0 FRONT MATTER

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0.2 REVISION HIGHLIGHTS

This table summarizes the major changes made to each revision, not all changes. Throughout each review cycle, subsequent entries may change prior entries or proposed changes may be held, disregarded and/or obsolete. This is a summary of input received throughout the duration. Changes throughout the manual are indicated by vertical revision bars.

Note: *The vertical bar (change bar) in the margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only.*

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TITLE					

Section	Section Title	Revision Details	Incorporated by

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TITLE					

Section	Section Title	Revision Details	Incorporated by

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0.3 RECORD OF REVISIONS

Issue	Revision	Revision Date	Received via
00	IR/00	18 Feb 2024	

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0.4 RECORD OF OPERATIONS MANUAL NOTICE (OMN)

N New	A Add	D Delete	R Replace

Operations Manual Notice No.	Section No.	Change Highlights	Effective Date

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0.5 LIST OF EFFECTIVE PAGES

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0.6 LIST OF TABLES

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0.8 LIST OF COMPLIANCE ENTRIES

SECTION	TITLE	TYPE	REGULATION | STANDARD
0.11.3	COMMON LANGUAGE	IOSA	FLT 3.1.1
0.11.5	HUMAN FACTOR PRINCIPLES	GACAR	121.139, 121.533
		IOSA	FLT 1.7.4
0.13.3	DISTRIBUTION LIST AND AVAILABILITY	GACAR	121.151, 121.155
0.13.4	PUBLICATION HIERARCHY	IOSA	ORG 2.5.3
0.13.8	FORMAT AND DOCUMENTATION CONTROL REQUIREMENTS	IOSA	ORG 2.5.1, ORG 2.5.3

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0.9 MANAGEMENT APPROVAL

Manual Number:	**RXI/OPS-FLT-M02**
Title:	**OPERATIONS MANUAL - PART B**
Issue:	00
Revision:	00

Recommended by:		Date:
Title:		
Signature:		

Quality Review by:		Date:
Title:		
Signature:		

Approved by:		Date:
Title:		
Signature:		

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0.10 GACA APPROVAL

This manual is a controlled document, prepared to meet the requirements of the General Authority of Civil Aviation Regulations (GACAR) and is herewith approved by the General Authority of Civil Aviation (GACA) exclusively for the use of Riyadh Air.

If any conflict exists between the contents of this manual and GACA requirements, GACA requirements shall take precedence, and the manual will be revised without delay in accordance with GACA eBook Vol.4 Ch.12, section 4.

All contents of this manual are current, as listed in the List of Effective Pages (LEP) Revision 0. 18 Feb 2024.

This manual becomes 'uncontrolled' when printed.

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0.11 INTRODUCTION

0.11.1 Policy

This Operations Manual Part B is approved by the General Authority of Civil Aviation (GACA), and it is compliant with all relevant GACA regulations and applicable international standards. It is the method by which Riyadh Air undertakes all operations.

Operations Manual Part B contains information that is type specific.

Limitations and Normal Procedures are maintained as per Boeing FCOM.

When needed a "Company Differences" section will be added to the relevant chapter.

Supplementary Procedures, Performance Dispatch and Performance Inflight are maintained as per Boeing FCOM.

The Operations Department evaluates and implements data provided by the manufacturer.

The purpose of this part of the manual is to:

1. Provide the necessary operating limitations, procedures, performance, and systems information that all crew need to operate the B787-9 safely and efficiently during all anticipated airline operations.
2. Serve as a comprehensive reference for use during transition training for B787-9
3. Serve as a review guide for use in recurrent training and proficiency checks.
4. Provide the necessary operational data from the Aircraft Flight Manual (AFM) to ensure that legal requirements are satisfied.
5. Establish standardized procedures and practices and to enhance operational philosophy and policy.

0.11.1.1 Validity

This manual is valid for the following registered airplanes:

Registry Number	Serial Number	Tabulation Number
	ASN 62738	

Table 1 - List of applicable airplanes

0.11.2 Applicability

The Operations Manual Part B (OM Part B), along with its subparts (OM Part A , C– G), serves as an essential guide for all operational personnel in our organization, and it is incumbent upon every employee, regardless of their role, to adhere to the policies, procedures, regulations, guidance, and instructions detailed within Riyadh Air's operational manuals.

0.11.3 Common Language

IOSA FLT 3.1.1

English shall be the language used for all operational communications at Riyadh Air. This is to help eliminate misunderstandings and ensure clear and standardized interactions between all employees. Riyadh Air's decision to implement English as a language protocol is a strategic one aimed at promoting safety and consistency within its operational framework.

English shall be exclusively used during all:

1. Intra-flight crew communications on the flight deck.
2. Flight crew and cabin crew communications during line operations.
3. Briefings and communications with operational personnel.
4. Flight and cabin crew training and evaluation sessions.
5. Operational manuals, guidelines and communications between Riyadh Air and its employees.

For general Common Language please refer to Corporate Policy Manual, Section 0.11.3.

0.11.4 Usage of Terms

Operations Manual Part B applies to both male and female crew members, operations personnel, passengers, and other persons, for simplification a gender-neutral text is used in this manual. Throughout this manual, specific terms (e.g., shall, should, may etc.) are used to provide precise instructions and expectations within the context of Riyadh Air's operations. These terms serve distinct purposes and outline the level of obligation or permission associated with each action. It is crucial that all operational personnel understand the nuances of these terms.

For general Use of Terms please refer to Corporate Policy Manual Section 0.11.2.

0.11.5 Human Factor Principles

GACAR § 121.139 / GACAR § 121.533 / IOSA FLT 1.7.4

For Human Factor Principles applicable to FLT OPS refer to OM-A, Section 0.11.4.

For general Human Factor Principles refer to Corporate Policy Manual, Section 0.11.5.

0.11.6 Applicable Regulations and Standards

Refer to OM-A, Section 0.11.5.

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0.12 ABBREVIATIONS, ACRONYMS AND DEFINITIONS

0.12.1 Abbreviations and Acronyms

ABBREVIATIONS	
A	
AAL	Above Aerodrome Level
ACARS	Aircraft Communications Addressing and Reporting System
ACCEL	Acceleration
ADAM	Aircraft De-Icing and Anti-Icing Manual
AFDS	Autopilot Flight Director System
AFM	Aircraft Flight Manual
AGL	Above Ground Level
ALT	Altitude
ANP	Actual Navigation Performance
APU	Auxiliary Power Unit
ATC	Air Traffic Control
ATOW	Actual Take-off Weight
AUTO	Automatic
AZFW	Actual Zero Fuel Weight
C	
CDU	Control Display Units
CFR	Code of Federal Regulations
CG	Centre of Gravity
CPM	Corporate Policy Manual
COM	Communication
CRZ	Cruise
CSMM	Corporate Safety Management Manual
C VHF COM	Company Very High Frequency Communication
D	
DA	Decision Altitude
DOI	Dry Operating Index
DOW	Dry Operating Weight
E	
EFBs	Electronic Flight Bag
EICAS	Engine Indicating and Crew Alerting System
EO	Engine Out

EOP	Engine Out Procedure
ETOPS	Extended-Range Twin Operations Performance Standards
EZFW	Estimated Zero Fuel Weight
F	
FAA	Federal Aviation Administration
FCOM	Flight Crew Operations Manual
FCTM	Flight Crew Training Manual
FD	Flight Director
FF	Flight Following
FL	Flight Level
FMA	Flight Mode Annunciator
FMC	Flight Management Computer
ft	Feet
FWD	Forward
G	
GACA	The General Authority of Civil Aviation
GACAR	General Authority of Civil Aviation Regulations
GOM	Ground Operations Manual
GPWS	Ground Proximity Warning System
G/S	Glideslope
GPU	Ground Power Unit
GW	Gross Weight
H	
HGT	Height or Height Above
HJ	Sunrise to Sunset
HN	Sunset to Sunrise
HUD	Head-Up Display
I	
IAS	Indicated Air Speed
ICAO	International Civil Aviation Organization
INIT	Initialize
INTX	Intersection
IOSA	The IATA Operational Safety Audit
IRS	Inertial Reference System
K	
kt	Knots
L	

LHS	Left Hand Side
LOC	Localizer
LIM	Light Intensity Medium
LDA	Landing Distance Available
M	
m	Meters
M / Ma	Mach Number
MAC	Mean Aerodynamic Chord
MAP	Missed Approach Point
MAX	Maximum
MBM	Mass and Balance Manual
MCP	Mode Control Panel
MDA	Minimum Descent Altitude
MEL	Minimum Equipment List
MHz	Megahertz
mm	Milli meter
MMEL	Master minimum Equipment List
MSL	Mean Sea level
MTOW	Maximum Take off Weight
N	
N/A	Not Applicable
ND	Navigation Display
NNC	Non-Normal Checklist
NOTAM	Notice To Air Mission
NOTOC	Notification to Captain
NP	Normal Procedure
O	
OFP	Operational Flight Plan
OM	Operations Manual
OPT	Operational Performance Tool
ORG	Organization
P	
PERF	Performance
PF	Pilot Flying
PFD	Primary Flight Display
PIC	Pilot In Command
PM	Pilot Monitoring

PROG	Progress
Q	
QRH	Quick Reference Handbook
R	
RA	Radio Altitude
REF	Reference
REL	Runway Entrance Lights
REV	Revision
RHS	Right Hand Side
RNP	Required Navigation Performance
RTE	Route
RTOW	Regulated Take-off Weight
RWY	Runway
RWYCC	Runway Condition Code
S	
SEL	Single Event Level
SID	Standard Instrument Departures
SOPs	Standard Operating Procedures
SSR	Secondary Surveillance Radar
SYS	System
T	
TALPA	Take-off and Landing Performance Assessment
TAS	True Airspeed
TCAS	Traffic Alert and Collision Avoidance System
TCP	Transmission Control Protocol
TEMP	Temperature
TERR	Time Error
THR	Threshold
TO/GA	Take-off / Go Around
TOD	Top of Descent
TOGW	Take-off Gross Weight
TOW	Take-off Weight
V	
VHF	Very High Frequency
VNAV	Vertical Navigation
VOR	VHF Omnidirectional Radio Range

Vref	Reference Speed
VSD	Vertical Situation Displays
W	
WX	Weather
X	
XPDR	Transponder
XTK	Cross Track Error / Deviation
Z	
ZFW	Zero Fuel Weight

0.12.2 Definitions

For details refer to OMA, Section 0.12.2, FCOM Chapter 0 "Preface" and FCTM Chapter 0 "Preface."

0.12.3 Units of Measurement

The following units of measurement are used in this manual:

Height	Feet (in some areas, meters)
Mass	Kilograms
Pressure	Hectopascals
Runway Length	Feet or Meters
Runway Width	Feet or Meters
Temperature	Degrees Celsius (in some areas, Degrees Fahrenheit)
Visibility	Meters, Kilometers (in some areas, Statute Miles)
Runway Visual Range	Meters (in some areas, Feet)
Volume	Liters (in some areas, US Gallons, or Imperial Gallons)

Table 2 - Units

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0.13 SYSTEM OF AMENDMENT AND REVISION

0.13.1 Manual Ownership

The Director Flight Crew is responsible for overseeing OM Part B and serves as the Manual Owner. All revisions to the manual undergo a structured approval process. Technical publications personnel are responsible for generating amendments, which are then reviewed by the Technical Pilot before being forwarded to the Director Flight Crew for the approval process.

The Director Flight Crew has the final authority to approve amendments to OM Part B. This emphasizes the manual owner's significance in ensuring document accuracy and compliance. Any amendments that require GACA approval or acceptance are submitted for review before they are published.

To ensure efficient dissemination of information, all approved amendments are shared electronically with manual holders. This aligns with Riyadh Air's commitment to transparent and accessible communication of operational updates.

This systematic approach reflects Riyadh Air's dedication to upholding rigorous standards in operational documentation.

0.13.2 Manual Holder Responsibility

No personnel within our operational framework may perform their duties without access to a current copy of the relevant and applicable operational manuals. This policy highlights the importance of real-time information in creating a safe and efficient operational environment. Regular manual updates not only help conform to regulations but also enhance the overall effectiveness of our personnel in carrying out their responsibilities with precision and in accordance with industry best practices.

Note: *Uncontrolled copies of the Operations Manual shall not be used for the conduct of flight operations.*

0.13.3 Distribution List and Availability

GACAR § 121.151 / § 121.155

Refer OMA – 0.13.3

0.13.4 Publication Hierarchy

IOSA ORG 2.5.3

Refer OMA – 0.13.3

0.13.5 Manual Structure

The OMB consist of 13 chapters and Appendices as mentioned below:

0 FRONT MATTER

1 LIMITATIONS

2 NORMAL PROCEDURES

3 NON-NORMAL AND EMERGENCY PROCEDURES

4 PERFORMANCE

5 FLIGHT PLANNING

6 WEIGHT & BALANCE

7 LOADING

8 CONFIGURATION DEVIATION LIST

9 MINIMUM EQUIPMENT LIST

10 SURVIVAL AND EMERGENCY EQUIPMENT

11 EMERGENCY EVACUATION PROCEDURES

12 AIRPLANE SYSTEMS

13 GROUND AIR VISUAL CODE

14 APPENDICES

For details on OM suite structure refer to OMA – Section 0.13.5

0.13.6 Source of Amendments

Refer to Corporate Policy Manual, Section 0.13.6.

0.13.7 Referenced and Linked Documents

This Operations Manual (OM Part B) is interconnected with the following Regulations and Manuals. When changes are made to any of the below Regulations or Manuals, Riyadh Air undertakes a review of the relevant changes for incorporation into OM Part B.

1. GACAR - Safety Regulations.
2. CPM - Corporate Policy Manual.
3. OM Part A - General.
4. OM Part C - Areas, Routes, and Aerodromes Manual.
5. OM Part D - Training Manual.
6. OM Part E - Cabin Crew Operations Manual.
7. OM Part F - Electronic Flight Bag Manual.

8. OM Part G – Operations Control Centre Manual.
9. Corporate Safety Management Manual (CSMM).
10. Ground Operations Manual (GOM).
11. Aircraft Flight Manual (AFM).
12. Aircraft De-Icing and Anti-Icing Manual (ADAM).
13. Quick Reference Handbook (QRH).
14. Minimum Equipment List (MEL).
15. Mass and Balance Manual (MBM).
16. Flight Crew Operations Manual (FCOM)
17. Airway/Route Manuals.

0.13.8 Format and Documentation Control Requirements

IOSA ORG 2.5.1 / ORG 2.5.3

Riyadh Air receives controlled documentation from external sources, such as regulatory documentation from GACA and operational manuals such as AFM, FCOM, FCTM, QRH from Boeing and many other relevant documents containing material that pertains to the safety of operations which may affect the content of this manual.

For general Format and Documentation Control Requirements refer to Corporate Policy Manual, Section 0.13.8.

0.13.9 Error Reporting and Corrections and Suggestions for Improvement

All personnel are responsible for maintaining the accuracy and integrity of Riyadh Air's operations. If an employee comes across an error, notices any incorrect information in this manual or has a suggestion, they should report it to the Director Flight Crew. They will acknowledge receipt of the information and provide feedback to the concerned employee on their suggestion, the action taken to fix the error or update the information.

For details Refer to Corporate Policy Manual, Section 0.13.9.

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1 LIMITATIONS

Refer to FCOM Chapter L "Limitations".

Additional Company Differences:

1.1 CERTIFICATION STATUS

Boeing 787-9 airplanes are certified by GACA and US FAA in the Transport Category.

All Riyadh Air Boeing 787-9 airplanes comply with 14 CFR Part 36 Stage 4 and ICAO Annex 16 Chapter 4.

Riyadh Air Boeing 787-9 airplanes are operated in accordance with GACAR Part 121.

1.2 PASSENGER SEATING CONFIGURATION

Refer to Operations Manual Part E for seating configuration and maximum number of passenger seats.

1.3 TYPE OF OPERATIONS

Riyadh Air B787-9 airplanes are approved for scheduled, and unscheduled commercial operations.

Refer to Riyadh Air Operations Specifications and Operations Manual Part A.

1.4 CREW

For Minimum Flight Crew complement required to operate the airplane refer to FCOM and Operations Manual Part A.

For Minimum Cabin Crew complement refer to Operations Manual Part A.

1.5 ONE ENGINE INOPERATIVE CRUISE SPEED

The speed assumed for one engine inoperative cruise is 420kt TAS.

For ETOPS approved one-engine-inoperative cruise speed refer to Operations Manual part A.

1.6 MINIMUM RUNWAY WIDTH

1. The minimum runway width for Take-off and Landing shall not be less than 45m.
2. For 180 degree turn procedures, refer to the FCOM and FCTM.
3. For minimum runway cleared width refer to Operations Manual part A.
4. Take-off and Landing on Contaminated Runways is further limited by the following contaminant depth:
   a. Dry snow: 100 mm
   b. Wet snow: 30 mm
   c. Slush: 15 mm
   d. Standing water: 15mm

***Note**: For slippery and contaminated runways with cleared width of less than 45m reduce crosswind limit by 50% (not less than 5 knots) for the given RWYCC/RWY BRAKING ACTION.*

1.7 MAXIMUM OPERATIONAL CROSSWIND FOR TAKE-OFF AND LANDING

The use of the assumed temperature method for reduced take-off thrust is not allowed on contaminated runways.

1.7.1 Takeoff

Refer to FCTM Chapter 3 "Take-off and Initial Climb – Take-off Crosswind Guidelines TALPA".

1.7.2 Landing

Refer to FCTM Chapter 6 "Landing – Landing Crosswind Guidelines TALPA".

1.7.3 Combination of Runway Contaminants

During aircraft certification, a diverse range of runway contaminant combinations is not assessed, and such scenarios are not included in the Aircraft Flight Manual (AFM). Consequently, Riyadh Air flight crew are advised to adhere to the following specified guidelines when conducting Operational Performance Tool (OPT) assessments and crosswind analysis for both take-off and landing:

1. 'Slippery when wet' should be considered to have a braking action of Medium.
2. 'Snow over compacted snow' should be considered to have a braking action of Medium.

1.8 AIRPLANE CONTAMINATION

Take off with light coatings of frost, up to 3mm in thickness, on lower wing surfaces due to cold fuel is allowable; however, all leading-edge devices, all control surfaces, and upper wing surfaces must be free of snow, ice, and frost.

Thin hoarfrost is acceptable on the upper surface of the fuselage provided all vents and ports are clear. Thin hoarfrost is a uniform white deposit of fine crystalline texture, which usually occurs on exposed surfaces on a cold and cloudless night, and which is thin enough to distinguish surface features underneath, such as paint lines, markings, or lettering.

1.9 CARGO COMPARTMENT FIRE SUPPRESSION

The cargo compartment fire suppression time limit is:

1. Refer to AFM.

1.10 FUEL

1.10.1 List of Approved Fuel and Relative Freezing Point

Refer to Operations Manual part A.

1.10.2 Mixing of Different Types of Fuel

Refer to Operations Manual part A.

2 NORMAL PROCEDURES

Refer to FCOM Chapter NP.

Additional Company Differences:

2.1 INTRODUCTION

SOPs are essential for the continued safe operation of the Riyadh Air fleet.

They should make sense and not be so complex that they are difficult to follow. SOPs exist to enhance airmanship and not to suppress it.

While every effort shall be made to adhere to SOPs, if there is a conflict between the SOP and good airmanship then the pilot must resolve the conflict using good airmanship.

Any time there is a discrepancy between the Boeing FCOM NP, FCTM and the Company Differences NP, then the Company Differences NP shall take precedence.

2.2 NORMAL CHECKLIST

Refer to QRH Chapter CI "Normal Checklist Operation".

2.3 SUPPLEMENTARY PROCEDURES

Refer to FCOM Chapter SP “Introduction”.

2.4 SYSTEM OPERATION

Under normal conditions, the systems' operation will be carried out by, or under the supervision of, the Commander. When any system control is changed, the other pilot will be advised.

In non-normal situations, systems will be adjusted as required by the checklist appropriate to the situation.

For each stage of Flap Extension, a lower speed than the maneuvering speed for the present flap setting shall only be selected on the MCP after verification that the flaps have started to move.

Use of maintenance pages in flight can cause display blanking. Access to maintenance pages in flight is not covered by crew training and is therefore not recommended.

2.5 AFDS PROCEDURES

FMA changes shall be called out by PF after the new mode is activated; it will be verified by PM ("CHECKED").

Both pilots shall monitor FMA changes. Any FMA indication which is not in accordance with the current phase of flight or AFDS selected modes shall be pointed out.

2.6 STANDARD CALLOUTS

2.6.1 Independent from Phase of Flight Callouts

Condition and/or Location	Challenge	Response
Any time control of the airplane is being handed over	PF: "YOU HAVE CONTROL"	PM: "I HAVE CONTROL"
When a new altitude or FL is set on the MCP ***Note**: The new setting should be verified on the PFD or HUD*	PF: "SET"	PM: "CHECKED"
One thousand feet above/below assigned level	PM: "ONE THOUSAND TO GO"	PF: "CHECKED"
Before starting taxi or during taxi as necessary	LHS or RHS: "CLEAR LEFT/RIGHT"	N/A

Table 3 Independent from Phase of Flight Callouts

2.6.2 Take-off and Climb Callouts

Condition and/or Location	Challenge	Response
When reaching runway entry point	LHS: "___ (intersection) RUNWAY ___ CONFIRMED"	RHS: "CHECKED"
When lined up on the departure runway	LHS: "RUNWAY ___, TRACK ___"	RHS: "CHECKED"
At 80 knots IAS on take-off roll	PM: "80 KNOTS"	PF: "CHECKED"
When flaps retraction is complete	PM: "FLAPS UP"	PF: "AFTER TAKEOFF CHECKLIST"

Table 4 Take off and Climb Callouts

2.6.3 Descent and Approach Callouts

Condition and/or Location	Challenge	Response
2500ft RA	AUTO: "TWENTY-FIVE HUNDRED"	PF: "CHECKED"
2500ft RA (if no automatic callout is available)	PM: "RADIO ALTIMETER"	PF: "CHECKED"
1000ft RA	AUTO: "ONE THOUSAND"	PF: "CHECKED"
All approaches, at 1000ft AAL ***Note**: The callout "CONTINUE" may be made at any time during the approach before DA/MDA when PF has acquired the required visual reference and intends to continue the approach to a landing.* *All further callouts may be omitted, however, the callout "1000 STABLE" or "1000 GO AROUND" must be made.*	PM: "1000 STABLE" or "1000 GO AROUND"	PF: "CHECKED" or "GO AROUND, SET THRUST"
Initiating a Go Around	PF: "GO AROUND, SET THRUST"	PM: "THRUST SET"

Table 5 Descent and Approach Callouts

2.6.4 Landing Roll and After Landing Callouts

Condition and/or Location	Challenge	Response
After touchdown if the SPEEDBRAKE lever is not UP	PM: "NO SPEEDBRAKE"	PF: "CHECKED" (Take Appropriate Action)
When reverse thrust is applied and there is no REV indication, or the indication stays amber	PM: "NO REVERSE" or "NO REVERSE" LEFT/RIGHT"	PF: "CHECKED" (Take Appropriate Action)
During landing roll when LHS is PM and decides to take control	LHS: "I HAVE CONTROL"	RHS: "YOU HAVE CONTROL"
When disengaging AUTOBRAKE	PF: "AUTOBRAKE DISARM"	PM: "CHECKED"
When approaching the parking stand or gate (after final turn in)	RHS (PA): "CABIN CREW DISARM DOORS FOR ARRIVAL"	N/A

Table 6 Landing Roll and After Landing Callouts

2.6.5 Other Callouts

Condition and/or Location	Challenge	Response
When, following an On Ground Emergency, the aircraft has been stopped	LHS (PA): "THIS IS THE CAPTAIN, ATTENTION CREW AT STATIONS"	N/A
When ordering a Passenger Evacuation	LHS (PA): "THIS IS THE CAPTAIN, EVACUATE EVACUATE"	N/A
When, following "ATTENTION CREW AT STATIONS" PA, Memory items completed (as applicable) but time is needed, or the course of action is still being evaluated	LHS (PA): "THIS IS THE CAPTAIN, CREW AWAIT FURTHER INSTRUCTIONS"	N/A

When, following "ATTENTION CREW AT STATIONS" and/or "CREW AWAIT FURTHER INSTRUCTIONS", (the situation has been resolved)	LHS (PA): "THIS IS THE CAPTAIN, CABIN CREW RETURN TO NORMAL OPERATIONS"	N/A
When the PIC wishes to conduct a safety related briefing with the Purser	LHS (PA): "THIS IS THE CAPTAIN, PURSER TO THE FLIGHT DECK"	N/A
When a Master Warning, Master Caution or other abnormal system indication occurs	PF: "IDENTIFY CONDITION"	PM: as required
When the failure has been correctly identified and a NNC is applicable ***Note**: During Non-Normal Checklist execution, ATC Communication responsibility is at the discretion of the PIC*	PF: "___ MEMORY ITEMS" or PF: "___NON-NORMAL CHECKLIST"	PM: "___ MEMORY ITEMS" or PM: "___ NON-NORMAL CHECKLIST"
If plus 10kt or minus 5kt from the target speed	PM: "SPEED"	PF: "CHECKED"
If descent rate increases more than 1000ft/min during final approach (unless previously briefed)	PM: "SINK RATE"	PF: "CHECKED"
If Localizer Deviation more than ½ dot	PM: "LOCALIZER"	PF: "CHECKED"
If Glide Slope Deviation more than ½ dot	PM: "GLIDESLOPE"	PF: "CHECKED"
If the XTK error more than ½ RNP value during approach	PM: "CROSS TRACK"	PF: "CHECKED"
If the Vertical Path deviation error more than +/- 50ft during approach	PM: "VERTICAL TRACK"	PF: "CHECKED"
If the Course deviation greater than ½ Dot VOR during final approach	PM: "COURSE"	PF: "CHECKED"

At the first indication of Stall (buffet or stick shaker)	PM: (or the first pilot who identifies the situation): "STALL"	PF: "I HAVE CONTROL"
At the activation of a GPWS Warning	N/A	PF: "I HAVE CONTROL"
When a developing Upset condition is recognized and confirmed	PM: (or the first pilot who identifies the situation": "UPSET"	PF: "I HAVE CONTROL"
When a Windshear Warning occurs or there are other indications that the airplane is in Windshear	PM: (or the first pilot who identifies the situation): "WINDSHEAR"	PF: "WINDSHEAR, TOGA "or PF: "GO AROUND, SET THRUST" (in case of PWS warning during approach)
When Windshear conditions or warning are no longer present	PM: "OUT OF WINDSHEAR"	PF: "CHECKED" Before initiating AFDS re-engagement sequence
During an Emergency Landing passing 2000ft AGL	PM (PA): "THIS IS THE CAPTAIN, ATTENTION CREW AT STATIONS"	N/A
During an Emergency Landing Passing 500ft AGL	PM (PA): "THIS IS THE CAPTAIN, BRACE BRACE"	N/A
Following a decompression event, a Rapid Descent maneuver is initiated	PM (PA): "THIS IS THE CAPTAIN, DESCENT DESCENT"	N/A
Following a decompression event and Rapid Descent maneuver the aircraft levels off above 10,000ft for a prolonged period	PM (PA): "THIS IS THE CAPTAIN, DESCENT COMPLETE. PASSENGERS MUST REMAIN SEATED AND CONTINUE TO WEAR OXYGEN MASKS. CABIN CREW MAY MOVE IN THE CABIN USING PORTABLE OXYGEN"	N/A
Following a decompression event and Rapid Descent maneuver the	PM (PA): "THIS IS THE CAPTAIN, DESCENT COMPLETE. PASSENGERS MUST	N/A

aircraft levels off at or below 10,000ft	REMAIN SEATED; OXYGEN MASKS ARE NO LONGER REQUIRED"	

Table 7 Other Callouts

2.7 CREW/SEAT CHANGE

Refer to Riyadh Air Operations Manual Part A Chapter 8 “Handover Briefing”.

2.8 NORMAL PROCEDURES

Refer to FCOM Chapter NP.

Where differences exist between Riyadh Air and Manufacturer documentation, the OMB company differences NP as described below supersede FCOM.

2.8.1 Preliminary Preflight

Check Gear Pins (5) on board and stowed.

Verify EFBs are properly installed and connected.

Refer to and Riyadh Air Operations manual Part E for Emergency Equipment location.

2.8.2 CDU/EFB Preflight Procedure

Verify that the DRAG/FF value agrees with OFP.

If datalink is available:

1. Send route request from FMC; LOAD, ACTIVATE and EXECUTE ROUTE
2. Complete PERF INIT page with OFP planned data.
3. Complete ACARS wind request and load as applicable

If datalink is not available manually enter the average wind.

After the PF has completed all CDU entries, the PM will crosscheck data as per FCOM CDU preflight procedure.

Compare PROG page distance with OFP ground mileage for reasonableness (gross error check).

2.8.3 Exterior Inspection

The PIC should normally perform the exterior inspection prior to first flight of the day.

During exterior inspection, the Crew Member will wear a high visibility jacket and, if necessary, ear protection.

2.8.4 Preflight Procedure – First Officer

SEAT BELTS selector switch to ON only after refueling is completed.

FORWARD CARGO A/C CONTROL shall remain OFF when the Forward Cargo Door is open; once the Forward Cargo Door is closed set the desired temperature (or full C if perishable cargo is on board).

2.8.5 Before Start Procedure

After fueling is completed, the Captain and First Officer must verify that the fuel indicated agrees with the OFP.

On receipt of the ATC Clearance, the Captain and First Officer must ensure the following information is cross-checked and set (Takeoff Review):

1. Route Page: ATC cleared runway, SID, and Transition
2. PFD: Cleared altitude or first SID altitude restriction.
3. MCP: Runway Heading or Track
4. Transponder Panel: SSR Code

Every time the PF/PM makes a change in the CDU data it shall be verified by the other Pilot.

2.8.5.1 Load sheet Verification Procedure

Reserved

2.8.5.2 OPT Performance Validation

Reserved

2.8.5.3 Performance Data Entry Steps

Reserved

2.8.6 Before Taxi Procedure

The airplane must not be moved until the ground engineer is sighted (with the steering pin if applicable) and has indicated that all ground crew and equipment are clear.

Switch TAXI lights ON before commencing taxi.

2.8.7 Before Takeoff Procedure

The Pilot Flying will call for the Before Takeoff Checklist after the CABIN READY message is received.

If FMC modifications are required perform those modifications only when the aircraft has stopped, and the Parking Brake is set.

In case of a runway change or if the takeoff data has changed, refer to Riyadh Air QRH FMC/CDU TAKEOFF PERFORMANCE UPDATE checklist.

Before entering the runway advise Cabin Crew that takeoff is imminent by cycling the SEAT BELTS selector ON/OFF/ON.

2.8.8 Takeoff Procedure

HUD is normally used for takeoff. However at least one in every six takeoffs as PF should be performed with the HUD stowed.

2.8.9 Climb and Cruise Procedure

When passing 10,000ft AGL/FL100 climbing:

1. PM will select the LANDING/RUNWAY /TAXI OFF and LOGO lights OFF (if applicable)
2. PM will select AUTO or recycle SEAT BELTS selector (when safe to do so).
3. Both pilots will verify that 121.5 MHz is audible on VHF R
4. Both pilots will review VNAV CRZ page and discuss/update cruise level selection

PM will inform Purser via interphone 20 minutes remaining to top of descent.

PF will make a passenger address (PA) before descent commences.

2.8.10 Descent Procedure

Landing performance calculations should be performed independently and cross checked between the pilots before validation.

The appropriate Flap, Autobrake and Thrust Reverser combination shall be selected considering:

1. Weather and runway condition (RWYCC) at estimated time of arrival
2. Expected runway LDA and intended exit.
3. Brake Cooling requirements
4. Any relevant NOTAM or aircraft system limitation/malfunction

***Note**: In case of contaminated runway use of Autobrake 3 or 4 is recommended. When the LDA is limiting consider selecting MAX AUTO in order to obtain the optimum balance between braking effect and Antiskid protection.*

When descending through 20000ft MSL PM will select SEAT BELTS selector to ON (recycle if already switched ON).

2.8.11 Approach Procedure

When passing 10000ft AGL/FL100 descending:

1. PM will select the RUNWAY TURNOFF, LEFT/RIGHT LANDING ON and LOGO lights ON (if applicable)
2. PM will verify that SEAT BELTS selector is ON

2.8.12 Landing Procedure

When Landing Clearance is received switch the NOSE LANDING light to ON.

HUD is normally used for landing. However at least one in every six landings as PF should be performed with the HUD stowed.

2.8.13 After Landing Procedure

Both pilots should acknowledge taxi instructions after vacating the runway before starting the After Landing Procedure.

Consider delaying starting the APU until entering the apron area.

After vacating the runway switch LANDING and STROBE lights OFF, switch RUNWAY TURNOFF and TAXI lights ON.

Switch TAXI light OFF behind Marshall/Follow Me car (as applicable).

Approaching the final turn onto the parking position set the TAXI and TURNOFF lights to OFF and once the turn is completed notify the Cabin Crew to disarm all entry doors.

2.8.14 Shutdown Procedure

Set FWD CARGO A/C selector to OFF.

Both pilots shall verify on the EICAS display that the message "DOORS MANUAL" is shown before switching the SEAT BELTS selector to OFF; this is a confirmation to the Cabin Crew that the airplane is on stand and doors may be opened when ground equipment is positioned.

2.8.15 Secure Procedure

Turn OFF all unnecessary lights and set MASTER BRIGHT to full dim before leaving the airplane.

Do not leave the airplane unattended when the APU is running.

Do not leave the airplane unattended with GPU connected and Battery ON.

3 NON-NORMAL AND EMERGENCY PROCEDURES

3.1 NON-NORMAL AND EMERGENCY PROCEDURES

Refer to QRH NNC.

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4 PERFORMANCE

4.1 PERFORMANCE

Refer to QRH Chapter PI-QRH.

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5 FLIGHT PLANNING

5.1 FLIGHT PLANNING

Refer to FCOM Chapter PD.

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6 WEIGHT & BALANCE

6.1 WEIGHT & BALANCE

Refer to Weight and Balance manual and Riyadh Air Operations Manual Part G.

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7 LOADING

7.1 LOADING

Refer to Weight and Balance Manual and Riyadh Air Operations Manual Part G.

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8 CONFIGURATION DEVIATION LIST

8.1 CONFIGURATION DEVIATION LIST

Refer to AFM and Boeing 787 MMEL.

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9 MINIMUM EQUIPMENT LIST

9.1 MINIMUM EQUIPMENT LIST

Refer to Boeing 787 MMEL.

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10 SURVIVAL AND EMERGENCY EQUIPMENT

10.1 SURVIVAL AND EMERGENCY EQUIPMENT

Refer to FCOM Chapter 1 and Operations Manual Part – E.

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11 EMERGENCY EVACUATION PROCEDURES

11.1 EMERGENCY EVACUATION PROCEDURES

Refer to QRH Back Cover.2 and Operations Manual Part E.

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12 AIRPLANE SYSTEMS

12.1 AIRPLANE SYSTEMS

Refer to FCOM.

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13 GROUND AIR VISUAL CODE

13.1 GROUND AIR VISUAL CODE

Refer to Jeppesen Airway/Route Manuals.

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14 APPENDICES

14.1 RESERVED