Rrfrfrf

Pre-flight & safety check

* Battery On
* Parking brake- set
* Throttle- Idle
* Flaps- Retracted
* Speed brakes Retracted
* Engine 1 fuel flow Cut off
* Engine 2 fuel flow Cut off
* Landing gear extended
* Landing Lights Off
* Runway Lights Off
* Taxi Lights Off
* Fuel pumps Off
* ADIRS- both set to align
* Align time checked
* APU off
* Engine switches off

(connect ground power from the tablet), (also connect ASU, Air conditioning if you want)

* Ground Power On
* Probes On
* Window Heating Off
* APU bleed Off
* Left pack Auto
* Right pack Auto
* Left recirc fan Auto
* Right recirc fan Auto

Engine startup

* Engine 2 start switch set to GND
* Wait for Engine 2 N2 to reach 26
* Engine 2 fuel flow Idle
* Repeat for Engine 1
* Gen 1 & Gen 2 On
* APU Gen Off
* APU bleed Off
* Left pack Auto
* Right pack Auto
* Left recirc fan Auto
* Right recirc fan Auto
* APU Off

CHECKLIST- Boeing 737-700,800,900,900ER, Max-8, Max-9

Passengers and Flight plan

* Load passengers
* Load fuel
* Load your flight plan in your FMC
* Check weather and ATIS
* Check weights and performance
* Load your weights and performance in your FMC
* Get your V-Speeds from your FMC
* Set Altimeter
* Check charts or check online for transition altitude of your departure/arrival airport

Before start checklist

* Fuel Pumps On
* Yaw damper On
* APU hold start
* Once APU on APU gen on
* Ground power Off
* Seatbelt Signs On
* Hydraulics On
* Window heating On
* Set Altitude for pressurization
* APU bleed On
* Isolation Valve Open
* Left pack Off
* Right pack Off
* Left recirc fan Off
* Right recirc fan Off
* Anti-collision lights On
* Check Fuel
* Check all doors closed
* Check ground power unit and Air Conditioning unit disconnected
* Check Chocks removed

Cruise

* Seatbelt signs Off
* Monitor speed
* Monitor Altitude
* Monitor Fuel

Before Taxi Checklist

* Engine start switches set to CONT
* Flaps As required
* Taxi light On
* Wheel light On
* Autobrakes set to RTO
* Flight director On
* Auto Pilot Configured
* TCAS set to TA/RA

After Landing & Parking

* Deactivate reversers
* Exit runway (do not stop on runway)
* Speed brakes disarmed
* Autobrakes Off
* Flaps retracted
* Position strobe and steady lights off
* Landing lights Off
* Runway lights Off

Parking- basically the same as the pre-flight and safety check

Landing

* Landing gear down
* Flaps full
* Autobrakes 2
* Speed brakes armed
* Runway lights on
* Taxi lights on
* Wheel lights on
* On touchdown… activate reversers

Approach

* Seatbelt signs On
* Below 10,000 feet Landing lights on
* Don not exceed 250 knots below 10,000 feet
* Check Arrival airport Weather and ATIS
* Check Arrival airport Altimeter

Climb

* Continuously monitor speed, vertical speed, angle of attack and flight heading, always know where you are
* Below 10,000 feet do not exceed 250Knots
* Above 10,000 feet, Landing lights OFF
* Above transition altitude, set Altimeter to STD.

Takeoff

* Steadily increase the throttle as required
* At, Rotate, gently raise the nose t0 about 10 degrees angle of attack
* Once 10 degrees AOA achieved, retract the landing gear

Before Takeoff Checklist (Should be completed before lineup)

* Landing lights On
* Runway lights On
* Position strobe and steady lights On
* Check that you’re lining up on the correct runway
* Left pack Off
* Right pack Off
* Left recirc fan Off
* Right recirc fan Off