



NORMAL PROCEDURES CHECKLIST

787-8/-9

PREFLIGHT

Oxygen Tested, 100 %
Flight Instruments Heading Altimeter
Parking Brakes Set
FUEL CONTROL switches CUTOFF

BEFORE START

Flight deck door Closed and locked
Passenger signs
MCP V2 HDG/TRK , ALTITUDE
Takeoff speeds V1 VR V2
CDU preflight Completed
Trim Units, 0, 0
Taxi and takeoff briefing Completed
BEACON ON

BEFORE TAXI

Anti-ice
Recall Checked
Autobrake RTO
Flight controls Checked
Ground equipment Clear

BEFORE TAKEOFF

Flaps

AFTER TAKEOFF

Landing gear UP
Flaps UP

LANDING

Speedbrake ARMED
Landing gear DOWN
Flaps

SHUTDOWN

Hydraulic panel Set
Fuel pumps Off
Flaps UP
Parking brake
FUEL CONTROL switches CUTOFF
Weather radar Off

SECURE

IRS OFF
Emergency lights OFF
Packs OFF



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PREFLIGHT

PARKING BRAKES.....	SET
BATTERY SWITCH.....	ON
APU GENERATOR.....	OFF
APU MASTER KNOB.....	OFF
EXTERNAL POWER.....	PN
LANDING GEAR.....	DOWN
FLAPS LEVER.....	UP
SPEEDBRAKES LEVER.....	RETR.
ENGINE FUEL CONTROLS.....	CUTOFF
FUEL PUMP SWITCHES.....	OFF
ENGINE INSTRUMENTS.....	CHECK
ANTI-ICE CONTROLS.....	AUTO
WINDOW HEATING.....	AS REQ.
ALTITUDE SETTING.....	SET
IFR CLEARANCE.....	REQUEST
FUEL QUANTITY.....	CHECK
BEACON LIGHTING.....	ON

BEFORE STARTUP

SEAT BELT SIGN.....	ON
FUEL QUANTITY.....	CHECK
ENGINE THROTTLE.....	IDLE
ENGINE AREA.....	CLEAR
AUTO-BRAKE SETTING.....	RTO
YAW DAMPER.....	ON
FLY-BY-WIRE SETTING.....	CHECK
HYDRAULIC ENG OUMPS.....	ON
HYDRAULIC ELEC C1 PUMP.....	ON
AC PACKS 1 and 2.....	ON
EQUIPMENT COOLING.....	ON
FUEL PUMPS.....	ON
STARTUP CLEARANCE.....	REQUEST

ENGINE STARTUP

APU MASTER KNOB START.....	ON*
APU GENERATOR.....	ON
ENGINE EEC MODES.....	ON
ENGINE STARTER KNOB.....	START
ENGINE FUEL CONTROLS.....	RUN
ENGINE GENERATORS L1, R1.....	ON
APU MASTER KNOB.....	OFF
APU GENERATOR.....	OFF
EXTERNAL POWER.....	OFF

**APU MASTER CONTROL: To start and run the APU, first set the APU Master Knob to START and watch either the fault light, or the ELEC page on the EICAS screen. When the fault light goes off or the APU Indicator says 'STARTED' on the EICAS, set the starter knob to ON. This should make the APU Indicator say 'AVAILABLE' and you can now continue taking power from the APU Generator now.*

BEFORE TAXI

PARKING BRAKES.....	SET
FUEL QUANTITY.....	CHECK
TAXI LIGHTS.....	ON
NAVIGATION LIGHTS.....	ON
INSTRUMENT DISPLAYS.....	CHECK
TAXI CLEARANCE.....	REQUEST

TAXI

FLIGHT DIRECTORS.....	ON
PARKING BRAKES.....	OFF

*Do not exceed 25 knots while taxiing.
You're recommended to either have the airport diagram installed and opened up on the EFB or zoom into the full screen navigation display all the way to help you navigate around the airport.*

PRE-TAKE-OFF

TAKE OFF FLAPS.....	SET
SPEED-BRAKES.....	RETRACTED
INSTRUMENTS.....	CHECK
LANDING LIGHTS.....	ON
STROBE LIGHTS.....	ON
PARKING BRAKES.....	OFF



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TAKE-OFF

CENTERED ON RUNWAY.....CHECK
CALL OUT 80 KNOTS.....CHECK
V1.....CHECK
VR.....ROTATE
V2.....CHECK
POSITIVE CLIMB.....CHECK
LANDING GEARS.....UP

POST-TAKE-OFF

AUTO-THROTTLE (>200 KIAS).....ON
TAXI AND LANDING LIGHTS.....OFF
FLAPS LEVER.....AS REQ.
AUTOPILOT.....ON
ROUTE MANAGER.....ACTIVE

CLIMB-OUT

<BELOW FL100
ENGINE INSTRUMENTS.....CHECK
HYDRAULIC SYSTEMS.....CHECK
FL100 TO FL180
MAX. CLIMB RATE 2500 FPM.....CHECK
AUTO-BRAKE SETTING.....OFF
SEAT BELTS SIGN.....AS REQ.
ANTI-ICE CONTROLS.....AS REQ.
PRESSURIZATION.....CHECK
ENGINE STARTERS.....CHECK OFF
APU MASTER KNOB.....CHECK OFF
ALTIMETER SETTINGS.....SET 29.92
FL180 TO CRUISE
APPROX. CLIMB THRUST.....89% - 91% N1
MAX. CLIMB-RATE (<FL260).....1800 FPM CHECK
MAX. AIRSPEED (<FL260).....300 KIAS
MAX. CLIMB-RATE (>FL260).....1000 FPM
MACH SPEED (<FL300).....0.8 MACH SET
MACH SPEED (>FL300).....0.85 MACH SET
CHECK N1 VS. N1 LIMIT.....CHECK
FUEL QUANTITY.....CHECK
EQUIPMENT TEMPERATURES.....CHECK

Cruise Notes (not checklist)

- Every 30 minutes, take a quick look at all the instrument displays to make sure they're properly functioning. In case the ND, EFB, CDU or FBW malfunctions or hangs, hit their respective RESET buttons on the panel on both sides of the touch screen CDUs.
- Check correct Mach Setting
- Make sure the fly-by-wire is engaged and bank-limit is set as required. Note that the fly-by-wire's flight envelope protection (alpha and bank) and auto-stabilization will be effective only when the autopilot is turned off. This is so that it can't override the autopilot. Still, you are recommended to keep the AP on throughout the flight and use the Fly-by-wire to help you only during manual flight.
- Make sure the route is entered correctly in the route manager, and the route is valid. In case of an error, re-activate the route and use the 'JUMP TO' function to jump to the waypoint.
- Keep checking the fuel quantity against the Flight Fuel Planner on the EFB to make sure you have enough fuel for the flight.
- Make sure the window, engines and wing temperatures stay above 0 to prevent ice buildup on them. If they drop below 0, turn on their respective anti-icing/window-heating.
- Check hydraulic pumps to make sure they're functioning properly. In case of a hydraulic pump overheat or fault, turn them off, and turn on an alternative pump. Also make sure both Air-Conditioning packs are on, trim air is on and equipment cooling is turned on. You can find the Equipment Temperatures in the PNEU page on any of the MFDs.
- In case the fuel quantity drops below the required fuel displayed, start preparing for a diversion to your alternate airport. Also, reduce mach speed to 0.75 mach and if there's a fuel imbalance, enable cross-feed.



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Time to lean back and enjoy some nice in-flight entertainment. We wish you a relaxing cruise and a save arrival.



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PRIOR TOP OF DESCENT

ANTI-ICE.....AS REQ.
NAVIGATION RADIOS.....SET
COURSE SETTING.....SET
FUEL QUANTITY.....CHECK
AUTO-BRAKE SETTING.....AS REQ.
APPROACH BRIEFING.....CHECK

DESCENT

HEADS UP DISPLAY.....ON
SEAT BELT SIGN.....ON
ANTI-ICE CONTROLS.....AS REQ.
NAVIGATION DISPLAYS.....CHECK
TCAS INSTRUMENT.....CHECK
METAR and ATIS.....CHECK
ENGINE INSTRUMENTS.....CHECK
FLIGHT DISPLAYS.....CHECK
HYDRAULIC SYSTEMS.....CHECK
AIR-CONDITIONING.....CHECK
PNEUMATIC SYSTEMS.....CHECK
FUEL SYSTEMS.....CHECK
WINDOW HEATING.....CHECK

APPROACH

LANDING LIGHTS.....ON
ALTIMETER SETTING.....SET
NAVIGATION RADIOS.....TUNED
APPROACH LOC.....ACTIVE
ENGINE INSTRUMENTS.....CHECK
MAXIMUM SPEED.....250 KIAS CHECK
FLAPS (<250 KIAS).....SET 1 DEG
FLAPS (<230 KIAS).....SET 5 DEG
FLAPS (<215 KIAS).....SET 15 DEG
FLAPS (<200 KIAS).....SET 25 DEG
FLAPS (<180 KIAS).....SET 35 DEG
LANDING GEAR (<2100 FT).....DOWN
AUTO-BRAKE SETTING.....AS REQ.
SPEED BRAKES.....CHECK, RETRACTED, ARM

LANDING

AUTO-THROTTLE (500 AGL).....OFF
AUTO-PILOT (300 AGL).....DISCONNECT
ON TOUCHDOWN
REVERSE THRUST.....ENGAGE
SPEEDBRAKES.....UP, FULL
BELOW 70 KIAS
REVERSE THRUST.....DISENGAGE
AUTO-BRAKES SETTING.....OFF

TAXI-TO-RAMP

SPEED BRAKES.....RETRACTED
FLAPS LEVER.....UP
TAXI LIGHTS.....ON
LANDING LIGHTS.....OFF
STROBE LIGHTS.....OFF
ANTI-ICE CONTROLS.....OFF
FLIGHT DIRECTORS.....OFF
ENGINE INSTRUMENTS.....CHECK

ENGINE SHUTDOWN

PARKING BRAKES.....SET
ENGINE GENERATORS.....OFF
EXTERNAL POWER.....ON
ENGINE FUEL CONTROL.....CUTOFF
TAXI LIGHTS.....OFF
BEACON LIGHTS.....OFF
FUEL PUMP SWITCHES.....OFF
SEAT BELT SIGN.....OFF
HEADS UP DISPLAY.....OFF

AIRCRAFT SECURE

PRESSURIZATION.....OFF
AIR CONDITIONING PACKS.....OFF
EQUIPMENT COOLING.....OFF
WINDOW HEATING.....OFF
HYDRAULIC PUMPS.....OFF
INTERIOR LIGHTS.....OFF
BATTERY SWITCH.....OFF
EXTERNAL POWER.....OFF
NAVIGATION LIGHTS.....OFF
DOORS CLOSED/LOCKED.....CHECK