual FMA, target and achieved flight path throughout the maneuver.

Go-around example: GA / GA / GA and GA thrust reference. The engine readings are one instant in the maneuver; verify the commanded and achieved response.

THRUST ..... **CHECKED**

Verify green GA thrust reference, then appropriate achieved thrust. Full rated GA thrust is available if needed. Confirm the expected thrust response and that the aircraft is establishing the required climb at its go-around speed.

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Full thrust is not automatically the expected result. In the normal operation above, the autothrottle can use less than the GA limit when that is enough to establish the intended climb. Assess the achieved climb together with speed and configuration. Do not wait for an exact 2,000-ft/min reading before recognizing a developing positive climb, and do not accept an inadequate response just because GA is annunciated. The rate is an explanation of normal mode behavior, not a guarantee of obstacle clearance or performance in every condition.

POSITIVE RATE OF CLIMB ..... **GEAR UP**

Confirm the positive climb, call it and select the gear up. Continue flying and monitoring the transition while the gear retracts.

MCP ALTITUDE ..... **CHECKED FOR GO-AROUND**

Confirm the appropriate cleared/published missed-approach altitude. This check verifies the planned selection; it does not authorize an altitude change or cancel an intermediate restriction. Keep the vertical-mode and altitude-capture behavior in the scan.

AT 400 FT RADIO ALTITUDE ..... **SELECT / VERIFY LATERAL MODE**

Select the appropriate HDG SEL or LNAV; confirm the FMA and intended path.

Use the mode that follows the clearance and missed-approach procedure. The normal mode-selection point is 400 feet radio altitude. The procedure's actual turn point still governs: selecting a mode must not initiate an early turn before the required point. When choosing LNAV, verify the correct missed-approach leg is active and the route makes sense. Do not assume that GA roll guidance or a GA button press alone proves the FMC is following the intended sequence.

AT 1,000 FT RADIO ALTITUDE ..... **SELECT / VERIFY VERTICAL MODE**

Select the appropriate VNAV or FLCH; confirm the speed, thrust, altitude and flight-path response.

This is the normal transition. Respect any different procedure, clearance or obstacle-related requirement. VNAV relies on a suitable FMC plan; FLCH relies on appropriate selected targets and its own mode behavior. Check the resulting FMA rather than identifying the active mode from the button you pressed.

MCP SPEED ..... **SET WHEN USING SELECTED SPEED**

Set the appropriate target outside VNAV, or when using speed intervention in VNAV.

Use the target appropriate to the current flap configuration and planned acceleration. With VNAV controlling the speed without intervention, verify its commanded target instead. The speed-window instruction does not mean every go-around requires speed intervention.

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Read GA / GA / GA

ACCELERATION / FLAP RETRACTION ..... **ON SCHEDULE**

Observe the applicable maneuvering speeds, flap limits and missed-approach requirements.

Allow the planned acceleration and retract on schedule. Each commanded flap movement needs an achieved-position check. Do not trade the required flight path for a faster cleanup.

FLAPS UP ..... **VERIFY / AFTER TAKEOFF CHECKLIST**

Confirm the lever seated in UP, both indicator needles at UP and no associated flap abnormality.

Flap movement takes time. Check that the airplane has reached the commanded clean configuration before completing the check.

LANDING GEAR ..... **OFF AFTER RETRACTION**

Verify the retracted condition and expected door/unsafe indications before placing the lever OFF.

Complete the After Takeoff procedure in Expanded Procedures, including the applicable climb-thrust check, and the After Takeoff checklist on the Normal Checklist page. A go-around returns the airplane to climb duties; it does not skip the required configuration verification.

RECALL ..... **CHECKED**

NOTIFY ..... **FA / COMPANY / ATC**

As workload permits, advise the appropriate people of your intentions and plan.

Review the resulting aircraft state once workload permits. Resolve unexpected or previously unassessed messages messages, confirm the next clearance and route, and brief the next plan. A go-around is complete as a maneuver when the aircraft is controlled, appropriately configured and following an understood plan-not merely because the aircraft is climbing.

VERY IMPORTANT - A GO-AROUND CLOSE TO TOUCHDOWN

If the airplane floats below five feet for more than two seconds before GA is pressed, pitch can remain in FLARE while the autothrottle enters GA. You must rotate manually. If touchdown occurs while still within that two-second window, pitch GA can engage while autothrottle remains IDLE, requiring manual thrust. Check both the pitch and thrust response immediately. Reverse-thrust selection inhibits GA engagement. Once reverse thrust has been selected, continue the landing and stop.

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Discontinued approach

Go-around selection

Press a GA paddle on the thrust levers, then verify thrust, flight-director response and the three GA modes.

DISCONTINUED APPROACH

An approach can be discontinued early enough to establish a suitable level segment and reassess the plan. Brief the cleared path, altitude, speed and configuration. ALT HOLD can hold the altitude at which it is selected; confirm that altitude is appropriate, monitor the MCP speed, and verify the FMA and thrust response. Coordinate the next clearance and approach plan before resuming.

IMPORTANT - LEAVING COUPLED APP MODE

Once APP mode is engaged, the MCP mode selections are locked out. To leave it, disconnect the autopilot and switch both flight directors OFF, then ON. The simpler alternative is to press a GA button. If an immediate approximately 2,000 ft/min climb is not the intended maneuver, follow the GA selection immediately with ALT HOLD. Confirm the held altitude is suitable, monitor speed and thrust, and verify the resulting FMA before re-establishing the desired automation.

Use the go-around procedure whenever the approach requires an immediate climb or a published missed approach, the stabilized-approach criteria are not met, or continuing is unsafe. A level-off technique does not replace those requirements.

Treat a discontinued approach as a form of missed approach or go-around. Clean up as required for the intended flight path and speed, and complete the After Takeoff checklist.

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After Landing

AFTER LANDING

RUNWAY VACATED / TAXI PLAN ..... **CONFIRMED**

Establish the cleared route and a suitable opportunity for the after-landing flow.

IMPORTANT - TAXI FIRST, CLEAN UP LATER

The desired aircraft state remains the priority. Do not begin cleaning up while the taxi instruction is unclear, during an imminent runway crossing or complicated turn, or while approaching a potential traffic conflict. Fly and taxi the airplane first. Complete the flow when there is enough capacity to do it without losing the route or the picture outside.

APU ..... **AS REQUIRED**

Use the arrival power and air-conditioning plan. Starting the APU and establishing it as the needed supply are related but separate tasks. Confirm the actual supply before relying on it at shutdown.

ANTI-ICE ..... **WING OFF / ENGINE AS REQUIRED**

Use the appropriate engine anti-ice selection for the taxi conditions.

FLIGHT DIRECTORS ..... **OFF**

Clear the flight-director selections as part of the normal after-landing configuration.

ADVICE FROM THE LINE - LIGHTS AND COURTESY

Some pilots use a turnoff light as a cue to the other crewmember about the intended turn. At night, consider what your lights are doing to the crews you face. Avoid dazzling another crew while preserving the lighting needed for your own operation.

EXTERIOR LIGHTS ..... **SET FOR TAXI**

The normal cleanup turns off STROBE, WING, left/right LANDING and RUNWAY TURNOFF lights, with LOGO as required. Retain or select the lighting needed for the actual taxi, visibility and any further runway crossing.

TRIMS ..... **ZERO / ZERO / 4.0**

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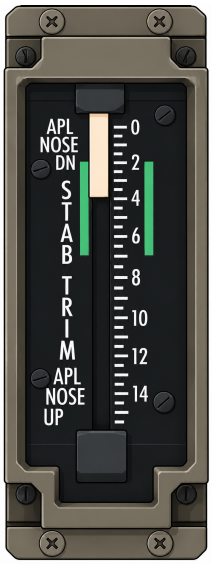
After Landing

ADVICE FROM THE LINE

Parking the ILS while approach guidance is still selected can trigger an RW/ILS CRS ERROR or RW/ILS FREQ ERROR scratchpad alert. Check the new tuning and selected approach mode. Reconfigure the guidance and radio for the next phase before treating a remaining alert as a fault.

Reset aileron and rudder trim to zero and stabilizer trim to the 4.0 parking reference with hydraulic pressure available.

Use 4.0 as the after-landing/parking reference. Set the next flight's takeoff trim from its performance data. Complete the reset while the required hydraulic pressure remains available. At the gate, check the achieved position rather than trying to move the stabilizer after depressurizing the hydraulics.



Stabilizer trim 4.0

The cream position bar ends at 4.0. The green band is fixed; use the calculated trim setting for departure.

FLAPS ..... **UP / VERIFY FULL RETRACTION**

Seat the lever in the UP detent and confirm the actual indication reaches UP.

Do not mistake the 1 detent for UP. The flap system takes time to move from a landing setting to fully retracted. **The checklist is not complete merely because the lever has arrived first.**

ILS CONTROLS ..... **PARK AS APPROPRIATE**

Remove the unneeded approach selection as appropriate to the intended next operation.

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After Landing

WEATHER RADAR AND TERRAIN DISPLAY ..... **OFF**

Set the radar and terrain display to the intended ground configuration. Treat radar operation and the terrain display layer as separate selections; one is not evidence of the other's state.

SPEEDBRAKE ..... **STOWED / DOWN**

Verify the lever and spoiler state. The automatic retraction logic and manual lever action do not eliminate the need to check that the desired taxi configuration has been achieved.

Flap travel is often the last part still in progress. Wait for the result rather than closing the checklist on the command.

ADVICE FROM THE LINE - START A CLOCK

A timer started after landing can help you understand taxi delays or check an applicable engine idle/cooldown interval. It also provides context if an ACARS event needs investigating.

BEFORE STAND ENTRY ..... **LIGHTS / WEATHER RADAR CHECKED**

Avoid dazzling personnel; verify weather radar OFF before approaching them.

ADVICE FROM THE LINE - THE TURN INTO THE STAND IS ANOTHER RESET POINT

Use the turn toward the gate or stand as a mental recaging point: people are now directly ahead of the airplane. Check the lights and turn off those that would dazzle the marshaller or ground crew, while retaining whatever lighting the operation requires.

As you think about the light you can see, remember the light (energy) you cannot see. Weather radar transmits microwave energy, and exposure close to a transmitting antenna can harm personnel. **Confirm the weather radar is OFF before approaching them.** Removing the radar image from a display does not by itself confirm that the transmitter is off.

This is a final reminder, not the planned point to switch the radar off for the first time. The after-landing flow already establishes that state. The turn into the stand is your opportunity to catch an omission before bringing the nose toward the people waiting for you.

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Shutdown and Turnaround

SHUTDOWN

SHUTDOWN AND TURNAROUND

Shutdown is another transition between known aircraft states. At the gate, the engines may be about to stop providing electrical, hydraulic and pneumatic power. Decide what will replace the needed services, confirm it is available and correctly selected, and only then remove the engine supply.

After parking, set the brake or confirm chocks as coordinated, establish the required electrical supply, and shut down the engines. Continue with the turnaround selections below. Use Final Securing only when terminating the flight and removing power.

PARKING BRAKE ..... **SET / VERIFY**

Confirm the aircraft is stationary at the intended stand and the parking arrangement is suitable for the ground operation. Coordinate any subsequent change to that arrangement with the actual ground-services state.

AC POWER SOURCE ..... **CONFIRMED**

Verify the intended external-power or APU supply before shutting down the engines.

“Connected,” “running” and “supplying” are different states. For external power, AVAIL is not the same as ON. For the APU, the generator-control selection permits automatic operation but does not alone prove that it is supplying the airplane. Use the indications and source-transfer checks introduced in Establishing Aircraft Power. Do not allow the loss of both engine generators to be the first test of whether your replacement source is ready.

ENGINE ANTI-ICE ..... **OFF BEFORE SHUTDOWN**

Select engine anti-ice OFF before moving the fuel controls to CUTOFF. This commands the pressure-operated cowl anti-ice valves closed while engine bleed pressure is still available and removes the anti-ice idle and ignition demand before shutdown.

ENGINE FUEL CONTROLS ..... **CUTOFF**

Observe the expected shutdown indications and engine rundown.

Confirm the engines have shut down using the engine indications. Observe N2/N3 decreasing through the stated shutdown check and coordinate with the ramp before personnel approach. Keep people clear of the engines until the ground crew has confirmed it is safe.

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Overhead — left to right

BEACON AND SEAT BELT SIGN ..... **OFF WHEN APPROPRIATE**

After both engines are confirmed shut down, inform the cabin that passengers may move about and preparations for disembarkation can begin. Coordinate with ramp personnel before they approach the airplane.

LIGHT OVERRIDE ..... **AS REQUIRED**

Use LT OVRD when helpful at a dark stand or gate. Provide a usable cockpit for the remaining duties.

OVERHEAD - LEFT TO RIGHT

Return to the familiar preflight scan direction. This time each selection supports a parked airplane, a through flight or a terminating flight. “Same flow” means the same organized way of inspecting the panel, not the same switch positions as before departure.

IRS ..... **SET FOR TURNAROUND / TERMINATION**

Termination: OFF. Through-flight realignment while stationary: NAV to ALIGN to NAV, with verified position update.

HYDRAULIC ELECTRIC PUMPS ..... **OFF / L, THEN C, THEN R**

Complete required trim movement before removing the hydraulic supply.

Select the electric hydraulic pumps OFF in system order **L, then C, then R**. The order is the reverse of the **R, C, L** pressurization sequence. Confirm the selections and the resulting aircraft state. Accomplish any required stabilizer-trim movement before taking away its hydraulic supply.

APU ..... **AS REQUIRED**

Keep the source needed for the parked operation.

RUNWAY TURNOFF AND PANEL LIGHTING ..... **SET**

Confirm runway turnoff lights OFF. Set the remaining panel lighting for the parked operation.

EMERGENCY LIGHTS ..... **SET FOR OPERATION**

Select emergency lights guarded/ARMED for a through flight and unguarded/OFF for termination at the appropriate stage, accounting for occupants and ground activity.

IGNITION SELECTION ..... **ALTERNATE AS APPLICABLE**

On a through flight, alternate the ignition selection: if this leg used 1, select 2 for the next leg, or vice versa. When leaving the aircraft for another crew, leave the selection and let that crew alternate during its preparation.

ENGINE START SELECTORS ..... **AUTO**

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Glareshield, main panel and aisle stand

FUEL PANEL ..... **SET**

Set the fuel panel for the appropriate parked configuration. The fuel-pump switches may be OFF while the APU continues supplying the airplane. With AC available, the left forward pump runs automatically to feed the APU even when its switch is OFF. The DC pump provides fuel for an APU start when AC power is unavailable.

ANTI-ICE AND WIPERS ..... **OFF**

Confirm the wiper selector OFF.

EXTERIOR LIGHTS ..... **SET**

Leave POSITION ON and the other exterior lights OFF for the described powered parked configuration.

WINDOW HEAT ..... **OFF**

SEAT BELT SIGN ..... **OFF**

Verify the selections as part of the scan. Revisit them as required by a subsequent through-flight preparation. An old shutdown check is not a new preflight check.

OVERHEAD LIGHTING PANEL ..... **AS REQUIRED**

Leave enough lighting for the remaining work and the intended handover.

PACKS ..... **AS REQUIRED**

Select the air-conditioning arrangement appropriate to the available source and parked operation.

ISOLATION VALVE ..... **OPEN / SELECTED IN**

Establish the parked pneumatic arrangement. The intended supply and any associated restrictions still need to be respected.

BLEED CONTROLS ..... **ON**

Set the engine bleed switches ON.

GLARESHIELD, MAIN PANEL AND AISLE STAND

GLARESHIELD LIGHTING ..... **AS REQUIRED**

Set the lighting for the remaining checks and the next crew. Be a good steward of the cockpit: clean up, leave the controls orderly, and switch off unused lights. Unnecessary lights add heat and maintenance work.

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Glareshield, main panel and aisle stand

FLIGHT DIRECTORS ..... **OFF**

Verify both flight-director switches OFF.

AUTOTHROTTLE ARM ..... **ARM**

Ensure the autothrottle ARM switch is ARM.

MCP ..... **CHECKED**

ADVICE FROM THE LINE

An obviously unusual speed or altitude in the parked MCP can remind the next setup that those fields are unfinished. If you use that technique, explain it during the handover. The next flight replaces the reminder with its performance-derived speed and cleared altitude, then verifies the complete MCP setup.

SHOULDER AND FOOT HEAT ..... **OFF / AS REQUIRED**

For termination, turn the controls off. For a through flight, use the needed setting and leave the next crew a nice plane.

EICAS AND STATUS ..... **REVIEW**

Check upper/lower indications, exceedances, abnormal messages and the lower STATUS display.

Address unusual or abnormal EICAS and STATUS messages. Make the appropriate maintenance-logbook entries and include unresolved items in the handover.

SPEEDBRAKE ..... **STOWED / DOWN**

Verify the parked state.

FUEL CONTROLS ..... **CUTOFF / VERIFIED**

Verify both fuel-control switches in the CUTOFF position.

FLAPS ..... **UP / INDICATION AGREES**

Ensure both the flap handle and the flap indicator have reached UP.

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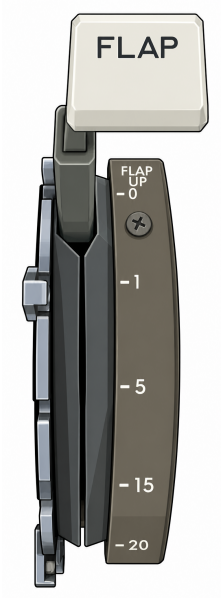
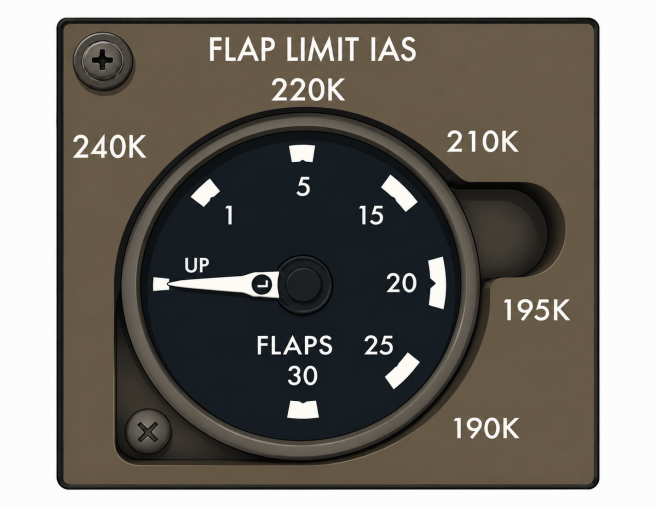
Glareshield, main panel and aisle stand





Flap lever in the UP detent beside the UP indication. Verify the actual lever and indication agree.

STABILIZER TRIM ..... **4.0 / VERIFY**

This is a check of the reset completed with hydraulic pressure available.

Do not attempt the trim movement here after hydraulic depressurization. If the reset was missed, use the appropriate restoration procedure.

TRANSPONDER ..... **OFF / AS REQUIRED**

Use the intended stand and local ground-surveillance procedure.

ACARS FLIGHT CLOSEOUT ..... **SENT / CLOSED**

Complete ACARS - Flight closeout and allow the automatic reports to arrive before beginning a new INIT.

See ACARS - Postflight for the closeout and report sequence.

DEBRIEF AND HANDOVER ..... **COMPLETE**

What did not go as intended? Why? What could we have done better? Discuss and resolve any unanswered questions.

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Final securing — terminating flight

ADVICE FROM THE LINE

Make it a good habit to really debrief any unanswered questions about your flight or talk about things you could have done better. Try to make every flight a learning experience. There will be something you can find wrong on every flight. Use that to better yourself for the next one.

FINAL SECURING - TERMINATING FLIGHT

IRS SELECTORS ..... **VERIFY OFF**

Confirm all three OFF before removing AC power.

Complete the shutdown checks, ACARS closeout and any duties requiring power first. These final steps apply when the aircraft is to be left shut down, not when power is being retained for passengers, ground work or a through flight. Identify every source still supplying the aircraft before removing it.

APU - IF RUNNING ..... **SELECTOR OFF / SHUTDOWN COMPLETE**

Command shutdown with the APU selector and retain battery power while the normal shutdown sequence completes.

Place the APU selector OFF and allow its normal shutdown sequence to finish. An APU that was supplying bleed air may continue running during its cooldown; OFF is the shutdown command, not proof that it has already stopped. Verify completion from the available APU indications before removing the required battery power. Do not substitute a fixed delay for observing the result.

IMPORTANT - THE BATTERY SWITCH IS NOT THE APU SHUTDOWN CONTROL

DO NOT USE THE BATTERY SWITCH TO COMMAND APU SHUTDOWN. Use the APU selector and place it OFF so the normal shutdown sequence, tests and control functions can occur. Leave battery power available for that sequence. The fact that removing battery power can cause the APU to stop on the ground does not make it the normal way to shut the APU down.

EXTERNAL POWER - IF CONNECTED ..... **DESELECT / REMOVE**

Verify EXT PWR ON extinguished and remove the GPU connection through ground services as appropriate.

For an externally powered aircraft with the APU already shut down, remove the external supply before selecting the battery OFF. Distinguish ending the electrical supply from the physical ground-service connection. Coordinate the actual ground operation and verify the resulting state. If both an APU and external power were present, complete both applicable source-removal checks.

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Final securing — terminating flight

BATTERY ..... **OFF**

Confirm the engines and APU are shut down, external supply removed and powered duties complete.

With the source-removal sequence complete, select the battery OFF. This is the final power-removal step in the securing flow. It does not replace any required control, door, ground-equipment or handover check.

FINAL AIRCRAFT STATE ..... **CHECK / HANDOVER COMPLETE**

Confirm that the aircraft is left in the intended secured state. Any deviation or unresolved condition belongs in the handover. On a through flight, retain the required supplies and complete the next flight's preparation instead of applying a terminating-flight power-down by habit.

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NORMAL CHECKLIST

Complete the procedures first; use this page to verify the resulting configuration.

BEFORE START

Parking brake	**SET**
Fuel quantity	**CHECKED AGAINST PLAN**
Oxygen	**CHECKED**
IRS	**ALIGNED**
Altimeters	**SET**
Recall	**CHECKED**
Doors	**CLOSED**
Windows	**CLOSED & LOCKED**
Hydraulic panel	**SET**
Fuel panel	**SET**
Seat belt signs	**ON**
Duct Pressure	**NORMAL**
Beacon	**ON**

AFTER START

APU	**AS REQUIRED**
Engine anti-ice	**AS REQUIRED**
Air conditioning panel	**SET**
Flaps	**SET**
Trim	**SET**
Recall	**CHECKED**

BEFORE TAKEOFF

Flaps	**CHECKED**
Flight controls	**CHECKED**
Trims	**zero / zero / ____**
Autobrakes	**RTO / OFF**
Briefing	**COMPLETE / RWY ___**
Crew seat belts / harnesses	**FASTENED**
Seat belt signs	**ON**
Cabin	**SECURE**
Engine Indications	**NORMAL**
Takeoff configuration	**CHECKED**
V speeds	**CHECKED**
MCP	**SELECTED**
WXR / TERR	**SELECTED**
Lights	**ON**

AFTER TAKEOFF

Gear	**UP, THEN OFF**
Flaps	**UP**

TURNAROUND / TERMINATION

Emergency lights remain ARMED for a through flight; select OFF for termination at the appropriate stage. Packs follow the parked operation. Use the manual’s Final Securing procedure when removing power.

IN RANGE

In Range Report	**SENT**
Altimeters	**SET**
Landing data	**CHECKED**
Autobrakes	**CHECKED**
Recall	**CHECKED**
Lights	**ON**
Crew seat belts / harnesses	**FASTENED**

APPROACH

Briefing	**COMPLETE**
Altimeters	**SET**
Minimums	**____ RA / BARO**
Navaids	**CHECKED**

BEFORE LANDING

Speed brakes	**ARMED**
Gear	**DOWN, 3 GREEN**
Flaps	**CHECKED**
Seat belt signs	**ON**
Cabin	**SECURE**

AFTER LANDING

APU	**AS REQUIRED**
Lights	**SET**
WXR / TERR	**DESELECTED**
ILS Control Panel	**PARKED**
Flaps	**UP**
Autobrakes	**OFF**
Speed brakes	**DOWN**
Stabilizer trim	**4 UNITS**
Engine anti-ice	**AS REQUIRED**

SHUTDOWN

Engine anti-ice	**OFF**
Fuel control switches	**CUTOFF**
Beacon	**OFF**
Seat belt signs	**OFF**
Hydraulic panel	**SET**
Emergency Lights	**AS REQUIRED**
Fuel pumps	**OFF**
Window heat	**OFF**
Packs	**AS REQUIRED**
Isolation valve	**OPEN**
Flight directors	**OFF**
EICAS messages	**CHECKED**
Status messages	**CHECKED**
Foot/Shoulder Heaters	**OFF**
EFB	**SHUTDOWN WHEN FINISHED**
IRS	**OFF FOR TERMINATION**
Debrief	**COMPLETE**
Airplane Securing	**AS REQUIRED**

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ABNORMAL PROCEDURES

ABNORMAL PROCEDURES

Selected procedures for the situations covered in this section.

Cold and dark • Preflight • Departure • Enroute • Arrival • Go-around • Shutdown

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ABORTED ENGINE START

Use this procedure during a ground start that must be stopped: no light-off, a stalled/hung acceleration, an abnormal temperature rise or another unacceptable indication. Monitor rotor speed, EGT, oil pressure and elapsed time throughout the start.

AFFECTED FUEL CONTROL ..... **CUTOFF**

Stop fuel flow promptly. Note the start-selector position and continue with the applicable branch below.

Starter position now	PW engine	RR engine
GND	Keep motoring for 30 seconds after cutting off fuel, then select AUTO.	Keep motoring for at least 30 seconds and until EGT is 100°C or less, then select AUTO.
AUTO	Wait until N2 is below 20%. Select GND, motor for 30 seconds, then select AUTO.	Wait until N3 is below 20%. Select GND, motor for at least 30 seconds and until EGT is 100°C or less, then select AUTO.

STARTER TIME / ENGINE INDICATIONS ..... **MONITOR**

Count the entire engagement and observe the applicable starter operating limits.

RESTART ..... **ONLY AFTER CAUSE IS RESOLVED**

Confirm the correct air supply, fuel control, starter availability and engine indications before another attempt.

> **IMPORTANT**
>
> The rotor used for the re-engagement check is N2 for PW and N3 for RR. The RR motoring step also requires EGT at or below 100°C. Keep these engine-specific differences visible when practicing a start.

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Aborted engine start

Elapsed-time check

Track the rotor and temperature trend against the timer. The example sweep hand reads 20 seconds.

NO LIGHTOFF WITHIN 20 SECONDS

00:00

FUEL CONTROL TO RUN

Starter continues to motor engine.

Begin monitoring for lightoff.

FUEL CONTROL: RUN

00:20

NO LIGHTOFF OBSERVED

No corresponding EGT rise.

Rotor increase alone is not enough.

FUEL CONTROL: RUN

Illustration. Recognition example: NO LIGHTOFF after fuel introduction. N2/N3 may rise from starter motoring alone. Look for the EGT rise and meaningful rotor acceleration beyond motoring, together with rising oil pressure, oil temperature and the other indications of a successful start. Follow the aborted-start criteria above if lightoff does not occur.

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Aborted engine start

Recognition state - RUN selected

The pictured left control is still RUN. The first abort action moves the affected control to CUTOFF; then follow the applicable GND or AUTO branch.

Return to Engine Start.

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Starter does not cut out

STARTER DOES NOT CUT OUT

An L STARTER CUTOUT or R STARTER CUTOUT alert means the start valve has failed to close. The start-selector VALVE light remains illuminated. Act promptly to remove the air supply if selecting AUTO does not close the valve.

AFFECTED ENGINE START SELECTOR ..... **AUTO**

If the VALVE light extinguishes, the valve has closed. If it remains illuminated, continue:

AFFECTED ENGINE BLEED SWITCH ..... **OFF**

ISOLATION SWITCH ..... **OFF / CLOSED**

APU BLEED SWITCH ..... **OFF**

GROUND AIR SOURCE ..... **DISCONNECT IF CONNECTED**

Coordinate disconnection with the ground crew.

WING ANTI-ICE ..... **OFF**

ICING CONDITIONS ..... **AVOID**

Wing anti-ice is removed to prevent asymmetric wing ice accumulation. On PW engines, engine and wing anti-ice on the affected side are unavailable. ENGINE BLEED OFF and PACK OFF messages resulting from these deliberate selections do not require their separate checklists in this procedure. Stop the departure and resolve the starter fault before continuing.

VALVE FAILS TO OPEN / POSITION DISAGREEMENT

```
L ENG STARTER
R ENG STARTER
```

VALVE REMAINS OPEN WHEN COMMANDED CLOSED

```
L STARTER CUTOUT
R STARTER CUTOUT
```

Illustration. Exact left/right alert names. Identify the affected side and remove its starter-air supply as directed above.

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Starter does not cut out

Selector AUTO, VALVE still illuminated

This left-side example shows the valve failing to close. Follow the isolation actions above and stop the departure.

IMPORTANT - IDENTIFY THE ALERT

L ENG STARTER or R ENG STARTER identifies a starter-valve position disagreement, including failure to open. L STARTER CUTOUT or R STARTER CUTOUT means the affected valve remains open when commanded closed. If the engine is not rotating after a start selection, return the selector to AUTO, keep fuel CUTOFF and check the start-air source before another attempt. Do not introduce fuel into a stationary engine.

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Rejected takeoff

REJECTED TAKEOFF

Brief the reject decision before entering the runway. The pilot calling the reject announces “STOP” and the crew immediately follows the stopping plan. A high-speed reject uses runway quickly.

Speed range	Decision focus
Below 80 knots	A system failure, warning/caution, unusual noise or vibration, tire failure, abnormal acceleration or a condition affecting safe takeoff can justify stopping.
80 knots to V1	Restrict a reject to serious conditions such as an engine failure or fire, aircraft fire, or an aircraft that cannot safely fly.
At or beyond V1	Continue for failures within the briefed takeoff capability. Stopping beyond V1 may exceed the available runway; a reject at this point is an exceptional judgment when the aircraft cannot safely fly.

THRUST LEVERS ..... **IDLE**

AUTOTHROTTLE ..... **DISCONNECT**

BRAKING ..... **MAXIMUM / VERIFY RTO**

Apply maximum manual braking, or verify that RTO autobraking is producing the required deceleration.

SPEEDBRAKE LEVER ..... **UP / VERIFY**

REVERSE THRUST ..... **MAXIMUM APPROPRIATE**

Keep directional control and maximum required braking until assured of a safe stop. The monitoring pilot verifies deceleration and speedbrake deployment, calls any missing response and calls “60 knots.” If automatic braking is ineffective, take over manually without delay.

AFTER STOPPING ..... **ASSESS / COMMUNICATE**

Notify ATC, assess fire or evacuation needs, and advise the cabin and ground services.

BRAKE ENERGY / TEMPERATURE ..... **ASSESS**

Record the speed at brake application and aircraft weight. Use Brake cooling.

Move clear of the runway only when safe. A tire or brake problem can make further taxi inappropriate. Keep personnel away from hot wheels and coordinate assistance. Avoid setting the parking brake on very hot brakes unless needed to secure the aircraft. Use chocks through the ground crew when appropriate.

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Rejected takeoff

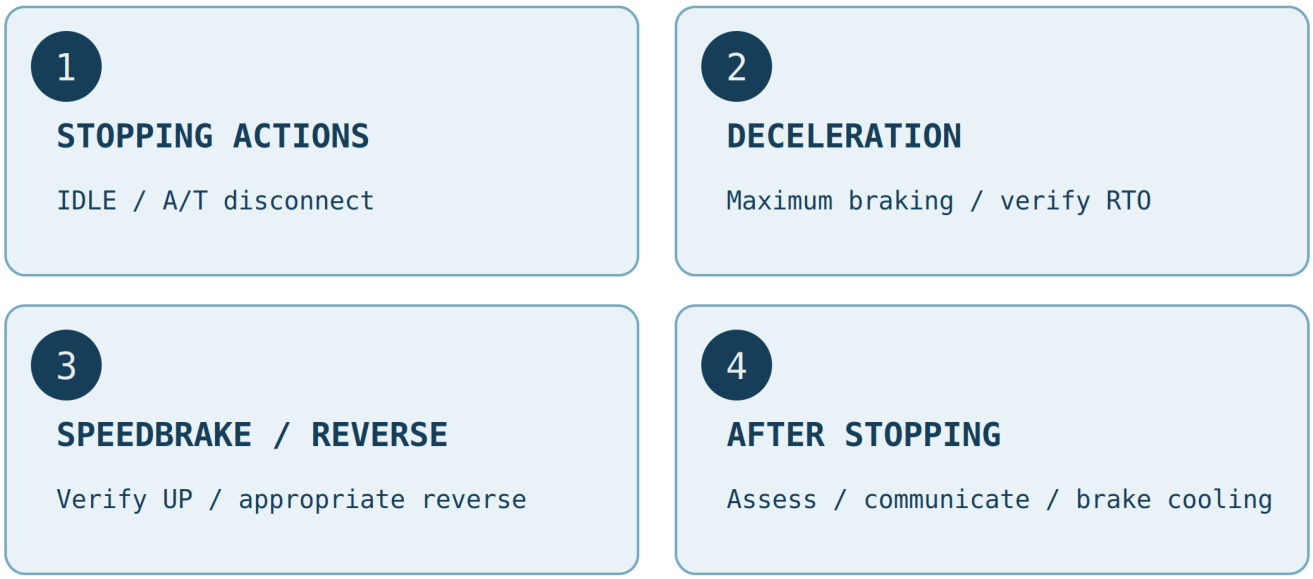

Illustration. Rejected-takeoff response overview. Confirm actual speedbrake deployment, braking and appropriate reverse thrust, then assess the aircraft after stopping.

Return to Takeoff.

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BRAKE COOLING - FINDING THE WAIT

Use the hottest BTMS indication after its delay, or estimate RTO brake energy from aircraft weight and recorded groundspeed using the tables below.

VERY IMPORTANT - THE DISPLAY LAGS THE BRAKES

Wait 10-15 minutes after the airplane has come to a complete stop before using BTMS to select a cooling schedule. The indications can continue rising after the stop. A low initial reading does not clear a hot-brake event. Take the protective actions warranted by a high-energy reject immediately while the display catches up.

QUICK ROUTE: USE THE HOTTEST BTMS INDICATION

LOWER EICAS ..... **STATUS / BTMS**

AFTER 10-15 MINUTES ..... **READ HOTTEST BRAKE**

Use the hottest individual indication, not an average.

Hottest BTMS	Simple ground-cooling action
0 or 1	No special wait from this schedule. Still observe the aircraft’s quick-turnaround limit and any other abnormal condition.
2	Allow 20 minutes.
3	Allow 51 minutes.
4	Allow 62 minutes.
5 to below 8	Caution zone: delay takeoff and have the wheels/brakes inspected after one hour.
8 or more	Fuse-plug zone: clear the runway immediately if able; avoid the parking brake unless required; do not taxi for one hour. Inspection and tire, wheel or brake replacement may be needed.

Round fractional BTMS readings up to the next whole number. Start these conservative waits at the BTMS assessment. Reassess if the indication rises or further braking adds heat.

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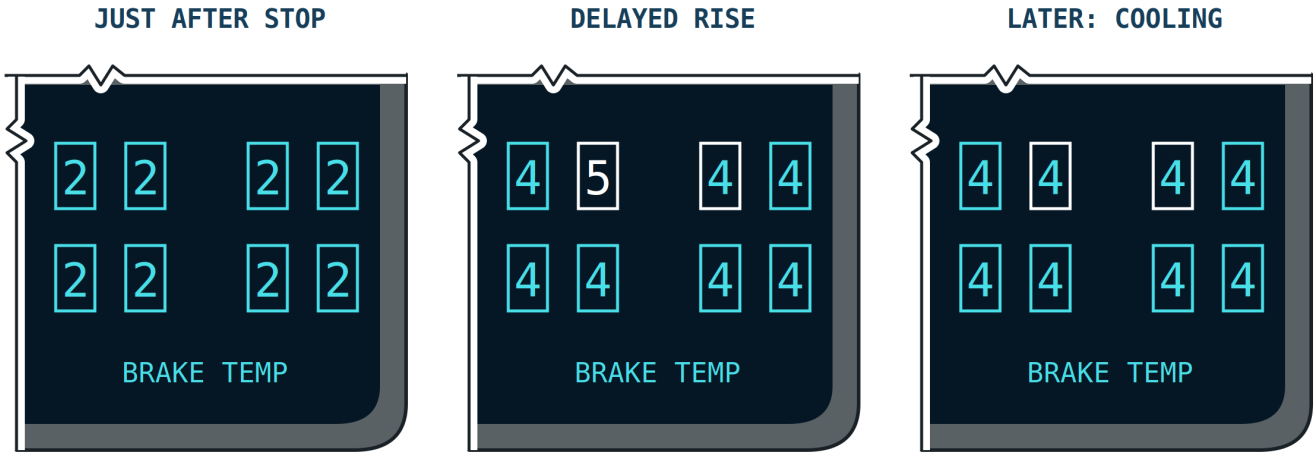
Brake cooling — finding the wait

BTMS uses cyan and white. At 0-2, both number and box are cyan. At 3-4, the number stays cyan; the first brake on each main gear truck to exceed 2 has a white box. At 5-9, both number and box are white.

The BRAKE TEMP light comes on when the hottest indication reaches 5 and goes out as it cools to 4. The light going out does not mean the cooling wait is complete.

BEFORE ANOTHER DEPARTURE ..... **RECHECK**

Cooling completed, required inspection satisfied, quick-turnaround limit observed and brake/tire condition acceptable.



LOWER EICAS STATUS — BOTTOM-RIGHT EXCERPTS

Illustrative readings; use the cooling procedure to determine the waiting time.

Illustration. Bottom-right portions of the lower EICAS STATUS page, with broken edges indicating the omitted display area. Example delayed rise and later cooling; use the hottest brake after the 10-15-minute delay. The separate BRAKE TEMP annunciator illuminates at 5 and clears at 4; its extinction does not complete the cooling wait.

IMMEDIATE ESTIMATE: WEIGHT AND GROUNDSPEED AT BRAKE APPLICATION

For an RTO, use the applicable PW or RR table. Read the aircraft weight and groundspeed when braking began, then take the energy at their intersection. Values below are millions of foot-pounds per brake. For an intermediate weight or speed, use the next higher row/column for a simple conservative estimate. Do not extrapolate beyond the table.

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Brake cooling — finding the wait

PW - RTO energy from groundspeed

Weight, 1,000 lb	80 kt	100 kt	120 kt	140 kt	160 kt	180 kt
140	5.7	8.4	11.5	14.8	18.4	22.3
160	6.3	9.4	13.0	16.9	21.2	25.8
180	7.0	10.5	14.5	19.0	24.0	29.3
200	7.6	11.5	16.0	21.1	26.7	32.6
220	8.2	12.5	17.6	23.2	29.3	35.7
240	8.9	13.6	19.1	25.2	31.9	38.8
260	9.5	14.6	20.6	27.3	34.4	42.1

RR - RTO energy from groundspeed

Weight, 1,000 lb	80 kt	100 kt	120 kt	140 kt	160 kt	180 kt
140	5.9	8.7	11.8	15.1	18.7	22.6
160	6.6	9.7	13.3	17.2	21.5	26.1
180	7.2	10.8	14.8	19.3	24.3	29.5
200	7.9	11.8	16.4	21.4	27.0	32.8
220	8.5	12.9	17.9	23.5	29.6	36.0
240	9.2	13.9	19.4	25.5	32.1	39.0
260	9.8	14.9	20.9	27.5	34.6	41.8

For kilograms, multiply weight by 2.205 to obtain pounds. For example, 90,700 kg is approximately 200,000 lb. These tables use the ground-speed method used here: sea-level pressure altitude and approximately 15°C/60°F as the reference lookup condition, whatever the actual airport conditions are.

TOTAL ENERGY ..... **ACCOUNT FOR EARLIER HEAT**

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Brake cooling — finding the wait

Add heat remaining from earlier braking and 0.65 per taxi mile to the new stop's energy. The table assumes every brake is operating and shares the energy equally. With one brake deactivated, increase the estimate by 15%. If residual energy or brake condition is unknown, use the delayed BTMS assessment and the more restrictive applicable result.

CONVERT ENERGY INTO MINUTES

Total energy per brake	Ground-cooling action
8 or less	No special procedure from this schedule.
Above 8 to 9	10 minutes
Above 9 to 10	20 minutes
Above 10 to 12	38 minutes
Above 12 to 14	51 minutes
Above 14 to 16	62 minutes
Above 16 to 17	66 minutes
Above 17 to below 28	Use the caution-zone action: delay takeoff and inspect after one hour.
28 or more	Use the fuse-plug-zone action: clear the runway if able, avoid the parking brake unless required, and do not taxi for one hour.

This table rounds intermediate energy upward instead of requiring interpolation. Above 17, it conservatively applies the next published zone. Start the cooling timer after the stop. Additional braking adds heat and requires a new assessment. A one-hour inspection is a required evaluation point, not automatic permission to take off.

Worked example - PW: 200,000 lb, brakes applied at 120 kt groundspeed, no residual brake heat and no further taxi. Energy is 16.0, giving 62 minutes of ground cooling. At 10-15 minutes, inspect the hottest BTMS value and apply a more restrictive action if indicated.

If one taxi mile is then added, the estimate becomes 16.0 + 0.65 = 16.65. Round up to the 17-energy row: 66 minutes. Further taxi or earlier residual heat can move the event into a different zone.

Worked example - RR: the same weight and groundspeed give 16.4. The simplified upward rounding gives 66 minutes before considering residual heat or taxi.

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IF YOU RECORDED IAS INSTEAD OF GROUNDSPEED

The IAS method requires aircraft weight, brakes-on IAS, pressure altitude, OAT and wind. Adjust IAS by subtracting half the headwind, or adding 1.5 times the tailwind, then use the matching pressure-altitude/OAT cell in the applicable engine table. Density altitude alone does not identify that cell. To keep this guide quick to use, use recorded groundspeed with the compact tables above, or use the delayed BTMS route.

The compact energy tables apply to a rejected takeoff. A landing calculation needs the additional adjustment for manual/autobrake selection and reverse-thrust use. The BTMS route avoids that extra calculation for a normal landing.

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Fuel balancing

FUEL BALANCING

Use when an appreciable difference develops between the left and right main tanks. Check the reason for the imbalance before selecting crossfeed.

FUEL LEAK ..... **ASSESS**

If an engine fuel leak is suspected, stop here and use the applicable Fuel Leak Engine procedure. Balancing can conceal an ongoing loss. Compare tank quantities, total fuel and engine consumption with the expected burn.

VERY IMPORTANT - TEMPORARY ABNORMAL FUEL CONFIGURATION

Balancing is an authorized procedure, but it deliberately places the fuel pumps and crossfeed in a temporary abnormal configuration. Watch fuel consumption and the quantity in each tank closely. Maintain pump pressure to both engines. At high altitude, loss of pump pressure can cause thrust deterioration or flameout. Restore the normal configuration as soon as the tanks are balanced.

CROSSFEED ..... **ON**

Select both crossfeed switches ON. Wait until both VALVE lights extinguish before turning off any main-tank pump.

PUMPS IN THE LOWER-QUANTITY MAIN TANK ..... **OFF**

Keep the higher-quantity tank pumps ON and supplying pressure.

Both engines now consume fuel from the higher-quantity main tank. This reduces its quantity toward the lower tank’s level. The procedure does not pump fuel from one main tank into the other.

TANK QUANTITIES / FUEL CONSUMPTION ..... **MONITOR CLOSELY**

ADVICE FROM THE LINE - LEAVE A VISIBLE REMINDER

Leave something conspicuously out of its usual position to remind you that balancing is in progress: LT OVRD selected, the map/chart holders deployed, or a deliberate change to VOR or PLAN mode. Choose a cue that suits the phase of flight and preserves the navigation information you need. Add a timer or an explicit verbal reminder if useful. The cue prompts the quantity check and restoration; keep watching the tanks throughout.

WHEN BALANCED - FUEL PUMP SWITCHES ..... **ON**

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Fuel balancing

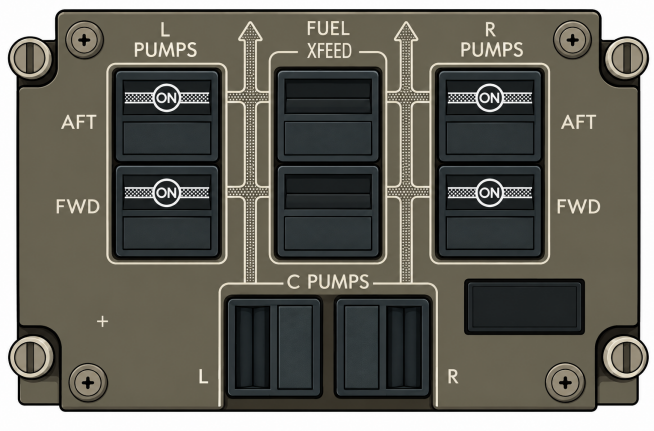
CROSSFEED ..... **OFF**

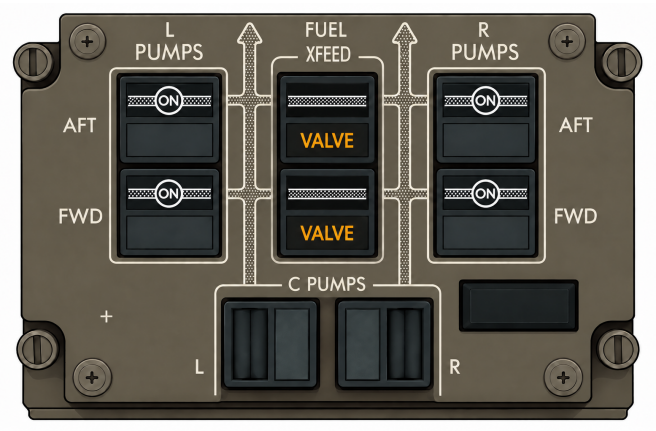
With the main pumps restored ON, close both crossfeeds.

FUEL PRESSURE / QUANTITIES ..... **VERIFY**

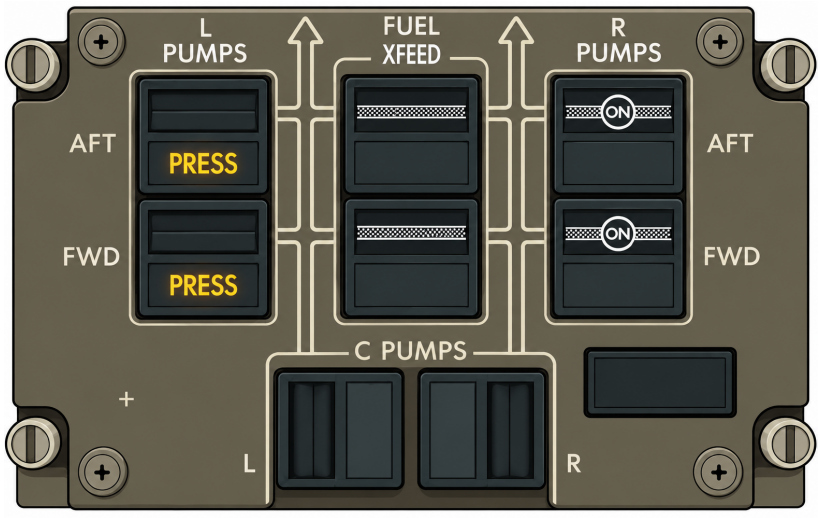
REMINDER CUE ..... **RESTORE**

Return the cockpit to its intended configuration after confirming the fuel panel and tank indications.





Begin with both main-tank pump pairs ON. Open both crossfeeds; keep the pumps ON while either VALVE lamp remains illuminated.



Right tank supplies both engines

Example quantities: L 5.9, C 0.0, R 6.7 (thousand lb). Both crossfeeds are open with VALVE lights dark; left-main pumps OFF and their PRESS lights illuminated. Center pumps OFF.

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Fuel balancing

Illustration. Leave the pump messages visible as a reminder and monitor tank quantities and consumption. Restore the main pumps ON before closing the crossfeeds; the normal-supply panel above shows the completed configuration.

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SUPPLEMENTAL PROCEDURES

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Selected procedures for the situations covered in this section.

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Ground-air-cart start

GROUND-AIR-CART START

Use when APU bleed air is unavailable and a suitable ground pneumatic source is connected. Coordinate the start and the later disconnection with the ground crew. Maintain electrical power throughout.

AIRCRAFT / GROUND CREW ..... **READY / CLEAR**

PACK SELECTORS ..... **OFF**

ISOLATION SWITCH ..... **OPEN / ON**

APU BLEED ..... **OFF**

GROUND AIR ..... **CONNECTED / SUPPLYING**

DUCT PRESSURE ..... **AT LEAST 30 PSI**

Check 30 psi or greater for the ground-cart supply. In the normal APU start flow, the 25 psi check applies during GND/cranking.

ENGINE START ..... **NORMAL PROCEDURE**

Use Engine Start, monitoring duct pressure, rotor acceleration, light-off and starter time.

GROUND AIR ..... **DISCONNECT AS COORDINATED**

Confirm the hose and personnel are clear before moving the aircraft or increasing thrust for a crossbleed start.

Start the second engine from the connected cart if the service and planned sequence permit, or use the crossbleed procedure after the ground equipment is clear. After both engines are running, accomplish After Start and Before Takeoff.

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Ground-air-cart start

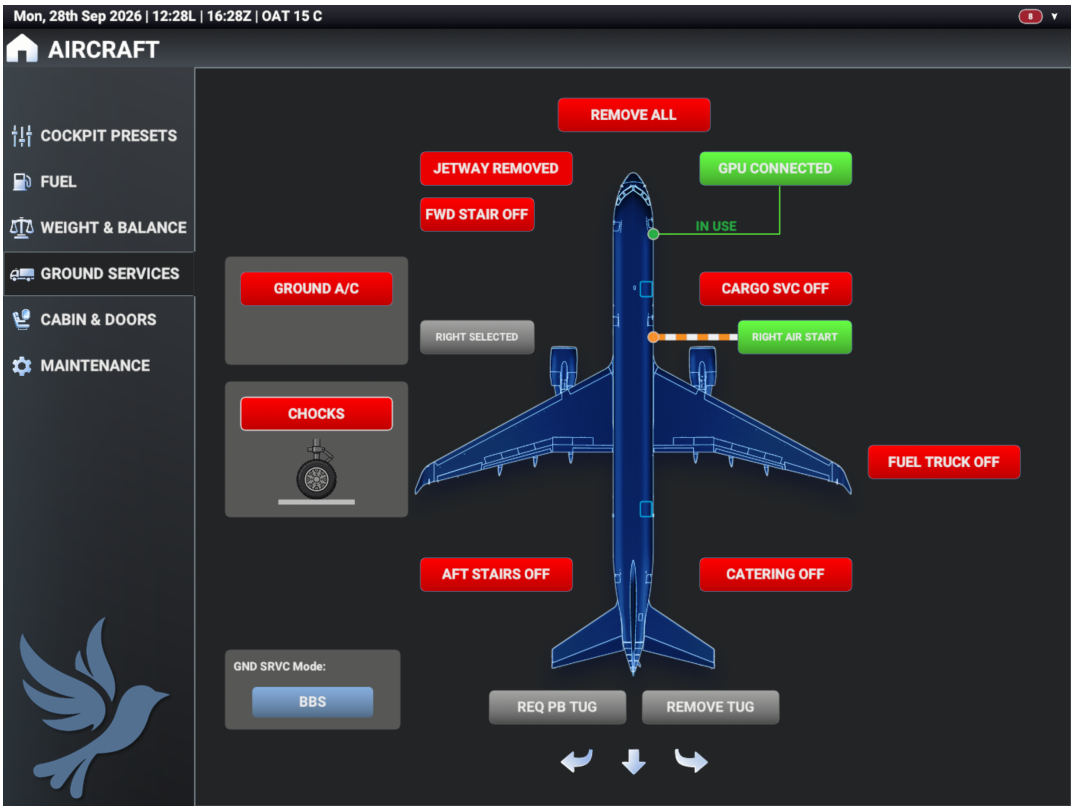
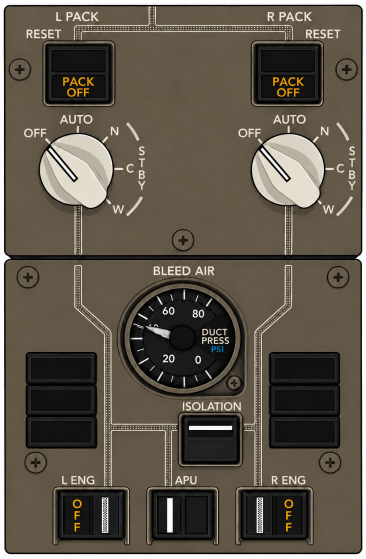


Illustration. Actual EFB AIRCRAFT > GROUND SERVICES menu. The green RIGHT AIR START control and hose graphic show the cart connected on the right. Confirm pneumatic pressure on the overhead panel.



Cart-fed start

This image shows the APU bleed switch ON with the APU itself OFF. Bleed air is supplied by the air start cart. Packs are OFF and isolation is OPEN. Engine bleed switches remain selected; stopped-engine OFF lamps are illuminated. Verify at least 30 psi from the cart.

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Crossbleed start

CROSSBLEED START

Use an operating engine to supply starting air for the other engine. Stop in an appropriate area and coordinate with the ground crew and ATC as required. The increased thrust creates significant blast.

AREA BEHIND THE AIRCRAFT ..... **CLEAR**

APU ..... **SHUT DOWN OR APU BLEED OFF**

PACK SELECTORS ..... **OFF**

ISOLATION SWITCH ..... **OPEN / ON**

OPERATING-ENGINE BLEED ..... **ON**

OPERATING-ENGINE THRUST ..... **ADVANCE**

PW: approximately 70% N2. RR: approximately 65% N3.

OTHER ENGINE ..... **START NORMALLY**

Monitor starting-air pressure and engine acceleration throughout.

OPERATING-ENGINE THRUST ..... **RETURN TO IDLE**

After the start is complete and increased thrust is no longer needed.

AFTER START FLOW / CHECKLIST ..... **COMPLETE**

BEFORE TAKEOFF ..... **COMPLETE WHEN READY**

Both engines running, correct supply configuration and required warmup completed.

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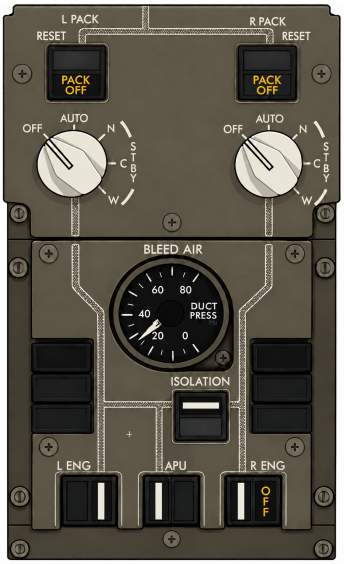
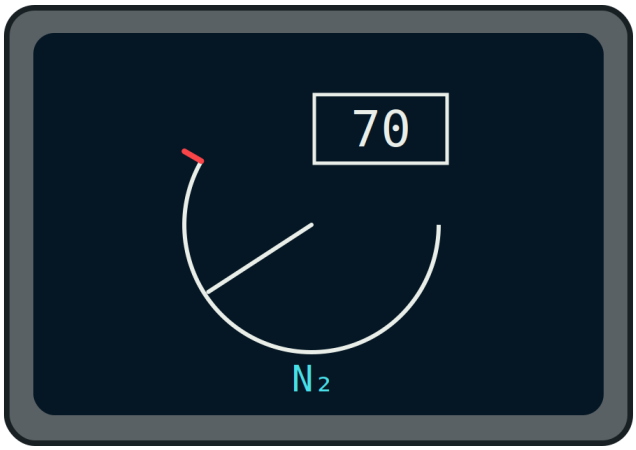
Crossbleed start



Crossbleed start configuration

Packs OFF, isolation OPEN, APU shut down with its bleed button selected IN/ON (white window bar visible). Left engine supplies air in this example; right engine bleed OFF indication remains while that engine is stopped.



Approximate operating-engine targets: PW 70% N2; RR 65% N3. Confirm adequate starting-air pressure and acceleration of the other engine.

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APU RUNNING BUT NO BLEED PRESSURE

Use this ground check before engine start when the APU is running but the duct gauge shows no pressure. Keep the packs OFF and verify both engine-bleed switches and the APU-bleed switch ON.

If APU FAULT, APU FUEL VAL or APU BLEED VAL is indicated, use the corresponding non-normal procedure. Do not continue this reset sequence through an unresolved fault indication.

APU BLEED SWITCH ..... **OFF, THEN ON**

If normal pressure returns, resume the planned start. If it does not:

EXTERNAL ELECTRICAL POWER ..... **CONNECT / SELECT ON**

Coordinate with the ramp and verify that AC power is established.

APU ..... **SHUT DOWN COMPLETELY**

APU ..... **RESTART / CHECK DUCT PRESSURE**

If pressure returns, record the occurrence for the simulated maintenance/handover process. If it remains absent, stop repeating the reset, record the fault and obtain assistance. Use a ground air cart only after the aircraft and support arrangement are suitable for that procedure.

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ACARS

ACARS

The complete page and workflow reference, integrated with normal procedures through internal links.

Cold and dark • Preflight • Departure • Enroute • Arrival • Go-around • Shutdown

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BEFORE YOU BEGIN

THE PEOPLE ON THE OTHER END

Getting an airliner from one airport to another takes a team. By the time you sit down in the flight deck, people have already been working on your flight: dispatch has been planning it, maintenance has been looking after the airplane, and the station has been preparing to board passengers, load bags and cargo, and get you away from the gate. Those jobs continue while you work through your own preflight duties. Everyone has information that somebody else needs.

ACARS stands for **Aircraft Communications Addressing and Reporting System**. It provides a way to exchange digital messages between the airplane and the ground. Think of it as one of your connections to the people supporting the flight. A performance request, a maintenance message and an arrival report serve different purposes, but each gets useful information to someone who needs it. For an introduction to the system, see FAA AC 90-117, Data Link Communications.

That's why we've put so much of it into the BlueBird 757. There is an airline operation going on around the airplane, and ACARS gives you a part in that operation. Once you understand what the pages are doing, the requests and reports start to make sense as useful tools for your flight.

BEFORE A MESSAGE WAS A FEW KEY PRESSES AWAY

COMPANY RADIO Before routine digital messaging, crews used voice radio to exchange information with the people supporting their flight. A headset and hand microphone were familiar tools of the job.

Illustration of a period airline crew using radio. The scene does not depict an identified historical event.

The need to communicate with the company has been around much longer than the CDU pages in this manual. In the days before routine digital messaging, crews passed information by voice and

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ground personnel helped get it where it needed to go. Company radio, such as Delta Radio, was one way to reach the airline's operation. A crew could report a change, ask for assistance or arrange to speak with the people supporting the flight. The equipment and arrangements varied, but the underlying task was familiar: tell the right person what was happening and get the information you needed back to the airplane.

San Francisco Radio is another name crews will recognize, particularly in oceanic operations. Its functions include relaying communications between aircraft and ATC; long-distance operational-control radio services also provide phone patches for company business. A relay operator connects people and passes information along. The controller and dispatcher retain their respective jobs. These voice services continue alongside data link. The FAA's communication-service reference describes San Francisco Radio and those services.

Flight Service Stations serve a different role. They provide services such as weather and flight briefings, flight-plan handling, enroute information and clearance relay. Those are familiar examples of information a pilot could obtain through a person on the radio. Flight Service isn't the airline's dispatch office, and it doesn't take over the company's operational responsibilities. See FAA AIM 4-1-3, Flight Service Stations.

The ACARS protocol dates to 1978 and was designed to replace routine VHF voice exchanges. Additional transmission methods and closer integration with aircraft systems expanded its reach and usefulness. Automatic reports and crew-entered messages now support a wide range of operational exchanges. The useful change for a crew is straightforward: routine information can move between the airplane and the ground without every item requiring a separate voice exchange. FAA AC 90-117, section 2.8 provides more background.

You'll see that idea throughout this manual. The flight log records OUT, OFF, ON and IN events. Weather pages let you request information in a form you can read again. Company messages let you explain a situation, and performance pages put a request and its returned calculation in places where you can review them. The communication method has evolved; the need to exchange accurate information is still there.

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BEFORE YOU BEGIN

STAYING IN CONTACT WITH THE COMPANY

Illustration of a period-style radio map and aviation headset on a planning table. Decorative artwork, not an authentic ARINC chart or an operational reference.

The rule behind route-wide company communication for domestic and flag operations is **14 CFR 121.99**. Paragraph (a) requires an approved two-way communication capability throughout the route and describes:

> “reliable and rapid communications under normal operating conditions between each airplane and the appropriate dispatch office”

The rule permits a direct connection or an approved communication link. This is a requirement for communication capability across the route, not a requirement for a continuous conversation, and it does not prescribe ACARS as the only way to comply. Paragraph (b) also requires the aircraft-dispatch communication system to be independent of systems operated by the United States, except in an

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emergency. That distinction matters when discussing older services: Flight Service is useful historical context for pilot information and relay, but it should not be presented as the routine substitute for the airline's required company link. Read the full rule at 14 CFR 121.99, Communications facilities - domestic and flag operations.

The operational point is familiar. The company needs a dependable way to reach the airplane, and the crew needs a dependable way to reach the company. ACARS supports that exchange by making many routine requests and reports easier to send, receive and review.

A SHARED PICTURE OF THE FLIGHT

In airline operations, the crew and dispatcher work together toward a safe outcome. The crew has the immediate view from the airplane. Dispatch can help with the wider operational picture and information available on the ground. That relationship works best when both sides know about changes that affect the plan.

For U.S. Part 121 domestic and flag operations, **14 CFR 121.533(b) and 121.535(b)** state:

> "The pilot in command and the aircraft dispatcher are jointly responsible for the preflight planning, delay, and dispatch release…"

That is an excerpt; the full provisions connect those duties to compliance with the regulations and operations specifications. The certificate holder retains operational-control responsibility. Dispatch monitors the flight, passes necessary safety information, and has cancellation or redispatch duties if the flight cannot safely continue as planned. The PIC remains in command of the airplane and crew during flight. See 121.533, domestic operations and 121.535, flag operations.

The director-of-operations wording belongs to **supplemental operations**, in **121.537(b)**. That section assigns the PIC and director of operations joint responsibility for starting, continuing, diverting and terminating a flight. Its delegation language reads, in part:

> "The director of operations may delegate the functions … but he may not delegate the responsibility for those functions."

The section does not specifically name a dispatcher as the required delegate. An operator's authorized arrangements determine who performs those functions; delegated work does not remove the director's responsibility. See 121.537, supplemental operations.

It's useful to keep those two arrangements straight. We use the crew-dispatcher relationship throughout this guide because it explains the airline operation being simulated, while recognizing that the regulatory allocation depends on the kind of operation.

Suppose the weather at destination is getting worse. The crew may need updated weather, landing performance and information about an alternate. Dispatch needs to know what the crew is seeing and considering. If the destination changes, the new station needs to prepare for an airplane it may not

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have been expecting. A short message sent at a useful time can help several people get their work started.

The same applies before departure. If boarding has stopped, maintenance is working an issue or you expect an extended delay, let the company know what has changed and what help you need. It's a good idea to give the person reading your message enough context to act on it. A reason, an estimate when you have one, and a clear request are much more useful than simply saying that something is wrong.

Keep the familiar order in mind: **aviate, navigate, communicate**. When the flight changes, consider who needs to know: ATC, the cabin crew and passengers, and the company. Each has a different part in what happens next. An ACARS message to dispatch handles one part of that communication; the other notifications still need their own attention.

MAKING THE WORKLOAD MANAGEABLE

The practical benefit is having pertinent information available when you need to make a decision. It is easier to compare the planned weight, the current weight-and-balance information and the returned performance when you know where each belongs. It is easier to deal with a runway change when you understand which results you already have and what still needs to be requested.

Good information also needs a good check. Confirm the flight, airport, runway, weight, weather and configuration as appropriate to the page you're using. Read the whole report, including any override or explanation. The computer can return an internally consistent result for conditions that no longer describe your flight. You still have to recognize that the situation has changed.

Airlines divide these duties differently. Some allocate particular jobs to the captain or first officer; others divide them by pilot flying and pilot monitoring. This guide explains how the system works and what you need to do to use its information. Your chosen operating procedures determine who does the work and how the crew coordinates it.

ACARS IN THE BLUEBIRD 757

In the BBS 757, ACARS brings together the flight planned in SimBrief, weight-and-balance information, takeoff and landing performance, weather, company communications and supported ATS services. It also records the flight's major timing events and produces postflight reports. Some exchanges use external services; others represent company activity within the simulation. The relevant chapters explain those differences and the setup each function needs.

A successful INIT attaches ACARS to the flight you intend to operate. Think of it as checking in with the operation: this airplane is now operating this flight. It's a good idea to establish that connection early and check the information before building the rest of your work on it. A neatly filled-out page is only useful if it describes the right flight.

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BEFORE YOU BEGIN

These features add depth, practice and enjoyment to airliner simulation. Most are optional: use the parts that interest you, and build your knowledge as you go. You can study a performance request, practice keeping dispatch informed or finish a flight with a closeout report. The purpose is to learn how an airline operation fits together and enjoy doing it, not turn the simulator into another job.

HOW TO USE THIS GUIDE

Start with the page tree and shared navigation conventions. Then turn to the page or function you need. Each entry explains its purpose, how to get there, what the fields and keys do, and what happens after you make a selection or send a request.

The pictures are part of the explanation. Full CDU views provide context, LSK labels identify the controls, and enlarged details show small prompts such as MSG*, PERF* and SEND*. Additional illustrations show how pages change during a request or uplink review. Field descriptions explain formats, units, entry examples and the conditions that matter to their use. Example values are fictional and are not takeoff or landing targets.

Advice from the Line callouts collect practical habits: check the returned flight, use the flight log when planning a through-flight, match the runway to the available performance, and keep loading and performance information in agreement.

ADVICE FROM THE LINE

Look for this symbol throughout the guide: a yellow pointing hand above a navy sleeve with four gold captain's stripes. It identifies practical tips and reminders to help you organize the work and check the results. Where a practice depends on airline policy, follow your preferred simulated airline's operating procedures or your chosen crew procedures.

This ACARS section is a page reference and learning guide. Full flight flows are in this manual's Simplified Procedures and Expanded Procedures. Here, the aim is to make each ACARS function understandable enough to use confidently within your chosen procedures.

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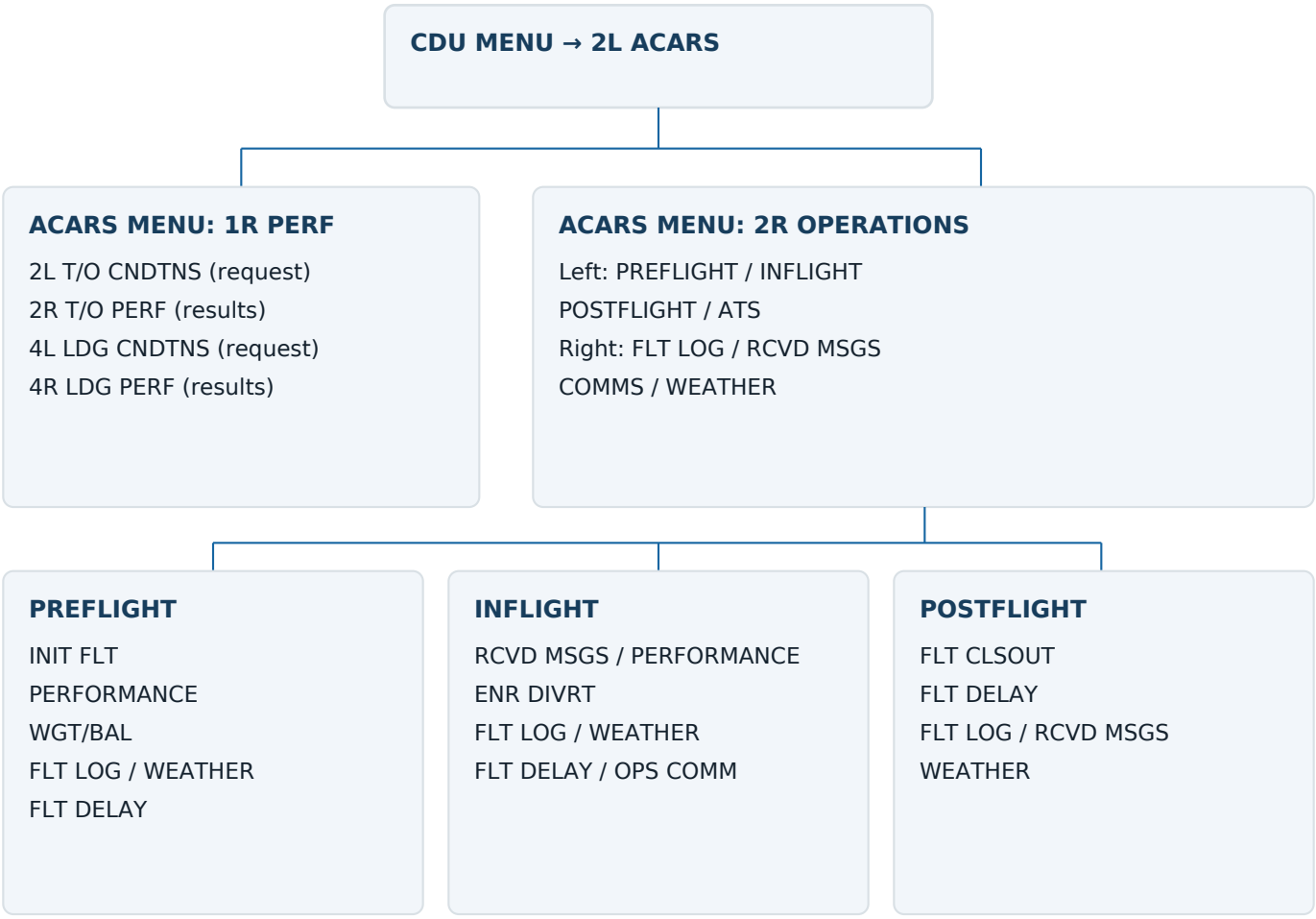
FINDING YOUR WAY AROUND ACARS

FOLLOW THE PAGE TREE



Core menu tree. Shared functions keep the same purpose when reached through another flight-phase folder. Use the phase folders and shared-function shortcuts shown here.

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FINDING YOUR WAY AROUND ACARS

SHARED PAGES AND THEIR BRANCHES

PERFORMANCE

T/O CNDTNS → runway selection
→ RWY MODIFY → request
→ surface / configuration
T/O PERF → reports / *LOAD PERF
LDG CNDTNS → airport / runway
→ surface / configuration
LDG PERF → report review

WEATHER

METAR → request → RCVD MSGS
TAF → request → RCVD MSGS
ATIS → request / D-ATIS review
→ source / DEP or ARR
→ single or automatic updates

COMMS & MESSAGES

IN RANGE → fields / remarks
OPS CTRL → text editor → send
MX CTRL → text editor → send
AIR-TO-AIR → callsign / text
RCVD MSGS → message review
Shared editor: ENTER* keeps text

ATS & WGT/BAL

DEP CLNC → request / review
OCEANIC CLNC → two-page request
→ facility selection / remarks
→ clearance review
WGT/BAL → REQST / ACCPT
PRELIM and FINAL → RCVD MSGS

Request, options, editor and review pages belong to the same function. The chapters explain the return paths and conditional controls.

Think of the phase menus as folders for the work you are doing. Several folders lead to the same weather, performance or flight-log pages. Opening a page through a different folder does not necessarily create a separate copy of its information. Some entry paths also select a default, such as PREFLIGHT versus INFLIGHT on the delay form.

The six keys on each side of the CDU are **line-select keys**, or LSKs. This guide calls the top-left key **1L**, the top-right key **1R**, and the bottom keys **6L/6R**. The **scratchpad** is the entry and message area at the bottom of the screen. Type there, then press the LSK beside the destination field to transfer the entry. System alerts also appear in the scratchpad.

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FINDING YOUR WAY AROUND ACARS

READING THE SYMBOLS AND ILLUSTRATIONS

Cycle a field with its LSK.

Move to another page.

Send the completed request.

Symbol or appearance	Meaning
< or >	A prompt on the left or right side of the display, beside its LSK.
↓	A cycle field: press its LSK repeatedly to advance through the choices. The displayed value is selected.
SEND* / **REQST***	An available send or request action, subject to the page's required entries.
MSG* / **PERF***	A reminder or shortcut to information awaiting attention.
Small / large green text	Labels and computer-supplied values may use small text; entered values or accepted data may use large text. The page instructions explain the distinction.
1/2	Page one of two. NEXT PAGE and PREV PAGE move between pages; they do not cycle a field's value.

ADVICE FROM THE LINE

It's a good idea to check what a key will do before pressing it. A down arrow changes a choice; NEXT PAGE moves to another page. When a report spans several pages, check the page count and read through to the end.

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FINDING YOUR WAY AROUND ACARS

MENU REFERENCE

Figure 01. ACARS menu - illustrative reconstruction

ACARS MENU

1R opens performance.

2R opens the operations tree.

The following map shows the shared pages and phase folders.

Figure 02. Operations menu - illustrative reconstruction

OPERATIONS MENU

Use the phase folder for the work you are doing.

The right-side shortcuts open shared pages.

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FINDING YOUR WAY AROUND ACARS

Menu	Left-side selections	Right-side selections
ACARS MENU	-	1R PERF; 2R OPERATIONS
OPERATIONS	1L PREFLIGHT; 2L INFLIGHT; 3L POSTFLIGHT; 4L ATS	1R FLT LOG; 2R RCVD MSGS; 3R COMMS; 4R WEATHER
PREFLIGHT	1L INIT FLT; 2L PERFORMANCE; 3L WGT/BAL	1R FLT LOG; 2R WEATHER; 3R FLT DELAY
INFLIGHT	1L RCVD MSGS; 2L PERFORMANCE; 3L ENR DIVRT	1R FLT LOG; 2R WEATHER; 3R FLT DELAY; 4R OPS COMM
POSTFLIGHT	1L FLT CLSOUT; 2L FLT DELAY	1R FLT LOG; 2R RCVD MSGS; 3R WEATHER
PERFORMANCE	2L T/O CNDTNS; 4L LDG CNDTNS	2R T/O PERF; 4R LDG PERF

On the performance menu, CNDTNS leads to a request and PERF leads to results. RETURN at 6L on the phase menus goes to OPERATIONS. PERFORMANCE returns to the ACARS, PREFLIGHT or INFLIGHT menu according to the entry path. These return paths are why a page's name alone does not always tell you where RETURN will lead.

RECEIVED MESSAGES AND REVIEW

Figure 03. Received-message list - illustrative reconstruction

RECEIVED-MESSAGE LIST

1R-5R select the five message rows.

TIME and STATUS align with the entries below.

Use NEXT PAGE for older entries.

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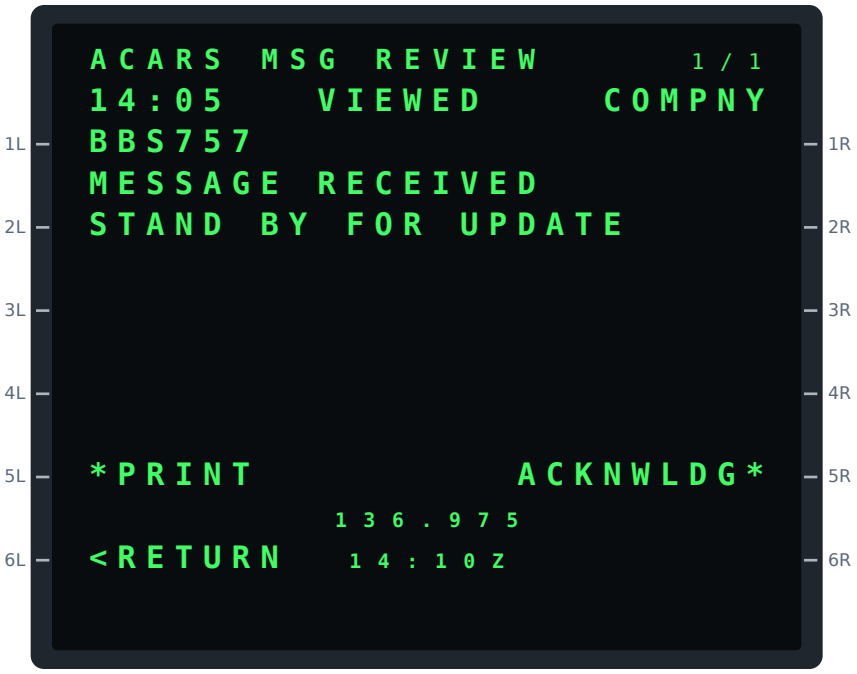

COMPANY-MESSAGE REVIEW

Read every report page.

5R ACKNWLDG* sends an acknowledgment to the company and returns to the previous page.

Figure 04. Company-message review - illustrative reconstruction

Open **OPERATIONS > RCVD MSGS at 2R** to find stored messages. The list displays five rows per page, newest first, with type, UTC timestamp and NEW/OLD status. Use NEXT PAGE for older entries.

List label	Message category
WX MET	METAR weather report
WX TAF	TAF weather forecast
DSPTCH	Dispatch message
COMPNY	Company message, including automatically generated reports
MX MSG	Maintenance message
MSG	Other message types represented by the generic label

NEW identifies an unopened message. OLD means it has been opened; it does not certify that the crew read the entire message. Select **1R-5R** to review the corresponding row. Use NEXT PAGE and PREV PAGE to reach other pages in the list.

The review page shows the message timestamp, category and page count, with up to eight body lines per page. OPENED indicates an opened message; VIEWED appears when its final page is

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displayed. Read every page yourself: the software's status change does not establish that every line has been read or understood.

ACKNWLDG* at 5R sends an acknowledgment to the company and returns to the previous page. It acknowledges receipt of the company message; it does not substitute for a requested reply or an ATC clearance response. Use the appropriate communications or clearance page when a further response is required.

The new-message shortcut selects the oldest unopened received message, even though the list itself is newest first. Once no unopened general message remains, it can lead to the current unopened digital ATIS review. Opening a message removes its unopened status; finish reading before moving on. There is no general message-delete control or dedicated SENT MSGS page in this ACARS page set.

WHERE TO LOOK FOR DIFFERENT INFORMATION

General received message | Performance result | Submit this request

Enlarged prompt details. A displayed reminder and a send action serve different purposes.

Information	Review location
Company/dispatch/maintenance replies, weight-and-balance messages, METAR/TAF and postflight reports	RCVD MSGS
Latest successful digital ATIS	Dedicated D-ATIS review
Takeoff/landing performance	Corresponding PERFORMANCE results and report review
Recognized departure/oceanic clearance	Corresponding ATS clearance review

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FINDING YOUR WAY AROUND ACARS

The 6R reminder can show ATS MSG*, INRNG*, PERF* or MSG*, with a higher-priority item temporarily taking the key. INRNG* is a report-due prompt. When one item is dealt with, another pending category may appear. Use the appropriate menu directly if the shortcut you want is not displayed.

IMPORTANT

Digital ATIS has its own review page. It does not go into RECEIVED MESSAGES. METAR and TAF reports do.

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GETTING STARTED

GETTING STARTED

ACARS initialization establishes the flight information used by the aircraft's ACARS functions. It brings the planned flight into the aircraft so that later requests and reports can use the correct flight identity, airports, schedule, and planned fuel. Make initialization and verification an early part of preflight.

For this guide's flight-plan and uplink workflow, you will need a SimBrief account and a flight plan generated for the flight you intend to operate. Takeoff and landing performance analysis uses SimBrief's performance service. This gives the simulation access to calculated performance data that would otherwise require a substantial collection of aircraft performance tables and calculation methods.

CONFIGURE THE EFB

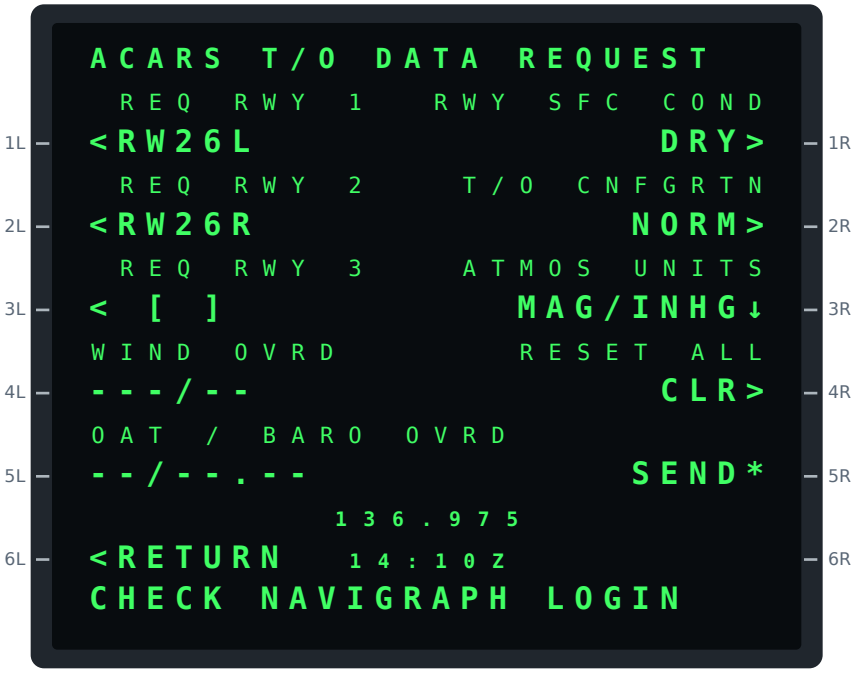

Figure 05. CHECK NAVIGRAPH LOGIN in the scratchpad - illustrative reconstruction

CHECK NAVIGRAPH LOGIN IN THE SCRATCHPAD

The scratchpad is the bottom entry/message line.

This alert calls for checking the EFB performance-service login.

CHECK NAVIGRAPH LOGIN

Enlarged scratchpad alert from the preceding CDU view.

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Follow the **EFB documentation** for SimBrief and Navigraph setup. In the EFB **Settings App**, verify that your **SimBrief Pilot ID** is entered correctly, and check the EFB indications confirming successful SimBrief/Navigraph login. The Pilot ID identifies the account from which the aircraft retrieves your flight information.

Generate the intended flight in SimBrief before requesting its information in the aircraft. A successful connection identifies your account; checking the returned flight details establishes that the aircraft has retrieved the flight you actually intend to operate.

Takeoff and landing performance requests also depend on the performance service connection. If **CHECK NAVIGRAPH LOGIN** appears in the CDU scratchpad, check the login status in the EFB and follow the EFB documentation to complete the connection. The illustration shows the alert in the bottom entry/message line.

ESTABLISH THE PREFLIGHT SEQUENCE

For this guide, the early cockpit flow is summarized as **SIT, SET, INIT**. Use it after completing the applicable preliminary inspection, including the required oxygen, documents, life vests, and safety equipment checks.

Step	Action
SIT	Take your seat and establish aircraft electrical power using the applicable power-up procedure.
SET	Set the parking brake.
INIT the IRS	Start IRS alignment early, following the aircraft's alignment procedure.
INIT the EFB	Turn on the EFB if it has started switched off, and verify the required setup.
INIT ACARS	Retrieve the flight information and verify it against your current SimBrief flight.

Initializing ACARS is the flight's starting point for the procedures in this guide. Think of it as checking in with dispatch: the aircraft now has the identity and planning information for the flight it is about to operate. That information provides a foundation for subsequent performance requests, communications, and flight reports.

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FLIGHT INITIALIZATION

FLIGHT INITIALIZATION

ACCESS THE PAGE

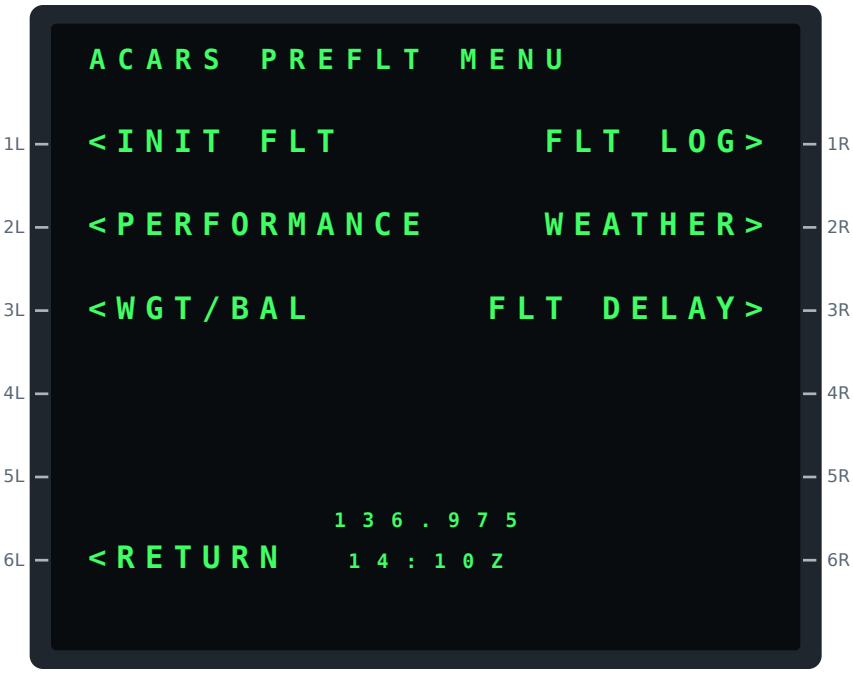

Figure 06. Preflight menu - illustrative reconstruction

PREFLIGHT MENU

1L INIT FLT: start here.

Performance and weight and balance have their own detailed chapters.

Weather, log and delay pages are shared functions.

Press the CDU **MENU** key, then follow this sequence:

Page	Selection	Line select key
CDU menu	ACARS	**2L**
ACARS MENU	OPERATIONS>	**2R**
ACARS main operations menu	<PREFLIGHT	**1L**
ACARS preflight menu	<INIT FLT	**1L**

The ACARS menus group functions by purpose and phase of flight. Initialization belongs to the **PREFLIGHT** group. See Finding Your Way Around ACARS for the menu structure and Reading the Symbols and Illustrations for the line select key conventions.

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FLIGHT INITIALIZATION

INITIALIZE THE FLIGHT

Figure 07. INIT before retrieval - illustrative reconstruction

INIT BEFORE RETRIEVAL

Check the EFB connection and current SimBrief flight first.

6R INIT* begins retrieval.

The clear prompt is absent in this empty state.

Before valid initialization data is present, the first INIT FLIGHT page shows placeholder characters in the flight information fields.

1. Select **INIT*** at **6R**.
2. Allow the request to complete. **VHF IN PROG** indicates the transmission stage of ACARS activity. The INIT selection is hidden while initialization is in progress.
3. When initialization succeeds, review the returned information, which appears in small text.
4. Check the flight details against the current SimBrief flight before making subsequent requests.

The INIT FLIGHT page summarizes the flight. The detailed route is retrieved separately using the ROUTE page's **<REQUEST** function. Although a route request can be made without first completing ACARS initialization, the recommended sequence is to **initialize and verify ACARS first**. The optional flight-log and weather checks in Advice from the Line fit between initialization and the later FMS loading portion of preflight.

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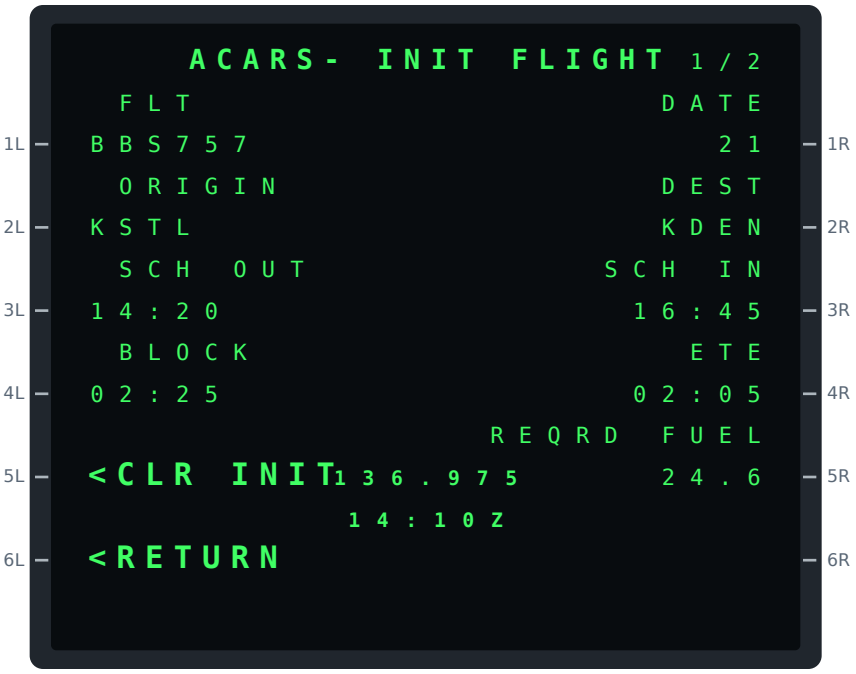
FLIGHT INITIALIZATION

FLIGHT INFORMATION ON PAGE ONE



INIT AFTER RETRIEVAL

Compare the returned flight, date, airports, schedule and fuel with your plan.

Computer-supplied entries appear in small text.

Figure 08. INIT after retrieval - illustrative reconstruction

These fields show received information. Correct the underlying flight information and retrieve it again if it is wrong.

Position	Field	What to verify
1L	**FLT**	The returned flight number is the intended flight number.
1R	**DATE**	The UTC day of the month associated with scheduled departure is correct. Cross-check the full flight date in SimBrief.
2L	**ORIGIN**	The departure airport ICAO identifier is correct.
2R	**DEST**	The destination airport ICAO identifier is correct.
3L	**SCH OUT**	The planned departure-from-gate time matches the flight plan.
3R	**SCH IN**	The planned arrival-at-gate time matches the flight plan.
4L	**BLOCK**	The scheduled block duration matches the flight plan.
4R	**ETE**	The estimated time enroute matches the flight plan.

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Position	Field	What to verify
5R	**REQRD FUEL**	The planned ramp fuel corresponds to the intended flight.

Also verify the complete airline designator and flight number when checking the flight identity used for subsequent communications. On the crew page, review the PIC identification received with the flight information.

CREW IDENTIFICATION ON PAGE TWO

INIT CREW PAGE

Check PIC and SIC identification.

ACM positions are additional crew; RFO positions represent relief crew.

Empty ACM/RFO positions are normal in this simulation.

Figure 09. INIT crew page - illustrative reconstruction

ACM means **additional crew member**. In real-world operations, these positions can identify people accompanying the operating crew: a check airman observing the crew, a jumpseater, an FAA inspector, or a DoD/DoW contractor observer. Augmented flight crew are another example; the RFO positions identify the relief flight crew carried for that purpose.

Position	Field	Meaning and simulation behavior
1L	**PIC**	Pilot in command; pilot employee number received with the flight information.
1R	**SIC**	Second in command; simulated crew identifier generated by the aircraft.

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Position	Field	Meaning and simulation behavior
2L / 2R	**ACM1 / ACM2**	Additional crew member positions 1 and 2; remain unfilled in the current simulation.
3L / 3R	**RFO1 / RFO2**	Relief flight crew positions 1 and 2 for an augmented crew; remain unfilled in the current simulation.
6L	**<RETURN**	Returns to the PREFLIGHT menu.

It's a good idea to include this page in your INIT check. Empty ACM and RFO positions do not mean initialization has failed; check that the flight information on page 1 is correct.

CORRECT AN INCORRECT INITIALIZATION

If the returned information belongs to the wrong flight, stop and correct it before proceeding. Verify the intended flight in SimBrief, then use **<CLR INIT** at **5L** to reset ACARS and make another initialization request when the correct flight information is available.

<CLR INIT resets the ACARS session data. It clears more than the visible initialization fields: stored ACARS messages, ACARS flight logs, and performance request/result state are also reset. Use it deliberately when restarting initialization.

Allow each request to finish before making another. Avoid repeated selections or rapid clear-and-initialize cycles. The simulation processes ACARS requests through a controlled communication sequence; repeated selections do not provide a useful shortcut.

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FLIGHT INITIALIZATION

VERIFY EVERY NEW FLIGHT

Take particular care on a through-flight or after generating a replacement flight plan. If the aircraft retrieves the previous flight, check that the intended new plan is available before clearing and requesting again.

Check the date, city pair, scheduled times, flight identity, and planned fuel. Correct initialization supplies the planned reference information used by later functions, including flight reporting and closeout. This short check helps prevent an otherwise normal flight from being recorded or compared against the wrong plan.

ADVICE FROM THE LINE

After PRE FLIGHT INIT, it's a good idea to check FLT LOG at 1R on PREFLIGHT and obtain departure weather through WEATHER at 2R. The new CURR entry should identify the intended flight, with event times still blank before departure. Use NEXT PAGE to check the previous flight's IN time when preparing a through-flight departure briefing and considering the applicable engine warm-up procedure. IN is an arrival reference, not an exact engine-shutdown time. A single departure ATIS or METAR normally suffices; leave the weather available for the FMS loading part of preflight. The FLIGHT LOG and WEATHER chapters explain these pages in detail.

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PERFORMANCE

PERFORMANCE

Return to Preflight Checks and Briefings

WHAT THIS CHAPTER IS FOR

Airlines divide cockpit duties differently. Some assign particular tasks to the captain or first officer; others use pilot flying (PF) and pilot monitoring (PM) roles. Follow your preferred simulated airline's operating procedures or your chosen crew procedures. This chapter explains the controls and review steps so either crewmember can understand the task.

There are two parts to the workflow: request a performance calculation, then review the returned data. For takeoff, you can also load matching data into PERF INIT and TAKEOFF REF. Landing results are for reference; they do not load the FMS.

Keep these two rules in mind: **No data? Nothing to load. No runway match? Nothing to load.** A report for 26L does not supply takeoff data for 26R.

OPEN THE PERFORMANCE MENU

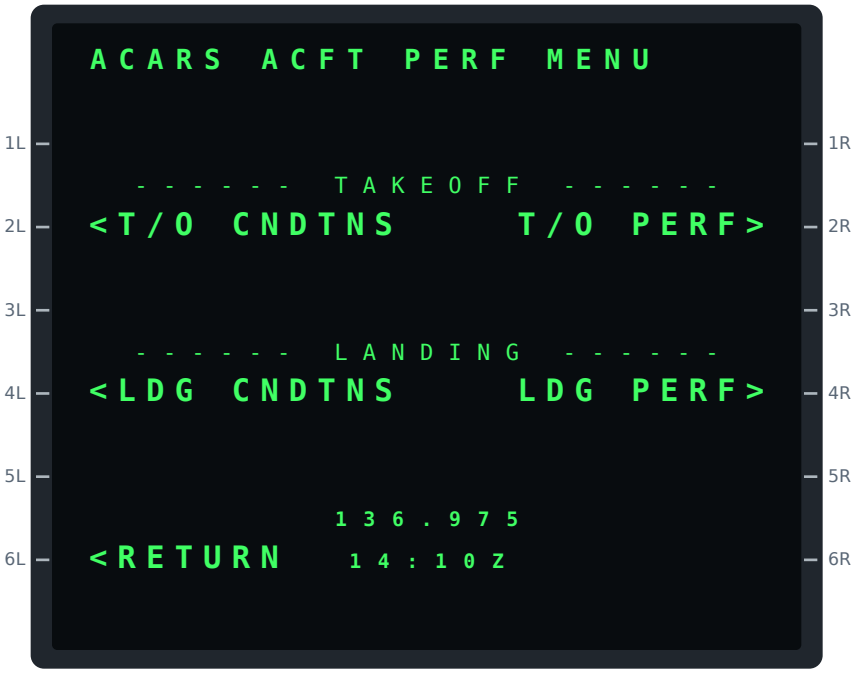

Figure 10. Performance menu - illustrative reconstruction

PERFORMANCE MENU

CNDTNS opens requests.

PERF opens results.

Takeoff is on row 2; landing is on row 4.

From PREFLIGHT, select **PERFORMANCE at 2L**. WGT/BAL at 3L has its own chapter, including how changes to planned loading affect performance.

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PERFORMANCE

Key on ACFT PERF MENU	Selection	Purpose
2L	<T/O CNDTNS	Prepare the takeoff performance request.
2R	T/O PERF>	Open takeoff results and the combined load function.
4L	<LDG CNDTNS	Prepare a landing performance request.
4R	LDG PERF>	Open landing results.

TAKEOFF REQUEST: START WITH THE RUNWAY

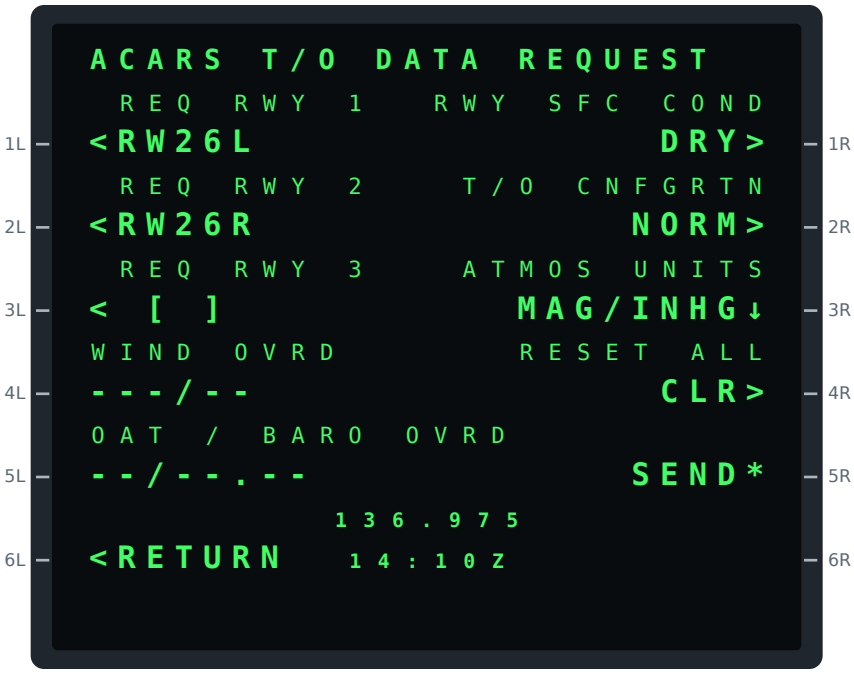

Figure 11. Takeoff request - illustrative reconstruction

TAKEOFF REQUEST

1L-3L: select runways.

1R: surface conditions.

2R: configuration.

5R: send after a runway is selected.

ACARS

PERFORMANCE

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PERFORMANCE

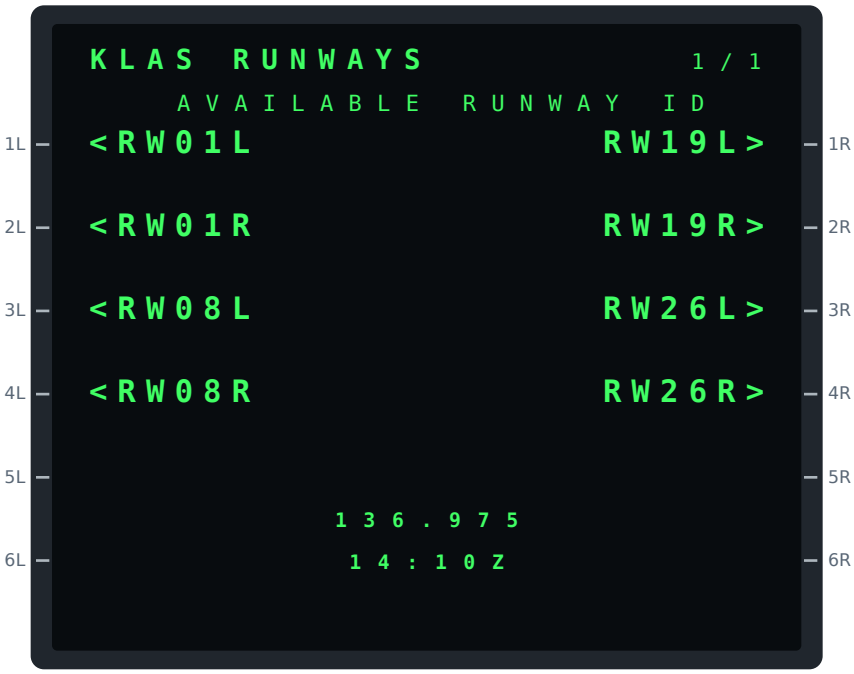

Figure 12. Select a runway - illustrative reconstruction

SELECT A RUNWAY

Example runway list for KLAS.

Select a listed runway to open its definition.

Additional pages appear when the airport has more than eight entries.

The takeoff request provides three runway slots at **1L, 2L and 3L**. These are selections, not scratchpad entry boxes. Press a slot to open the available runways for the origin established during ACARS initialization. The runway list comes from the aircraft's navigation database and may run to more than one page.

Select a runway to open RUNWAY DEFINITION. Check the runway, length basis and units, then press **SELECT> at 5R** to confirm it and return to the request page. At least one runway must be selected for **SEND* at 5R** to appear; the prompt is hidden while that performance request is being processed.

You can request up to **three takeoff runways** in one operation. Each runway has its own definition. Weather and takeoff configuration apply across all three selections because they are runways at the same airport.

ADVICE FROM THE LINE

If a runway change is likely, include the anticipated alternatives when requesting takeoff performance. Check NOTAMs and ATIS for closures, reduced distances and intersection departures. Use the appropriate available lengths for the departure you actually intend to make; a full-length runway calculation does not describe a shortened runway or an intersection takeoff.

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PERFORMANCE

Key	Request field or action	Use
1L / 2L / 3L	Runway slots	Select and define up to three origin runways.
4L	Wind override	Enter the wind you want used instead of the retrieved weather.
5L	Atmosphere override	Enter temperature, pressure, or both.
1R	Runway surface conditions	Open the surface-condition menu.
2R	Takeoff configuration	Open the takeoff options. NORM/MOD indicates whether the configuration differs from the normal settings.
3R	ATMOS	Select wind reference and pressure units for weather entries.
4R	CLR>	Clear the takeoff runway requests. Configuration has its own CLR control.
5R	SEND*	Start the performance request.
6L	<RETURN	Return to the performance menu.

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PERFORMANCE

RUNWAY DEFINITION

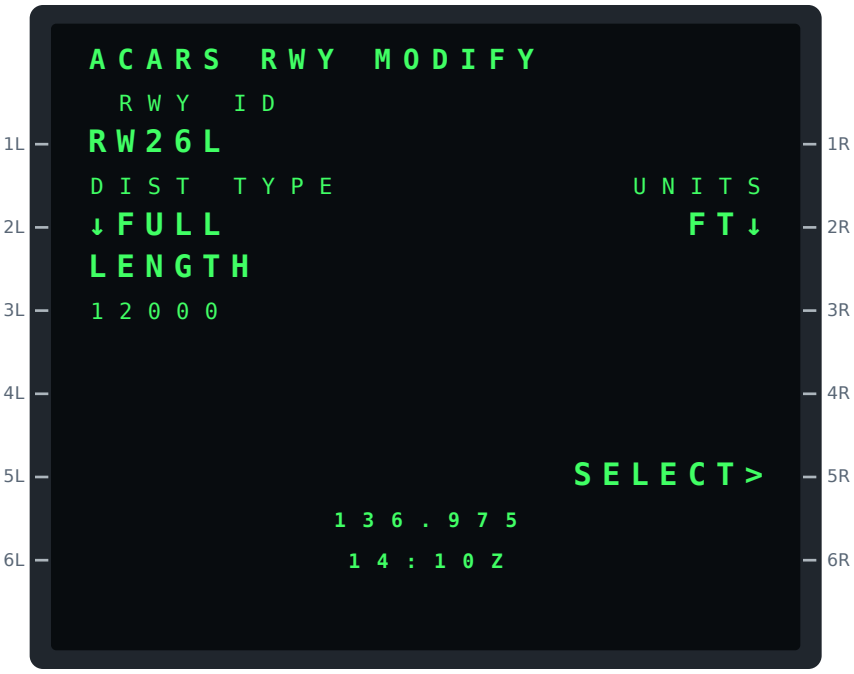

Figure 13. Runway definition - illustrative reconstruction

RUNWAY DEFINITION

Select the distance basis and units before entering a modified length.

5R SELECT> confirms the runway definition.

Length shown here is an illustrative input.

A fresh runway definition defaults to **FULL** length and **FT**. The length basis at **2L** cycles through FULL, SHORTEN, TODA, TORA, ASDA and LDA. Units at **2R** cycle between FT and M. The numeric length is entered at **3L** when a non-FULL basis is selected. Pressing the cycling key changes the basis or units; it does not enter the required number for you.

Key	Field	Use
1L	Runway identifier	Check that you selected the intended runway.
2L	Length basis	Select the applicable full-length or modified-distance basis.
2R	Units	Select FT or M.
3L	Length	Review the full length or enter the required modified value.
5R	SELECT>	Confirm the definition and return to the request page.

For a modified runway, verify both the length basis and the number before sending. The request page marks pilot-modified runway selections with **-MOD**. Choose the units before entering the value; changing units converts an existing manual length. Returning to a runway you've already edited is a reason to check it again, not assume that its settings have returned to the fresh defaults.

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PERFORMANCE

SURFACE CONDITIONS

Figure 14. Wet-surface selections - illustrative reconstruction

WET-SURFACE SELECTIONS

1L cycles the category.

Choose a listed condition beneath it.

Verify the surface and any overrides in the result.

Select **1R** from the takeoff request. At **1L** on the surface page, cycle the main category: DRY, WET, ICE, FROST, SLUSH and SNOW. The options beneath the category change with that selection. Examples include light, moderate and heavy rain, standing water, ice combinations, slush depths and snow conditions. Some labels include an RCC, meaning runway condition code.

Choose the condition that describes the planned operation. **Runway contamination with meaningful depth overrides takeoff thrust to MAX**, and the returned result explains the override. Check the reported surface, thrust and performance-information pages; do not continue to plan on reduced thrust when the result specifies MAX.

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PERFORMANCE

TAKEOFF CONFIGURATION

TAKEOFF CONFIGURATION

Press an adjacent key to cycle its option.

The displayed value is selected.

MAX thrust disables the assumed-temperature search.

Figure 15. Takeoff configuration - illustrative reconstruction

Select **2R** from the takeoff request. These fields cycle when their adjacent LSK is pressed. The displayed choice is the current selection.

Key	Option	Available choices and purpose
1L	Thrust	OPT or MAX. MAX disables the assumed-temperature search.
2L	Flaps	OPT, 5, 15 or 20. OPT requests the service's flap selection.
3L	Bleeds	ON or OFF. Set the configuration to be used for takeoff.
4L	Anti-ice	OFF, ENGINE or ENG+WING. Review the reported anti-ice setting and any override notice.
1R	Assumed temperature	Enable or disable the assumed-temperature calculation. This is a cycling option, not an entry for a particular temperature.
2R	Optimum climb	YES or NO for climb optimization.
3R	NADP	NADP 1 or NADP 2; noise-abatement departure procedure selection. In this simulation, it also determines the acceleration height supplied to TAKEOFF REF.

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Key	Option	Available choices and purpose
4R	CLR>	Reset takeoff configuration to its defaults.
6L	<RETURN	Return to the takeoff request.

The initial configuration is OPT thrust, OPT flaps, bleeds ON, anti-ice OFF, assumed-temperature calculation enabled, optimum climb NO and NADP 2. Check the configuration you actually intend to use rather than relying on the defaults.

WEATHER: ENTRIES ARE OVERRIDES

Weather overrides are optional. With no overrides, the aircraft retrieves airport weather for the calculation. Enter an override only when you want a particular wind, temperature or pressure considered. Check the weather time and values in the returned report. The same weather applies to all selected takeoff runways at that airport.

ATMOS at 3R selects units and reference, not a weather provider. It cycles through MAG/INHG, MAG/HPA, TRUE/INHG and TRUE/HPA. This determines whether an entered wind direction is magnetic or true and whether pressure is entered in inches of mercury or hectopascals. Temperature is in degrees Celsius.

Choose ATMOS before entering overrides. Changing this selection clears the wind, temperature and pressure overrides.

Entry	Example	Meaning
Wind at 4L	270/15	Direction and steady speed.
Wind with gust at 4L	270/15/25	Direction, steady speed and gust; the gust must exceed the steady speed.
Temperature/pressure at 5L	15/29.92	Temperature and pressure with INHG selected.
Temperature only at 5L	15/	Override temperature.
Pressure only at 5L	/1013	Override pressure with HPA selected.

If you leave one component out of a partial entry, an earlier override for that component can remain in place. Check the displayed field; clear the atmosphere override first if you want to start again using retrieved weather for the other component.

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PERFORMANCE

The aircraft can apply an engine anti-ice override based on retrieved weather and the selected surface. The report may then show **ANTI ICE OVRD ON FOR WX**. Read the report before accepting the resulting data.

SEND AND REVIEW THE RESPONSE

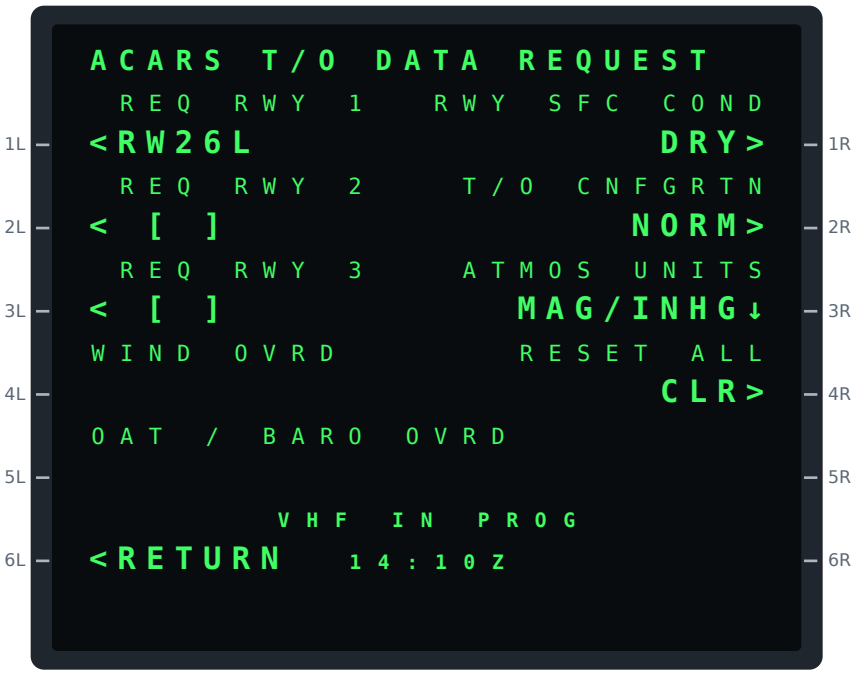

Figure 16. Request in progress - illustrative reconstruction

REQUEST IN PROGRESS

SEND* is temporarily hidden during processing.

Wait for the response and read the result.

An idle link alone does not prove usable data arrived.

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Press **SEND* at 5R** and allow the operation to finish. The prompt temporarily disappears and the link-status area can show **VHF IN PROG**. When the link returns to its normal indication, check for the returned report. A returned SEND prompt or normal frequency by itself does not establish that usable performance data was received.

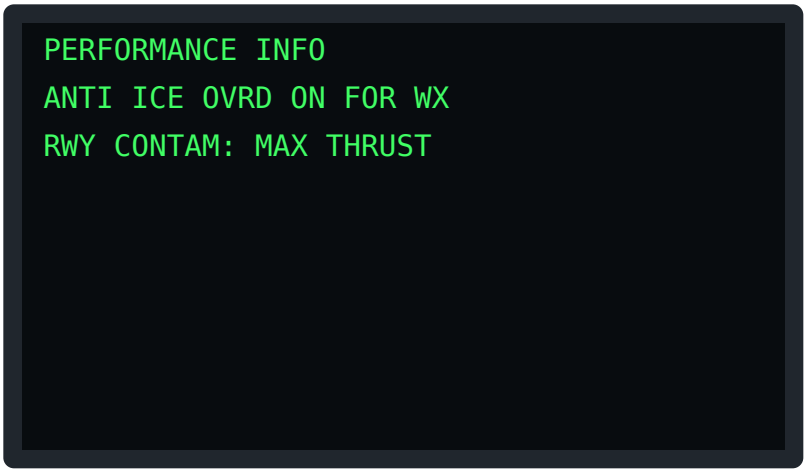
New performance messages contribute to the ACARS chime and EICAS **ACARS** indication. On ACARS pages that carry the message prompt, **PERF* at 6R** provides a shortcut to the performance menu. Other pending messages may have priority at that key. Select **T/O PERF> at 2R** to see the takeoff results, then select the runway report you want to read. Each returned runway occupies its own result line.

ADVICE FROM THE LINE

It's a good idea to read the entire takeoff result. The weather, runway definition, limits, overrides, thrust, speeds and applicable departure information explain what the calculation represents. Reading it helps you spot a result that no longer describes the flight. Opening or selecting a particular report is not a prerequisite for loading.

READ THE TAKEOFF REPORT

READ THE OVERRIDE TEXT



Performance-information excerpts. Check these notices along with the surface and thrust shown in the full report.

Report section or field	What to look for
TAKEOFF PERF DATA	Aircraft identity, engine variant, report time and weight units. Weights are identified as thousands of LB or KG.

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PERFORMANCE

Report section or field	What to look for
PERFORMANCE INFO	Modified-runway information, anti-ice status and override text, NADP and acceleration-height information.
VALID WEATHER	Weather time, wind, visibility, temperature and pressure used in the report.
Airport/runway and RWY SFC COND	Correct airport, runway, full or modified definition, and surface category.
MTOGW	Maximum takeoff gross weight reported for the calculation, with its limiting code.
STOP MARGIN	Returned stopping-distance margin and its distance units.
FLAPS / THRUST	Flap selection and thrust/assumed-temperature information.
CG / TRIM	Center of gravity and stabilizer-trim information associated with the request.
V1 / VR / V2 / VREF	Reported takeoff speeds and reference-speed information.
TOGW / EPR	Takeoff gross weight and engine pressure ratio reference.
Additional remarks	Explanations returned with the performance calculation.

Read each limit code with the field to which it belongs. The limiting code alongside MTOGW explains the weight limit; STOP MARGIN is a separate distance line. Check any accompanying remarks before using the result.

A result can be a rejection rather than usable data. A takeoff report marked **PERF EXCEEDED FOR**, **NO TAKEOFF SPEEDS**, **NO THRUST DATA** or **NO LOADABLE DATA** cannot supply a valid takeoff uplink. Correct the underlying conditions and request another calculation.

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PERFORMANCE

LOAD BOTH FMS PAGES FROM THE RESULTS MENU

Figure 17. Takeoff results and load - illustrative reconstruction

TAKEOFF RESULTS AND LOAD

Open each runway report to read its details.

4L *LOAD PERF starts the combined uplink sequence.

The FMS departure runway must match usable stored data.

IMPORTANT

Loading does not require opening or selecting a particular report. It requires valid returned data matching the runway selected on the FMS origin departure page. Data for 26L does not supply data for 26R.

1. Select the intended origin departure runway in the FMS and confirm that usable takeoff data has been returned for it.
2. On the ACARS takeoff results list, select ***LOAD PERF at 4L**. This starts the combined PERF INIT / TAKEOFF REF sequence.
3. After a short delay, the **PERF INIT UPLINK** scratchpad message, FMC indication and chime call for review.

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PERFORMANCE

FMC COMM AND PERF INIT REVIEW

Figure 18. FMC COMM: PERF uplink ready - illustrative reconstruction

FMC COMM: PERF UPLINK READY

UPLINK READY identifies the pending review.

3L <PERF opens PERF INIT.

DATA LINK READY is the link indication.

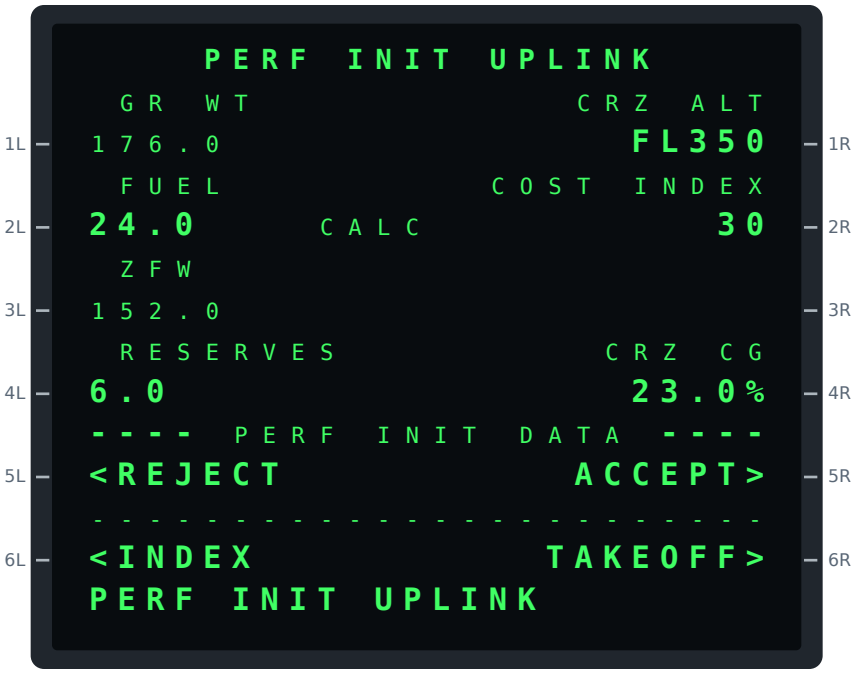

Figure 19. PERF INIT: review and accept - illustrative reconstruction

PERF INIT: REVIEW AND ACCEPT

Check the proposed plan and weights.

5L <REJECT restores prior data.

5R ACCEPT> accepts PERF INIT.

Fictional values illustrate the display.

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PERFORMANCE

UPLINK READY

FMC COMM ready annunciation.

<REJECT ACCEPT>

PERF INIT review controls: 5L / 5R.

On FMC COMM, **UPLINK READY** appears above **<PERF at 3L** when PERF INIT is awaiting review. Select <PERF to open **PERF INIT UPLINK**. Check the zero-fuel weight, cost index and cruise altitude against the intended flight. Check gross weight, fuel and displayed units as part of the review.

The proposed gross weight and zero-fuel weight appear in small text. **<REJECT is at 5L; ACCEPT> is at 5R.** Accept only when the entries agree with the intended plan. Acceptance completes this stage and starts the TAKEOFF REF stage of the combined sequence.

Rejecting PERF INIT restores its previous values and stops the combined sequence; TAKEOFF REF loading does not begin. You do not need to make another REQUEST after starting the combined load.

REVIEW BOTH TAKEOFF REF PAGES

Figure 20. FMC COMM: TAKEOFF uplink ready - illustrative reconstruction

FMC COMM: TAKEOFF UPLINK READY

4L <TAKEOFF opens the pending takeoff review.

This stage follows accepted PERF INIT in the combined sequence.

ACARS

PERFORMANCE

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PERFORMANCE

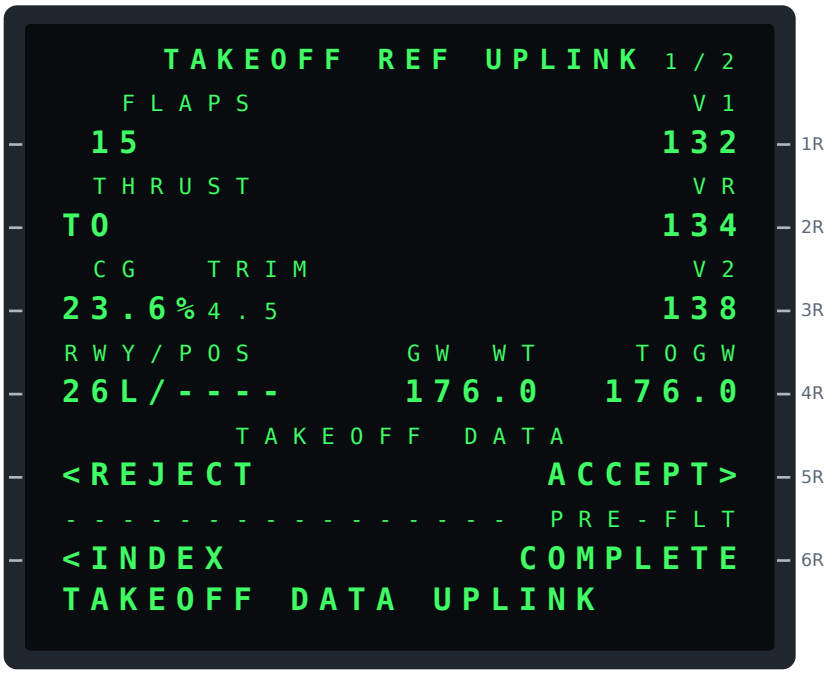

Figure 21. TAKEOFF REF: page 1 review - illustrative reconstruction

TAKEOFF REF: PAGE 1 REVIEW

Check flap, thrust, speeds, CG/trim and weights.

Press **NEXT PAGE** to review page 2 before accepting.

Fictional values; use the result for your flight.

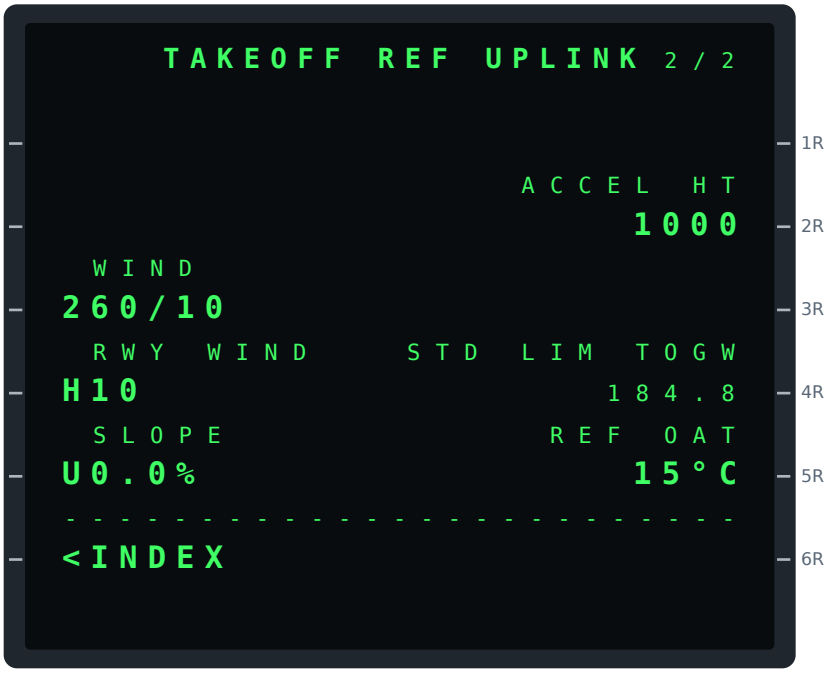

Figure 22. TAKEOFF REF: page 2 review - illustrative reconstruction

TAKEOFF REF: PAGE 2 REVIEW

Check wind, slope, OAT and acceleration height.

Page 2 has no ACCEPT prompt.

Use **PREV PAGE** to return to page 1.

After a short delay, **TAKEOFF DATA UPLINK** appears in the scratchpad. FMC COMM now shows **UPLINK READY** above **<TAKEOFF at 4L**. Select that prompt to open TAKEOFF REF.

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PERFORMANCE

On **page 1/2**, check flap setting, thrust, V1/VR/V2, CG/trim, runway and takeoff weight against the returned result and intended departure. On **page 2/2**, review acceleration height, wind, runway wind, slope, reference OAT and the displayed weight-limit reference.

Use **NEXT PAGE** to review page 2, then **PREV PAGE** to return to page 1. **The acceptance prompts are on page 1: <REJECT at 5L and ACCEPT> at 5R.** Page 2 has no separate acceptance action.

ACCEPT OR REJECT TAKEOFF REF

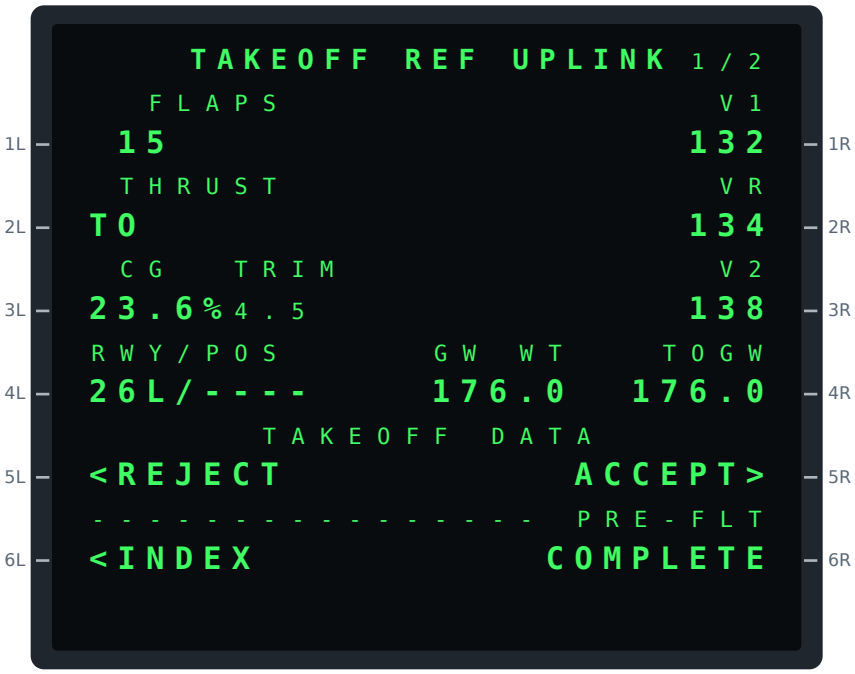

Figure 23. Return to page 1 to accept - illustrative reconstruction

RETURN TO PAGE 1 TO ACCEPT

After reviewing both pages, select **5R ACCEPT>**.

5L <REJECT restores the previous takeoff data.

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PERFORMANCE

Figure 24. TAKEOFF REF after acceptance - illustrative reconstruction

TAKEOFF REF AFTER ACCEPTANCE

The page returns to normal.

Cross-check the accepted entries against the intended takeoff.

The REQUEST / <SEND row is restored.

After reviewing both pages, return to page 1 and select **ACCEPT> at 5R** to accept the proposed takeoff data. The uplink review prompts disappear and the page returns to its normal presentation. Check the accepted entries as part of your normal preflight cross-check.

Selecting **<REJECT at 5L** restores the previous takeoff values. Rejecting TAKEOFF REF does not undo a PERF INIT stage already accepted. A runway or loading change still requires an appropriate new calculation; acceptance does not make old data valid for new conditions.

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PERFORMANCE

LOADING PERF INIT AND TAKEOFF REF INDIVIDUALLY

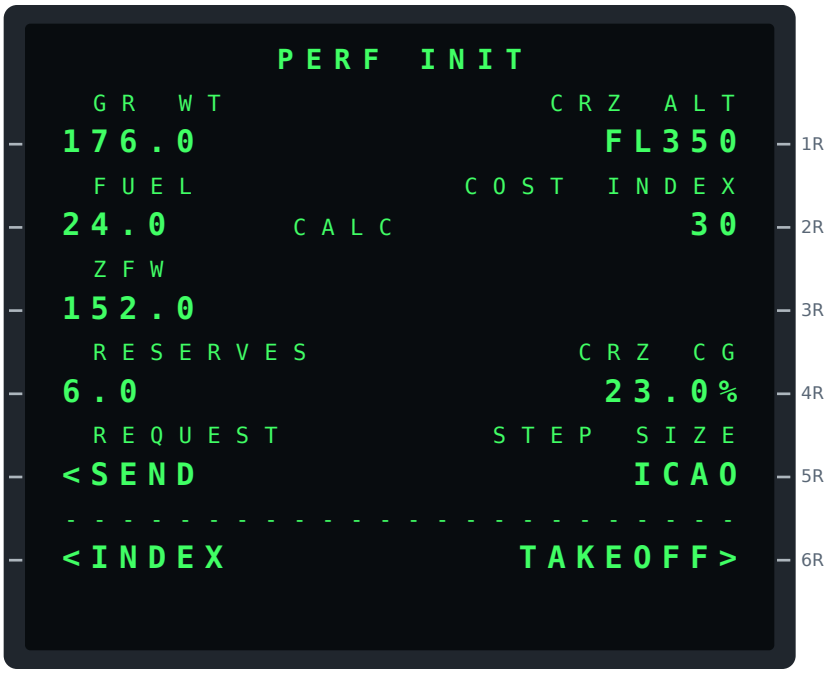

Figure 25. PERF INIT: individual request - illustrative reconstruction

PERF INIT: INDIVIDUAL REQUEST

REQUEST is the small label.

<SEND at 5L starts only the PERF INIT request.

Review and accept or reject the returned uplink.

Figure 26. TAKEOFF REF: individual request - illustrative reconstruction

TAKEOFF REF: INDIVIDUAL REQUEST

On page 1, **<SEND at 5L** requests takeoff data only.

Review both pages, then return to page 1 to accept.

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You can request the two FMS pages independently. On normal **PERF INIT**, the small **REQUEST** label sits above **<SEND at 5L**. On normal **TAKEOFF REF page 1**, the same **REQUEST / <SEND at 5L** arrangement starts a takeoff-data-only request. REQUEST is the label; **<SEND** is the displayed action.

An individual PERF INIT request stops after PERF INIT review; it does not automatically request TAKEOFF REF. A TAKEOFF REF request handles only takeoff data. Review and accept or reject each uplink using the same controls described above. If you want both stages together, use ***LOAD PERF** from the ACARS takeoff results list.

Whichever route you use, the aircraft needs valid returned takeoff data for the runway selected on the **FMS origin departure page**. If that runway changes to one without usable data, obtain a new result first.

LANDING PERFORMANCE

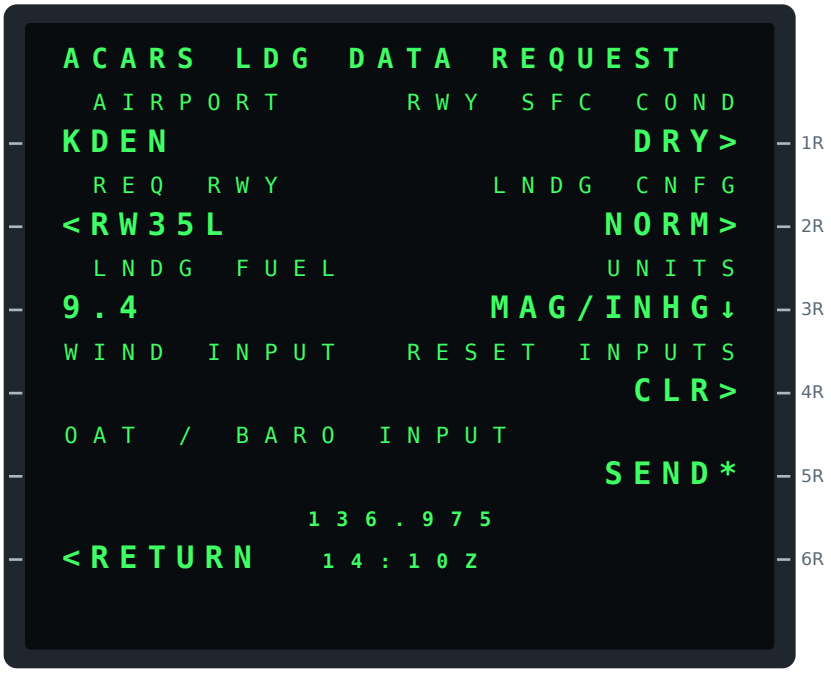

Figure 27. Landing request - illustrative reconstruction

LANDING REQUEST

Check the airport and expected landing fuel.

2L selects a runway at that airport.

Weather fields are optional overrides.

The landing request follows the same general pattern: choose an airport and runway, check the definition, set the surface and configuration, enter any weather overrides, send and review. It has one runway slot per request. You can request another airport when planning a diversion.

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PERFORMANCE

Key	Field or action	Use
1L	Airport	Defaults to the initialized destination; enter another airport when required. Changing it clears the previous runway selection.
2L	Runway	Select a runway at the chosen airport and confirm its definition with SELECT> at 5R.
3L	Landing fuel	Enter expected landing fuel in thousands of the selected weight unit, with one decimal place. For example, 12.3 means 12,300 LB or KG according to the displayed units.
4L / 5L	Weather overrides	Wind and temperature/pressure, using the same entry approach as takeoff.
1R	Runway surface	Open landing surface conditions.
2R	Landing configuration	Open the landing options.
3R	ATMOS	Select wind reference and pressure units.
4R	CLR>	Clear the landing request.
5R	SEND*	Start the request. Complete the landing-fuel field even if SEND is already visible.
6L	<RETURN	Return to the performance menu.

Expected landing weight is based on zero-fuel weight plus the entered landing fuel. A successfully sent manual WGT/BAL plan supplies its zero-fuel weight; otherwise the normal source is the SimBrief flight plan. Unsent WGT/BAL edits do not establish a new loading plan for performance. See Weight and Balance in this ACARS section for that connection.

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PERFORMANCE

LANDING CONFIGURATION

Figure 28. Landing configuration - illustrative reconstruction

LANDING CONFIGURATION

LOW VIS APPR YES makes the approach-type option appear.

Check braking, flap and reverse-thrust credit against your plan.

Key	Option	Choices
1L	Brakes	OPT, AUTO 1, AUTO 2, AUTO 3, AUTO 4, AUTO MAX or MAX MAN.
2L	Flaps	25 or 30.
3L	Anti-ice	OFF, ENGINE or ENG+WING.
1R	Reverse-thrust credit	Select whether the calculation includes reverse-thrust credit.
2R	LOW VIS APPR	NO or YES.
3R	Approach type	CAT I, CAT II or CAT III; appears when LOW VIS APPR is YES.
4R	CLR>	Reset landing configuration.
6L	<RETURN	Return to the landing request.

LOW VIS APPR selects a factored landing-distance calculation. A non-DRY surface also uses factored distance. Check the calculation basis in the returned report. The selected CAT I, II or III approach type is identified there; review the actual result for the configuration requested.

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PERFORMANCE

READ THE LANDING REPORT

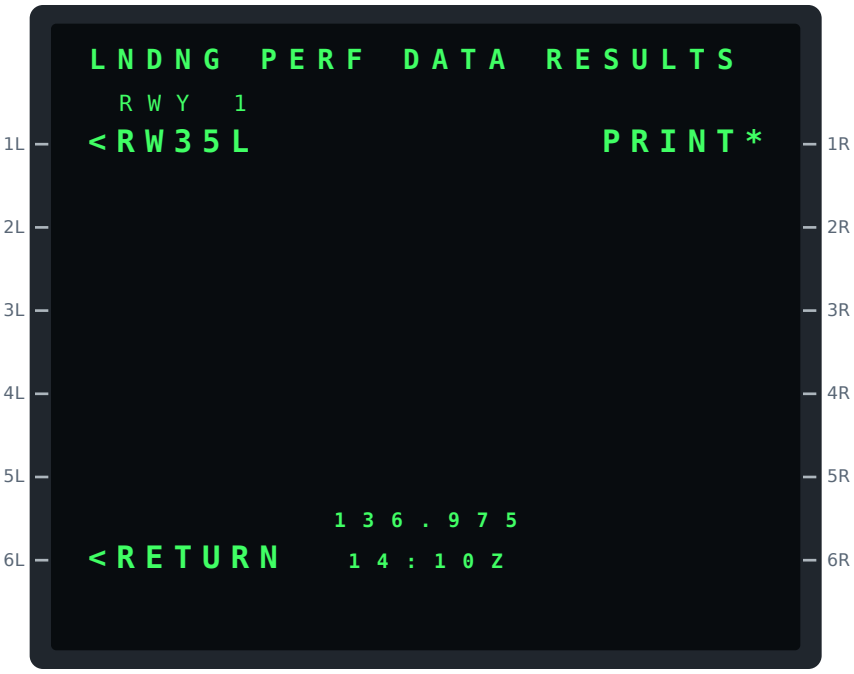

Figure 29. Landing result list - illustrative reconstruction

LANDING RESULT LIST

Select the returned runway to read the report.

Landing results are references; there is no landing LOAD function.

Select **LDG PERF> at 4R** on the performance menu, then open the returned runway report. Review the airport, runway, available length, expected weight, flap setting, braking selection, reverse-thrust credit, surface, weather and whether the distance is factored or actual.

The report includes VAPP, VREF25 or VREF30, and maneuver speeds for flaps 5 and flaps up. For flaps 30, the maneuver references use VREF +40 and +80; for flaps 25, they use VREF +38 and +78. Use the applicable lines for the landing configuration being considered.

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If landing performance is exceeded, the report identifies the problem and omits usable landing-speed/distance data. Review the calculation and choose an appropriate revised plan before requesting again.

Landing results are reference information. There is no FMS loading pathway for landing performance. Review the planned approach and landing, then make the required FMS and aircraft selections yourself.

ADVICE FROM THE LINE

On short sectors, especially those under approximately 50 minutes, it can help to obtain landing performance using forecast conditions and consider the arrival briefing before departure. That leaves more time for flying during a busy climb and descent. Recheck the calculation against current weather, runway, weight and configuration when appropriate; a forecast-based result is an early planning aid.

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WEIGHT AND BALANCE

WEIGHT AND BALANCE

Return to Cockpit Preflight Setup

THREE DIFFERENT PARTS OF ONE LOADING PLAN

Keep three things distinct: the airplane's actual loading, the WGT/BAL information sent through ACARS, and the performance calculation based on that information.

Part	What it represents	Where to check
Actual airplane loading	Fuel, passengers and payload physically loaded in the simulation.	EFB loading and aircraft indications.
ACARS WGT/BAL	The planned weights, balance and manifest communicated for the flight.	WGTBAL REQUEST and PRELIM/FINAL messages.
Performance calculation	The takeoff or landing calculation using a loading plan, runway, weather and configuration.	The returned performance report.

WHY THE NUMBERS MUST AGREE

Manual ACARS WGT/BAL entries do not physically load the aircraft. They describe a plan. EFB loading, ACARS weights and the performance result must agree before you use the calculation. Compare the same kind of weight in the same units, allowing for planned taxi fuel and display rounding. If you change the loading plan, send the revised WGT/BAL request and obtain fresh performance.

Automatic boarding is intended to coordinate this work for you. Pilots are not gate agents, fuelers or loadmasters; the airline's ground team performs those jobs while the crew prepares the flight. The crew still checks the resulting figures. SimBrief plus EFB automatic boarding is the recommended starting point for that coordinated workflow.

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WEIGHT AND BALANCE

SIMBRIEF AND AUTOMATIC BOARDING

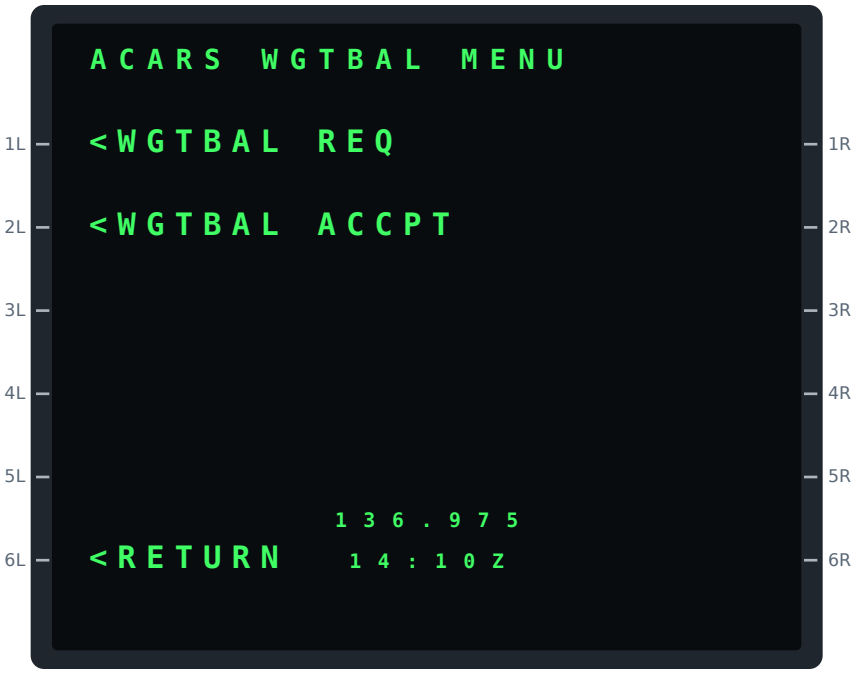

Figure 30. Weight-and-balance menu - illustrative reconstruction

WEIGHT-AND-BALANCE MENU

1L WGTBAL REQ: manual planning inputs.

2L WGTBAL ACCPT: acknowledge the final manifest.

Boarding-generated PRELIM does not require a manual request.

It's a good idea to get your preliminary weight and balance before requesting takeoff performance. PRELIM is the predicted loading plan: it gives you the weights and balance to review before deciding which performance calculation to run. You do not have to wait for boarding to finish before starting this work.

With the intended SimBrief flight retrieved, ACARS initialized and automatic boarding running, you do not need to use WGTBAL REQUEST yourself. PRELIM is requested during boarding, from about **20% complete**, once the required data is available. FINAL follows at boarding completion. Check both reports against the intended flight.

The normal plan uses the aircraft's loading forecast associated with the initialized flight, together with flight-plan information such as the taxi-fuel allowance. Make sure ACARS and the retrieved SimBrief flight still refer to the same flight. Generating a different flight on SimBrief does not automatically make it the correct plan for an already initialized ACARS session.

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WEIGHT AND BALANCE

PRELIM AND FINAL

Report	When it is produced	What it represents in this simulation
WT BAL PRELIM	Automatically during boarding, or after a valid WGTBAL request	The loading plan captured when the request was sent.
WT BAL FINAL	At boarding completion, or with a successful manual request when boarding has not started or is complete	Confirmation using the latest successfully sent W/B figures and the same manifest number.

FINAL confirms the latest successfully requested plan and uses the same manifest number as its corresponding PRELIM. It is not an independent weighing of the airplane. If another PRELIM replaces the first, FINAL follows that latest plan, including any manual overrides. This is why the crew must compare the report with the actual loading.

If boarding finishes before a PRELIM has been successfully sent, the aircraft can generate PRELIM and FINAL together as two separate messages. A successful manual request can also produce both when boarding has not started or is already complete. A new plan replaces the previous acceptance, so read the new reports, compare their identity and figures, and accept the new FINAL when appropriate.

New reports arrive through the usual ACARS indications: a chime, the EICAS ACARS message and **MSG* at 6R** where the general-message reminder is shown. Other message types can temporarily have priority at that key. W/B reports are retained in **RCVD MSGS**.

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WEIGHT AND BALANCE

READ THE W/B REPORT

PRELIM AND FINAL - REPORT BODY PAGE 1

```
N757BB          BBS757/21
KSTL/KDEN           13:45
------------------------
WT BAL PRELIM
MAN: 01
WEIGHTS: 1000 LB
TOTAL FUEL          24.6
TAXI FUEL            0.6
```

```
N757BB          BBS757/21
KSTL/KDEN           14:05
------------------------
WT BAL FINAL
MAN: 01
WEIGHTS: 1000 LB
TOTAL FUEL          24.6
TAXI FUEL            0.6
```

Illustrative reports. Corresponding PRELIM and FINAL use the same manifest and loading figures.

BALANCE AND FUEL DISTRIBUTION - BODY PAGES 2 AND 3

```
PAYLOAD             36.0
ZFW                152.0
ZFCG                19.7
---------+--------------
10.1                35.1
TOCG/TOGW     23.6/176.0
-----------+------------
9.0                 39.0
```

```
TANK             FUEL LB
------------------------
LEFT              12,260
CENTER                80
RIGHT             12,260
```

Illustrative loading plan. Fuel distribution is shown in whole pounds; summary weights are in thousands.

Each report identifies the aircraft, flight/date, city pair, time, PRELIM or FINAL status, and **MAN**, its manifest number. PRELIM and its corresponding FINAL share that number. A newly sent plan advances it.

Report field	Meaning
WEIGHTS: 1000 LB / KG	Units used for the summary weight figures.

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WEIGHT AND BALANCE

Report field	Meaning
TOTAL FUEL	Fuel in the captured loading plan before the planned taxi burn, including the model's unusable fuel.
TAXI FUEL	Planned fuel used before takeoff.
PAYLOAD	Planned payload weight.
ZFW	Zero-fuel weight: the model's basic operating weight plus payload.
ZFCG	Center of gravity at zero-fuel weight, shown as percent MAC.
TOCG/TOGW	Takeoff CG in percent MAC, followed by takeoff gross weight in the stated summary units; both account for planned taxi burn.
CG scales	Show the calculated CG relative to the displayed forward and aft limits. Review any out-of-limits text.
TANK FUEL LB / KG	Captured fuel distribution before taxi across LEFT, CENTER and RIGHT tanks, shown in whole units rather than thousands.

The PRELIM and FINAL tank-fuel section uses a comma as a thousands separator: `12,300` means 12,300 in the indicated tank unit. The weight summary still uses thousands, so `12.3` beneath `WEIGHTS: 1000 LB/KG` retains its decimal meaning.

The report can include **ZFCG OUT OF LIMITS**, **TOCG OUT OF LIMITS**, **ZFW ABOVE LIMIT** or **TOGW ABOVE LIMIT**. A report or request prompt is not a reason to skip checking the actual figures and any notices.

MAC means mean aerodynamic chord, the wing reference length used to express CG position. A CG of 19.7 means 19.7% MAC; it is not a weight. The left end of each report scale is the forward limit and the right end is the aft limit. The **+** shows the calculated position between them. It is a coarse display marker, so read the numeric CG too. If CG is outside the limits, the marker stops at the end of the scale and the report adds an explicit warning.

In this model, the zero-fuel scale runs from **10.1 to 35.1% MAC**. The takeoff limits vary with takeoff weight, so the two scales need not have the same endpoints. Use the limits printed beside the applicable calculation rather than assuming they will always be identical.

The weight relationship is straightforward: **TOGW = ZFW + TOTAL FUEL - TAXI FUEL**. For takeoff CG, the model assumes taxi burn uses usable center-tank fuel first, then the main tanks in balance, while retaining unusable fuel. This is a planning forecast; a different pre-start APU burn or pump arrangement can produce a different actual distribution.

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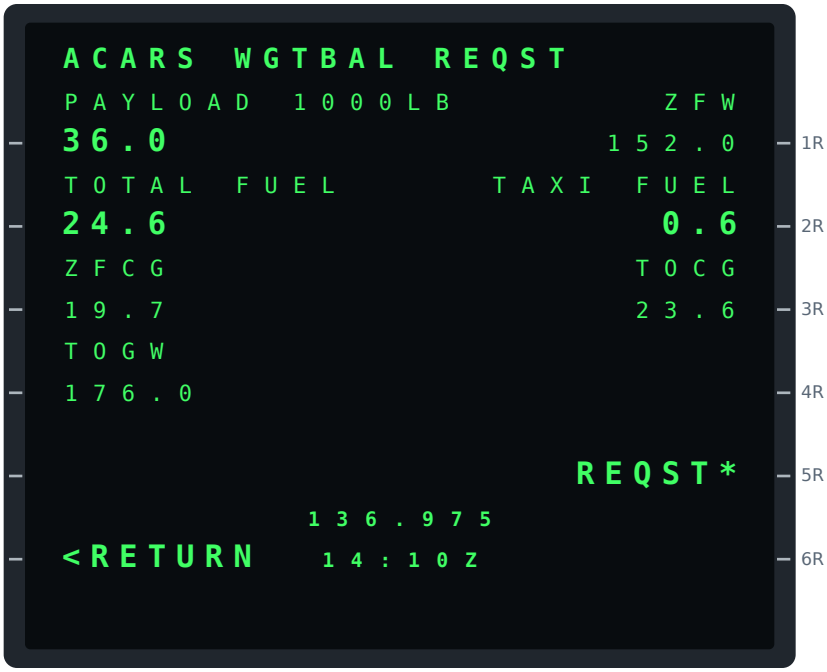
WEIGHT AND BALANCE

The illustrated PRELIM and FINAL use the same manifest and loading figures: **ZFW 152.0, ZFCG 19.7, TOTAL FUEL 24.6, TAXI FUEL 0.6, TOGW 176.0 and TOCG 23.6**, with weights in thousands of pounds. The illustrations show all three report-body pages. These are example loading values, not aircraft operating data.

BOW is basic operating weight; **ZFW** is zero-fuel weight; **ZFCG** is zero-fuel center of gravity; **TOGW** is takeoff gross weight; **TOCG** is takeoff center of gravity. The weight and balance limits printed on the report apply to its calculation.

THE REQUEST PAGE IS OPTIONAL



WEIGHT-AND-BALANCE REQUEST

Illustrative values use thousands of pounds.

Read-only CG and takeoff-weight fields are calculated.

Sending a plan does not physically load the airplane.

Figure 31. Weight-and-balance request - illustrative reconstruction

From PREFLIGHT, select **WGT/BAL at 3L**, then **<WGTBAL REQ at 1L**.

Use this page when you want to examine or request a different loading plan. For example, you might want to see what a different fuel load or payload would mean for takeoff performance. Just opening the page or requesting its unchanged default values does not create a manual override.

Manual entries are planning inputs. They do not load fuel, change passenger boarding targets or move payload around the aircraft. If you request performance using an alternative plan, make sure the intended aircraft loading agrees with that plan before using the result.

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WEIGHT AND BALANCE

Position	Field or control	What it does
1L	PAYLOAD	Enter a total-payload override.
1R	ZFW	Displays calculated zero-fuel weight; not directly editable here.
2L	TOTAL FUEL	Enter a total-fuel override.
2R	TAXI FUEL	Enter the planned taxi-fuel allowance.
3L	ZFCG	Displays zero-fuel center of gravity.
3R	TOCG	Displays takeoff center of gravity.
4L	TOGW	Displays planned takeoff gross weight.
5R	REQST*	Request the displayed plan when the request is valid and ACARS is ready.
6L	<RETURN	Return to WGTBAL MENU.
6R	Message reminder	Open the indicated pending message.

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WEIGHT AND BALANCE

SMALL TEXT, LARGE TEXT AND VALID ENTRIES

AUTOMATIC WGT/BAL VALUES

Automatic PAYLOAD, TOTAL FUEL and TAXI FUEL use small text.

Calculated values also remain small.

Weight unit shown: 1000 LB.

Figure 32. Automatic WGT/BAL values - illustrative reconstruction

PAYLOAD, TOTAL FUEL and TAXI FUEL show automatic values in **small text** and pilot overrides in **large text**. The calculated ZFW, TOGW, ZFCG and TOCG remain small because the computer calculates them. Their small size does not mean a manual input has been ignored.

The heading identifies whether weights are in **1000 LB** or **1000 KG**. In 1000 LB, entering 24.6 means 24,600 lb. In 1000 KG, it means 24,600 kg. Check the units before entering anything.

Input	Accepted format and limits
PAYLOAD / TOTAL FUEL	One to three digits, optionally followed by one decimal digit: for example 24 or 24.6. Negative values, letters, commas and multiple decimal places are rejected.
PAYLOAD	Must leave ZFW within the simulation's 184,000 lb limit; the check converts KG entries before applying it. A valid loading forecast must be available.
TOTAL FUEL	Must fit the modeled tank capacity and leave the required unusable fuel. KG entries are converted for the limit check.
TAXI FUEL	0.1 through 2.0 in thousands of the displayed unit.

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The complete request must also have valid calculated figures, positive ZFW and TOGW, TOGW no greater than 255,000 lb, and enough usable fuel to cover the taxi allowance after leaving the modeled unusable fuel in the tanks. A number can pass the entry-format check but still leave the overall request unavailable. These are the current simulation's request checks, not a substitute for reviewing the report and aircraft limits.

REQST* does not mean the CG is within limits. The calculation can produce a valid request with CG outside the displayed envelope. It's a good idea to check both CG figures, their scales and any warning text before using the plan for performance.

Pressing an editable field with an empty scratchpad copies its current valid value into the scratchpad. Entering DELETE at that field removes its override and restores the automatic value. Unavailable data appears as placeholder characters.

The request control shows **REQST*** when it can be used, **REQST** without the star when it cannot, and **SENDING/SENT** during the operation. Wait for completion before making another request.

WHEN MANUAL VALUES BECOME THE PERFORMANCE PLAN

Editing a field changes the proposed plan on the request page. A successfully sent WGT/BAL request establishes that plan and its manifest number. If any editable field contains an override, the sent plan includes those manual inputs and the resulting weights and balance.

Subsequent performance requests use the latest successfully sent manual plan. Unsent page edits do not replace it. A takeoff performance request keeps the W/B figures it captured, so changing W/B later does not recalculate an existing takeoff report.

The normal automatic-boarding workflow assumes the editable fields have been left at their automatic values. If you have entered overrides before an automatic PRELIM is generated, that automatic request can capture those entries too. Check the page and the received report whenever you have been experimenting with a manual plan.

RETURN TO THE NORMAL PLAN

1. Open WGTBAL REQST.
2. Use DELETE to remove each override from **PAYLOAD at 1L**, **TOTAL FUEL at 2L** and **TAXI FUEL at 2R**.
3. Check that those values have returned to small text and that the calculated figures make sense.
4. Send a new **REQST* at 5R** and allow it to complete. This replaces the previously sent manual plan with a non-manual request.
5. Request fresh performance for the runway and conditions you intend to use.

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Deleting the page entries alone does not replace an already sent manual plan. The new request is the step that completes the return. Accepting FINAL also does not clear a manual plan.

REVIEW AND ACKNOWLEDGE FINAL

Figure 33. Final weight-and-balance acceptance - illustrative reconstruction

FINAL WEIGHT-AND-BALANCE ACCEPTANCE

Compare WGTBAL NO with MAN on FINAL.

Remarks are optional.

5R ACCEPT* performs the simulated acknowledgment.

From WGTBAL MENU, select **<WGTBAL ACCPT at 2L**. It's a good idea to keep the FINAL report handy while checking the acknowledgment page.

Position	Field or control	Use
1L	DATE	Check the flight's UTC departure day.
1R	FLT NO	Check the airline and flight number.
2L	EMP NO	Check the pilot identification from ACARS initialization.
2R	WGTBAL NO	Match this number to MAN on the FINAL report.
3R	ENTR TXT>	Add optional free text. It is not required for acceptance.
5R	ACCEPT*	Acknowledge the available FINAL.
6L	<RETURN	Return to WGTBAL MENU.

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The acknowledgment simulates the captain signing off the final weight and balance. Airline practices differ; this is one way of representing that part of airline operations.

After checking FINAL and its matching manifest number, select **ACCEPT* at 5R** to complete the acknowledgment. The acceptance fields and prompt clear. Acceptance does not change the weights or clear the plan used for performance; no free-text entry is required.

If a new PRELIM supersedes the previous manifest, check the FINAL for the new plan before acknowledging it. Do not use an earlier FINAL as confirmation of a later loading change.

PUT IT TOGETHER DURING PREFLIGHT

Get the PRELIM, check the weights and balance, then request takeoff performance for the expected runway and any likely alternatives. When FINAL arrives, compare the manifest and figures with the plan used for performance before acknowledging it.

If you change the weight-and-balance plan, obtain fresh performance; an existing result does not update itself. Use your chosen crew procedures to assess runway, configuration and weather changes, and check that the calculation still represents the intended takeoff.

ADVICE FROM THE LINE

Check the EFB loading, ACARS WGT/BAL and performance result together. They should describe the same airplane and takeoff plan. Sending manual WGT/BAL values does not load the airplane.

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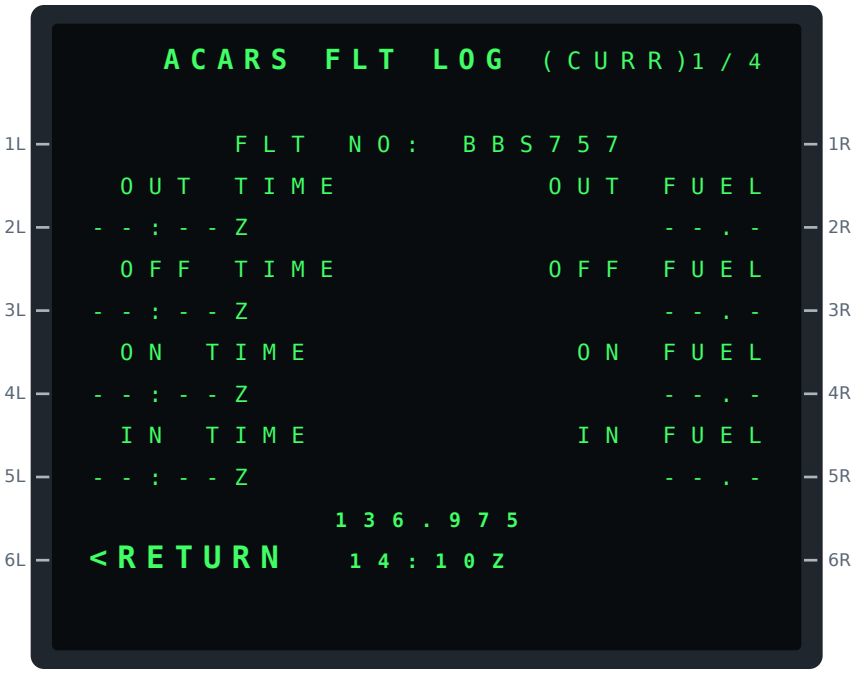
FLIGHT LOG

FLIGHT LOG

WHAT THE LOG IS FOR



CURRENT FLIGHT LOG

A new initialized flight starts with blank event times.

Use NEXT PAGE for the preceding flight.

Events and associated fuels are captured automatically.

Figure 34. Current flight log - illustrative reconstruction

The FLT LOG records the flight's OUT, OFF, ON and IN events, together with the fuel recorded at each event. These are actual captured events, not the scheduled times you filed with SimBrief. You don't have to type them in, and the fields on this page aren't editable.

Select **FLT LOG at 1R** from PREFLIGHT, INFLIGHT or POSTFLIGHT. Use NEXT PAGE and PREV PAGE to move through the four log pages. Page 1 is the current flight; pages 2, 3 and 4 hold the three preceding log entries, newest first. A successful initialization moves the existing entries back one position and starts the new current entry. Empty history remains blank; ACARS does not invent prior flights.

It's a good idea to check the current flight number after initialization. Before the airplane has moved, the current entry should have no captured times. For a through-flight, look at the previous flight too. Flight crews should consider the previous IN time when preparing the departure briefing and reviewing the applicable engine warm-up requirements. It provides an arrival reference, not a precise engine-shutdown stopwatch: capturing IN requires more than shutting down the engines.

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FLIGHT LOG

FIELDS AND CONTROLS

Position	Field or control	What it tells you
Top of page	CURR / PREV and page number	Whether this is the current entry or a prior entry, and which of the four pages you are viewing.
Flight identification line	FLT NO	The flight associated with that log entry.
2L / 2R	OUT TIME / OUT FUEL	Time and fuel when the aircraft begins moving with the parking brake released and passenger doors closed.
3L / 3R	OFF TIME / OFF FUEL	Time and fuel when the aircraft becomes airborne, after OUT has been captured.
4L / 4R	ON TIME / ON FUEL	Time and fuel on landing, after OUT and OFF have been captured.
5L / 5R	IN TIME / IN FUEL	Time and fuel when the aircraft meets the arrival conditions described below.
6L	<RETURN	Return to the operations menu.
6R	Message reminder, when present	Open the indicated pending message or report.
NEXT PAGE / PREV PAGE	History navigation	Move between the current flight and retained previous entries.

Times are shown in UTC with a Z suffix. **--:--Z** means that event has not been captured; **--.-** is its fuel placeholder. The fuel is the quantity recorded at the event, not the amount burned during that phase.

FLT LOG fuel units follow EFB Settings → Livery options → metric/imperial. Quantities are shown in thousands of the selected weight unit, to one decimal place. In imperial, 24.6 means 24,600 lb; in metric, 24.6 means 24,600 kg. Confirm the setting when comparing log values with other reports.

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FLIGHT LOG

WHAT CAUSES EACH EVENT TO APPEAR

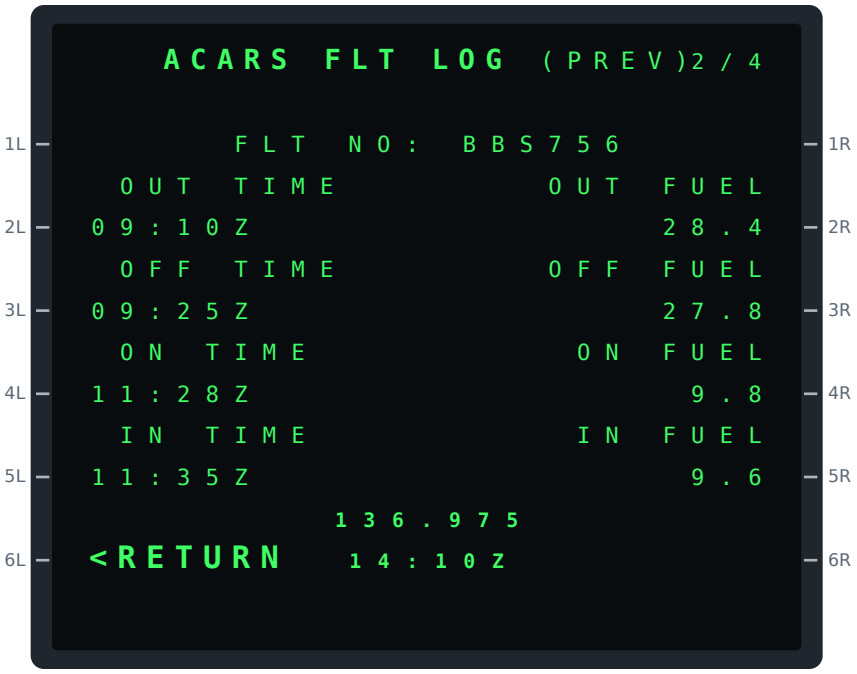

Figure 35. Previous flight log - illustrative reconstruction

PREVIOUS FLIGHT LOG

Check the previous IN time when considering the applicable engine warm-up procedure.

This example is a completed previous flight.

OUT is recorded when the airplane starts moving with the parking brake released and passenger doors closed. OFF follows on becoming airborne; ON follows on landing. If the aircraft goes around and makes another approach, the subsequent landing can replace the earlier ON event. OUT and OFF remain associated with the flight.

IN requires OUT, OFF and ON to have been captured, both fuel-control switches at CUTOFF, the parking brake set, at least one passenger door open, and the aircraft no longer moving above the capture threshold. If you are parked with the engines shut down but the passenger doors are still closed, the IN line can still be blank. Likewise, opening a door alone does not complete the sequence.

The entries are automatic. Pressing an LSK beside a time or fuel value does not let you correct it manually. If an entry is missing, check whether its event conditions were met and whether ACARS was initialized in time to record the sequence. Do not clear initialization merely to tidy up a missing log entry; that reset has a much wider effect on ACARS.

ADVICE FROM THE LINE

Before clearing anything, check the event conditions. A blank IN time can mean a passenger door is still closed or a fuel control has not reached CUTOFF.

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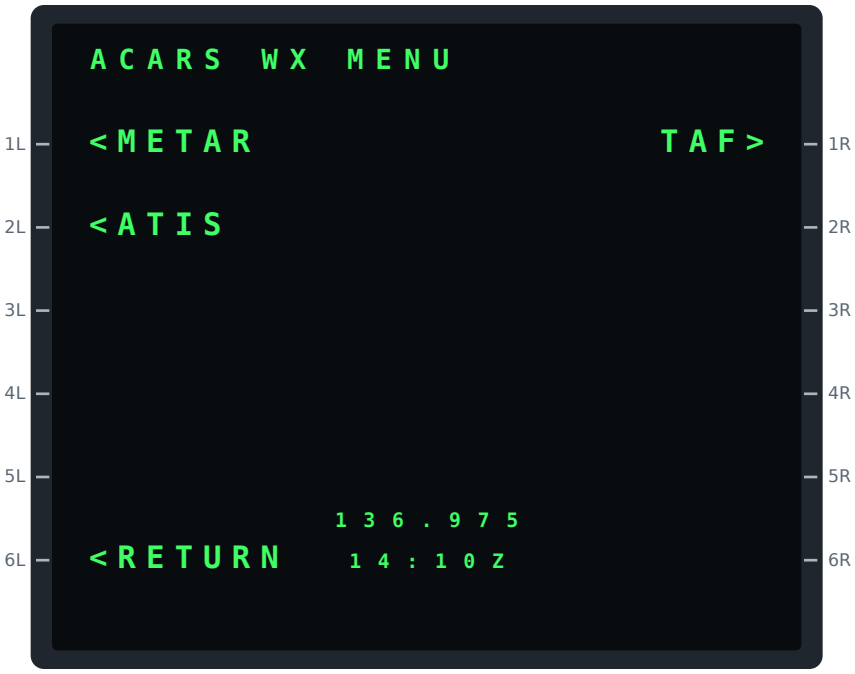
WEATHER

WEATHER

PICK THE REPORT YOU ACTUALLY NEED



WEATHER MENU

1L METAR: observation.

2L ATIS: terminal information.

1R TAF: forecast.

Figure 36. Weather menu - illustrative reconstruction

The WEATHER menu gives you three choices. A **METAR** is an airport weather observation, a **TAF** is an airport forecast, and **D-ATIS** is the selected source's digital terminal information. A METAR is useful when there is no digital ATIS, but it does not supply all the runway and operational information an ATIS may contain.

WEATHER is at **2R in PREFLIGHT and INFLIGHT**, and **3R in POSTFLIGHT**. On ACARS WX MENU, select **METAR at 1L**, **ATIS at 2L**, or **TAF at 1R**. The menu's **<RETURN at 6L** returns to the parent associated with the menu entry. After visiting a request page, the return path can lead through the general weather/operations menu rather than retaining the original flight-phase context.

Get the weather early enough to use it. After initialization, a single departure ATIS or METAR is usually sufficient to get the preflight moving. Later, request destination and alternate observations or forecasts as needed. Check the airport, report time and, for a forecast, its applicable period before using the information.

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WEATHER

METAR AND TAF REQUESTS

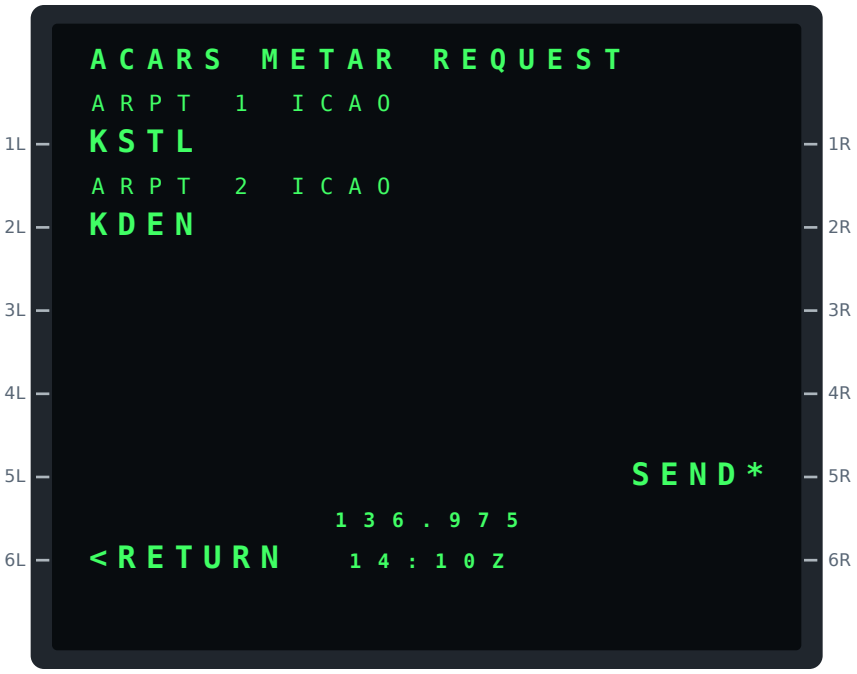

Figure 37. Two-airport METAR request - illustrative reconstruction

TWO-AIRPORT METAR REQUEST

Each field takes one four-letter ICAO identifier.

KSTL and KDEN go in separate fields.

STL is not a valid entry here.

Figure 38. Two-airport TAF request - illustrative reconstruction

TWO-AIRPORT TAF REQUEST

The TAF form is separate from METAR.

Enter up to two airports and send.

Review the validity period in the returned forecast.

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WEATHER

The two request pages work the same way. **You can request up to two airports in one METAR request, or up to two airports in one TAF request.** They are separate requests; entering airports on the METAR page does not fill the TAF page.

Position	Field or control	Entry or action
1L	ARPT 1 ICAO	Enter the first airport's four-letter ICAO identifier.
2L	ARPT 2 ICAO	Optionally enter a second airport. Leave it blank if you only want one.
5R	SEND*	Send the request for the entered airport or airports.
6L	<RETURN	Return to WEATHER.
6R	Message reminder, when present	Open the indicated pending message.

For example, type **KSTL** into the scratchpad and select 1L. Type **KDEN** and select 2L. Check both entries, then select **SEND* at 5R**. You do not type both airports into one field, and you do not need to enter a runway, flight number or report time.

Entry	Result
KSTL, KDEN, EGPH	Correct four-letter format; the airport must also be present in the navigation database.
STL or DEN	Invalid: these are three-letter entries.
K1AB, KSTL/KDEN, or an entry containing spaces	Invalid format for an airport field.
Four letters with no airport database match	NOT IN DATA BASE. Correct the identifier.
DELETE on a populated airport field	Remove that airport from the request.
DELETE on an empty airport field	INVALID DELETE.

The airport field requires four uppercase letters. A valid airport entry does not guarantee that a report is available from the weather service. An airport may exist in the database and still have no returned METAR or TAF.

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SEND* appears once at least one valid airport is supplied. Check the airport or airports, then send. Submission returns you to WEATHER. Allow the exchange to finish before making another request.

READ THE RETURNED WEATHER

METAR and TAF responses are retained in **RCVD MSGS**, identified as **WX MET** and **WX TAF**. A two-airport request can produce a combined message. Read through its pages and make sure you actually received information for both requested airports. The presence of one report does not establish that the second was returned.

New received messages use the normal ACARS indications: a chime, the EICAS ACARS indication and the **MSG* reminder at 6R** where shown. A higher-priority ATS, in-range or performance reminder can occupy that key, so use RCVD MSGS if needed. Use NEXT PAGE and PREV PAGE to read a multi-page report.

If the response says **NO METAR INFO FOUND** or **NO TAF INFO FOUND**, check the requested airport and try again when appropriate. A normal link indication tells you the exchange has ended; read the response to establish whether useful weather was returned.

D-ATIS REQUEST

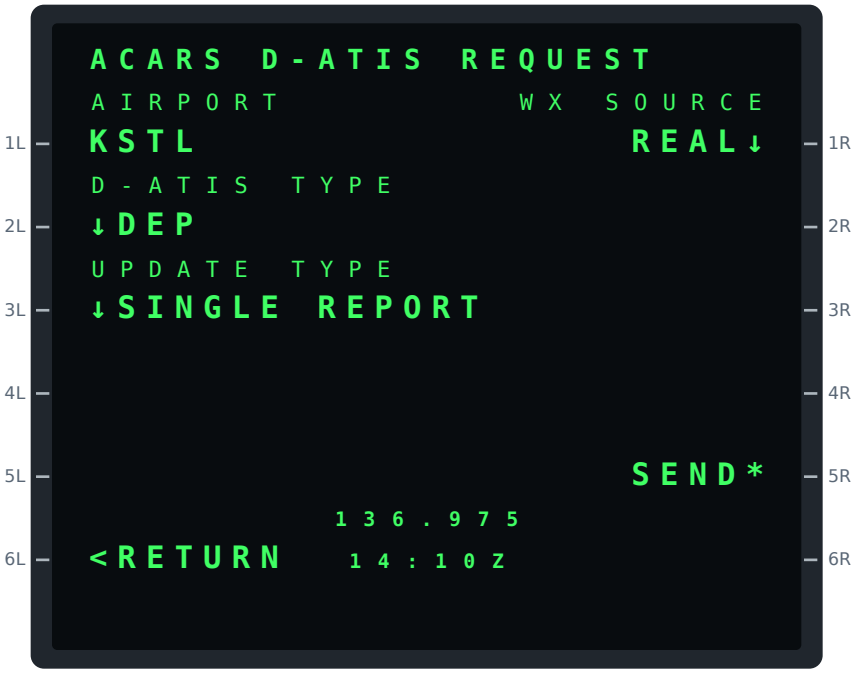

Figure 39. Digital ATIS request - illustrative reconstruction

DIGITAL ATIS REQUEST

1R: cycle the source.

2L: DEP or ARR.

3L: select single or automatic updates.

5R: submit the selection.

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WEATHER

Select **ATIS at 2L** on WEATHER. If a stored response is available through the ATIS selection, ACARS opens the review page. Select **REQST> at 5R** there to open the request page again.

Position	Field or control	Entry or action
1L	AIRPORT	Four uppercase letters, validated against the airport database.
1R	WX SOURCE	Cycle REAL, IVAO, VATSIM and SAY INTNTNS AI.
2L	D-ATIS TYPE	Cycle DEP and ARR.
3L	UPDATE TYPE	Cycle SINGLE REPORT, START AUTO UPDATES and STOP AUTO UPDATES.
5R	SEND*	Submit the selected request or automatic-update action.
6L	<RETURN	Return to WEATHER.
6R	Message reminder, when present	Open the indicated pending message.

Repeatedly press the LSK next to an arrow to cycle the available choices. **The displayed choice is the selected choice.** Cycling to a different update mode does not submit it; press SEND* to perform that action.

Without a pilot airport override, the initialized request page selects the flight's origin while on the ground and its destination while airborne. Check the airport, particularly after landing or when considering a diversion. Enter a different ICAO identifier at 1L if needed. DELETE removes an existing airport override and restores the automatic selection; it does not erase the initialized flight. The same airport-format and database checks used for METAR/TAF apply.

For the departure, choose the appropriate source, **DEP** and **SINGLE REPORT**, then SEND*. If that airport/source does not distinguish between departure and arrival information, it may return the common current ATIS. Coverage depends on the source and airport; a source selection is not a guarantee that information exists there. When ATIS is unavailable, obtain a METAR from its separate request page and use the applicable voice or network procedures for other airport information.

AUTOMATIC ATIS UPDATES

It's a good idea to reserve automatic updates primarily for destination information en route. Select the airport, source and ARR as appropriate, choose **START AUTO UPDATES**, then SEND*. To stop, select **STOP AUTO UPDATES** and SEND*.

Automatic updates check for new information periodically. Other communication activity can delay the next report. The automatic-update session ends after **three hours** and displays **ATIS AUTO**

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WEATHER

UPDATE TERMINATED / AFTER 3 HOURS / RESELECT IF NEEDED. Restart updates if you still need them.

D-ATIS retains one current response. A newer report replaces it, and an unavailable response or termination notice can also take its place. It is not an archive of every ATIS received during the flight.

D-ATIS REVIEW

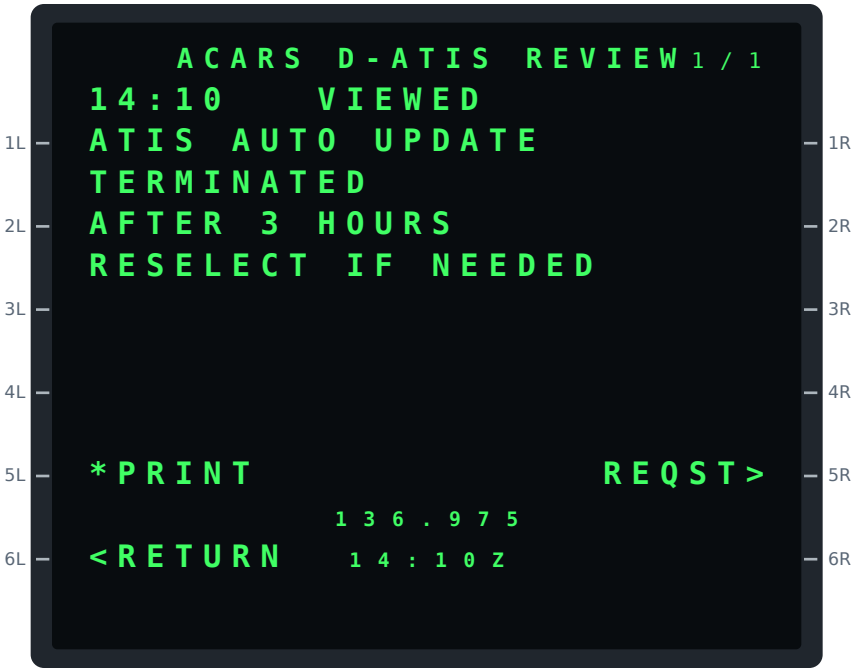

Figure 40. Digital ATIS review - illustrative reconstruction

DIGITAL ATIS REVIEW

The latest response lives here.

Read every page.

5R REQST> returns to the request form.

Digital ATIS has its own review page and does not go into RECEIVED MESSAGES. Check the timestamp and read every page using NEXT PAGE/PREV PAGE. OPEN or VIEWED indicates the review status; reaching the last page changes the status, but you still need to read the contents.

REQST> at 5R returns to the request page; **<RETURN at 6L** returns to WEATHER.

ADVICE FROM THE LINE

Check the airport and time on the report. A single current report normally suffices in preflight. Automatic ATIS updates are particularly useful en route for monitoring the destination.

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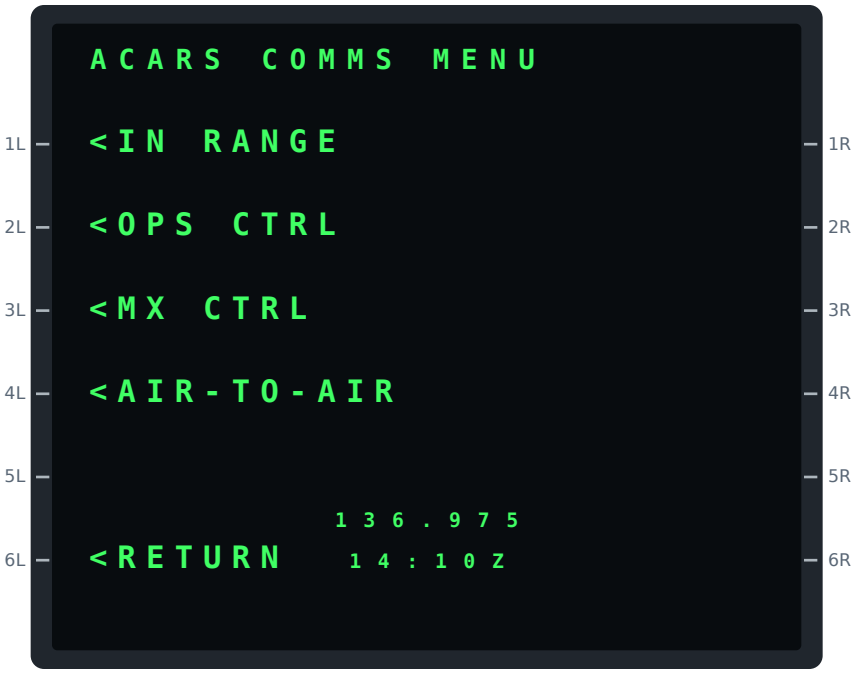
COMMUNICATIONS

COMMUNICATIONS

CHOOSE WHO THE MESSAGE IS FOR



COMMUNICATIONS MENU

Choose the recipient or purpose before composing a message.

IN RANGE is a structured arrival report.

Figure 41. Communications menu - illustrative reconstruction

The COMMS menu provides a simple way to handle company communication and arrival coordination. Use **OPS CTRL** for dispatch/operations and **MX CTRL** for maintenance control. Use the structured FLT DELAY page when you are reporting a delay rather than treating every delay as an ordinary dispatch note.

COMMS menu key	Page	Purpose
1L	IN RANGE	Report arrival needs, including ETA, APU status and assistance requirements.
2L	OPS CTRL	Write to DISPATCH/OPS.
3L	MX CTRL	Write to maintenance control.
4L	AIR-TO-AIR	Address another callsign through the configured Hoppie connection.

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COMMUNICATIONS

COMMS menu key	Page	Purpose
6L	<RETURN	Return to the operations menu.
6R	Message reminder, when present	Open the indicated pending message.

Dispatch and maintenance replies are generated within the simulation to represent company communication. AIR-TO-AIR uses an external network connection and has the requirements described below.

WRITE, KEEP AND SEND FREE TEXT

Figure 42. Free-text editor, page 1 - illustrative reconstruction

FREE-TEXT EDITOR, PAGE 1

Enter each line from the scratchpad.

5R ENTER* keeps the text and returns to the form.

RETURN from this editor erases the draft.

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COMMUNICATIONS

FREE-TEXT EDITOR, PAGE 2

1L on page 2 is line 5.

The shared OPS/MX editor holds five lines over two pages.

Keep the text, then send from the originating form.

Figure 43. Free-text editor, page 2 - illustrative reconstruction

On OPS or MX, select **ENTR TXT> at 2R** to open ACARS MSG ENTRY. Type a short line in the scratchpad, then place it into the intended line using its LSK. Repeat for the remaining lines. You are entering a message, not a coded airport or time field, so plain language is fine. Be specific about the problem and what you need.

Message type	Available lines	Where the lines are entered
Dispatch, maintenance and air-to-air	5	Lines 1-4 use 1L-4L on entry page 1; NEXT PAGE opens page 2, where 1L enters line 5.
Flight delay and in-range	3	Lines 1-3 use 1L-3L on the single entry page.

The corresponding right-side LSKs also select the same text lines. Use the five-line or three-line allowance for the message type being composed.

Keep each line within the 24-character display width and break a longer message into separate lines yourself. The editor does not distribute a paragraph across the other entry boxes. The examples below fit within 24 display columns.

To revise a line, select it with an empty scratchpad to copy its contents, edit the scratchpad and put the corrected text back into that line. To remove a populated line, use DELETE and select the line.

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Deleting an already empty line produces INVALID DELETE. Ordinary free text is not subjected to the four-letter airport or HHMM time-format rules.

When you want to keep your message, press ENTER* at 5R. That returns to the originating page with the text retained. It has not transmitted anything yet. Review the text on the originating page, then select **SEND* at 5R**.

<RETURN at 6L from the message editor erases that message's free-text draft. It is the cancel path, not the keep path, and it does not merely undo the last line edited. This is worth remembering before you spend time composing a message.

An example dispatch note could use these five lines:

Line	Text
1	BOARDING DELAY AT GATE
2	EXPECT OUT 1430Z
3	PLEASE ADVISE STATION
4	CONNECTIONS MAY BE TIGHT
5	WILL UPDATE WHEN READY

The delay itself should still be entered on FLT DELAY when that is the purpose of the report. This example illustrates how to compose and retain all five lines.

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COMMUNICATIONS

OPS CTRL AND MX CTRL

Figure 44. Message to dispatch - illustrative reconstruction

MESSAGE TO DISPATCH

Review the text on the parent form.

5R SEND* sends it.

Example wording only; no live message is being transmitted.

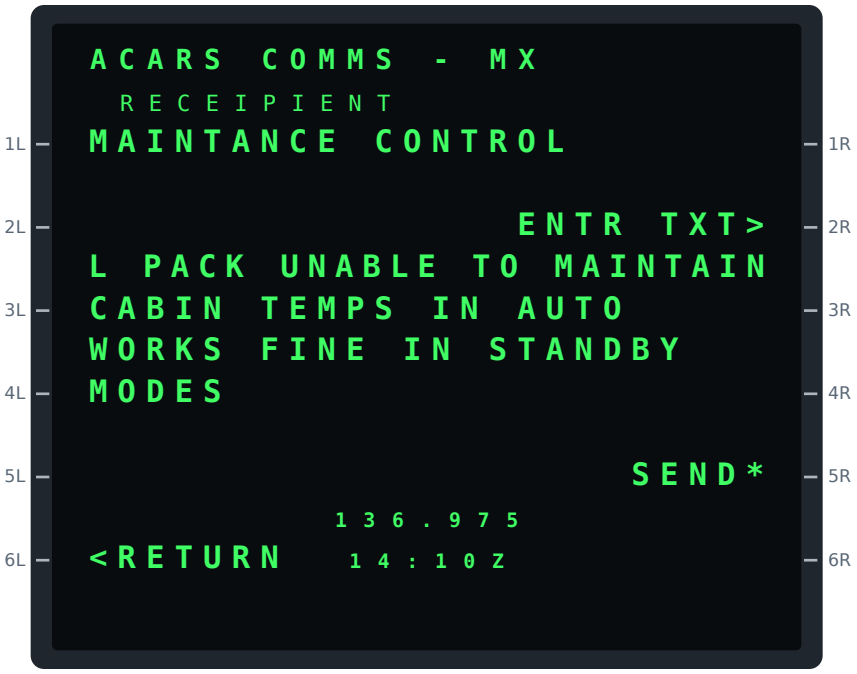

Figure 45. Message to maintenance - illustrative reconstruction

MESSAGE TO MAINTENANCE

Describe the indication and the system response.

This four-line report fits the displayed entry area.

5R SEND* requires message text.

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The recipient on these pages is fixed. You do not enter a dispatcher address or a mechanic's name. Both pages use **ENTR TXT> at 2R**, a five-line preview, **SEND* at 5R**, and **<RETURN at 6L**. That return goes to the main operations menu.

For maintenance, describe the indication and what the system will or will not do. **L RA FLAG ON CAPTS PFD** is a useful short example. A longer pack report can use the following lines:

Line	Example text
1	L PACK UNABLE TO MAINTAIN
2	CABIN TEMPS IN AUTO
3	WORKS FINE IN STANDBY
4	MODES

A clear description helps maintenance understand the request. Sending the message does not repair a fault or replace the applicable checklist.

OPS CTRL and MX CTRL require free text before SEND* becomes available. Complete any other required fields on the selected COMMS form, then check the text and send. After sending, these company-message pages return to COMMS and clear their drafts. Allow the exchange to finish before sending another message.

Replies normally appear after a short delay and are retained in RCVD MSGS. A generic acknowledgment means the simulated company exchange has acknowledged the report; it does not mean that a fault, delay or requested action has been resolved. The reply wording may vary with the message and the simulation's response selection.

IN RANGE

Return to Descent

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COMMUNICATIONS

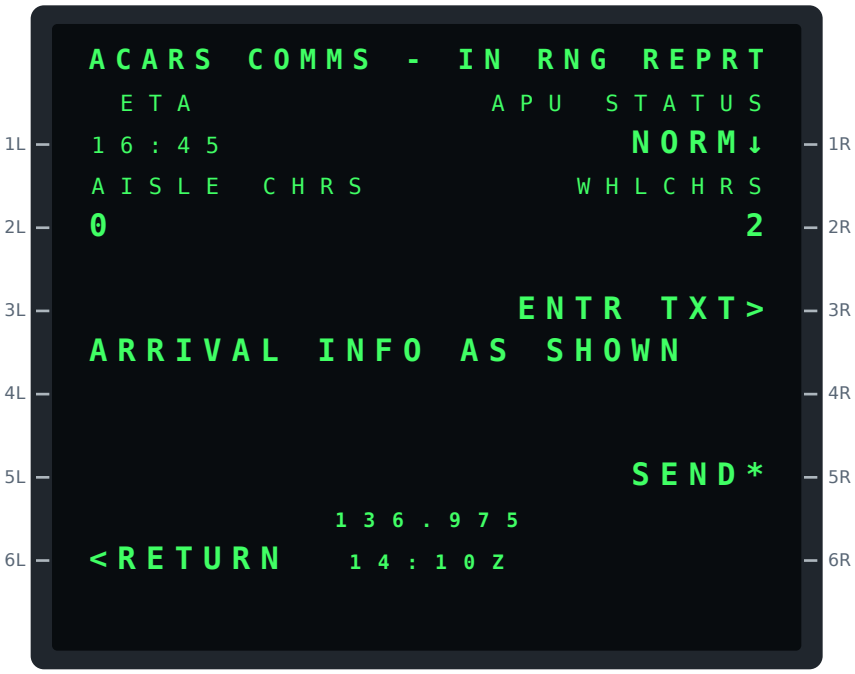

Figure 46. In-range report - illustrative reconstruction

IN-RANGE REPORT

Check ETA and assistance needs.

Both chair entries can be deleted.

Add a short arrival note, then **5R SEND***.

Use IN RANGE to give the arrival station the information it needs before you arrive. Check the ETA and assistance requirements rather than treating it as another blank dispatch message.

Position	Field or control	Valid input or action
1L	ETA	Four digits in UTC: 0000-2359, with minutes 00-59. For example, 1545.
1R	APU STATUS	Cycle NORM, ELEC ONLY, AIR ONLY and INOP.
2L	AISLE CHRS	One or two digits, 0-99.
2R	WHLCHRS	One or two digits, 0-99.
3R	ENTR TXT>	Add up to three lines of free text.
5R	SEND*	Send once the required ETA and free text are available.
6L	<RETURN	Return to the menu associated with this entry path.

For ETA, **1545** is valid; **15:45**, **1545Z**, **2400** and **1560** are invalid entries. The page adds display punctuation itself. For chairs, **2** and **02** are accepted; **2.5**, **-1**, **100** and words are invalid. Zero is an explicit count; the blank placeholder represents no entered count.

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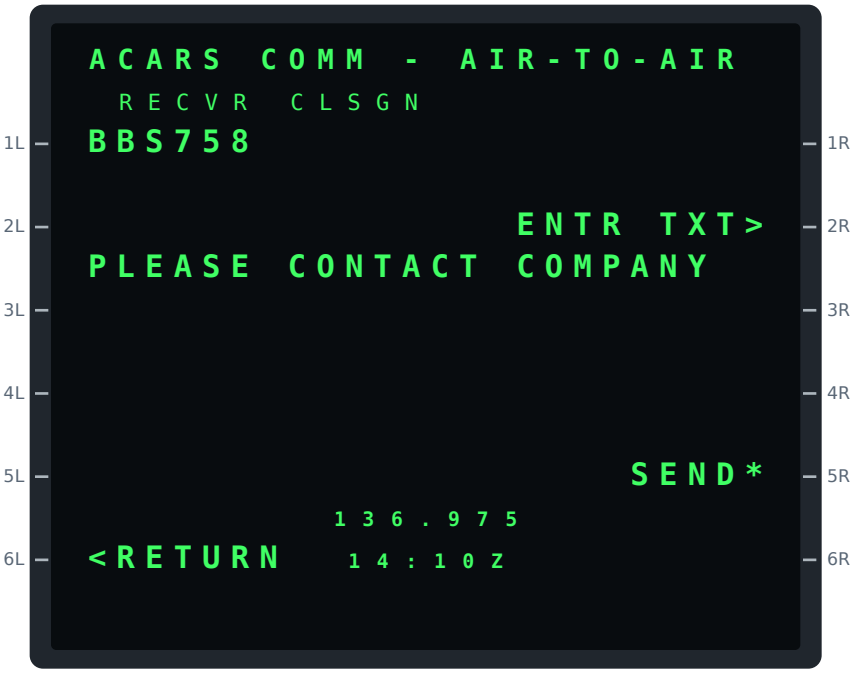
The displayed ETA uses your entry when you have supplied one; otherwise it uses the flight estimate established at initialization or updated by a successfully sent diversion report. DELETE on an entered ETA restores that estimate. Do not assume it follows every change to the FMS route prediction or the delay-page ETA: check and update it before sending.

Changing APU STATUS reports a condition; it does not change the APU itself. Chair counts describe the requested arrival assistance. **Both AISLE CHRS and WHLCHRS entries can be deleted.** DELETE removes an entered count. The IN RANGE SEND* prompt also requires its valid ETA and free text; add a short arrival note before sending.

The **INRNG*** reminder can appear when the initialized flight is within 45 minutes of the effective ETA **or** within 100 NM of the destination, provided an in-range report has not already been sent. After a diversion report is successfully sent, the destination comparison uses the diversion airport. Sending IN RANGE clears the reminder and free-text draft. An arrival reply may wait until one of those proximity conditions is met.

AIR-TO-AIR



AIR-TO-AIR MESSAGE

Master Hoppie ON; logon code and own callsign configured.

Use a valid recipient in the same Hoppie network environment.

Figure 47. Air-to-air message - illustrative reconstruction

AIR-TO-AIR requires a Hoppie ACARS logon code, the master Hoppie setting ON, your own callsign, and a valid receiving callsign in the same Hoppie network environment. A recipient on a different network setting cannot be assumed reachable. Check the official Hoppie FAQ and logon-code guidance, then verify the EFB setup. Entering a recipient on this page does not establish the connection.

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COMMUNICATIONS

At **RECVR CLSGN, 1L**, enter the intended recipient using **five to seven uppercase letters or digits**. For example, **BBS757** has valid syntax. Spaces, punctuation, four-character entries and entries longer than seven characters are rejected. Passing the format check does not establish that another aircraft is connected with that callsign.

Select **ENTR TXT> at 2R**, compose up to five lines using the same two-page editor, press **ENTER* at 5R** to keep them, then review the recipient and select **SEND* at 5R**. SEND* requires the configured connection details, a recipient, nonempty text and no Hoppie transmission already in progress.

DELETE removes an entered recipient; trying to delete an empty recipient produces INVALID DELETE. A successful network send clears the free text while retaining the recipient. A failed send does not follow that success-clearing path. Returning to the menu alone is not proof that the network accepted the message, and network acceptance is not proof that the recipient has read or replied to it.

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FLIGHT DELAYS

TELL THE COMPANY WHAT HAS CHANGED

The BBS757 was built with one goal in mind: realism, as much as we can achieve. That includes the company communication and delay-reporting tasks that go along with getting an airliner from one station to another. COMMS lets you write to dispatch or maintenance; **FLT DELAY** brings the flight phase, delay reason, revised estimate and a short explanation together on one page.

As soon as you know something has gone awry, it's a good idea to put together a clear delay report. Tell the company what is happening and what you now expect. If the situation changes, come back with an updated estimate rather than leaving the original report as the last word.

The intended airline workflow is to notify dispatch so the company can coordinate the delay. In this simulation the company response is generated locally. It may be a generic acknowledgment; that represents receipt of the report, not a promise that the cause of the delay has been resolved.

AVAILABLE IN ALL THREE FLIGHT-PHASE MENUS

Yes: FLT DELAY appears in PREFLIGHT, INFLIGHT and POSTFLIGHT. These entries open the same form with different initial phase selections and return destinations. Its title is ACARS FLT DELAY, rather than a separate IN FLT-only delay page.

Entry point	Menu key	Phase selected on entry
PREFLIGHT	3R	PREFLIGHT
INFLIGHT	3R	INFLIGHT
POSTFLIGHT	2L	POSTFLIGHT

Check **FLT PHASE** every time. You can cycle it, but the send prompt also checks the captured flight events. In the simulation, PREFLIGHT includes the period before OFF, including taxi-out; INFLIGHT runs after OUT/OFF and before ON; POSTFLIGHT applies after ON and before IN. A postflight taxi-in or occupied-gate delay belongs in that last category. Once IN has been captured, the form no longer offers a normal phase-matched send.

Do not select INFLIGHT for a boarding delay just because you happened to open the inflight menu. Select the phase that matches the event, then verify that the time field is the one you intend to change.

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FLIGHT DELAYS

FIELDS AND CONTROLS

Figure 48. Preflight delay report - illustrative reconstruction

PREFLIGHT DELAY REPORT

Entered through PREFLIGHT: check the selected phase.

Enter a new estimated time, not a delay duration.

Add concise remarks before sending.

Position	Field or control	What to do
1L	FLT	Check the flight number supplied by initialization; no manual entry here.
1R	FLT DATE	Check the initialized flight date; no manual entry here.
2L	FLT PHASE	Cycle PREFLIGHT, INFLIGHT and POSTFLIGHT.
2R	DLY TYPE	Cycle the reasons available for the selected phase.
3L	NEW EST DEP / NEW EST ETA	Enter a revised UTC clock time as four digits.
3R	ENTR TXT>	Add up to three lines explaining the situation.
Text preview	Three free-text lines	Review what you have written before sending.
5R	SEND*	Send when the selected phase matches the flight state and the report has text or an entered estimate.

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Position	Field or control	What to do
6L	<RETURN	Return to the phase menu associated with the page entry.
6R	Message reminder, when present	Open the indicated pending message.

The displayed reason is the selected reason. Repeatedly press 2R to cycle the list; you don't type a reason into that field.

Phase	Reasons, in cycle order
PREFLIGHT	GND SVCS, COMMISSARY, BOARDING, ATC, MX, WX, DEICE, OTHER
INFLIGHT	ATC, WX, MAINT, OTHER
POSTFLIGHT	GATE OCCPD, ATC, MARSHALLER, WX, OTHER

GND SVCS means ground services; COMMISSARY covers catering/provisioning; MX or MAINT means maintenance; WX means weather; GATE OCCPD means an occupied gate. Fueling has no separate FUEL selection in this list. Use the appropriate ground-services or other category and explain the fueling situation in the text.

ENTER A NEW TIME, NOT A DELAY DURATION

The time entry is a **clock time in UTC**, not a number of minutes. If the revised estimate is 14:30Z, enter **1430**. Do not enter 30 to mean a thirty-minute delay.

Entry	Format result
1430, 0005, 2359	Valid HHMM format. Check that the time represents the intended revised estimate.
30, 930	Invalid: four digits are required.
14:30, 1430Z	Invalid: enter digits only.
2400, 1460, -030	Invalid time or format.

Before OFF, an entry sets the delay report's new estimated OUT/departure time. The report's estimated arrival is advanced by the same forward delay, capped at five hours per entry. For example, changing a 1400 departure estimate to 1430 shifts a 1600 delay-report arrival estimate to 1630.

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After OFF and before IN, the entry changes the report's estimated arrival time, also using a forward change capped at five hours. Earlier-looking clock times are treated as next-day times; this is a delay calculation, not a way to move an estimate earlier. Check the displayed result carefully, especially around midnight or when correcting a mistaken entry.

The estimate changes when you enter it, before SEND. Sending does not initiate an FMS route recalculation or automatically update the separate IN RANGE ETA. Keep the in-range estimate under review if your arrival expectation changes.

Selecting the time field with an empty scratchpad copies an existing entered estimate. If only the fallback scheduled value is displayed, there may be no override to copy. DELETE removes the selected override when one exists; deleting a field without an override gives INVALID DELETE. Removing a departure override does not automatically reverse an arrival adjustment already made, so check both estimates after correcting an entry.

ADD THE EXPLANATION AND SEND

For a boarding delay, first verify PREFLIGHT, then cycle DLY TYPE to BOARDING. Enter the revised departure time at 3L. Select **ENTR TXT> at 3R** and build a short explanation, for example:

Line	Example text
1	BOARDING STILL IN PROG
2	EXPECT OUT 1430Z
3	WILL UPDATE WHEN READY

Use 1L, 2L and 3L in the message editor to enter those lines. Select **ENTER* at 5R** to keep them and return to the delay form. **<RETURN at 6L in the editor erases the free-text draft.** Read the phase, reason, revised time and text together, then select SEND*.

Text or an entered estimate can satisfy the form's content requirement; selecting a reason alone does not. A scheduled time shown by default is not the same as an entered revised estimate. If SEND* is missing, check that the selected phase matches the captured flight state and that you have entered content. If the ACARS channel is busy, allow the current operation to complete before sending.

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FLIGHT DELAYS

WHAT HAPPENS AFTER SENDING

After sending, the page returns to the operations menu, clears the free text and resets the phase/reason selections to their defaults. **It retains the revised departure and arrival estimates.** The form therefore does not become completely blank. Re-entering through a flight-phase menu selects that menu's phase again.

The simulated ACARS communication cycle completes, the outgoing text is recorded, and a dispatch-style reply normally follows after a short delay. Read it in RCVD MSGS. A generic acknowledgment lets the simulated company exchange continue; it does not resolve the underlying delay or provide an ATC clearance.

ADVICE FROM THE LINE

Before SEND, check FLT PHASE. A boarding delay and an enroute hold belong to different parts of the flight, even when you are using the same form.

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ATS: DEPARTURE AND OCEANIC CLEARANCES

START WITH HOW YOU INTEND TO FLY

How you use these pages depends on how you intend to fly the jet. The BBS 757 supports SayIntentions and Hoppie's ACARS. Select the transport appropriate to the service you are using before trying to request a clearance. A correctly filled-out request still needs to reach the right network and the right facility.

Hoppie provides a messaging connection that participating online services can use. It does not mean every controller, airport or service on a network supports every type of clearance. For a flight using VATSIM, IVAO or another service, check that service's current instructions and availability. Use the SayIntentions selection when flying with SayIntentions; its connection is handled separately.

THREE EFB CHECKS

It's a good idea to make these checks before getting busy with departure preparations. Verify the relevant EFB settings using the checks below.

Check	What to verify
Hoppie ACARS ID in Settings	Enter your Hoppie ACARS logon code. The saved entry is shown to the right of the field. This is not your SimBrief Pilot ID or online-network pilot number.
Master Hoppie option in Settings > Aircraft	Set the master Hoppie option to ON for Hoppie messaging.
CPDLC transmission option in Settings > Aircraft	Select **Hoppie** for a supported service using Hoppie, or **SayIntentions** for a SayIntentions flight. Check this each time you change how you intend to fly.

A stored credential is not, by itself, confirmation that a facility is online or that a clearance request has been accepted. Hoppie's account service supplies an individual logon code; keep that code private and do not show it in screenshots. See the official Hoppie account information.

LET THE SERVICE DEFINE THE CLEARANCE PROCEDURE

The aircraft supplies the request and review pages. Your service supplies the operational rules: when requests are available, which facility to address, how far ahead to send, and how to acknowledge or respond. Follow the current instructions for the service you are actually using. An example from one network should not become a universal procedure for another.

This applies equally when consulting VATSIM, IVAO, SayIntentions or another provider's documentation. If flying on PilotEdge, verify its current supported procedures and aircraft integration

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before assuming these pages provide an available service there. The presence of a facility in an aircraft menu does not establish live coverage.

ATS means Air Traffic Services. **CPDLC** means Controller-Pilot Data Link Communications. **PDC** means Pre-Departure Clearance. **ATIS** means Automatic Terminal Information Service. These request pages concern departure and oceanic clearance exchanges; they are not a complete tutorial for every CPDLC function.

WHAT THESE CLEARANCES ARE FOR

PDC delivers your IFR departure clearance before departure. In the U.S. system, ATC sends it through an airline or service provider for delivery to the crew, commonly through ACARS. **CPDLC-DCL** delivers a departure clearance through the aircraft's CPDLC application and requires a crew response. It also supports revised departure clearances. Conventional U.S. PDC does not require an acknowledgment or readback. See FAA AIM 5-2-2 - PDC and CPDLC-DCL.

Use the departure-clearance service for which the airport, operator and aircraft are participating and eligible. A CPDLC-equipped aircraft may still receive PDC; installed equipment alone does not determine the service. Check airport availability, operator participation, filed capability and serviceability. The FAA comparison explains the eligibility and service differences.

PDC and CPDLC are different things. PDC is a departure-clearance delivery service. CPDLC is a broader, two-way system for exchanging textual ATC messages between pilots and controllers; departure clearance is one application of it. Receiving a PDC message on your CDU does not, by itself, establish a CPDLC connection. For the expanded definition, see FAA Pilot/Controller Glossary - CPDLC.

An oceanic clearance establishes the authorized conditions for the oceanic portion of the flight, such as routing, flight level and any assigned speed. Where a separate oceanic request is required, the entry point and estimated entry time help the responsible facility plan the flight's entry and separation from other traffic. That is why the request asks for a point, time, Mach and level. Oceanic separation can depend on estimated positions and assigned Mach; see FAA offshore/oceanic separation procedures.

Whether a separate oceanic clearance request is required, and how it is delivered, depends on the airspace and the procedure your service follows. Check those instructions before using the request page. A CPDLC connection, an oceanic clearance and the flight plan are separate parts of the operation; don't treat having one as confirmation of the others.

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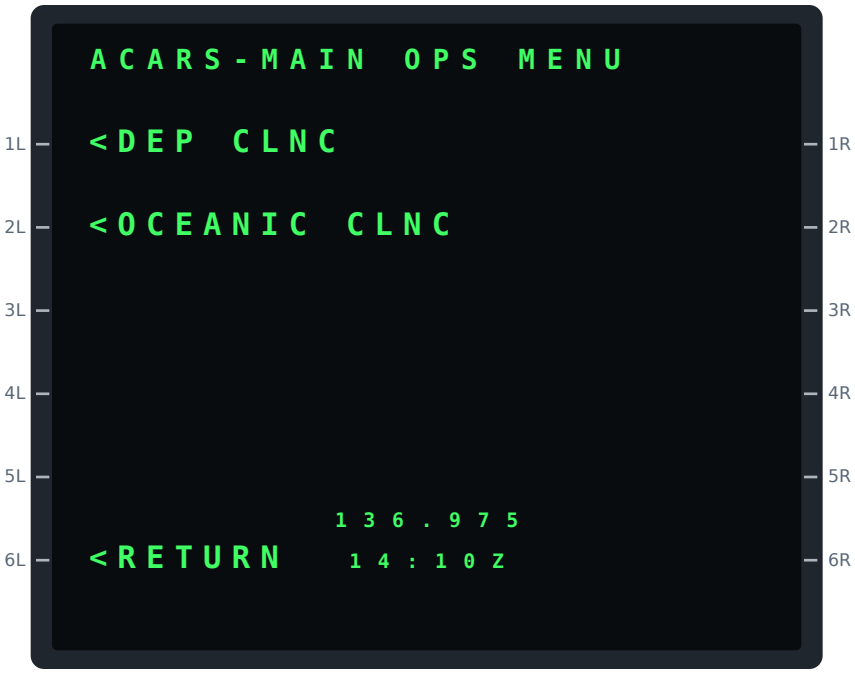
ATS: DEPARTURE AND OCEANIC CLEARANCES

FIND THE REQUEST



ATS MENU

Departure and oceanic requests have their own review pages.

Use the procedures and addressing required by your chosen service.

Figure 49. ATS menu - illustrative reconstruction

From the ACARS operations menu, open ATS. Select **<DEP CLNC at 1L** or **<OCEANIC CLNC at 2L**. If a clearance review is already stored for that category, the selection opens that review instead of an empty request. The review provides **REQST> at 5R** to return to its request form.

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ATS: DEPARTURE AND OCEANIC CLEARANCES

DEPARTURE CLEARANCE REQUEST

Figure 50. Departure clearance request - illustrative reconstruction

DEPARTURE CLEARANCE REQUEST

Verify callsign, airports and the provider-specific facility address.

The example is a form illustration, not a clearance.

Verify the initialized flight identity and city pair before entering the remaining details. Use the facility address prescribed by your service. The field's ability to accept four characters does not prove that those characters identify the correct recipient.

Key / field	Accepted entry	Examples and common mistakes
1L - ATS FLT ID	5-10 uppercase letters or digits	BBS757 fits. BBS 757 contains a space; BBS7 is too short. Match the callsign used for this flight.
2L - A/C TYPE	Exactly four uppercase letters or digits	B752 fits. 757 is too short. Enter the appropriate aircraft designator.
3L - ORIG STA	Exactly four uppercase letters or digits	KSTL fits. STL is too short. Check that it is your actual departure airport.
4L - GATE	1-5 uppercase letters or digits	C12 fits. C-12 does not. This is your stand/gate, not the departure runway.
1R - ATC FACIL	Exactly four uppercase letters or digits	Enter the four-character address supplied by the service. A full controller callsign containing an underscore does not fit this field.
2R - ATIS	One uppercase letter	B fits. BRAV0, AB and 1 do not.

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ATS: DEPARTURE AND OCEANIC CLEARANCES

Key / field	Accepted entry	Examples and common mistakes
3R - DEST STA	Exactly four uppercase letters or digits	KDEN fits. DEN is too short. Check the destination against your flight plan.
5R - SEND*	Sends the prepared request through the configured service	The page requires flight ID, aircraft type, origin, destination, facility and an ATIS letter before showing SEND*. Gate is not part of that page-level requirement; your service may still require it.
6L - RETURN	Returns to the ATS menu	Review the form again when returning to complete it.

The origin, destination, aircraft-type and facility fields check entry format. Confirm the actual airports and service address yourself. Malformed entries produce INVALID ENTRY. There is no departure-clearance free-text editor on this page.

DELETE removes a pilot flight-ID override and restores the initialized identity. Deleting origin or destination restores the corresponding initialized airport, or a placeholder if it is unavailable. Aircraft type, facility and gate can be cleared; deleting ATIS restores its placeholder. Trying to delete a field with nothing deletable produces INVALID DELETE. These fields do not offer empty-scratchpad copying.

It's a good idea to read the completed form as a single request: correct flight, correct aircraft, departing this airport and stand, going to this destination, with this ATIS, addressed to the right facility. SEND* appearing is a form-completeness indication, not proof of a live connection or an available clearance.

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ATS: DEPARTURE AND OCEANIC CLEARANCES

OCEANIC CLEARANCE REQUEST - PAGE 1

Figure 51. Oceanic request, page 1 - illustrative reconstruction

OCEANIC REQUEST, PAGE 1

Check the entry point, UTC time, Mach and flight level.

The selected facility must match the service being used.

Use the entry point, estimated crossing time, Mach and flight level appropriate to the flight and the provider's procedure. Request timing and any requirement for a separate oceanic clearance are service-specific; this manual does not prescribe a universal crossing procedure.

Key / field	Accepted entry	Examples and common mistakes
1L - ATS FLT ID	5-10 uppercase letters or digits	BBS757 fits; spaces do not. Verify the initialized identity.
2L - ENTRY POINT	A supported named-fix or coordinate format	DOGAL fits the 2-5 uppercase-letter named-fix format. This field performs syntax checking, not route-fix verification.
3L - MACH	Exactly two digits, 40-85	Enter 78 for.78. `.78`, `0.78`, `M78` and 86 are not accepted.
1R - FACILITY	Choose from the facility selection page	Select the responsible facility prescribed by your service. This is a menu selection, not a typed address.
2R - AT TIME	Four digits, HHMM, valid 24-hour time	`1430` or `0000` fits. `14:30`, `2400` and `1460` do not. This is a UTC entry.
3R - FLT LEVEL	Exactly three digits, 060-420	`350` means FL350; `060` means FL060. `FL350`, `35000`, `60` and `430` are not accepted.

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ENTRY POINT also accepts coordinate patterns: four digits followed by N/S/E/W (`5040N`), two digits then N/S/E/W then two digits (`75N70`), or N/S followed by four digits and E/W followed by five digits (`N4715W00803`). These demonstrate accepted syntax only. The accepted syntax does not establish that a format is appropriate for your route or provider. Use the entry point and notation specified for your flight.

For Mach and flight level, a correctly formatted but out-of-range number can leave the existing value unchanged without an INVALID ENTRY message. Always check the field after entering it; the absence of a warning is not proof that your change took.

DELETE clears an entered point, time, Mach or level. Deleting a pilot flight-ID override restores the initialized identity. Deleting an unset field produces INVALID DELETE. These fields do not offer empty-scratchpad copying.

FACILITY SELECTION

Menu key	Facility	Facility address
1L	GANDER	CZQX
2L	SHANWICK	EGGX
3L	SANTA MARIA	LPPO
4L	REYKJAVIK	BIRD
5L	BODO	ENOB
1R	NEW YORK	KZWY
2R	OAKLAND	KZAK
3R	TOKYO	RJJJ

Selecting a facility returns to the request. The table shows the available facility choices and addresses. Confirm the selected service's addressing instructions and coverage. RETURN at 6L leaves the selection page without making a new choice.

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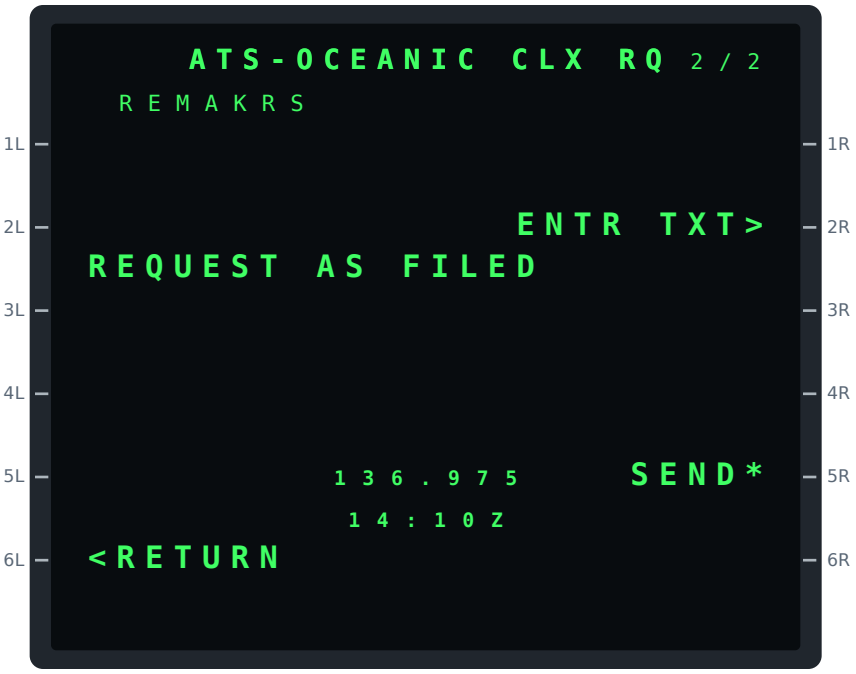
ATS: DEPARTURE AND OCEANIC CLEARANCES

OCEANIC CLEARANCE REQUEST - PAGE 2



OCEANIC REQUEST, PAGE 2

Review optional remarks with the main request.

Both request pages form one submission.

Figure 52. Oceanic request, page 2 - illustrative reconstruction

Page 2 displays up to five lines of remarks. Select **ENTR TXT> at 2R** to open the shared message editor. Its first page holds lines 1-4 and its second page holds line 5. Enter each line using the adjacent line-select key; use NEXT PAGE to reach the fifth line.

Select **ENTER* at 5R** to keep the remarks and return to oceanic request page 2. **RETURN at 6L in the editor erases the remarks.** That distinction matters if you have just spent time composing them. Remarks are optional; use them for concise information relevant to the request and permitted by your service. They do not replace the structured entry-point, time, Mach or flight-level fields.

SEND* is available on either request page once the flight ID, facility, entry point, time, Mach and flight level are present. Read both pages before sending. Keep remarks concise and within the displayed entry area.

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ATS: DEPARTURE AND OCEANIC CLEARANCES

RECEIVING AND REVIEWING A CLEARANCE

Figure 53. Departure-clearance review - illustrative reconstruction

DEPARTURE-CLEARANCE REVIEW

Read every page and follow the selected provider's response procedure.

This is a display example, not a clearance.

A recognized departure or oceanic clearance opens in its dedicated review page. The ACARS indication, chime and ATS message reminder draw attention to it. Each category retains its current clearance. Other acknowledgments or advisory responses may arrive through general ACARS or CPDLC messages, so check those pages when appropriate.

Each review page shows up to eight body lines, together with its page count, timestamp and status. Read every page. Check the flight identity and clearance content against the flight you are operating, then follow your service's response procedure.

Indication or key	Meaning in the review interface
OPEN	The stored clearance has not reached the accepted state.
*ACCEPT at 5L	Available on the final review page while OPEN. Use in accordance with the provider's acknowledgment procedure after reviewing the entire clearance.
ACCEPTING	An acceptance is being processed.
ACCEPTED	The review has reached its accepted state.
REQST> at 5R	Opens the corresponding request form.

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Indication or key	Meaning in the review interface
RETURN at 6L	Returns to the ATS menu.

An acknowledgment is not a substitute for understanding and complying with the clearance. Do not infer from ACCEPTED that the route has automatically been loaded into the FMS. Review and program the aircraft as required by the clearance and the applicable procedure.

IF THE EXCHANGE DOES NOT WORK

Check the saved credential, enabled network settings and selected transport first. Then check the flight ID, recipient, service availability and request timing. If SEND* is absent, check the mandatory fields. If an entry did not change, check its format and permitted range. If a response is not in the clearance review, check the relevant received-message or CPDLC pages before assuming nothing arrived. Avoid repeated requests while an exchange is in progress; use your provider's support or fallback procedure when needed.

ADVICE FROM THE LINE

Choose the network first, check the EFB transport, and follow the provider's clearance procedures. A saved credential does not prove the intended facility is online.

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DIVERSION: KEEP THE COMPANY IN THE PICTURE

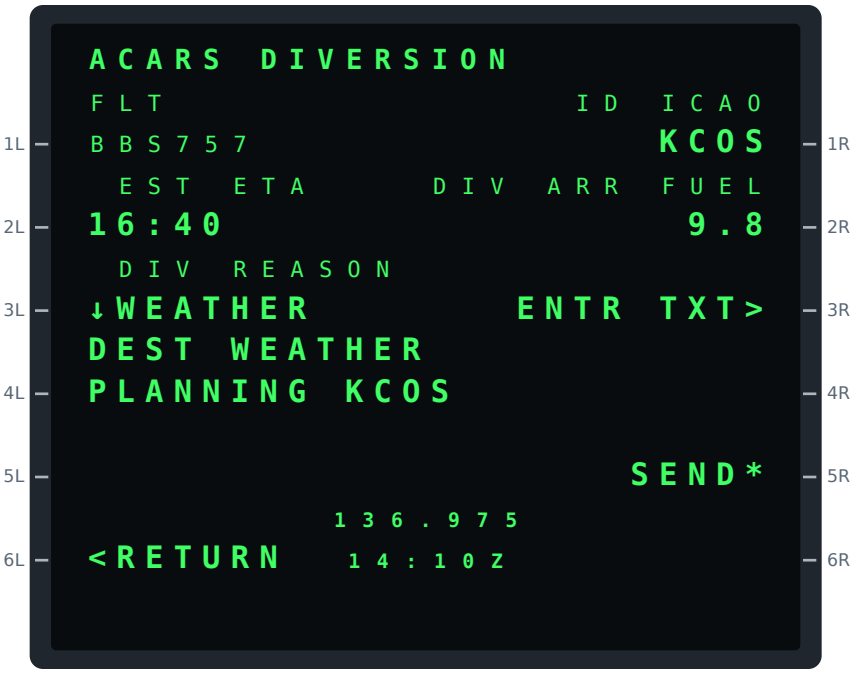

Figure 54. Diversion report - illustrative reconstruction

DIVERSION REPORT

1R: new destination.

2L / 2R: ETA and arrival fuel.

5R: send the completed report.

Program the FMS route separately.

AVIATE, NAVIGATE, COMMUNICATE

When the plan changes, aircraft control comes first. Decide where you need to go and communicate as the situation permits. A company ACARS report handles the company notification; it does not replace flight-deck coordination, an ATC exchange or a cabin briefing.

Your dispatcher is part of the team operating the flight. For U.S. Part 121 domestic and flag operations, the certificate holder retains responsibility for operational control. The PIC and dispatcher share responsibility for preflight planning, delay and dispatch release; the dispatcher monitors the flight and provides necessary safety information. The PIC remains in command of the aircraft and crew during flight. See 14 CFR 121.533 - domestic operations and 121.535 - flag operations. This description should not be generalized to every category of Part 121 operation.

Keep your dispatcher informed of changes that matter to the operation: a diversion, holding, extended delays, potential mechanical problems, weather concerns, route changes or significant altitude changes. Some airlines specify an altitude-change threshold, such as **4,000 feet or more**.

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DIVERSION: KEEP THE COMPANY IN THE PICTURE

Follow the operator's procedure; that example is an airline-policy threshold, not a universal FAA notification rule.

WHY USE THE DIVERSION PAGE?

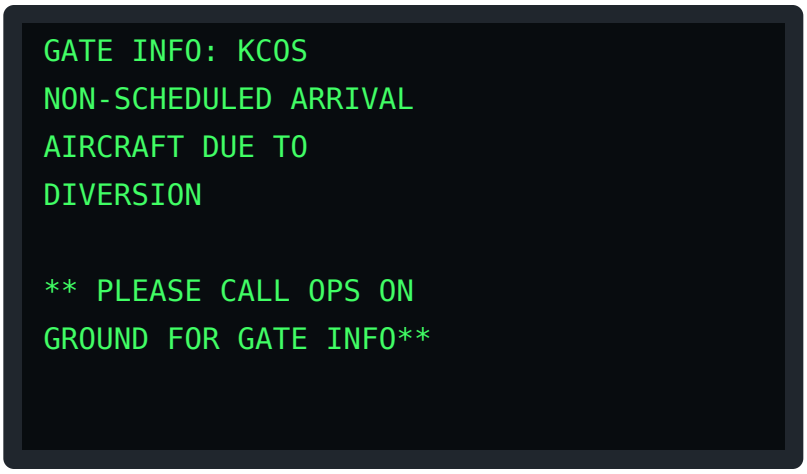
Figure 55. Inflight menu - illustrative reconstruction

INFLIGHT MENU

3L ENR DIVRT: open the diversion form.

The same performance and weather functions remain available en route.

DIVERTED-ARRIVAL GATE INFORMATION



Illustrative diverted-arrival reply. Contact operations on the ground for gate information.

The page brings the important information together so you can tell the company where you intend to go, when you expect to arrive, your estimated arrival fuel and why you are diverting. Add a brief

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explanation where it helps. It is an easy place to assemble the company notification while the rest of the crew's work continues.

After a diversion report is successfully sent, **ACARS adopts the diversion destination**. The landing request uses the new airport and carries the reported arrival fuel. The previous landing runway, result and weather overrides clear, so select a runway and obtain a fresh calculation for the new airport. IN RANGE now uses the diversion airport and the reported ETA; send a new arrival report for that station. Sending the diversion report does not program or execute an FMS route change.

The diverted-arrival reply identifies **NON-SCHEDULED ARRIVAL / AIRCRAFT DUE TO / DIVERSION** and directs the crew: **PLEASE CALL OPS ON GROUND FOR GATE INFO**. The fuel report adds **FUEL BURN COMPARISON MAY BE SKEWED DUE TO DIVERSION**; DLY TIMES adds **DIVERSION DETECTED / DELAY TIMES MAY BE SKEWED**. These notices flag the limits of comparing a changed flight with its original plan.

In airline operations, these communications also support station coordination, closeout and delay accounting. For the BBS 757, delay allocation is there to illustrate the operation and compare times. You do not need to account for every minute of delay. We want this to be a realistic, enjoyable learning experience, not a job. The guide should teach the useful habit of keeping the company informed without turning a missed report into an administrative penalty.

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DIVERSION: KEEP THE COMPANY IN THE PICTURE

FIELDS AND CONTROLS

Key / field	What to enter or expect
FLT display	The initialized flight number, shown in small text; not editable here.
1R - ID ICAO	The diversion airport: exactly four uppercase letters, such as KSTL. STL and entries containing digits fail this field's format check. The airport must be available in the navigation database for the diversion report to be sent.
2L - EST ETA	Estimated arrival time in UTC, entered as four digits, such as `1430`, and displayed as 14:30. Use a real 24-hour time. Check the displayed time carefully. `14:30` and `930` fail the format check.
2R - DIV ARR FUEL	Estimated fuel at the diversion airport. The current numeric field accepts 0.1-75.9, using one or two digits before an optional single decimal: `9.8`, `09.8` and 12 fit; `.8`, `2.34`, `0.0`, 76 and 123 do not. Use thousands of the selected livery weight unit, consistent with the landing-fuel entry.
3L - DIV REASON	Repeated presses cycle WEATHER, EMRGNCY, ATC, COMPANY, FUEL and OTHER, then back to WEATHER. The displayed reason is selected.
3R - ENTR TXT>	Opens the remarks editor; the diversion form displays three remarks lines. Use ENTER* to keep the text and return. RETURN from the editor erases the diversion remarks.
5R - SEND*	Appears when airport, ETA and arrival fuel are populated. Review the reason and remarks along with those fields before sending.
6L - RETURN	Returns to the ACARS operations menu.
6R - Message reminder	Displays the applicable ATS, IN RANGE, performance or received-message reminder when one is pending.

For the airport, time and fuel fields, selecting a populated field with an empty scratchpad copies its value into the scratchpad. DELETE clears an entered value; deleting an empty field produces INVALID DELETE. Field entry is inhibited while the ACARS sending status is not idle.

ADVICE FROM THE LINE

Aircraft control comes first. When time permits, work from inside the airplane outward: coordinate with your fellow flight-deck crewmember, brief the cabin, then update ATC and the company. Make clear where you intend to go, what assistance is needed and how soon. Urgent circumstances can change that order; an immediate ATC call or emergency action must not wait for a routine cabin or company message.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

Postflight closeout finishes the complete ACARS flight experience. You've parked, shut down and brought the passengers to their destination. Now ACARS can finish recording the flight, show you how it compared with the plan, and release the active flight information ready for the next leg.

FMS route reset and ACARS closeout are separate processes. Clearing or resetting an FMS route does not complete the company closeout. Review the ACARS flight-termination page and send closeout when the flight is finished.

OOOI: THE FOUR EVENTS THAT DESCRIBE THE FLIGHT

OOOI stands for **OUT, OFF, ON and IN**. These are automatically captured events, with a fuel quantity recorded at each event. The BBS conditions below explain what the simulation is actually waiting for.

Event	Meaning	BBS capture conditions
OUT	Leaving the departure stand	ACARS initialized; parking brake released; all passenger doors closed; groundspeed greater than 1 knot. Captured once.
OFF	Becoming airborne	OUT already captured and the aircraft reports airborne.
ON	Touchdown	OUT and OFF captured, then the aircraft reports on the ground.
IN	Arrival at the stand	OUT, OFF and ON captured; parking brake set; groundspeed no greater than 1 knot; at least one passenger door open; both fuel-control switches at CUTOFF.

It's a good idea to check FLT LOG if the postflight reports haven't started. Shutting down both engines alone is not enough to capture IN: the brake, movement and passenger-door conditions also have to agree. The IN event confirms the arrival conditions; it does not confirm that you are at the assigned gate.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

THE AUTOMATIC REPORTS

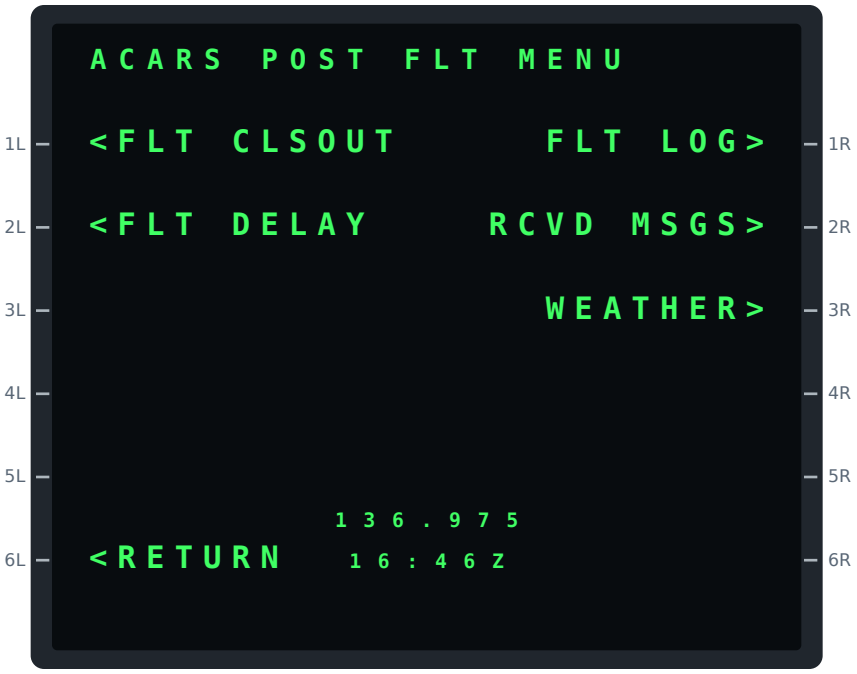

Figure 56. Postflight menu - illustrative reconstruction

POSTFLIGHT MENU

1L FLT CLSOUT opens the closeout form.

Use **OPERATIONS → RCVD MSGS** to read the automatic reports.

With ACARS powered, the first report is scheduled about **20 seconds after IN**. DLY TIMES comes first, followed by the fuel report and then the landing report, with approximately **10 seconds between reports**. They arrive as received company messages with the normal ACARS indications. Reports use eight display lines per page, wrapping longer lines to the CDU's 24-column width; read all pages.

You do not have to open, acknowledge or act on these reports to close the flight. They are information about how the flight went. The time and fuel reports compare actual results with the plan captured at initialization; the landing report describes the recorded landing and provides simulation feedback.

The report header identifies registration, flight number/day of month, city pair and message-generation time in UTC. It is a good reminder of why we verified the correct flight during INIT.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

DLY TIMES: ACTUAL PHASE DURATION VERSUS PLAN

DELAY REPORT - BODY PAGE 1

```
N757BB          BBS757/21
STL/DEN             16:46
------------------------
DLY TIMES
TAXI OUT DELAY:     00:05
ENROUTE DELAY:      00:08
TAXI IN DELAY:      00:00
```

Illustrative values: five minutes beyond planned taxi-out duration, eight beyond enroute duration, and no taxi-in overrun. These are phase-duration comparisons.

DIVERSION NOTICE IN DLY TIMES

```
DLY TIMES
DIVERSION DETECTED
DELAY TIMES MAY BE
SKEWED
```

Notice excerpt: the original planned phase times may no longer be a useful benchmark.

Report field	How it is calculated
TAXI OUT DELAY	Actual OUT-to-OFF duration minus planned taxi-out duration.
ENROUTE DELAY	Actual OFF-to-ON duration minus planned enroute duration.
TAXI IN DELAY	Actual ON-to-IN duration minus planned taxi-in duration.

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Each displayed delay is the positive part of that difference. A phase completed faster than planned shows zero; it does not provide a negative credit against another phase. These are duration comparisons, not a complete measure of departure or arrival schedule punctuality. Leaving the gate late does not necessarily produce taxi-out delay if the taxi itself takes the planned time.

Planned taxi-out and taxi-in durations come from the flight plan's estimated OUT/OFF and ON/IN pairs. Planned enroute time comes from the plan's enroute-duration value. Actual durations use the captured OOOI clock times, with a midnight rollover allowed. Check the date and elapsed duration if the flight spans an unusual length of time.

NO DELAYS appears when all three comparisons are available and their displayed delays are zero. Missing inputs produce `--:--` and DATA UNAVAILABLE. Delay-reason forms are not required for this comparison, and you do not need to account for every minute. Following a diversion, **DIVERSION DETECTED / DELAY TIMES MAY BE SKEWED** reminds you that the original schedule may no longer be a useful benchmark.

FUEL REPORT: HOW MUCH DID WE USE?

FUEL REPORT - BODY PAGES 1 AND 2

```
N757BB          BBS757/21
STL/DEN             16:46
------------------------
FLT CLOSEOUT FUEL REPORT
SCHED BURN:   20.200 LBS
ACTUAL BURN:  20.400 LBS

OVERBURN:        200 LBS
```

```
EST TAXI IN:     200 LBS
INCLUDED IN SCHED BURN
```

Illustrative arithmetic matching the worked fuel example below. The period in 20.400 is a thousands separator. All message-body pages are shown.

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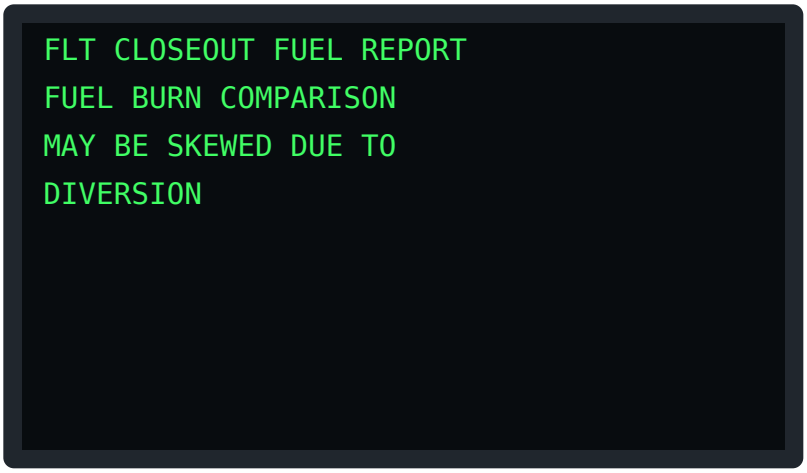
POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

DIVERSION NOTICE IN THE FUEL REPORT



Notice excerpt: the flight finished at a different destination from the original plan.

Report field	Meaning and calculation
SCHED BURN	Planned ramp fuel minus planned landing fuel, plus the estimated taxi-in burn described below. This is the comparison's planned block-to-block consumption.
ACTUAL BURN	Fuel recorded at OUT minus fuel recorded at IN. These captures use the aircraft's sensed fuel quantity.
OVERBURN	Actual consumption exceeds scheduled consumption by this amount.
UNDERBURN	Actual consumption is below scheduled consumption by this amount.
ON PLAN	The difference rounds to zero in the displayed weight unit.
EST TAXI IN	Estimated taxi-in fuel included in SCHED BURN.

The plan provides landing fuel rather than a separate block-in fuel quantity. The simulation estimates taxi-in consumption using **planned taxi-out fuel ÷ planned taxi-out minutes × planned taxi-in minutes**. If planned taxi-in time is zero, the estimate is zero. Missing or unsuitable planning inputs can make the comparison unavailable; the report should not invent a number.

For example, planned ramp fuel of 30,000 lb, planned landing fuel of 10,000 lb and estimated taxi-in consumption of 200 lb give a scheduled burn of 20,200 lb. If the aircraft records 29,800 lb at OUT and 9,400 lb at IN, actual burn is 20,400 lb: an overburn of 200 lb. These are illustrative arithmetic values, not a flight-performance example.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

Report quantities are full pounds or kilograms according to the livery weight-unit selection captured at IN. The report uses periods as thousands separators: `20.400 LBS` means 20,400 pounds, not 20.4 pounds. Missing quantities show N/A. If IN fuel exceeds OUT fuel, the report flags FUEL INCREASE RECORDED and withholds a normal burn comparison.

OUT-to-IN fuel consumption excludes fuel used before OUT and after IN. Holding, routing, weather and taxi conditions can all affect the comparison. Following a diversion, the report displays **FUEL BURN COMPARISON MAY BE SKEWED DUE TO DIVERSION** because the original plan no longer describes the flight completed.

LANDING REPORT: UNDERSTAND THE MEASUREMENTS

Return to Landing

LANDING REPORT - BODY PAGES 1 AND 2

```
N757BB          BBS757/21
STL/DEN             16:46
------------------------
LANDING REPORT
TD PITCH:         3.5 DEG
TD IAS:            135 KT
VREF:              137 KT
TD SINK:          180 FPM
```

```
MAX VERT G:           1.18
MIN G AFTER TD:       0.92
BELOW 30 FT:      6.5 SEC
BOUNCES:                0
TD IAS - VREF:       -2 KT

NO CAUTIONS RECORDED
```

Illustrative report to identify each measurement. These example values are not landing targets or operational limits.

The landing report describes the aircraft near touchdown and during the immediate landing sequence. **Flare** is the transition used to reduce the descent rate for touchdown. **Float** is the continued airborne travel before contact; an extended float can use valuable runway even when touchdown feels smooth. The report provides context for reviewing technique, not a score based solely on touchdown firmness. DATA UNAVAILABLE means no usable completed landing record is available.

Field	What it tells you
TD PITCH	Nose-up pitch attitude at first touchdown, in degrees.
TD IAS	Indicated airspeed at first touchdown, in knots.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

Field	What it tells you
VREF	The available approach-reference speed for comparison. N/A means a suitable reference was not available.
TD SINK	Downward speed at touchdown, in feet per minute. A larger positive number means a higher sink rate at contact.
MAX VERT G	Highest recorded vertical loading around touchdown. Approximately 1 G is the normal gravity reference; this is not a combined braking load.
MIN G AFTER TD	Lowest recorded vertical loading after first contact. Unloading can provide context but does not, by itself, prove a bounce.
BELOW 30 FT	Low-height airborne time leading to first touchdown. It helps identify prolonged flare or float; it is not a precise measure of flare initiation or float distance.
BOUNCES	Recorded repeat contacts following an airborne interval after the first touchdown.
TD IAS - VREF	Touchdown IAS minus VREF. Positive means faster; negative means slower. VREF is a reference, not a universal touchdown-speed target.

It's a good idea to read the values together. A low sink rate does not by itself establish a well-managed landing: speed, pitch and prolonged float also matter. Consider the approach and available runway, as well as the moment of touchdown.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

LANDING CAUTIONS

LANDING CAUTION EXAMPLE - BODY PAGES 1 AND 2

```
N757BB          BBS757/21
STL/DEN             16:46
------------------------
LANDING REPORT
TD PITCH:         8.5 DEG
TD IAS:            130 KT
VREF:              137 KT
TD SINK:          650 FPM
```

```
MAX VERT G:          2.10
MIN G AFTER TD:      0.80
BELOW 30 FT:     14.0 SEC
BOUNCES:                1
TD IAS - VREF:      -7 KT

CAUTIONS:
HIGH PITCH AT TOUCHDOWN
```

A deliberately poor illustrative landing illustrates the relationship between recorded values and the report cautions.

LANDING CAUTION EXAMPLE - BODY PAGE 3

```
LOW SPEED AT TOUCHDOWN
HIGH SINK AT TOUCHDOWN
HIGH VERTICAL G LOAD
BOUNCE RECORDED
POSSIBLE EXCESSIVE FLARE
EXCESSIVE FLOAT
```

Read all pages: the final page continues the caution list. These messages are simulation feedback, not certified aircraft inspection criteria.

These cautions are **simulation feedback**, not structural limits, tail-strike limits, stabilized-approach criteria or maintenance inspection thresholds.

Caution	What to review
HIGH PITCH AT TOUCHDOWN	A high nose-up attitude at first contact. Review flare technique and aircraft attitude.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

Caution	What to review
HIGH SPEED AT TOUCHDOWN	Excess speed compared with the available VREF reference.
LOW SPEED AT TOUCHDOWN	Speed loss compared with the available VREF reference.
HIGH SINK AT TOUCHDOWN	A high descent rate at ground contact.
HIGH VERTICAL G LOAD	The vertical loading recorded during the landing.
BOUNCE RECORDED	A return to the air and subsequent contact during the landing sequence.
POSSIBLE EXCESSIVE FLARE	High pitch together with low speed at touchdown.
EXCESSIVE FLOAT	Prolonged airborne time accompanying the excessive-flare indications.
PROLONGED FLARE/FLOAT	Extended low-height airborne time before touchdown.

NO CAUTIONS RECORDED means no report caution was triggered. It is not a comprehensive judgment of the approach or landing. The report does not establish touchdown-zone placement or actual float distance.

CLOSE OUT THE FLIGHT

Return to Shutdown

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

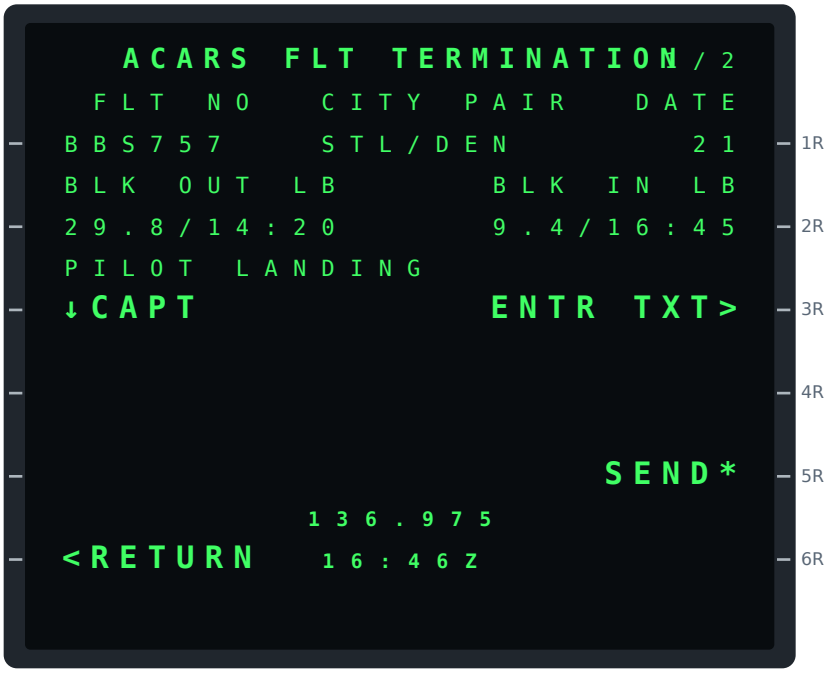

Figure 57. Flight termination - illustrative reconstruction

FLIGHT TERMINATION

Check the flight identity and captured block data.

3L: select CAPT or FO.

3R: optional remarks.

5R: send when available.

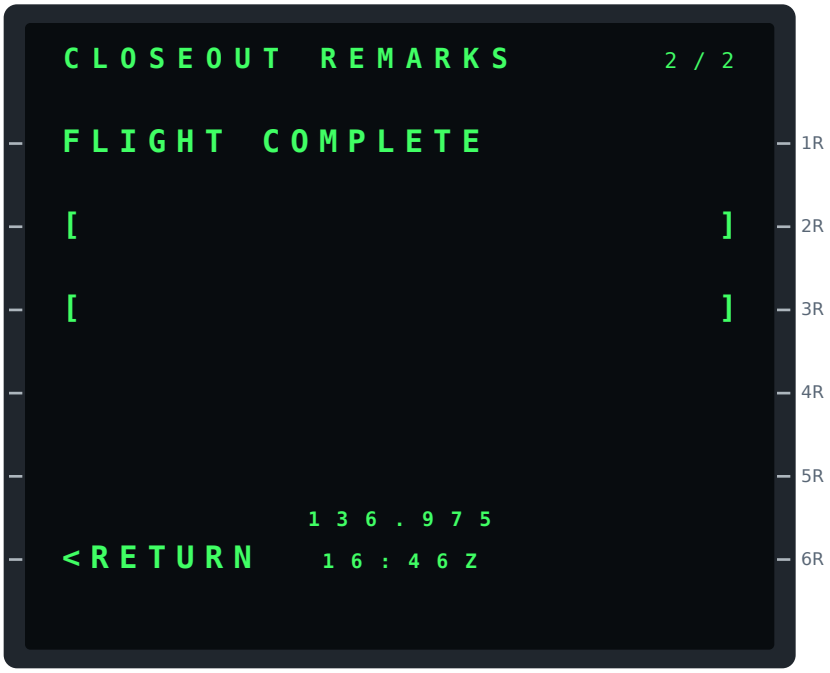

Figure 58. Closeout remarks - illustrative reconstruction

CLOSEOUT REMARKS

Three lines of up to 24 characters.

Entries are stored as entered.

RETURN retains these remarks; no separate ENTER* is needed.

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POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

Open **POST FLT > <FLT CLSOUT at 1L**. Page 1 is **ACARS FLT TERMINATION**; page 2 is **CLOSEOUT REMARKS**. Airline policy normally assigns the duty to a particular crewmember. In the BBS 757, either simulated crewmember can complete it once the flight meets the send conditions.

Field / key	Purpose
FLT NO, CITY PAIR, DATE	Initialized flight identity, airports and planned departure date. Check that they describe the flight being closed.
BLK OUT / BLK IN	Captured departure/arrival fuel and UTC time. The quantity is in thousands of the labeled unit: for example, `9.4/16:20` under BLK IN LB means 9,400 lb at 1620 UTC. These are recorded values, not editable entries here.
3L - PILOT LANDING	Cycles CAPT and FO. Select who performed the landing.
3R - ENTR TXT>	Opens the dedicated CLOSEOUT REMARKS page. Remarks are optional.
5R - SEND*	Submits the closeout and returns to the POST FLT menu.
6L - RETURN	Returns from the termination page to POST FLT. On the remarks page it returns to the termination page, retaining the remarks.

On CLOSEOUT REMARKS, use **1L, 2L and 3L** for three lines of up to **24 characters each**. Entering longer text produces INVALID ENTRY. An empty-scratchpad selection copies an existing line; DELETE clears it. Text is stored when entered. Unlike the shared communications editor, this page has no separate ENTER* action, and RETURN does not erase the remarks. Editing requires a valid initialized flight and is unavailable while closeout is pending or already sent.

SEND* appears when ACARS is initialized with valid flight information, OUT and IN are captured, closeout is neither pending nor already sent, and the communications channel is idle and available with no other active operation. You do not need remarks or a review of the three automatic reports. If SEND* is missing, check IN capture and allow any active communication to finish.

A closeout reminder is scheduled about 45 seconds after IN if closeout has not been sent. Opening the closeout page dismisses that reminder, even if you visit before the 45-second point. Dismissing the reminder does not send the report.

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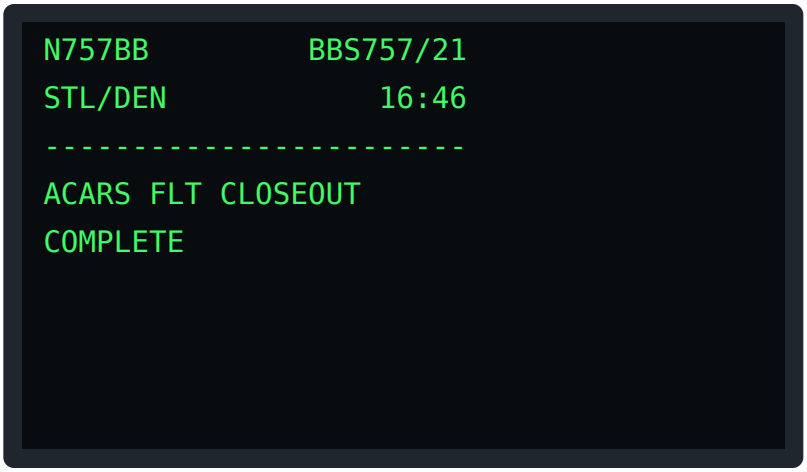
POSTFLIGHT: FINISH THE FLIGHT AND CLOSE OUT ACARS

COMPLETION AND THE NEXT FLIGHT

CLOSEOUT COMPLETION - BODY PAGE 1



Illustrative completion response. Allow the completion exchange and automatic reports to finish before starting the next flight.

Sending closeout tells the company that the flight is finished. After successful processing, **ACARS FLT CLOSEOUT / COMPLETE** confirms completion. Allow the exchange and automatic reports to finish; an early closeout send can wait for the remaining reports.

Completion releases the active ACARS flight and clears flight-specific request information, including performance/weather requests and the previous CPDLC session. **Flight logs and sent/received messages remain available.** It does not perform a general FMS active-route reset.

The completed flight stays in the current FLT LOG position until the **next successful INIT** rotates it into history and establishes the new flight's entry. Generate the intended next flight in SimBrief, initialize again, and verify its identity and airports just as you did on the first leg.

<CLR INIT at 5L on PREFLIGHT INIT is an alternative when deliberately resetting ACARS before another initialization. It is not a company closeout transmission. Unlike normal closeout, CLR INIT also clears stored ACARS messages and flight logs, so use it deliberately.

ADVICE FROM THE LINE

Check the captured flight, send closeout and allow the exchange to finish. For the next leg, verify the new INIT just as carefully as the first one.

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QUICK TROUBLESHOOTING REFERENCE

QUICK TROUBLESHOOTING REFERENCE

Figure 59. TIMEOUT RESELECT - illustrative reconstruction

TIMEOUT RESELECT

Check local and provider connectivity.

A temporary failure at either end can cause a timeout.

Retry when ready; this alert does not identify the failing party.

TIMEOUT RESELECT

Enlarged scratchpad alert from the preceding CDU view.

What you see	What to check
TIMEOUT RESELECT	An exchange may have failed because of connectivity at either end or a temporary communication failure. Check local and provider connectivity, then retry when ready. The message does not identify the exact failing party.
INIT retrieves the wrong flight	Check the most recently generated SimBrief flight, date, callsign and city pair. Allow a newly generated plan to become available before trying again.
A request's SEND* is missing	Check that page's mandatory fields and communication state. Requirements differ by page.
Performance REQUEST has nothing to load	Confirm a valid result is already available and the FMS departure runway exactly matches a calculated runway.

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QUICK TROUBLESHOOTING REFERENCE

What you see	What to check
Weather is not in RCVD MSGS	Digital ATIS has its own review; METAR and TAF use general received messages.
ATS messages do not reach the expected service	Check EFB credentials, transport selection, provider address, availability and request timing.
A message is OLD but you have not finished it	Reopen it and read all pages. OLD is not a full-reading confirmation.
Postflight reports have not started	Check FLT LOG for IN and the brake, passenger-door, movement and fuel-control conditions. Keep ACARS powered and allow time for the reports to arrive.
CLOSEOUT SEND* is absent	Confirm initialized flight, OUT/IN capture, idle communication channel and no pending/already-sent closeout.
ACARS is ready for another flight but the log has not shifted	History rotates on the next successful INIT. Verify that INIT retrieved the next leg.

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EFB / Electronic Flight Bag

EFB / ELECTRONIC FLIGHT BAG

The EFB brings aircraft setup, flight planning and reference tools together. Select an app on the home screen, then use its left-hand menu to open a page. The top bar keeps time, outside temperature, flight/boarding status and notifications within reach.

Aircraft handles setup and ground activity. Navigation holds flight-plan, weather, chart, map and performance pages. Systems shows system diagrams. Checklist provides the onboard checklist interface. Settings contains EFB, aircraft, livery and navigation-data options.

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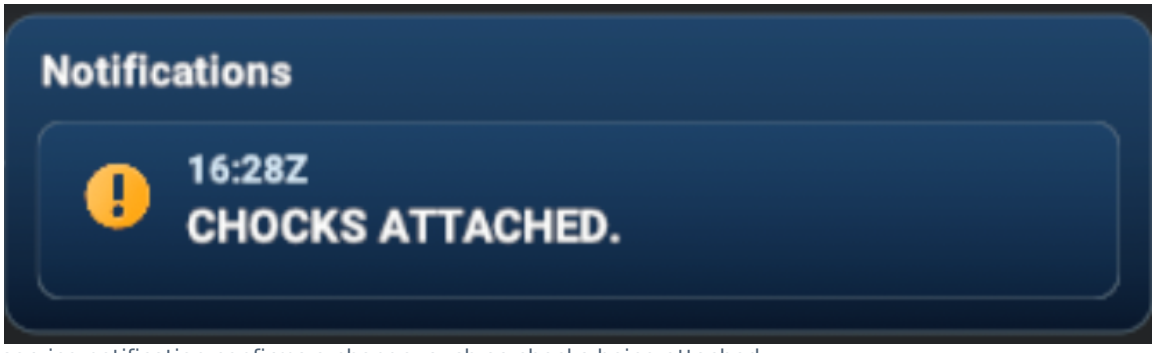
Status and notifications

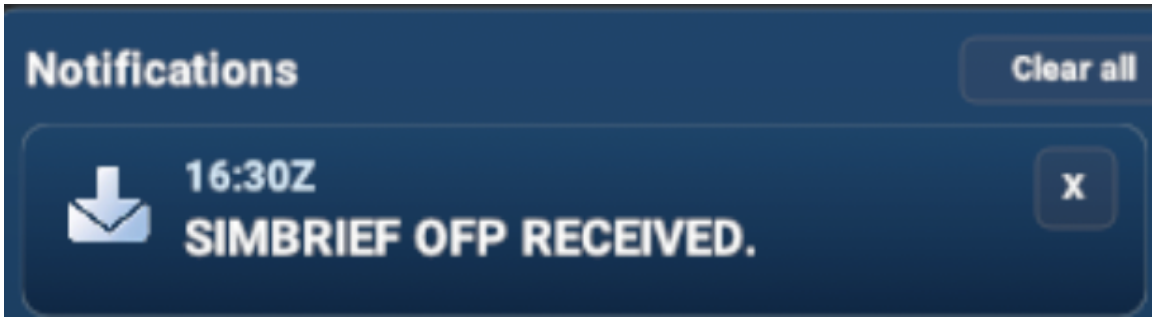
STATUS AND NOTIFICATIONS

Watch the top bar for updates while using another app. Open a notification to read its detail, then return to the page you were using.

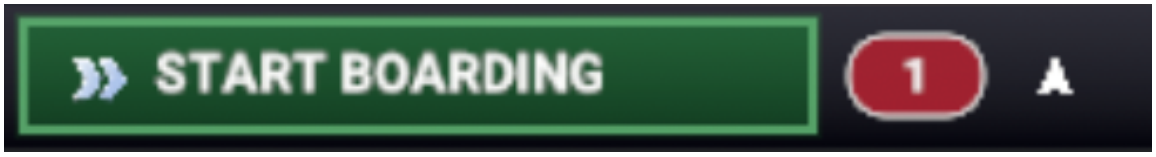
The notification badge shows that messages are available.



A ground-service notification confirms a change, such as chocks being attached.



The SimBrief notification confirms that an operating flight plan has been received.



START BOARDING is the boarding control in the top bar. Use it when you are ready to begin the simulated boarding sequence. The departure timer beside it helps you follow the flight timeline.

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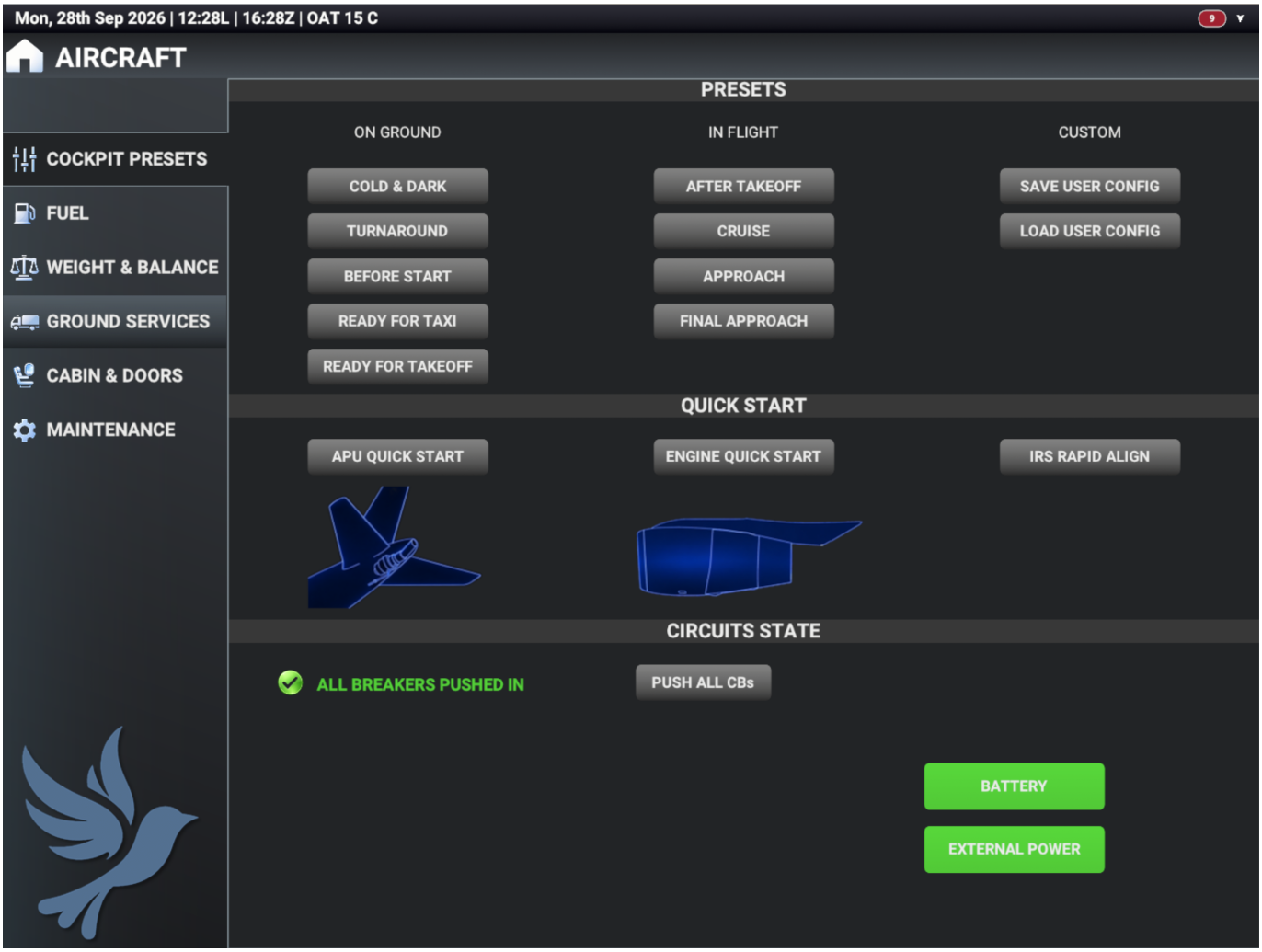
Aircraft / cockpit presets

AIRCRAFT / COCKPIT PRESETS



Use presets to start at a chosen stage of the flight: cold and dark, turnaround, before start, taxi or takeoff on the ground, or a selected phase in flight. Custom controls save and load a user configuration. Quick-start controls provide shortcuts for APU startup and IRS alignment; the circuit-state control is also here.

After loading a preset, check the aircraft state against the procedure you intend to fly.

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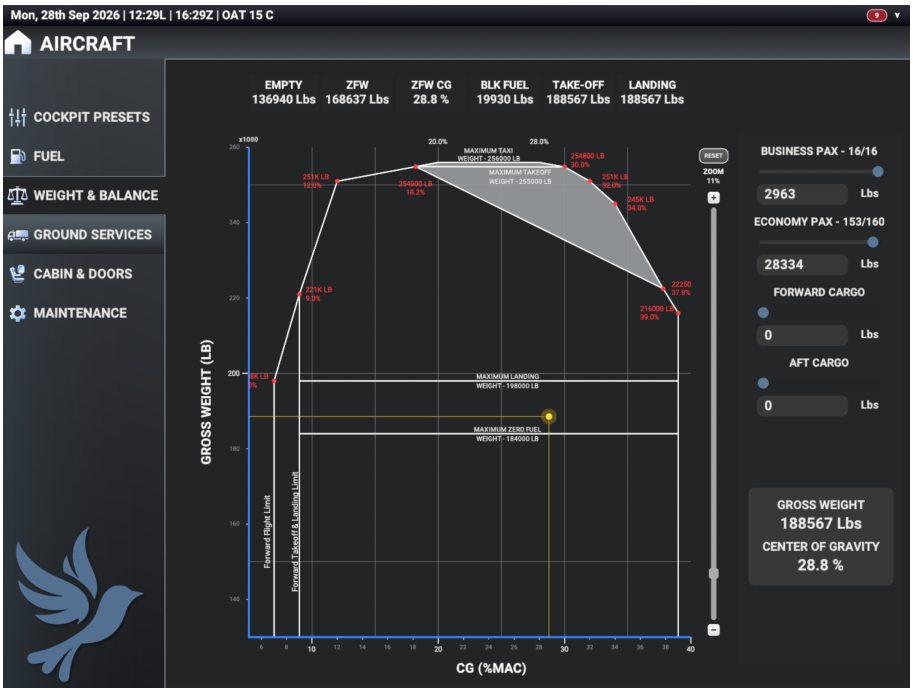
Aircraft / fuel and weight & balance

AIRCRAFT / FUEL AND WEIGHT & BALANCE

FUEL

View and set fuel in the left, center and right tanks. Tank quantities and the total are displayed in volume and weight. Use this page to load the planned fuel and check its distribution.



WEIGHT & BALANCE

Set passenger and cargo loading and review the resulting weights and center of gravity. The chart places the aircraft within the displayed weight/CG envelope; the top summary includes zero-fuel, takeoff and landing weights.

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Aircraft / ground services

AIRCRAFT / GROUND SERVICES

GROUND EQUIPMENT

Manage the available ground equipment and services around the aircraft. The aircraft view and service status help you see what is connected; notifications confirm changes such as attaching chocks.

AIR START CART

The air-start cart is controlled here with the other ground services. This example shows its setup on the right side of the page. For the aircraft switch sequence, see Ground-air-cart start under Supplemental Procedures.

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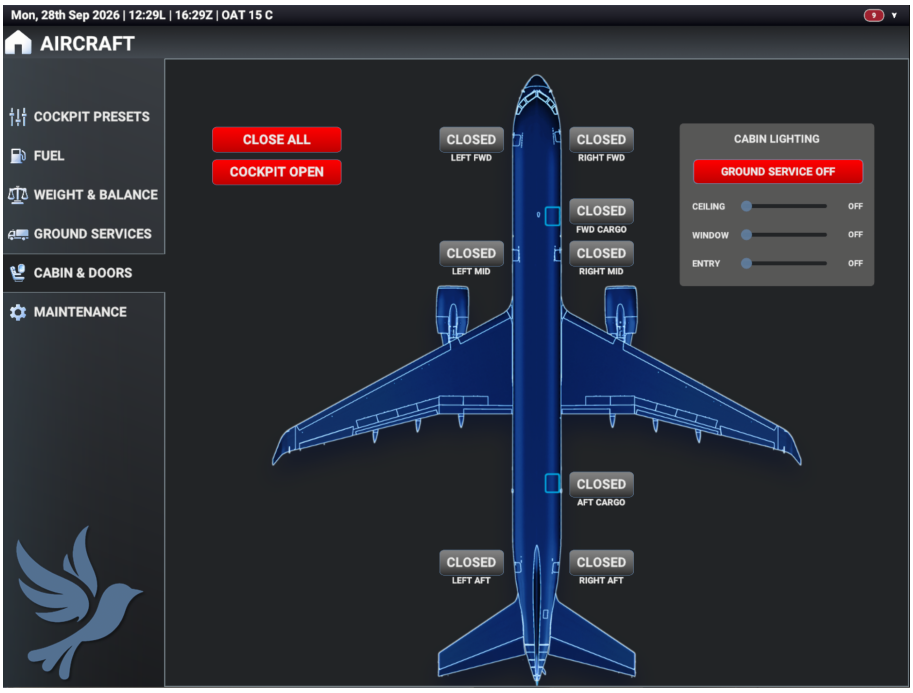
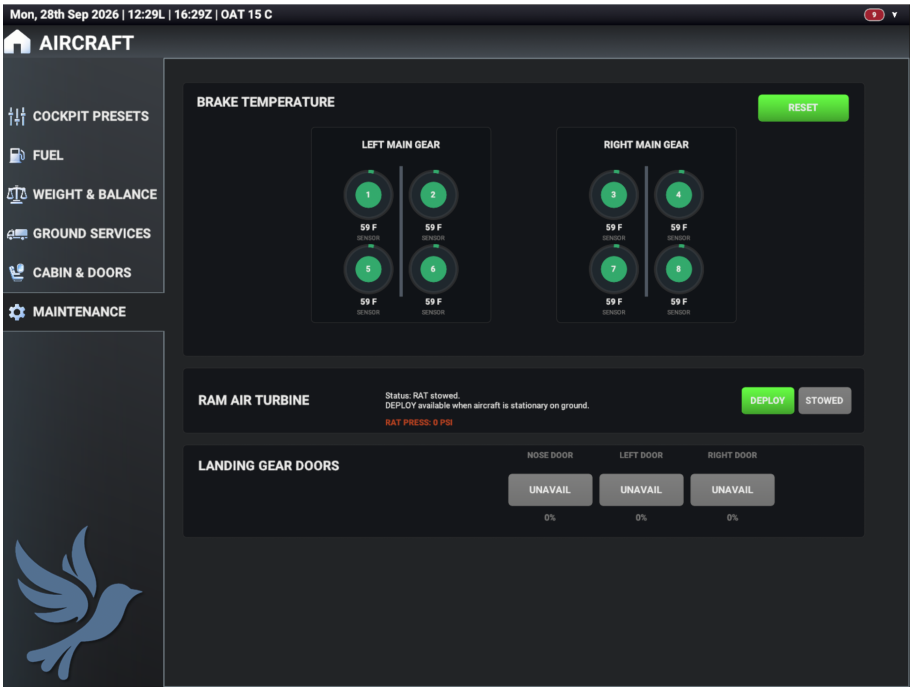
Aircraft / cabin, doors and maintenance

AIRCRAFT / CABIN, DOORS AND MAINTENANCE



CABIN & DOORS

Use the aircraft layout to manage cabin and door activity. Review the displayed door states before moving to the Before Start checks; confirm the expected door messages are absent on EICAS.



MAINTENANCE

View individual brake temperatures and related maintenance controls. This page also contains ram-air-turbine controls/status and landing-gear-door indications. Use it to inspect these items or prepare a simulated maintenance scenario.

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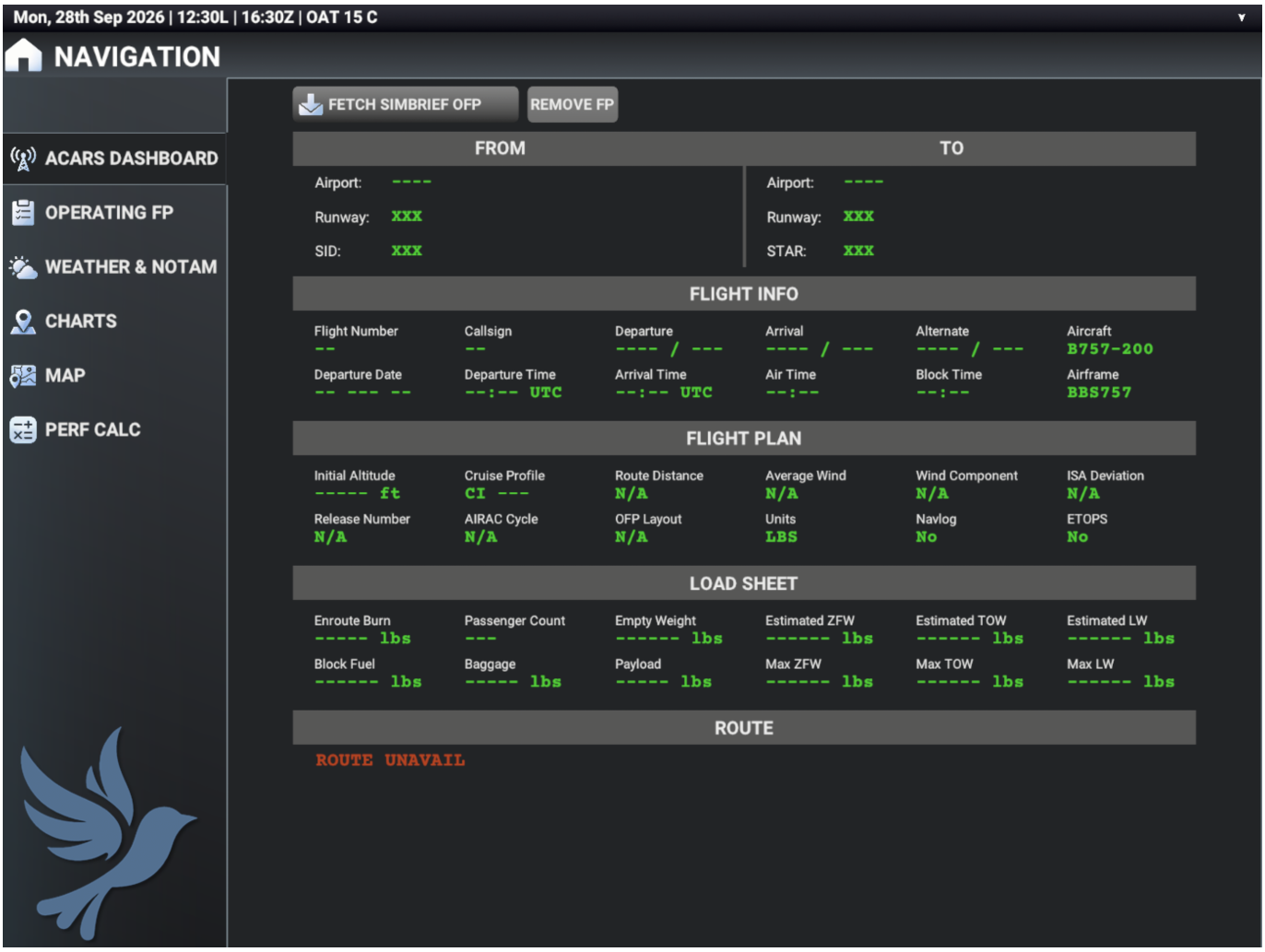
Navigation / ACARS dashboard

NAVIGATION / ACARS DASHBOARD



The dashboard brings together the imported flight details, route and load information. Fetch a SimBrief operating flight plan here, then review the departure, arrival, route, times, weights and fuel summary. Empty fields in this example indicate that no plan is loaded.

After import, the controls allow you to refresh the SimBrief data or remove the loaded flight plan. The preceding ACARS section covers the detailed request workflows.

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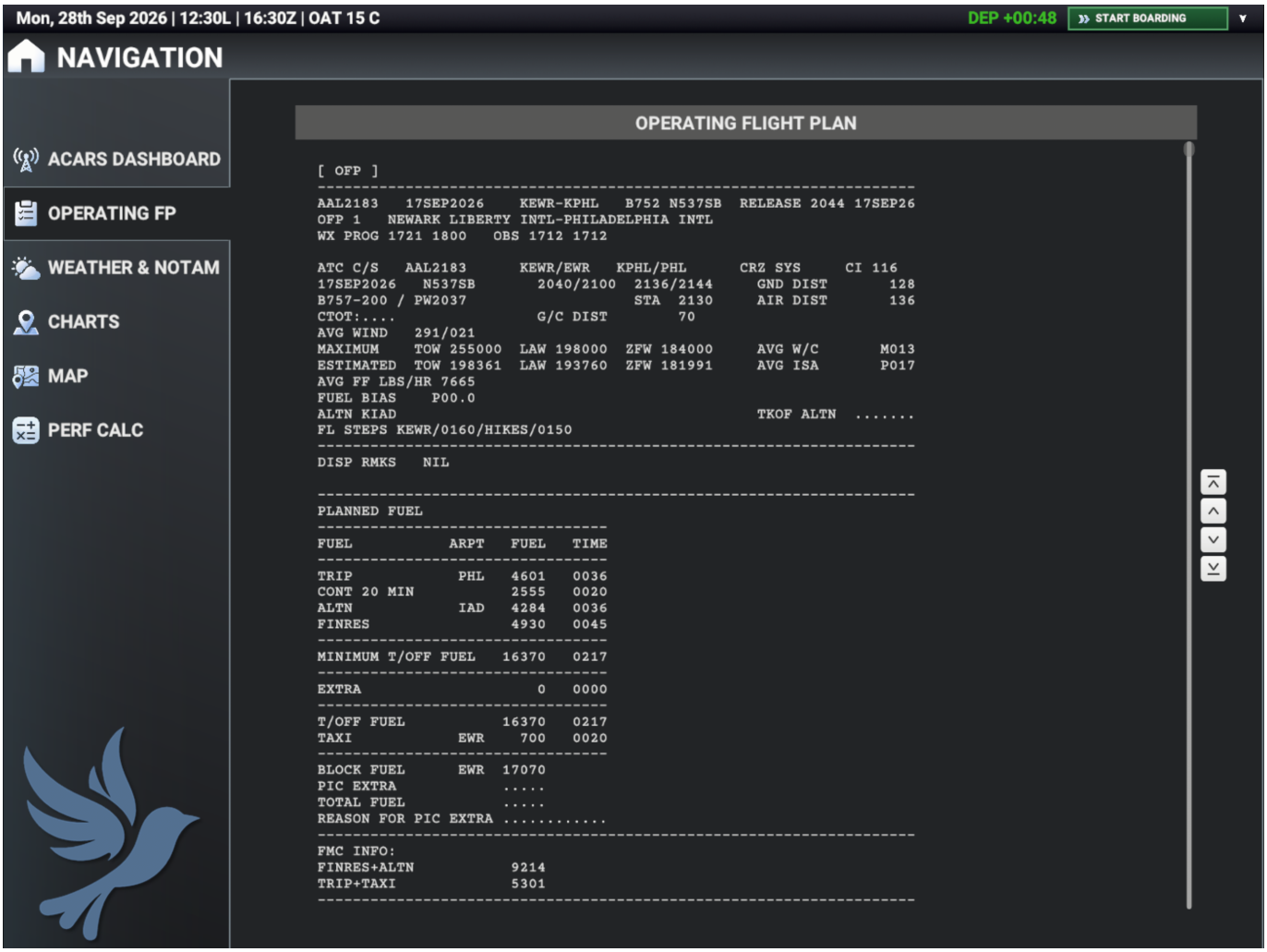
Navigation / operating flight plan

NAVIGATION / OPERATING FLIGHT PLAN



Read the imported operating flight plan in document form. Use this page to consult the dispatch information and flight-plan detail while preparing or flying the route; scroll through the document as needed.

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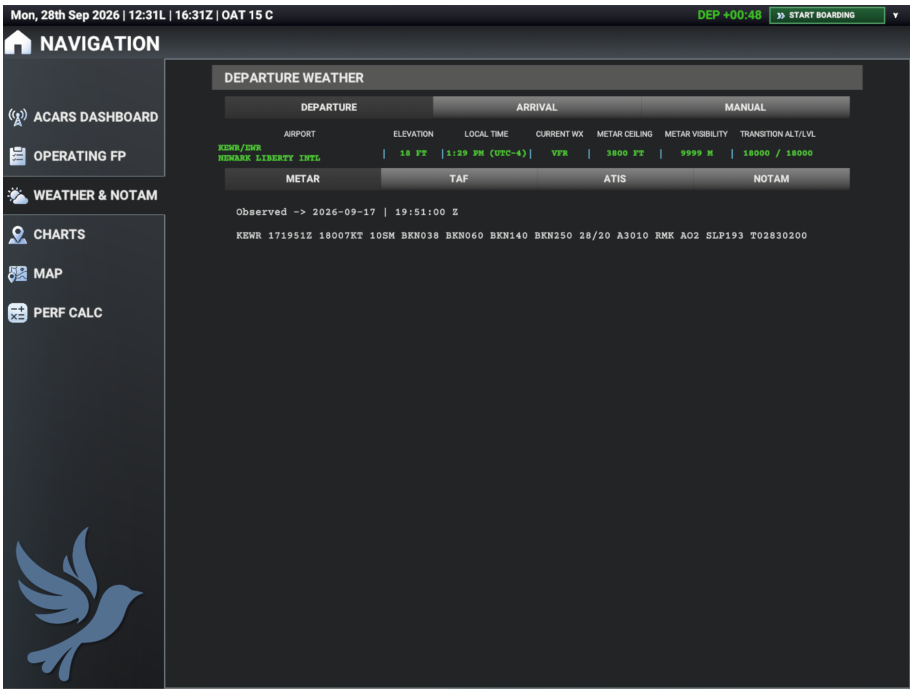
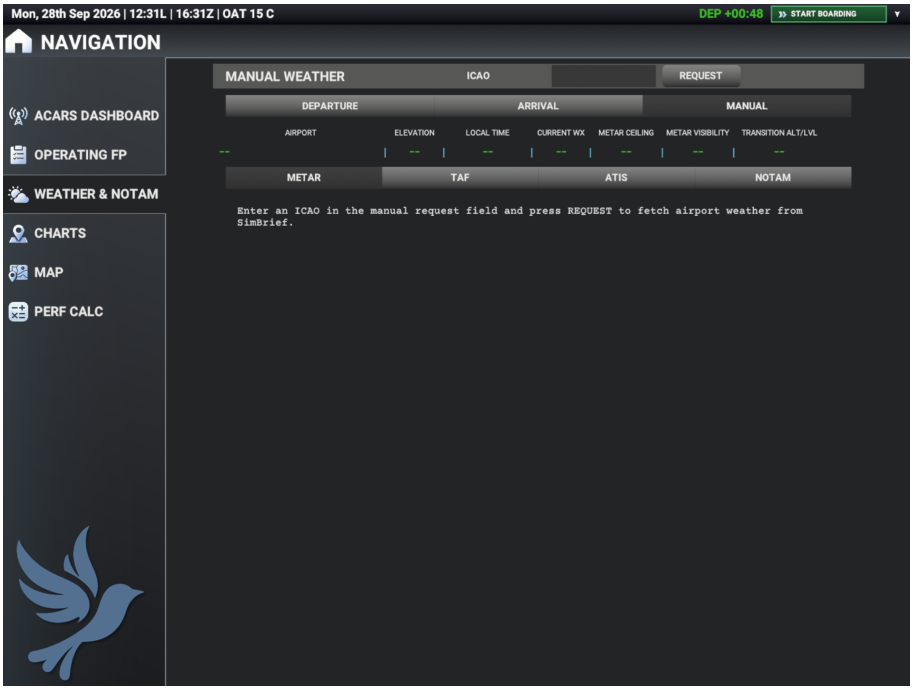
Navigation / weather & NOTAM

NAVIGATION / WEATHER & NOTAM



DEPARTURE / ARRIVAL

Review weather and airport information for the flight-plan airports. Select the available METAR, TAF, ATIS or NOTAM view as needed. The airport summary keeps items such as elevation, weather category and visibility together.



MANUAL REQUEST

Enter another airport ICAO and select REQUEST to retrieve its information. Use this for an alternate, a diversion airport, or an airport that is not already selected by the loaded flight plan.

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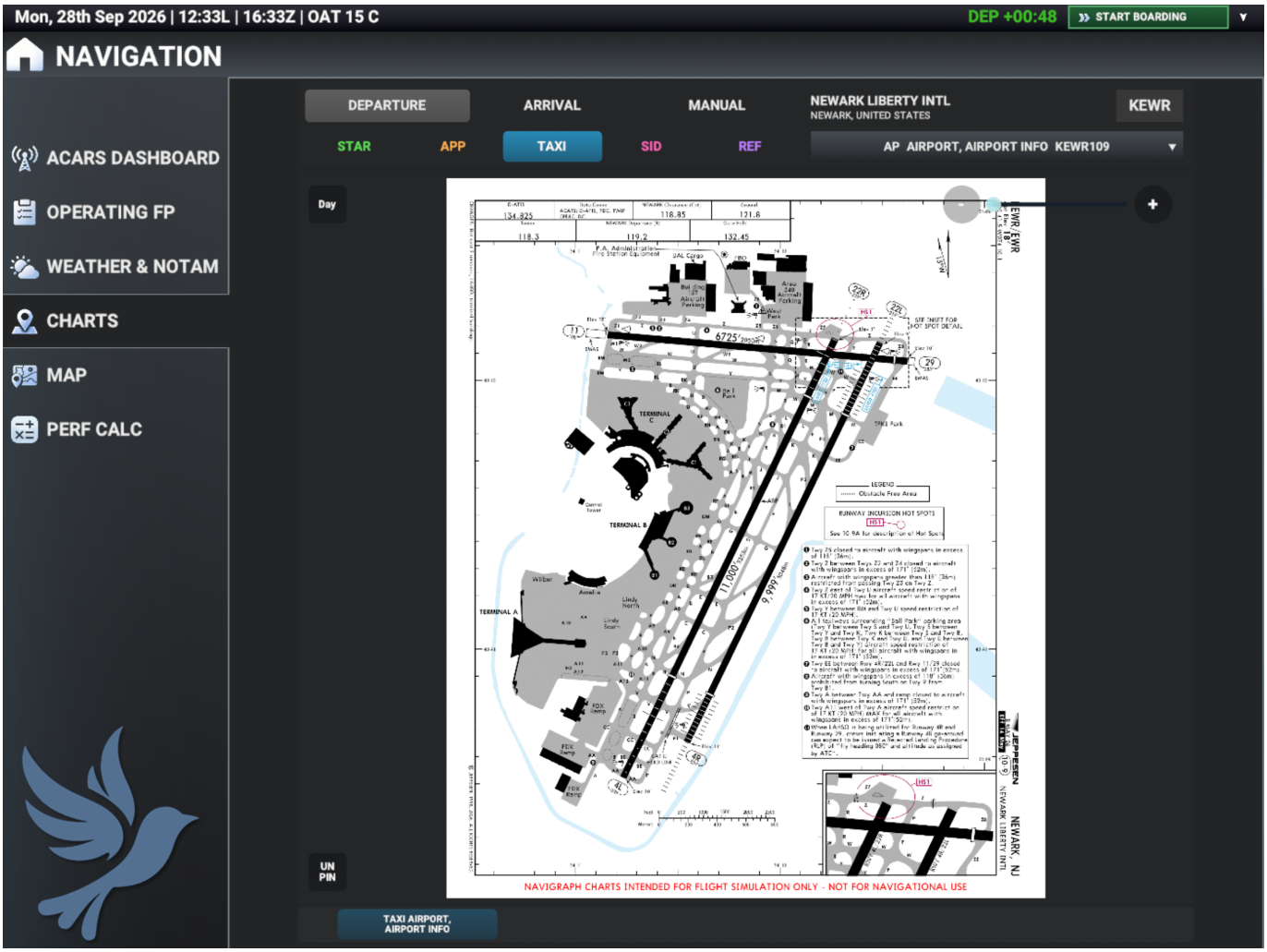
Navigation / charts

NAVIGATION / CHARTS



Find airport and procedure charts for the departure, arrival or a manually selected airport. Choose a chart category and the required chart, then use the viewer to inspect it. This example displays an airport chart; available content depends on the connected chart service and account.

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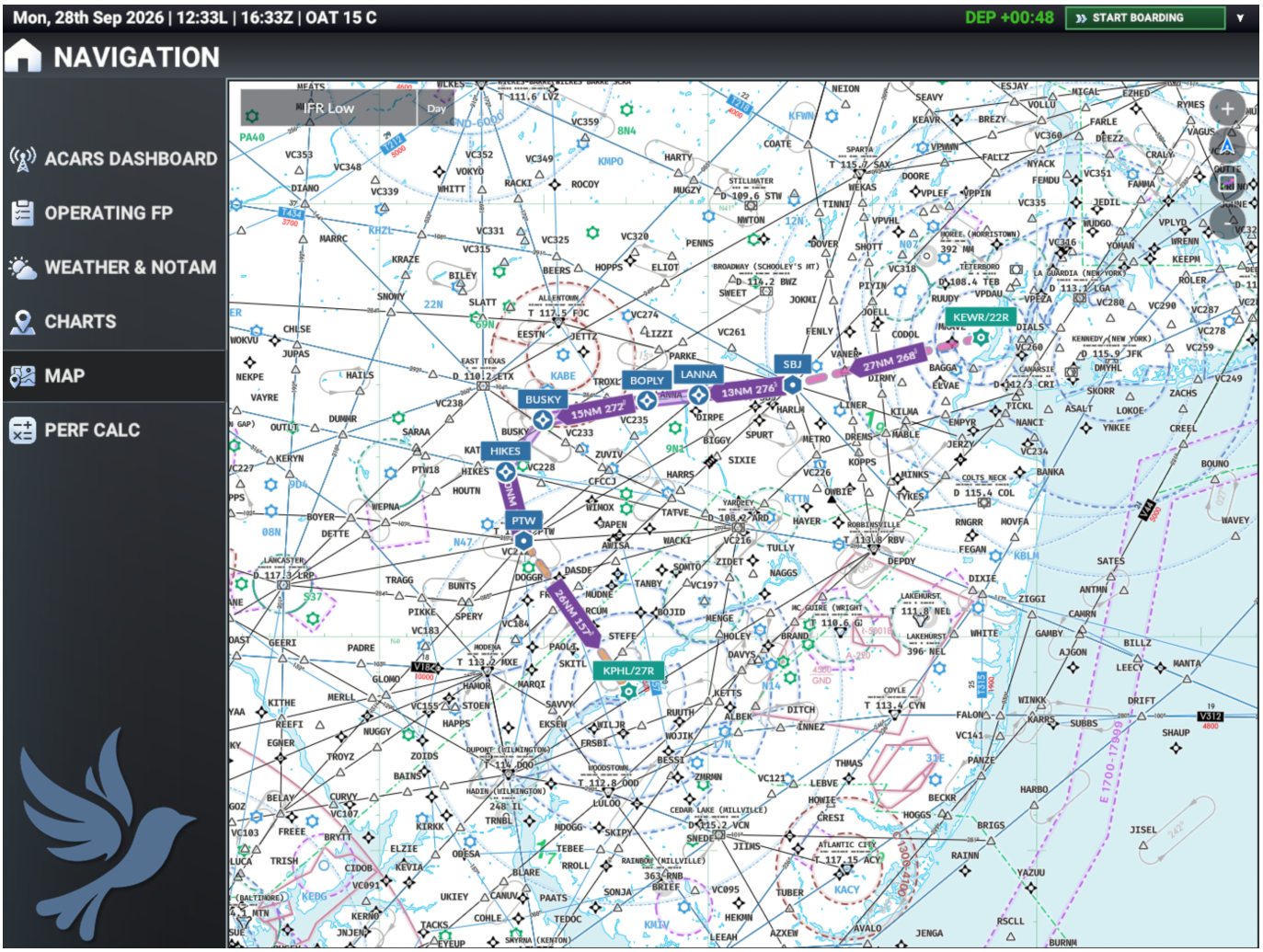
Navigation / map

NAVIGATION / MAP



Use the map for a wider geographical view of the route and surrounding navigation features. Pan and zoom to inspect an area, and select the available map layer for the view you need. Keep the chart page available when you need the detail of a particular procedure.

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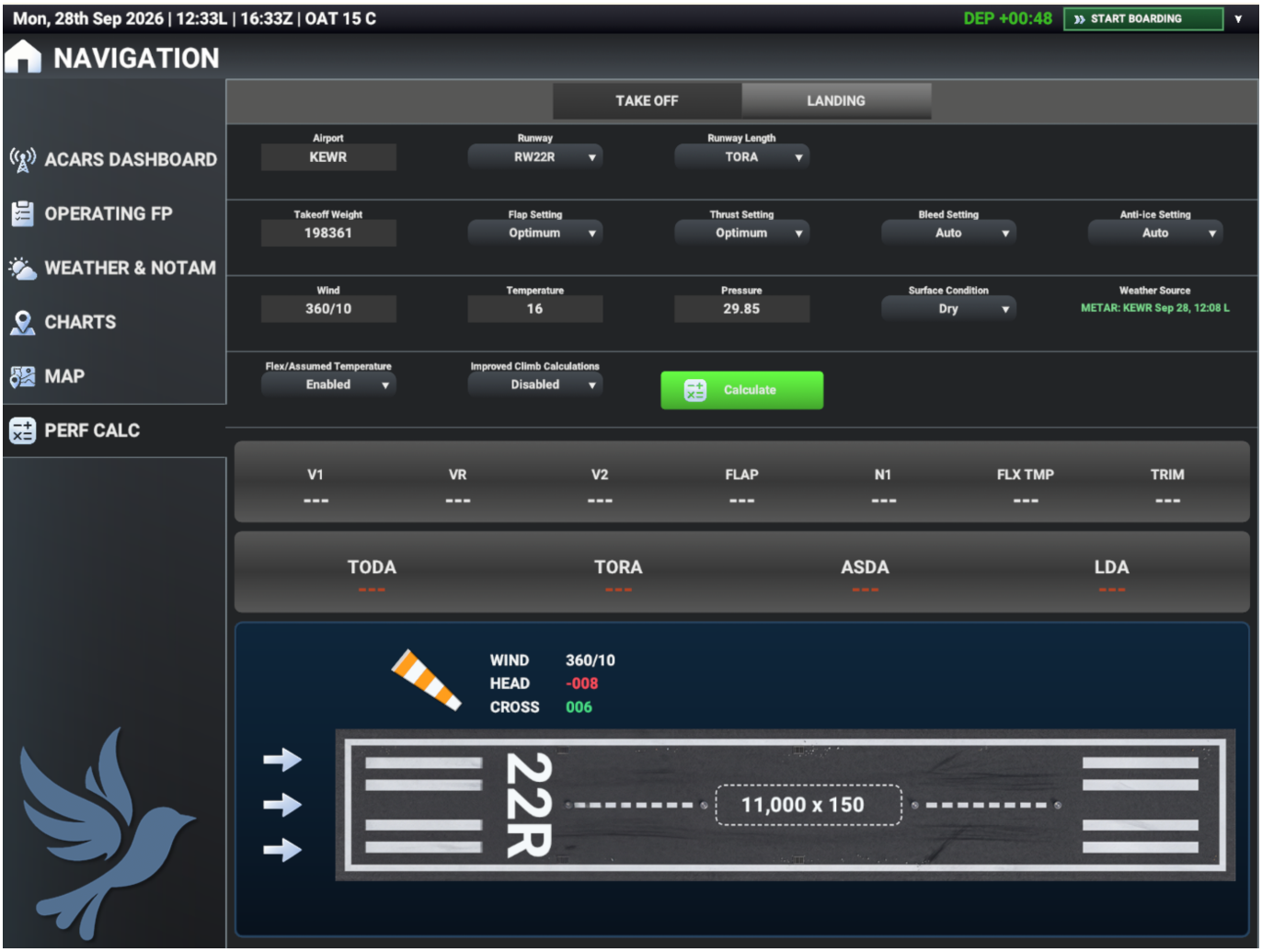
Navigation / performance calculator

NAVIGATION / PERFORMANCE CALCULATOR



The TAKE OFF and LANDING tabs collect performance planning in one place. Select the airport and runway, enter the aircraft configuration and weight, check the weather and runway condition, then calculate and review the results. The takeoff page shown here includes speeds, thrust, trim and runway-distance fields.

Use the tab that matches the phase you are planning. Recheck the inputs when the runway, loading or weather changes. See the ACARS performance chapters for the detailed report workflow.

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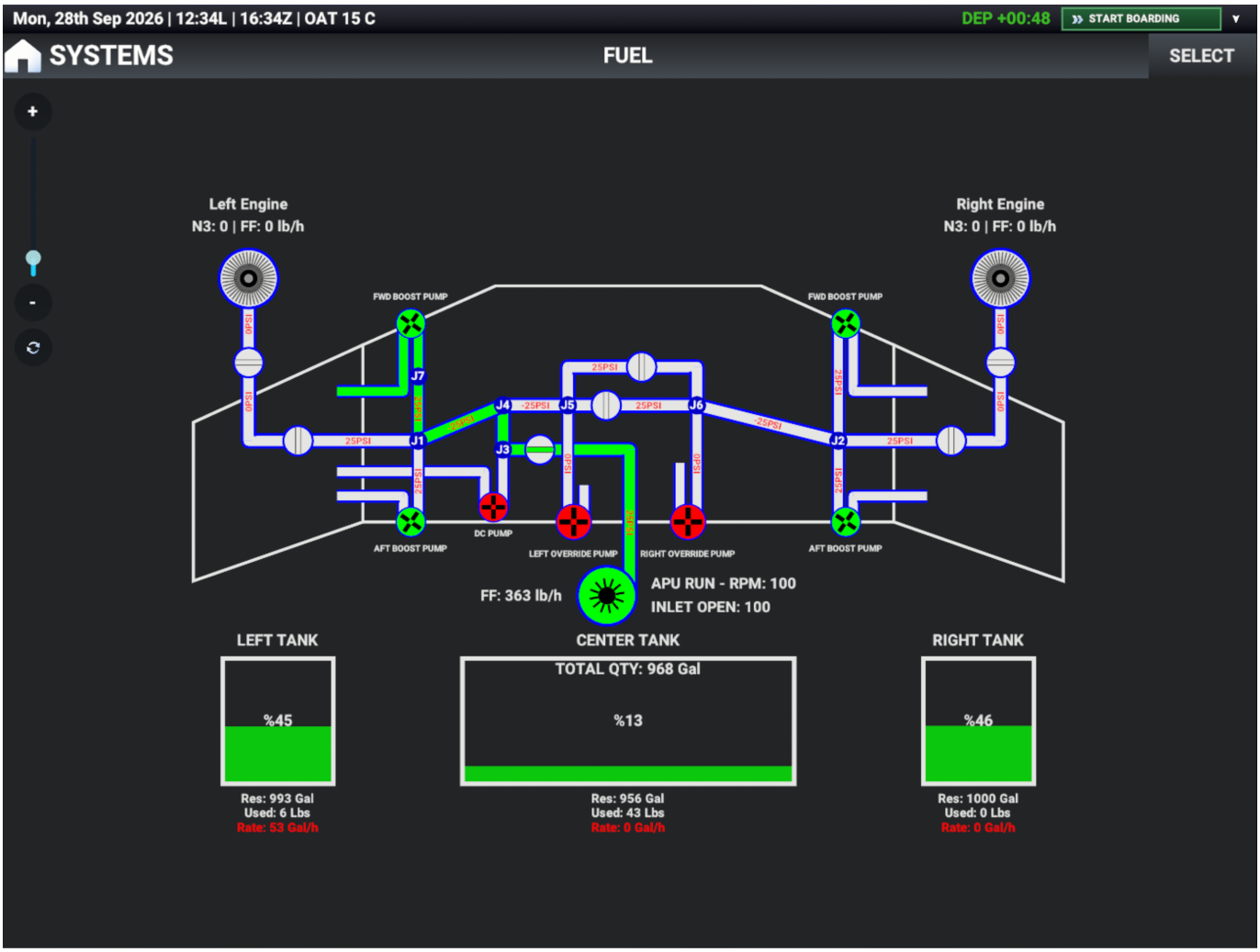
Systems / live diagrams

SYSTEMS / LIVE DIAGRAMS



Select a system from SELECT to inspect its diagram. The fuel-system example shows tanks, pumps, flow paths and engine/APU information alongside current quantities and status. Use the diagram to understand what the aircraft is doing as you operate the controls; zoom in when you need a closer look.

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Checklist / normal checklist

CHECKLIST / NORMAL CHECKLIST

BLUEBIRD 757 — v1.00 / 28 SEP 2026

NORMAL CHECKLIST

Complete the procedures first; use this page to verify the resulting configuration.

BEFORE START

Parking brake	SET
Fuel quantity	CHECKED AGAINST PLAN
Oxygen	CHECKED
IRS	ALIGNED
Altimeters	SET
Recall	CHECKED
Doors	CLOSED
Windows	CLOSED & LOCKED
Hydraulic panel	SET
Fuel panel	SET
Seat belt signs	ON
Duct Pressure	NORMAL
Beacon	ON

AFTER START

APU	AS REQUIRED
Engine anti-ice	AS REQUIRED
Air conditioning panel	SET
Flaps	SET
Trim	SET
Recall	CHECKED

BEFORE TAKEOFF

Flaps	CHECKED
Flight controls	CHECKED
Trims	zero / zero / ____
Autobrakes	RTO / OFF
Briefing	COMPLETE / RWY ___
Crew seat belts / harnesses	FASTENED
Seat belt signs	ON
Cabin	SECURE
Engine Indications	NORMAL
Takeoff configuration	CHECKED
V speeds	CHECKED
MCP	SELECTED
WXR / TERR	SELECTED
Lights	ON

AFTER TAKEOFF

Gear	UP, THEN OFF
Flaps	UP

TURNAROUND / TERMINATION

Emergency lights remain ARMED for a through flight; select OFF for termination at the appropriate stage. Packs follow the parked operation. Use the manual's Final Securing procedure when removing power.

IN RANGE

In Range Report	SENT
Altimeters	SET
Landing data	CHECKED
Autobrakes	CHECKED
Recall	CHECKED
Lights	ON
Crew seat belts / harnesses	FASTENED

APPROACH

Briefing	COMPLETE
Altimeters	SET
Minimums	____ RA / BARO
Navaids	CHECKED

BEFORE LANDING

Speed brakes	ARMED
Gear	DOWN, 3 GREEN
Flaps	CHECKED
Seat belt signs	ON
Cabin	SECURE

AFTER LANDING

APU	AS REQUIRED
Lights	SET
WXR / TERR	DESELECTED
ILS Control Panel	PARKED
Flaps	UP
Autobrakes	OFF
Speed brakes	DOWN
Stabilizer trim	4 UNITS
Engine anti-ice	AS REQUIRED

SHUTDOWN

Engine anti-ice	OFF
Fuel control switches	CUTOFF
Beacon	OFF
Seat belt signs	OFF
Hydraulic panel	SET
Emergency Lights	AS REQUIRED
Fuel pumps	OFF
Window heat	OFF
Packs	AS REQUIRED
Isolation valve	OPEN
Flight directors	OFF
EICAS messages	CHECKED
Status messages	CHECKED
Foot/Shoulder Heaters	OFF
EFB	SHUTDOWN WHEN FINISHED
IRS	OFF FOR TERMINATION
Debrief	COMPLETE
Airplane Securing	AS REQUIRED

BLUEBIRD SIMULATIONS 757 • MICROSOFT FLIGHT SIMULATOR 2020 / 2024 ONLY — NORMAL PROCEDURES

BlueBird checklist layout. The standalone Normal Checklist page follows Expanded Procedures and contains the same items and responses.

Use the checklist for the current phase to verify the configuration after completing the procedures. Seat belt signs and cabin security are included for passenger operations. Refer to Expanded Procedures whenever an item needs explanation.

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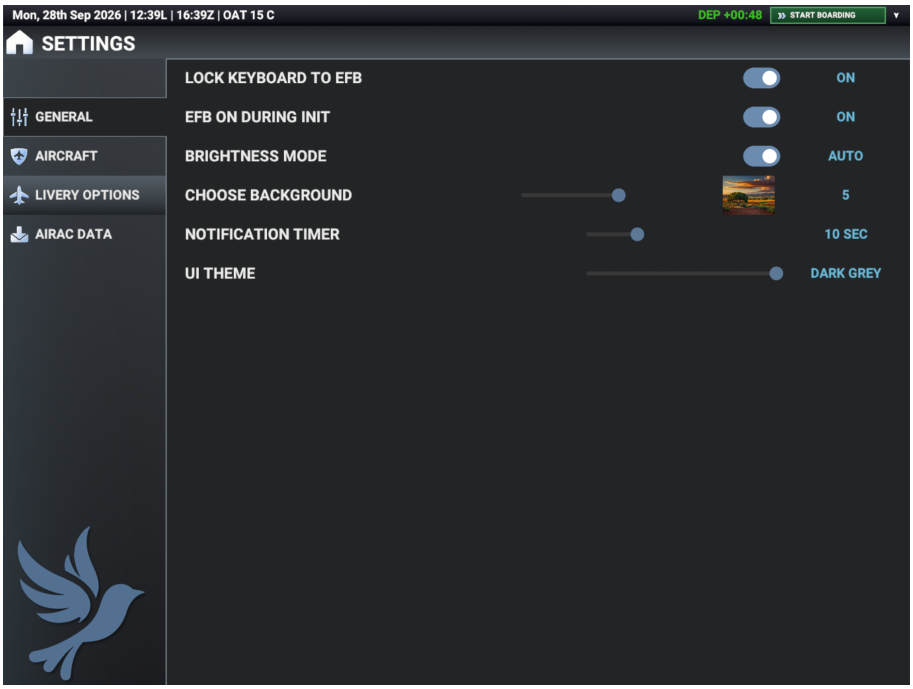
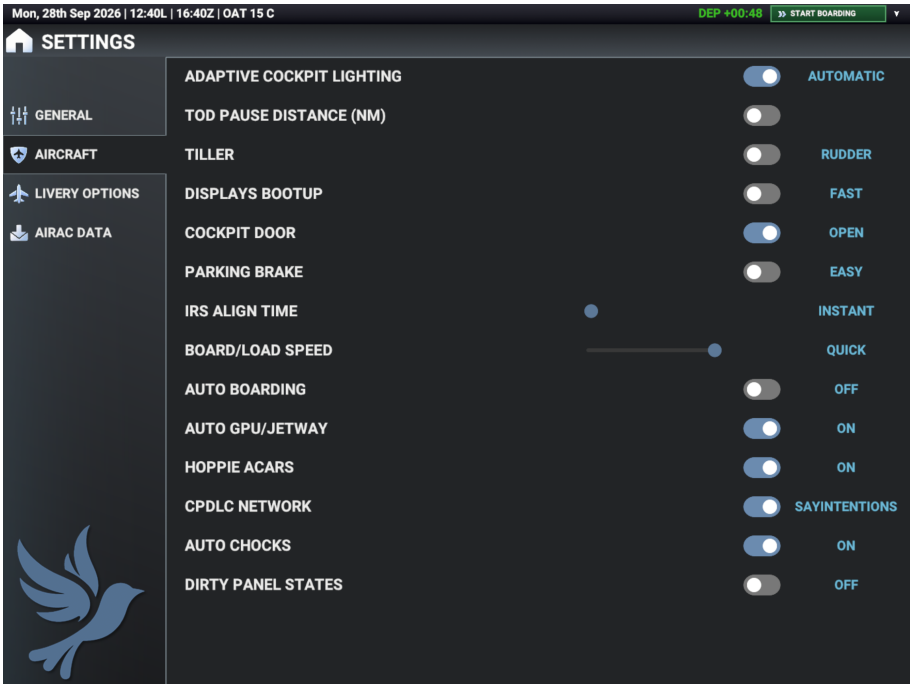
Settings / general and aircraft

SETTINGS / GENERAL AND AIRCRAFT



GENERAL

Contains settings for the EFB itself, including keyboard focus, startup behavior, brightness, background, notification timing and theme. Hover over an item for a detailed description.



AIRCRAFT

Contains related aircraft and simulation options: cockpit behavior, alignment and loading speeds, ground-service automation, communications integration and other preferences. Hover over an item to find out more before changing it.

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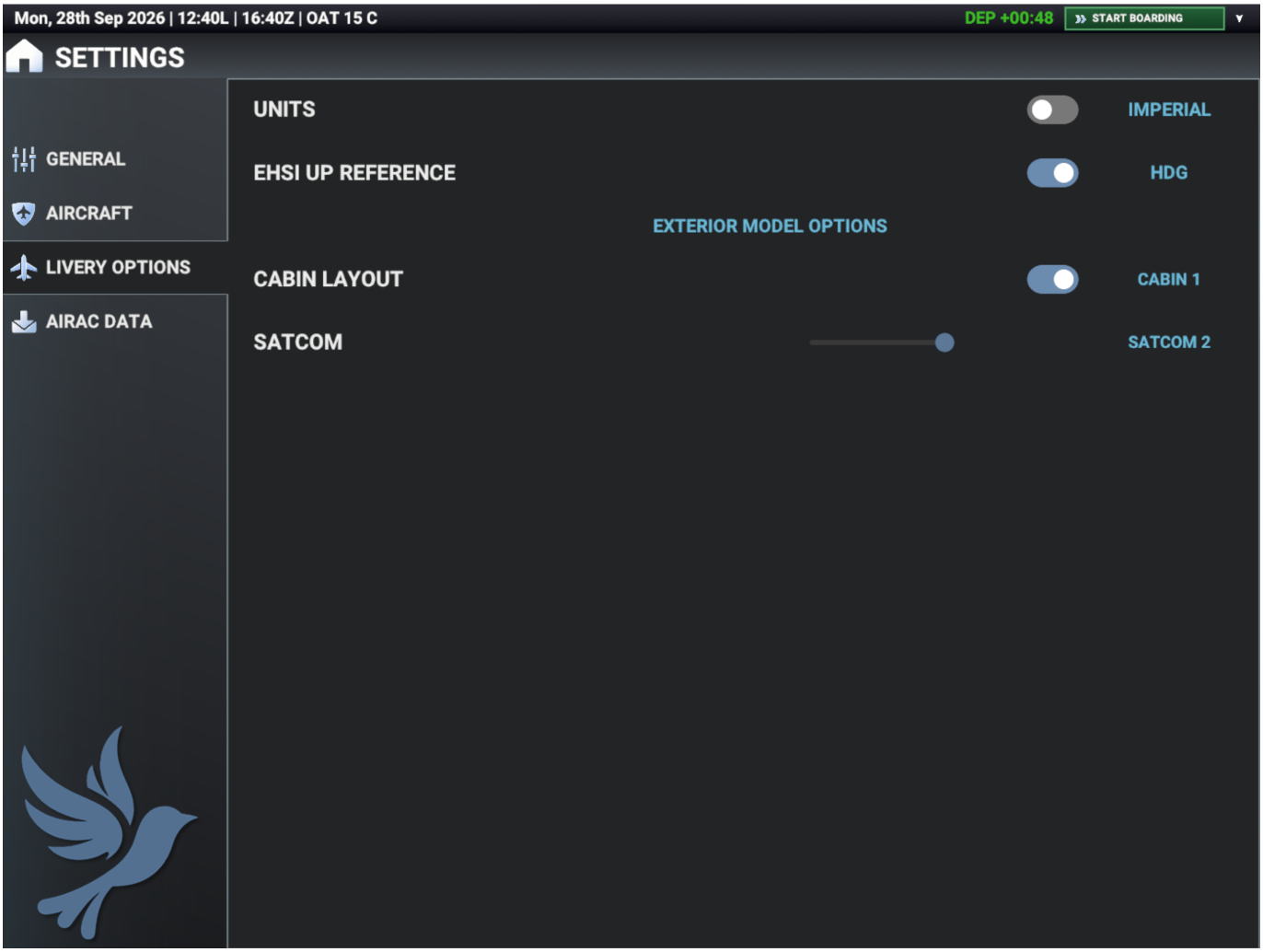
Settings / livery options

SETTINGS / LIVERY OPTIONS



Contains the options associated with the aircraft presentation, such as units, the EFIS up reference, cabin layout and SATCOM model. Use this page to select the offered configuration for your livery. Hover over an item for its detailed description.

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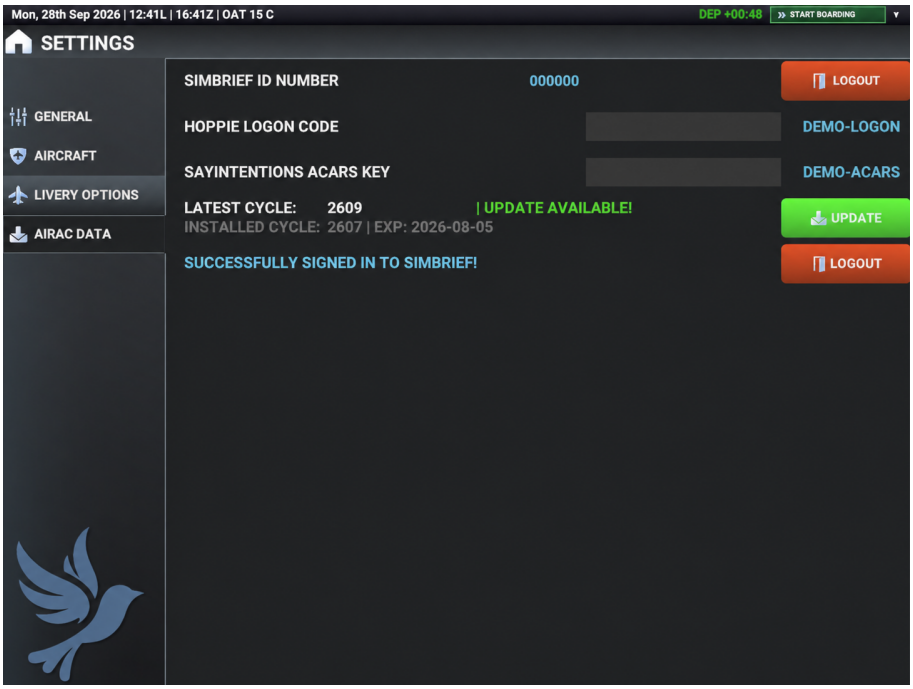
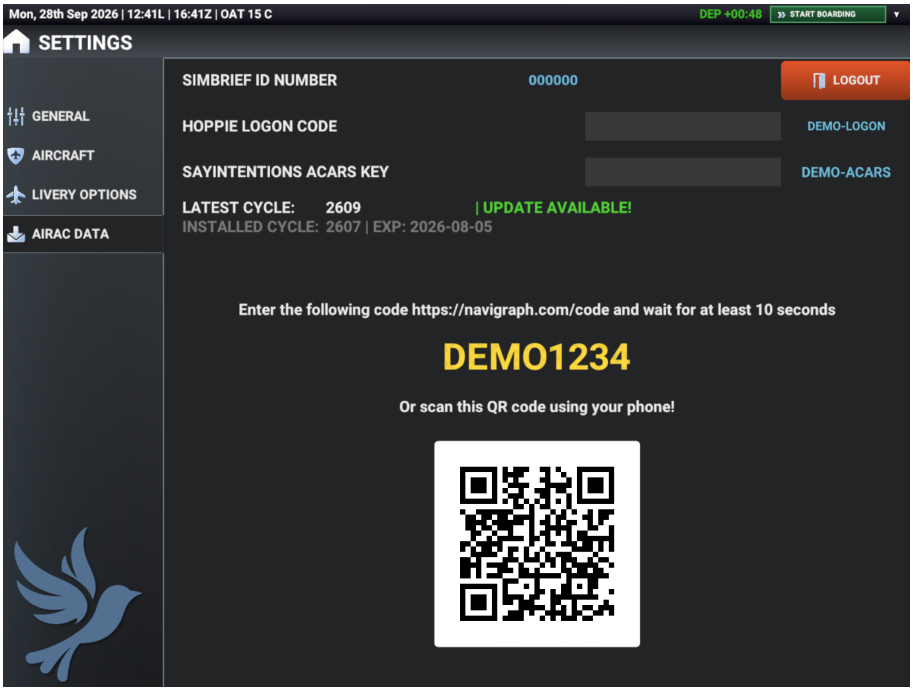
Settings / AIRAC data

SETTINGS / AIRAC DATA



ACCOUNT AND DATA

Review the navigation-data account and installed/available data information. Use the offered update control when you want to update the data supplied by the connected service. Hover over an item for more detail where available.



SIGN IN

Follow the sign-in instructions displayed in your own EFB to connect the navigation-data service. The picture is an example; use the current code or sign-in option generated for your session.

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GLOSSARY

GLOSSARY

Select a highlighted term in the text to come here. This combined glossary covers the procedures and ACARS sections.

ACARS
Aircraft Communications Addressing and Reporting System. The aircraft/company messaging tools described in the ACARS section.

ACM
Additional crewmember in this guide's crew-list context; may include an observer, check airman, inspector, jumpseater or augmenting pilot as described in Flight Initialization in the ACARS section.

ADF
Automatic direction finder. A navigation receiver used with suitable radio beacons; an unused frequency display can also serve as the optional visual reminder described in this guide.

ADM
Aeronautical decision-making: gathering information, assessing the situation, choosing an action and checking its result.

ATIS / D-ATIS
Automatic Terminal Information Service / digital ATIS.

ATS
Air Traffic Services.

BAIR
Basic Attitude Instrument Reference: using attitude, thrust and the basic instrument indications to establish and assess aircraft performance.

CDU
Control display unit: the screen and keypad used to interact with the flight-management computer and associated functions.

CG
Center of gravity.

CMU
Communications Management Unit; the communications-system context used when discussing available ACARS uplink data.

CPDLC
Controller-Pilot Data Link Communications.

CRM
Crew resource management: effective use of people, equipment and information to conduct the operation.

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GLOSSARY

Desired Aircraft State

The path, speed, configuration, system condition and automation state the pilot intends for the present operation.

EFB

Electronic Flight Bag.

EGT

Exhaust gas temperature. Read its indication with the applicable engine limits and phase of operation.

EICAS

Engine Indication and Crew Alerting System: engine/system indications and crew messages.

ETA

Estimated time of arrival; check which arrival event the particular field describes.

FLCH

Flight level change: an altitude-change mode that uses pitch to control the selected speed, with applicable thrust behavior.

FMA

Flight mode annunciation: the display of active and armed guidance/control modes. Read the thrust, roll and pitch fields separately.

FMC

Flight management computer: the computer that processes the flight-management data and functions.

FMS

Flight management system: the wider system of flight-management computers, controls, navigation inputs and related functions.

LNAV

Lateral navigation: guidance along the active lateral route.

LSK

Line-select key beside a CDU display row.

MCP

Mode control panel: the controls used to select many guidance modes, targets and engagement functions.

METAR / TAF

Aerodrome weather observation report / aerodrome forecast.

MX

Maintenance.

NADP

Noise abatement departure procedure. Apply the selected procedure's thrust, acceleration and configuration schedule; do not infer every action from its name alone.

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GLOSSARY

OAT
Outside air temperature.

OOOI
OUT, OFF, ON, IN: stand departure, takeoff, landing and stand arrival events.

PDC / CPDLC-DCL
Pre-departure clearance service / departure-clearance delivery through CPDLC; see the ATS chapter for the distinction.

PF / PNF / PM
Pilot flying / pilot not flying / pilot monitoring. The flying and monitoring responsibilities assigned for the operation; task allocation follows the operator’s procedures.

PIC / CAPT / FO
Pilot in command / captain / first officer.

PRELIM / FINAL
Preliminary predicted load information / final load confirmation.

RFO
Relief first officer.

Scratchpad
CDU entry area where text is prepared before being transferred to a field.

TAS
True airspeed: speed relative to the surrounding air mass, used in the flight-path geometry examples.

TD
Touchdown.

TEM
Threat and error management: anticipating and managing threats and errors, and recovering an undesired aircraft state.

UAS
Undesired aircraft state: a condition of path, energy, configuration or operation that is not the intended appropriate state and needs recognition and management.

Undesired Aircraft State
A position, speed, attitude, configuration or system condition that reduces safety margins and differs from the state needed for the operation.

Uplink / downlink
Information sent to / from the aircraft.

UTC / Z / Zulu
Coordinated Universal Time; the time basis used for these flight records and messages.

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GLOSSARY

V/S
Vertical speed: the rate of climb or descent; also the guidance mode commanding a selected rate.

VNAV
Vertical navigation: guidance using the programmed vertical plan, speed schedule and applicable restrictions, within the active VNAV mode's logic.

VREF
Landing reference speed.

ZFW
Zero-fuel weight: aircraft weight excluding usable fuel.

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SOURCES

FURTHER READING

NTSB AAR-15/03 - Bedford Gulfstream IV runway overrun, 31 May 2014

FAA AC 120-123 - Flightpath Management

FAA AC 120-51E - Crew Resource Management Training

Transport Canada - Introduction to Threat and Error Management

FAA - Aeronautical Decision Making

NASA Glenn - Dynamic Pressure

FAA - Airplane Flying Handbook, flight controls and energy management

These references provide background reading on flight-path management, crew coordination and aeronautical decision-making.

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