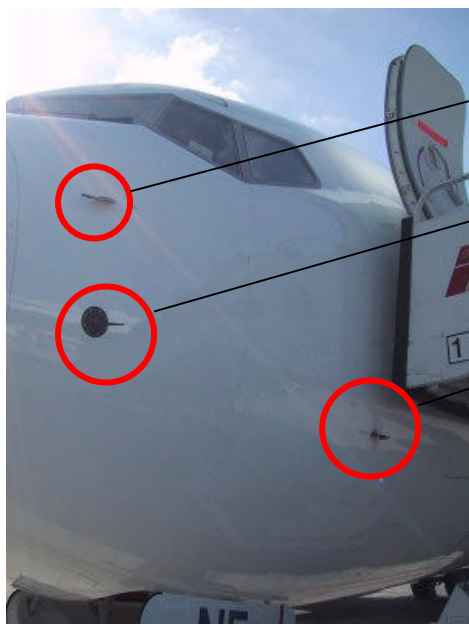


Prior to each flight, the flight crew must accomplish or verify that the maintenance crew has accomplished the following checks :

- ELECTRIC HYDRAULIC PUMP SWITCHES ON
 - Alert ground personnel before pressurizing hydraulic system
 - System A & B pressure 2800 PSI minimum
- PARKING BRAKE SET
 - Parking brake warning light (red) illuminated
- EXTERIOR LIGHTS STEADY
- WHEEL WELL LIGHT ON
 - Do not forget to take a flashlight during night time inspection.

STEP 1



Check Captain Pitot probe
OK & unobstructed

Check Alpha Vane OK
& unobstructed

Check TAT probe OK
& unobstructed

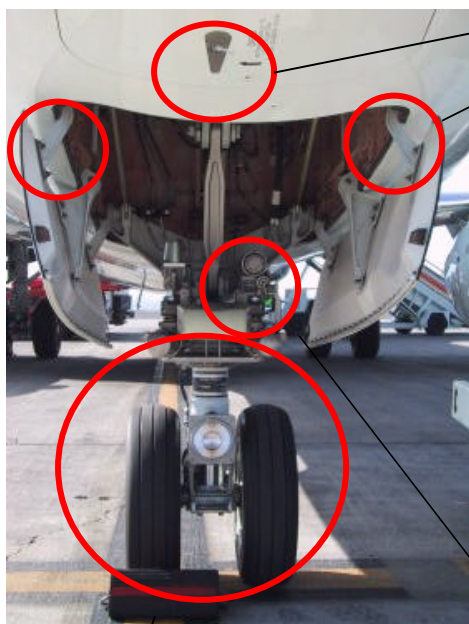
Check no damage

STEP 3



Check no fluid
Leakage & no
damage

STEP 2

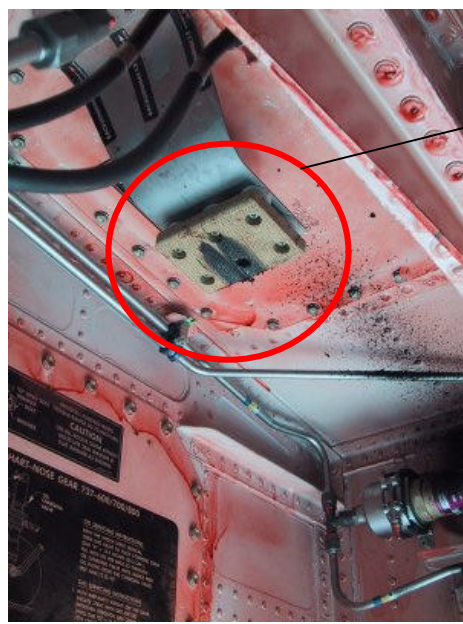


Check lower nose
compartment door
closed

Check doors mechanism
& linkage OK (both sides)

Check Steering Pin
lockout IN or OUT

STEP 4



Check snubbers
in place
(Left & Right)

Check :

- 1) No hydraulic fluid leakage on gear strut (strut not fully compressed)
- 2) Taxi light OK
- 3) Nose-wheel tire
- 4) Shocks in place



STEP 5



Check no damage on dome (conductor strip in good condition)

Both wipers in place

Windshield in good condition

STEP 7



Check no fluid Leakage & no Damage

Tire in good condition

Max tow angle sticker for tug driver.

STEP 6

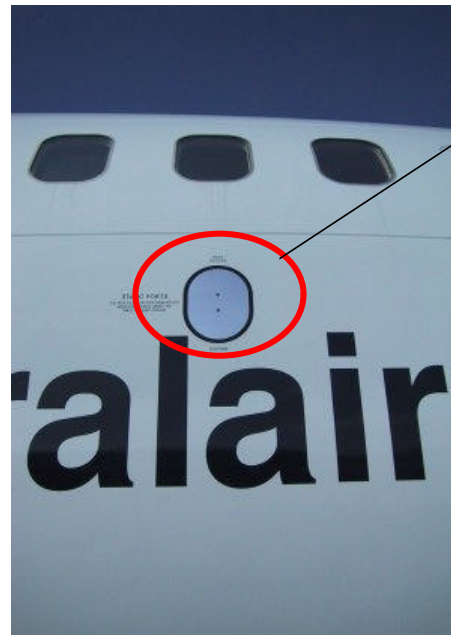


Check F/O emergency handle in position.

Check Pitot Probes & Alpha Vanes OK & unobstructed.

Check GPU correctly connected. If not used, check door is properly closed.

STEP 8



Check CAPT & F/O Static ports (Clean & no damage)

STEP 9



Check antenna in place under the fuselage (not visible on this picture)



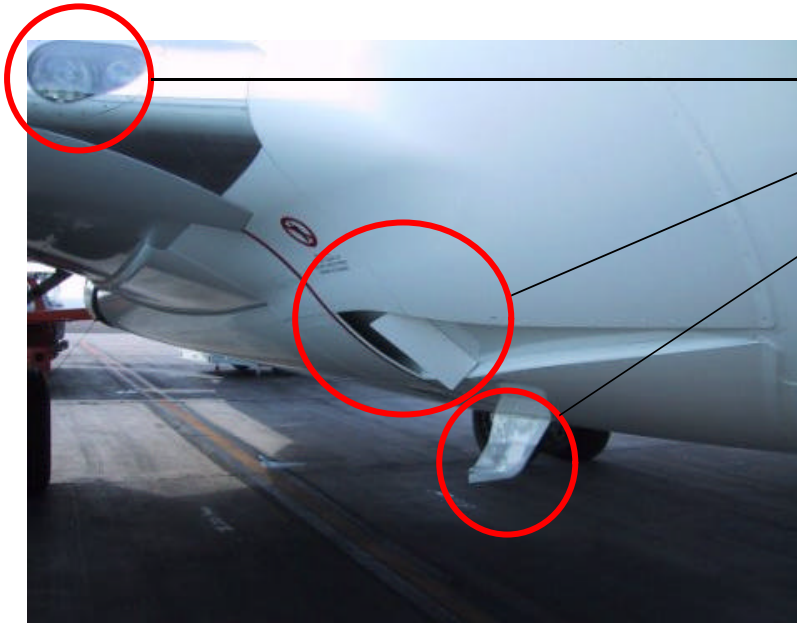
Check Cargo compartments (no leakage, no damage, no suspect luggage, lights operating normally)

Check door operating normally

Check alternate static port (clean & no damage)

Check Oxygen pressure relief green disc in place (not visible on this picture)

STEP 10

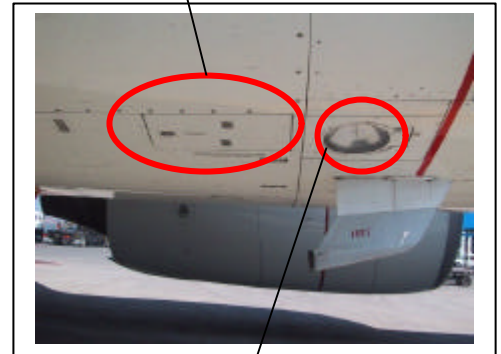


Check Turn off & Fixed Landing lights in good condition

Check Ram air deflector door extended & not obstructed

Check Drain mast

Check equipment cooling exhaust door under the fuselage (closed)



Check Landing light in good condition

STEP 11



Check Wing surfaces are clear of ice, snow or frost.

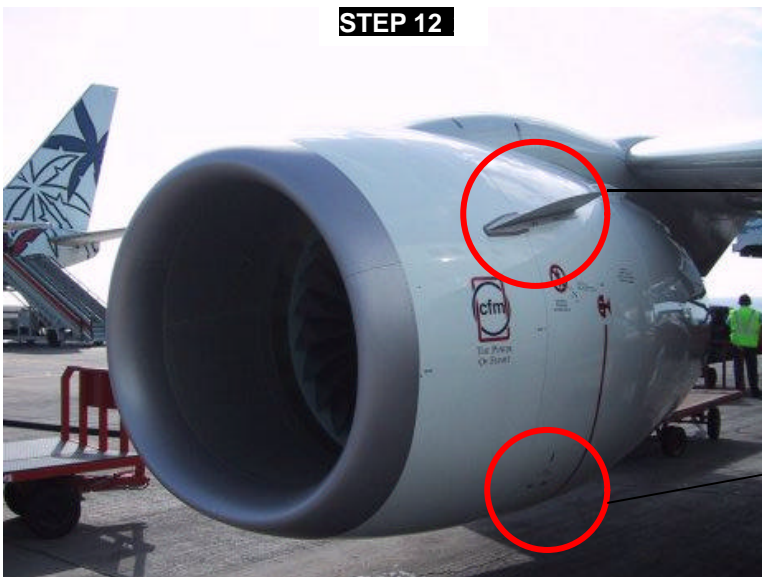
Check Leading edge flaps

Check Gear strut not fully compressed & door in place.

Check tire in good condition

No structural damage.

STEP 12



Check Vortex in place

No structural damage on engine.

Check IDG access door fully closed + Engine cowl latch

STEP 13

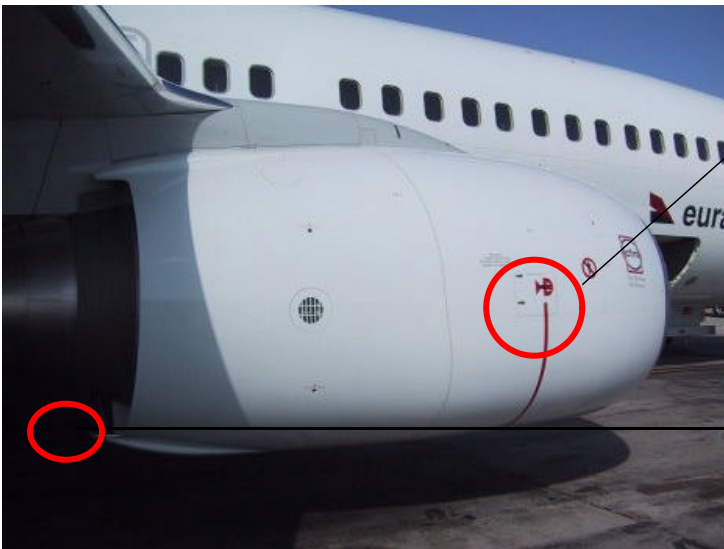


Check fan blades in good condition (no fan blade damaged) & turning normally (anti-clockwise)

Check no suspect leakage under the engine



STEP 14



Check no structural damage.

Check maintenance door fully closed

Check reverse sleeves in position (black stickers in front of each other)



STEP 15



Check Wing surfaces are clear of ice, snow or frost. Visually inspect the lower wing surface. If there is frost or ice on the lower surface outboard of measuring stick 4, there may also be frost or ice on the upper surface. The distance that frost extends outboard of measuring stick 4 can be used as an indication of the extent of frost on the upper surface.

Note : Takeoff with light coating of frost, up to 3 mm (1/8 inch) in thickness on lower wing surfaces due to cold fuel is permissible. However, all leading edge devices, all control surfaces, tab surfaces, upper wing surfaces and balance panel cavities must be free of snow or ice.

Check Leading Edge slats in good condition

Check Vortex in place

No structural damage.

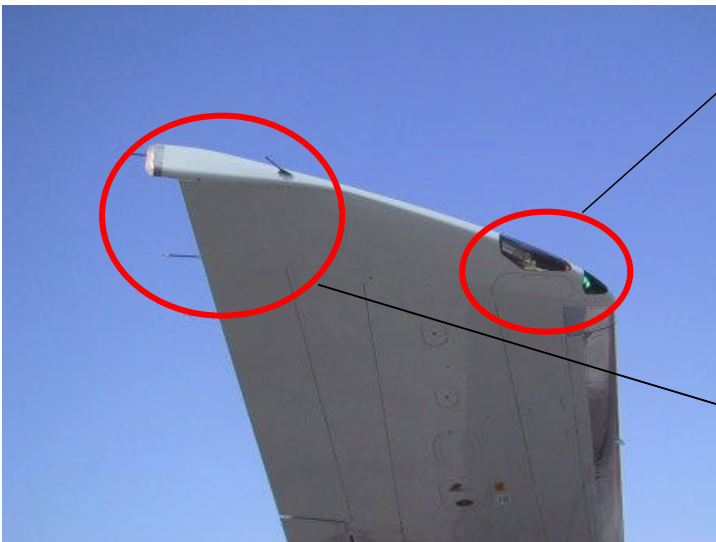
STEP 16



Check refuelling panel access door in position (defueling panel should be closed)

Fuel measuring sticks retracted & agree with alignment marks

STEP 14



Check wingtip
White Strobe lights & Green position lights
OK & cover in place.

Check aileron & tab

Check 4 static dischargers in good condition



STEP 15



Check trailing edge flaps (no structural damage).

Check Ram air vent scoop non obstructed



STEP 17**EXTERIOR INSPECTION B737-800****PART 7**

Check aileron & tab in good condition

Check Flaps in good condition

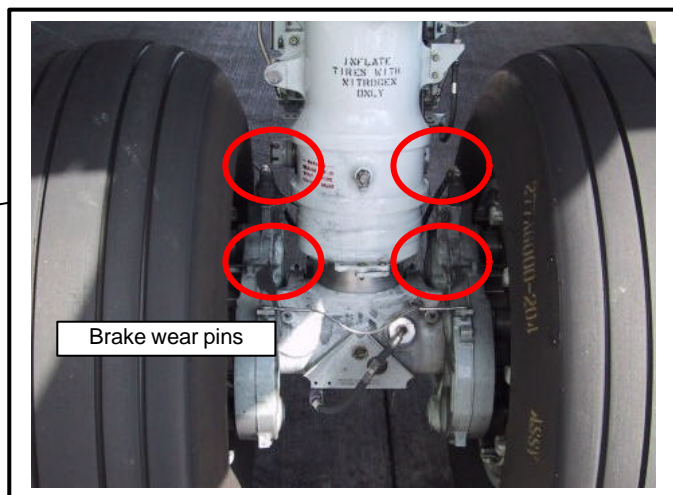
**STEP 18**

Check Ground locking pin

Check :

- Tire condition
- Check strut extension (not fully compressed) = approx. 3 fingers

Check all 4 brake wear pins

**STEP 19**

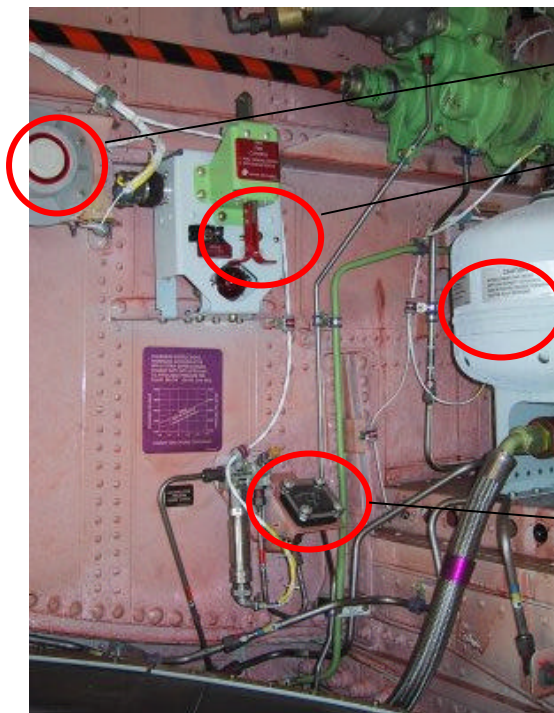
Check no structural damage.

Check damaged tread impact fitting (in place)

Check Main Landing Gear Pin lockout OUT

Check all tire bolts in place



STEP 20**EXTERIOR INSPECTION B737-800****PART 8**

Check APU Fire Warning Horn in place

Check APU Fire Warning Handle (sealed & UP)

Check Standby hydraulic system reservoir (no leakage)

Check Brake accumulator indicator (2800 PSI minimum)

STEP 21

Check System B hydraulic reservoir (no leakage)
Check System B hydraulic reservoir quantity indicator (RF or above)

Check System A hydraulic reservoir (no leakage)
Check System A hydraulic reservoir quantity indicator (RF or above)

Check lower beacon in good condition

STEP 22

Check Aft Cargo Compartment
(no leakage, no damage, no suspect luggage,
lights operating normally)

Check door operating normally

STEP 23



Check APU Air Inlet Door in good condition (OPEN)
Check Negative Pressure Relief Valves (CLOSED)



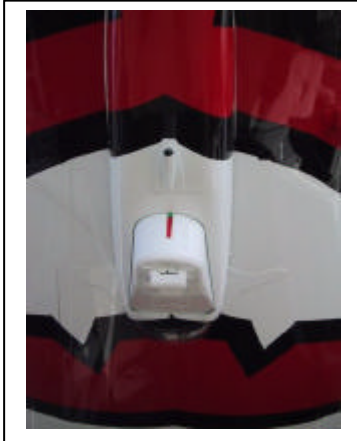
Check Pressure Relief Valves in good condition (UPPER & LOWER)



Check Outflow Valve in good condition (FULL OPEN)

Check Aft Water Drain Mast in good condition.

Check Tail Skid (Green Warning Decal in view. If not, call maintenance crew)



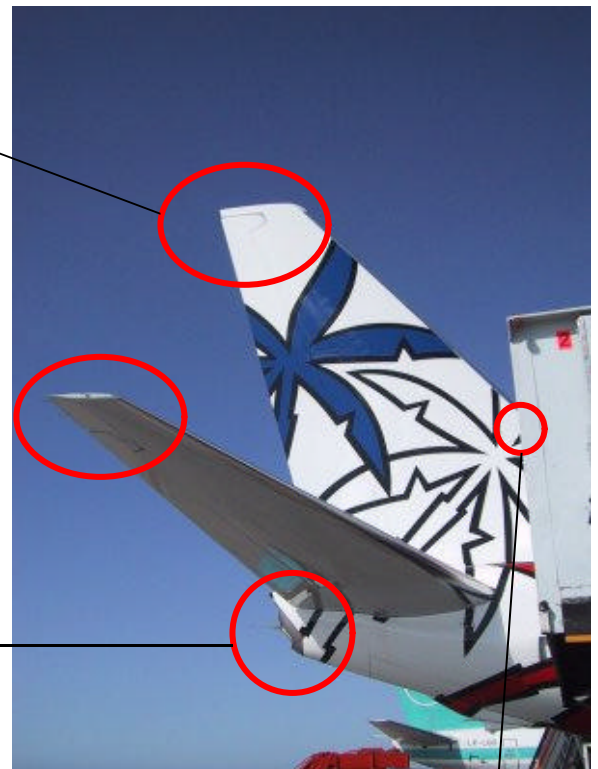
STEP 24

Check Rudder Static Dischargers (total of 4)

Check Elevators Static Dischargers (3 LEFT + 3 RIGHT = 6)

Check Elevators & Tabs (LEFT & RIGHT)

- Check :
- APU Cooling Air Inlet (UPPER)
 - APU Exhaust Air Outlet (LOWER)
 - APU access door closed
 - Tail cone strobe light in place
 - Water service door closed



Check Elevator Pitot Probes (LEFT + RIGHT)
Not visible on this picture



STEP 25



Check Aft Heated Water Drain Mast in good condition

STEP 25



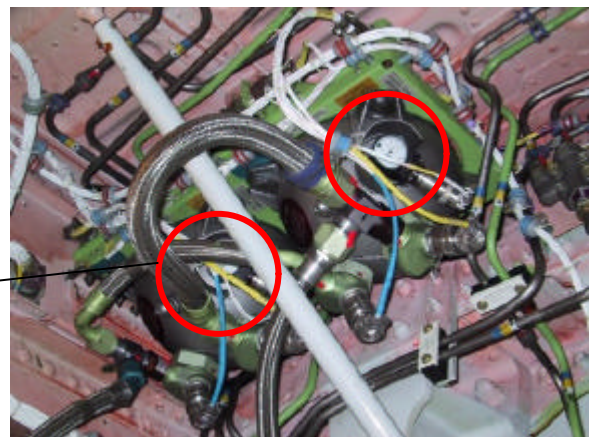
Check APU Shroud & Hydraulic Drain in good condition



STEP 25

Check Both Engine Fire Extinguishers Pressure in RIGHT wheel well

OAT	Mini PSI	Maxi PSI
-20°C	515	665
0°C	605	755
+20°C	735	890
+40°C	935	1095



PROCEED ON LEFT WING / LEFT ENGINE / LEFT FUSELAGE AS SHOWED ON PREVIOUS PICTURES