
Documentation Procedures

Operations/Dispatch Office

Check in at Flight Operations/Dispatch Office 3 hours prior to departure, to arrive at the aircraft no later than 2 hours prior to departure.

Review and analyze enroute weather and turbulence conditions. Review reported and forecast weather conditions peculiar to RNP-10/BRNAV operations. Pay particular attention to enroute weather, the avoidance of which could result in lateral deviations.

Review NOTAMS to ensure adequate navigation aids are available enroute for DME updating of the INS's.

Develop an alternate plan in the event of required equipment failure.

The Captain will sign the station copy of dispatch release, which is part of the flight plan.

- Verify requested fuel is equal to or greater than the minimum dispatch release fuel in kilos.
- Review conditions of dispatch:
 - Verify aircraft is maintenance approved for flight into RVSM/RNP-10/BRNAV airspace as required.
- Notify Dispatch as early as possible if there is a fuel load change request.

Flight Plans

- Ensure ATC flight plan agrees with navigation charts and computer flight plan.
- When a plotting chart is used the First Officer will plot the flight plan coordinates if required to confirm preplotted coordinates. The Captain will verify plotted coordinates agree with the flight plan.
- If the flight is planned for RVSM airspace, obtain an alternate flight plan in case of failure of required equipment. This flight plan may be just a summary of fuel burn for a non-RVSM altitude.

Preflight

General

This preflight assumes that the Captain and First Officer arrives at the aircraft at the same time. The Captain will normally proceed to the cockpit to begin flight deck.....

The first crewmember to arrive at the aircraft will complete the _____ safety inspection and if electrical power is not established, refer to (Electrical Power-Up) for procedures to accomplish safety check and apply electrical power.

Exterior Safety Inspection

This inspection is performed on every flight before entering the airplane to ascertain that no obviously unsafe condition exists, normally done by the First Officer but is the responsibility of the to arrive at the aircraft.

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- Check chocks in place.
- Check landing gear door position.

WARNING: WHEN ANY GEAR DOOR IS OPEN, CHECK THAT THE RESPECTIVE DOOR HANDLE RELEASE IS IN THE “DOORS OPEN” POSITION. IF THE HANDLE IS IN THE “DOORS CLOSED” POSITION AND THE DOORS ARE OPEN, OR NO.4 WILL CLOSE THE DOORS AND IN PERSONAL INJURY.

- Check APU fire control Panel in stowed position.
- Check flight control surfaces clear.
- Check APU exhaust area clear.

Flight Deck Preparation

Flight Deck Preparation - Captain (Electrical Power Established)

It is the responsibility of the Captain to examine the aircraft logbooks for pertinent writeups.

Check the Takeoff And Inflight Performance Data section of the Logbook to determine that a maximum powered takeoff has been accomplished within the previous 15 days.

NOTE: The FAA requires that a maximum powered takeoff be accomplished every 15 days.

Consult the DDPG for any operating limitations or crew operating procedures as a result of MEL/CDL items on the Flight Plan or Logbook. Check the aircraft logbook for proper maintenance release. Review IRS accuracy.

Review DDPG items to ensure that no RVSM, RNP-10 and BRNAV restrictions are applicable.

Select the STAT Display. Observe any status messages on lower EICAS and compare with logbook MEL items. for by MEL Placard, contact maintenance for corrective action.

After electrical power is established, the following procedures are accomplished in their entirety on each originating trip or crew change.

Circuit Breakers (...) CHECK

Windows CHECK

- Check flight deck window for condition.

IRS Mode Selectors. OFF, THEN NAV

- When IRS' are switched to NAV, right the actual GMT time on the master flight plan.

Ground Tests Switch GUARD CLOSED

Flight Control Shutoff Switches GUARDS CLOSED

- Verify VALVE CLOSED Lights extinguished

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APU Start Source Switch	TR
Generator Field Manual Reset Switches	GUARDS CLOSED
• Verify extinguished.	
Split System Breaker Switch.	GUARD CLOSED
IRS ON BAT Light	EXTINGUISHED
EEC Maintenance Power Switches.	GUARDS CLOSED
Defuel Switch	GUARD CLOSED
Circuit Breakers (P7).	CHECK
EEC Mode Switches	NORM
• Verify ALTN lights extinguished.	
APU Selector	START, RELEASE TO ON
Electrical Panel	SET
• Standby Power Selector - AUTO.	
• Utility Power Switches - ON.	
- Verify OFF lights extinguished.	
• Battery Switch - ON.	
- Verify OFF light extinguished.	
• Bus Tie Switches - AUTO.	
- Verify ISLN lights extinguished.	
• Generator Control Switches - ON.	
- Verify OFF and DRIVE lights illuminated.	
Hydraulic Panel	SET
• Hydraulic SYS FAULT and demand pump PRESS lights - ILLUMINATED.	
• Demand Pump Selectors - OFF.	
Emergency Lights Switch	GUARD CLOSED
Captain Audio System Switch.	NORM
Service Interphone Switch	OFF
Cargo/Cabin Interphone Switch	AS REQUIRED
NOTE: Cargo/Cabin Interphone Switch must be ON to communicate with Cargo Deck or Upper Deck Crew Rest Areas.	
Fuel Transfer Main 1 And 4 Switch	OFF
Fire Panel	SET
• Engine fire switches - IN.	
• BTL A DISCH and BTL B DISCH lights - EXTINGUISHED.	
• APU BTL DISCH lights - EXTINGUISHED.	
• APU fire switch - IN.	
• Cargo Fire DEPRESS light - EXTINGUISHED.	
• Cargo fire ARMED switches - OFF.	
- Verify MAIN DECK, FWD, and AFT lights extinguished.	
Engine Start Panel	SET

- Start Switches - IN, LIGHTS EXTINGUISHED.
- Standby Ignition Selector - NORM.
- Continuous
- Auto Ignition Selector - SINGLE.
- Autostart Switch - ON.

Fuel Jettison Panel SET

- Fuel Jettison Control Selector - OFF.
- Fuel Jettison Nozzle Valve Switches - OFF.
 - Verify VALVE lights extinguished.

Fuel Panel SET

- All Crossfeed Valve Switches - ON.
 - Verify VALVE lights extinguished.
- All Fuel Pump Switches - OFF.
 - Main pump PRESS lights illuminated.
 - Override 2, and center pumps PRESS lights extinguished.

Anti-ice Panel. SET

- Nacelle Anti-ice Switches - AUTO.
- Wing Anti-ice Switch - OFF.