



# NORMAL PROCEDURES

C152

v1.0

## COCKPIT PRE-FLIGHT

Parking Brake .....	CHECK SET
Ignition .....	OFF
Master Switch .....	ON
Fuel Quantity Indicators .....	CHECK
Flaps .....	DOWN
Master Switch .....	OFF
Fuel Shutoff Valve .....	ON
Mixture .....	CUTOFF
Thrust Lever .....	0%
Lights .....	ALL OFF
Flight Controls .....	CHECK
Elevator Trim .....	T/O
Carb Heat .....	OFF
Cabin Air .....	OFF
Cabin HT .....	OFF

## COCKPIT PREPARATION

Master Switch .....	ON
Avionics .....	ON
NAV Lights .....	ON
Fuel Shutoff Valve .....	CHECK ON
Mixture .....	RICH
Fuel Quantity .....	CHECK
Ignition .....	BOTH
Altimeter .....	SET
Pitot HT .....	ON
Carb Heat .....	OFF
Throttle .....	OPEN 1/2 inch
Primer .....	PULL 3x
<i>Request ATC Clearance</i>	
Beacon .....	ON

## ENGINE START

Propeller Area .....	CLEAR
Starter .....	HOLD 3 sec.
Throttle .....	ADJUST FOR 1000 RPM
Oil Pressure .....	CHECK GREEN SECTOR
Flaps .....	UP

## BEFORE TAXI

Flight Controls .....	FREE and CORRECT
Fuel Quantity .....	CHECK
Flaps .....	SET FOR T/O
Elevator Trim .....	CHECK SET FOR T/O
Mixture .....	RICH
Taxi Lights .....	ON

## TAXI

Parking Brakes .....	RELEASE
Brakes .....	TEST
Rudder .....	TEST

## BEFORE TAKEOFF

Parking Brake .....	SET
Flaps .....	CHECK SET FOR T/O
Thrust Lever .....	100%
Thrust Lever .....	0%
<i>Request ATC Takeoff Clearance</i>	
Landing Lights .....	ON
Taxi Lights .....	OFF
Strobe Lights .....	ON
XPDR .....	ON

## TAKEOFF

Parking Brakes .....	RELEASE
Thrust Lever .....	100%
Air Speed Indicator .....	CHECK
Lift Nosewheel .....	55 KIAS
Flaps .....	UP ABOVE 300 ft

## ON CLIMB

Airspeed .....	70-85 KIAS
Throttle .....	FULL
Elevator Trim .....	AS REQ
<b>Mixture:</b>	
Below 3000 ft .....	RICH
Above 3000 ft .....	LEAN
Landing Lights .....	OFF (above FL100)

# Boeing 777 Non Normal Procedures

**Society of Automotive Engineers**

A red circular graphic with a gradient, appearing as a partial circle or a stylized arrow pointing to the right, located to the right of the Society of Automotive Engineers text.

## **Boeing 777 Non Normal Procedures:**

Integration of Multiple Non-Normal Checklist Procedures Into a Single Checklist Procedure for Transport Aircraft: A Preliminary Investigation Lynda J. Foernsler, 1996      *Human Factors for Civil Flight Deck Design* Don Harris, 2017-03-02

Human error is now the main cause of aircraft accidents. However, in many cases, the pilot simply falls into a trap that has been left for him/her by the poor design of the flight deck. This book addresses the human factors issues pertinent to the design of modern flight decks. Comprising of invited chapters from internationally recognised experts in human factors and flight deck design, contributions span the world of industry, government research establishments and academia. The book brings together the practical experience of professionals across the human factors and flight deck design disciplines to provide a single all-encompassing volume. Divided into two main parts, part one of the book examines the benefits of human engineering, flight deck design process, head-down display design, head-up display design, auditory warning systems, flight control systems, control levers and aircraft handling qualities, flight deck automation and human-computer interaction on the flight deck, and anthropometrics for flight deck design. Part two is concerned with flight deck evaluation, the human factors evaluation of flight decks, human factors in flight test, and the regulatory viewpoint. Of interest to all human factors professionals operating in high technology, high risk dynamic industries, as well as those engaged directly in aerospace activities, the book will also be of key importance to engineers with an interest in human factors for flight deck design, academics, and third year and postgraduate human factors, ergonomics, and psychology students.

**Games and Learning Alliance** João Dias, Pedro A. Santos, Remco C. Velthuis, 2017-11-28. This book constitutes the refereed proceedings of the 6th International Conference on Games and Learning Alliance (GALA 2017) held in Lisbon, Portugal, in December 2017. The 16 revised regular papers presented together with 6 poster papers were carefully reviewed and selected from 45 submissions. The papers cover topics such as games in education and training, games for health and special children, augmented and virtual reality methods and tools for design and development, and poster abstracts.

**AIR CRASH INVESTIGATIONS EYE OF THE NEEDLE: The Crash of British Airways Flight 38** Hans Griffioen, editor, 2012-11-01. On 28 November 2008, a Boeing 777-200ER operated by British Airways as flight BA38 on its way from Beijing, China, to London Heathrow, suffered on approach to Heathrow Airport an in-flight engine rollback. At 720 feet AGL, the right engine ceased responding to autothrottle commands for increased power, and instead, the power reduced to 1.03 Engine Pressure Ratio (EPR). Seven seconds later, the left engine power reduced to 1.02 EPR. This reduction led to a loss of airspeed, and the aircraft touching down some 330 m short of the paved surface of Runway 27L at London Heathrow. The investigation identified that the reduction in thrust was due to restricted fuel flow to both engines. It was determined that the restriction occurred most probably in the Fuel Oil Heat Exchangers. The investigation identified the forming of ice in the fuel system as the probable cause. The aircraft was destroyed, but there were no casualties.

Aviation Industry Trends - Technology Advancements, Regulations, and Sustainability

Zindoga Mukandavire, Hannah Al Ali, Kaitano Dube, 2025-10-12 Aviation Industry Trends Technology Advancements Regulations and Sustainability The 5th International Aviation Management Conference 2024 offers readers a comprehensive guide to sustainable aviation's current and future landscape Emerging from the 5th International Aviation Management Conference IAMC the proceedings provide an in depth understanding of the transformative developments reshaping the skies and how the industry is responding to the demands of governance in an era of technological sophistication The book examines the aviation industry's pivot towards sustainability and strategies intended to meet the ambitious goal of carbon neutrality It covers cutting edge advancements in aircraft technology exploring the electrification of planes the potential of hybrid systems and the growing realm of autonomous flight It looks at the groundbreaking improvements in aerodynamics the use of advanced lightweight materials and the revolutionary engine designs that set new fuel efficiency standards This volume is an essential read for industry professionals policymakers students researchers and aviation enthusiasts It provides a global view of how the industry can thrive while grounding its practices in ecological stewardship and regulatory compliance

**Performance of the Jet Transport Airplane** Trevor M. Young, 2017-10-25 Performance of the Jet Transport Airplane Analysis Methods Flight Operations and Regulations presents a detailed and comprehensive treatment of performance analysis techniques for jet transport airplanes Uniquely the book describes key operational and regulatory procedures and constraints that directly impact the performance of commercial airliners Topics include rigid body dynamics aerodynamic fundamentals atmospheric models including standard and non standard atmospheres height scales and altimetry distance and speed measurement lift and drag and associated mathematical models jet engine performance including thrust and specific fuel consumption models takeoff and landing performance with airfield and operational constraints takeoff climb and obstacle clearance level climbing and descending flight including accelerated climb descent cruise and range including solutions by numerical integration payload range endurance and holding maneuvering flight including turning and pitching maneuvers total energy concepts trip fuel planning and estimation including regulatory fuel reserves en route operations and limitations e g climb speed schedules cruise ceiling ETOPS cost considerations e g cost index energy cost fuel tankering weight balance and trim flight envelopes and limitations including stall and buffet onset speeds  $V_n$  diagrams environmental considerations viz noise and emissions aircraft systems and airplane performance e g cabin pressurization de anti icing and fuel and performance related regulatory requirements of the FAA Federal Aviation Administration and EASA European Aviation Safety Agency Key features Describes methods for the analysis of the performance of jet transport airplanes during all phases of flight Presents both analytical closed form methods and numerical approaches Describes key FAA and EASA regulations that impact airplane performance Presents equations and examples in both SI System International and USC United States Customary units Considers the influence of operational procedures and their impact on airplane performance Performance of the Jet Transport Airplane Analysis Methods Flight Operations and

Regulations provides a comprehensive treatment of the performance of modern jet transport airplanes in an operational context It is a must have reference for aerospace engineering students applied researchers conducting performance related studies and flight operations engineers      **Aviation and Human Factors** Jose Sanchez-Alarcos,2019-06-19 Air safety is right now at a point where the chances of being killed in an aviation accident are far lower than the chances to winning a jackpot in any of the major lotteries However keeping or improving that performance level requires a critical analysis of some events that despite scarce point to structural failures in the learning process The effect of these failures could increase soon if there is not a clear and right development path This book tries to identify what is wrong why there are things to fix and some human factors principles to keep in aircraft design and operations Features Shows through different events how the system learns through technology practices and regulations and the pitfalls of that learning process Discusses the use of information technology in safety critical environments and why procedural knowledge is not enough Presents air safety management as a successful process but at the same time failures coming from technological and organizational features are shown Offers ways to improve from the human factors side by getting the right lessons from recent events      *Aviation Business Magazine* ,2009-02      *ICAO Journal* ,2004 Official magazine of international civil aviation      Federal Register ,2013-05      **Airways** ,2008      **Aerospace Engineering** ,1995      **Symposium Proceedings** Society of Experimental Test Pilots. Symposium,1998      **Signals** ,1996      Benefits of Controller-pilot Data Link ATC Communications in Terminal Airspace ,1996      **Advanced Materials & Processes** ,1996      Standardization News American Society for Testing and Materials,1998      *Technical Literature Abstracts* Society of Automotive Engineers,1996      Cockpit Displays ,1995      **Aerospace** ,1996

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