

## B73C SOP Guidelines-Setup

All procedures are outlined in the FCOM, VOL1 Normal Procedures, Section 21 Amplified Procedures

- You will note that in this section the Pre-Flight Procedures for the Capt and FO can be done by the other pilot and this to some degree is how we do setup.

### Pilot Flying:

- Power up (back of Checklist)
- Pre flight (back of Checklist), Align IRS's
- CDU/ FMS Programming (as per FCOM, normal procedures), (Nav data, Route, Perf Init, ect)
- Capt does light test prior to flow
- Pre Flight Flow (FO Overhead panel), (Capt MCP), Oxygen, forward instrument panel, Center Console as per FCOM Normal procedures, (silent).

### Pilot Monitoring:

- Walk around
- If Capt, Light test
- Check FMS/CDU entry by other pilot against operational flight plan. (no verbal x check)
- Pre Flight Flow (FO Overhead panel), (Capt MCP), Oxygen, forward instrument panel, Center Console as per FCOM Normal procedures, (silent).
- (Capt does Trim checks)

When both pilots are done there setups:

- Capt calls: Pre flt Checklist
- FO calls for Clearance.
- Briefings: (Normal PF/Emergency, Capt and PF)

Once load Summary is received FO will do W&B on EFB (iPad) using the App:

- Verbal confirmation of all entries with Capt prior to sending to company
- FMS/CDU: Capt will enter the following:
  - ZFW, confirm TO weight and execute. (this will also be crossed checked to OFP)
  - Enter assumed TEMP (if required), OAT (using TLR)
  - C of G and set Stab Trim (from W&B)
  - Use TLR to determine Flaps, enter Flap and V-speeds
  - MCP Panel: now set A/T on, set V2 and arm LNAV/VNAV. (Note if LNAV or VNAV not armed for takeoff (FMS software Version 12.0) , then after takeoff LNAV at 400 feet AGL, VNAV at 3000 feet AGL.)
  - If VNAV armed on ground, go to Climb page and set 225spd and 3000 AGL, (example Toronto, (225/3560). Then set 250 at transition speed. (after climb out, set ECON cruise transitioning through 10,000 feet.)
  - Have FO check TLR data for departure (reads out loud for Capt to verify his inputs)

Before Start:

- Once Capt confirms bypass pin in, FO will start before start before start flow. (if no bypass pin, must depressurize HYD SYS A.
- Capt calls for the before start checklist

After Engine start:

- Once both engines are stable (red EGT mark gone), Capt can call two stable Engines and FO can complete overhead flow for the Before Taxi checklist. (This could happen at any time during pushback). This flow will stop with the FO putting his hand on the Flap Lever awaiting instruction from the Capt.
- Once all equipment is clear, bypass pin sighted, Capt calls for Flap selection "FlapXX" , FO verifies from CDU, calls: "FlapXX Confirmed" and sets Flap handle.
- Capt completes flight control check (FO shadows including rudder) and calls for the Before Taxi checklist.