CHECK FLIGHT CERTIFICATE

B757-200 (RB211-535C or RB211-535E4) **CFS 216 Issue 4**

Date:	Crew:	Observer:	Registration:

Performance	Climb #1	Climb #2	
Average Weight			
Average Altitude			ft
Average Temp.			˚C
Speed			KIAS
Achieved Rate			fpm
Sched led Rate			fpm
Margin			fpm
Permitted Margin	-80	-120	fpm

Airfield:

Start Weight Kg/Lbs*:

Takeoff cg:

Performance:

SATIS/UNSATIS/NOT APPLICABLE*

*(delete as applicable)**

Defects

No.	Defect	-/R/FT	Action?

(use a continuation sheet as necessary)

Conclusions/Comments

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

Name:	Signed:	Date:	Licence No.:
For CAA Use only	Report Logged by:	Date:	Report No.:

NOTES

General

Only CAA personnel or pilots specifically briefed to carry out CAA check flights may conduct the test.
General notes on test conduct can be found in the CAA Check Flight Handbook.
This sheet replaces any check flight certificate given in the schedule.
Registration: If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).
Crew: Captain, co-pilot, Flight engineer (where applicable).
Airfield: Departure airfield.
Start Weight: Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate.
Takeoff cg: Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

Performance

A full description of climb analysis is given in the CAA Check Flight Handbook.
Climb#1/Climb#2: Enter in these columns data from the first and second climbs.
Average Weight: The aircraft all up weight at the midpoint of the measured climb.
Average Altitude: The altitude at which the line drawn to average the measured points passes through at the mid time.
Average Temp: The temperature at which the line drawn to average the measured points passes through at the mid time.
Speed: The target climb speed (Indicated Airspeed.)
Achieved Rate: The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.
Scheduled Rate: The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.
Margin: The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

Defects

Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.
No.: The first column is to allow the items to be numbered.
Defect: Enter details of the defect.
-/R/FT: Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.
Action?: This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

Conclusions/Comments

Any conclusions, notes or comments useful for tracking defects may be entered.
Name: Only the pilot who carried out the test may sign this sheet.

CAA Check Flight Schedules

All CAA Check Flight Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct check flights on the behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out an check flight within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

Registration	
Flight Date	

INTRODUCTION

This schedule is applicable only to Boeing 757 aircraft. It is based on the assumption that the everyday operation of the aircraft serves as a continuous check on the functioning of all normal services. On these check flights, however, the crew are expected generally to monitor the behaviour of all equipment and report any unserviceable items. In addition to completing all the required tests in this schedule, any characteristics which are considered unsafe or undesirable must be recorded.

The minimum flight crew for this test shall be increased by one observer to record the results of the tests. Passengers should not be carried. Oxygen shall be available for all persons on board. Passenger drop-out oxygen panel latches should be lowered before flight. The test should, if possible, be carried out in the sequence as written; altitude conditions must be observed.

The data contained in this schedule is correct at the time of writing, but might not be in agreement with subsequent Flight Manual amendments. In cases of conflict the current Flight Manual is over-riding and CAA (Safety Regulation Group) should be informed.

The crew of the aircraft must be familiar with the contents of this schedule before flight. In addition the pilot conducting the tests must be specifically approved by the CAA (Safety Regulation Group) for carrying out check flights on Boeing 757 aircraft.

LOADING AND CALCULATION OF WEIGHT

The aircraft is to be loaded to between 80,000 and 90,000 kg with a CG between 13% and 23% MAC.

The actual values shall be recorded; where specific tests require the aircraft weight to be recorded, it shall be calculated from the "fuel quantity".

POST-FLIGHT ACTION

Complete a statement of defects, sign the Flight Test Certificate and state clearly whether or not the aircraft needs to be re-flown.

Fig 1

RB211-535C

BOEING 757-200

GRAPHS OF STANDARD SPEEDS

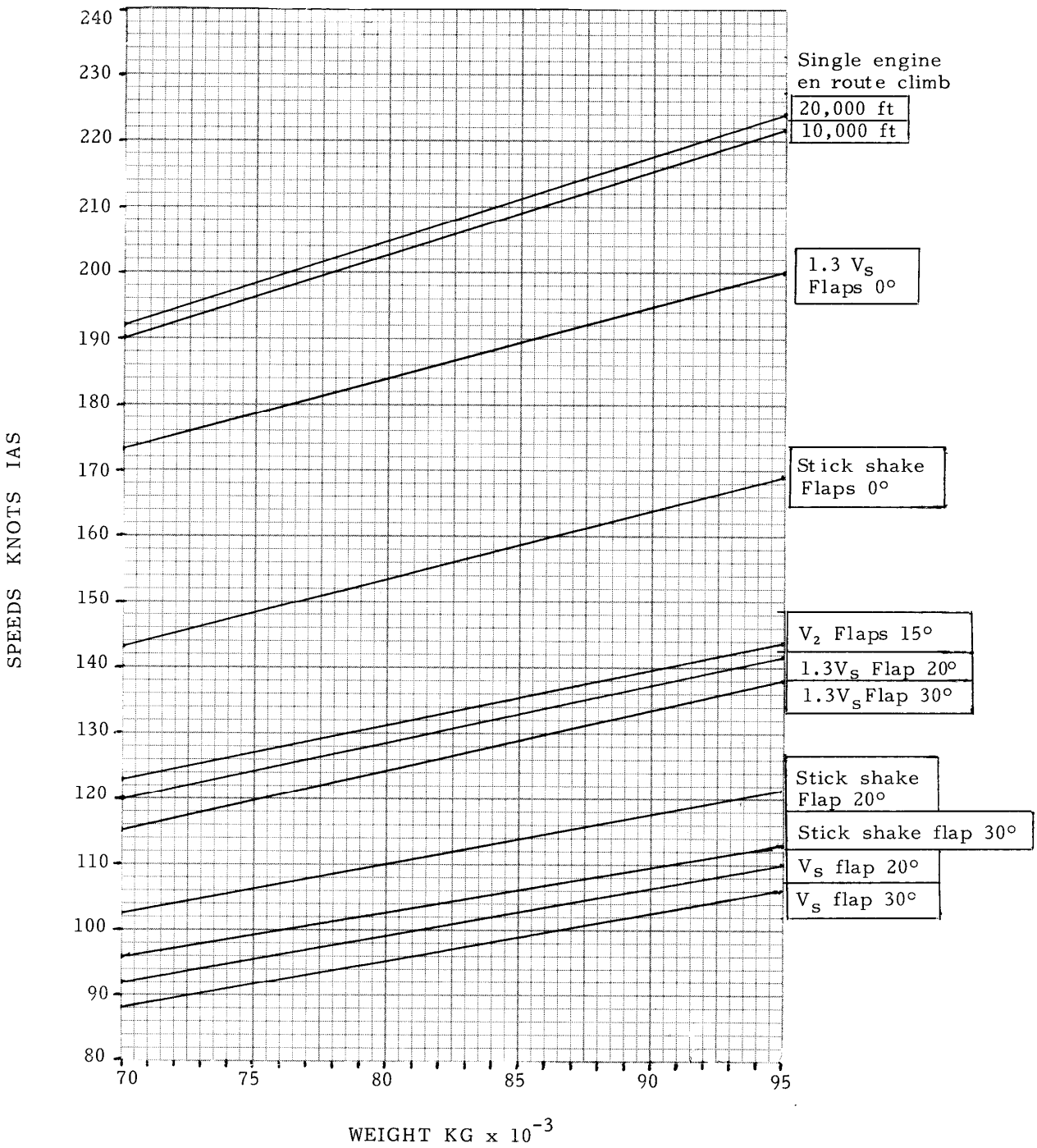


Fig 2

RB211-535C

BOEING 757-200

TAKE-OFF EPR

Notes: Chart is valid for aircraft airbleed ON
For aircraft airbleed OFF increase EPR by 0.008
0.007 EPR reduction for cowl anti-ice required only above 8,000 feet
For wing TAI reduce EPR 0.01

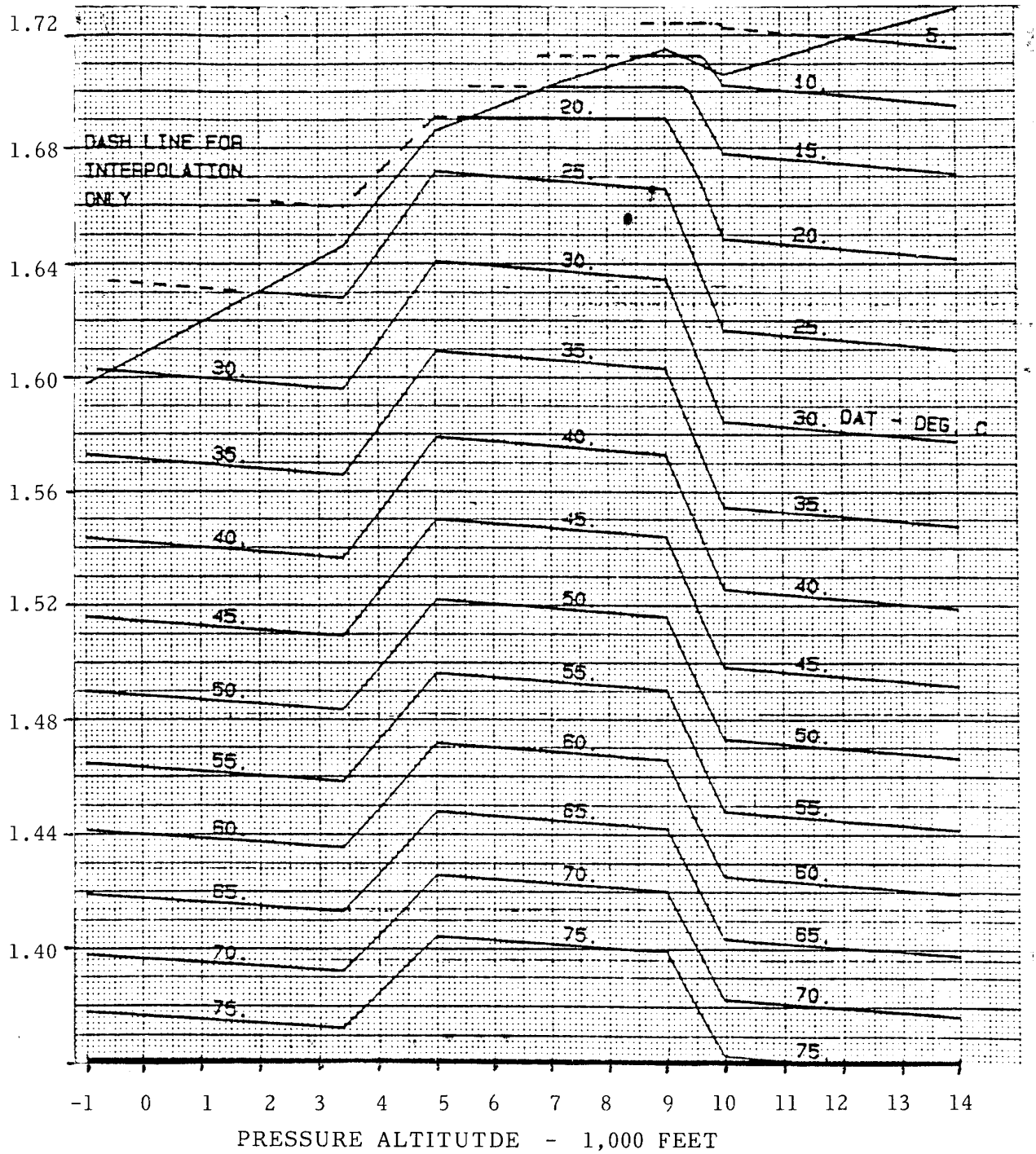


Fig 3

RB211-535C

BOEING 757-200

GO-AROUND EPR

Notes: Chart is valid for aircraft airbleed ON
For aircraft airbleed OFF increase EPR by 0.008
0.007 EPR reduction for cowl anti-ice required only above 8,000 ft.
For wing TAI reduce EPR 0.01 for isolation valve closed or 0.02 for isolation valve open.

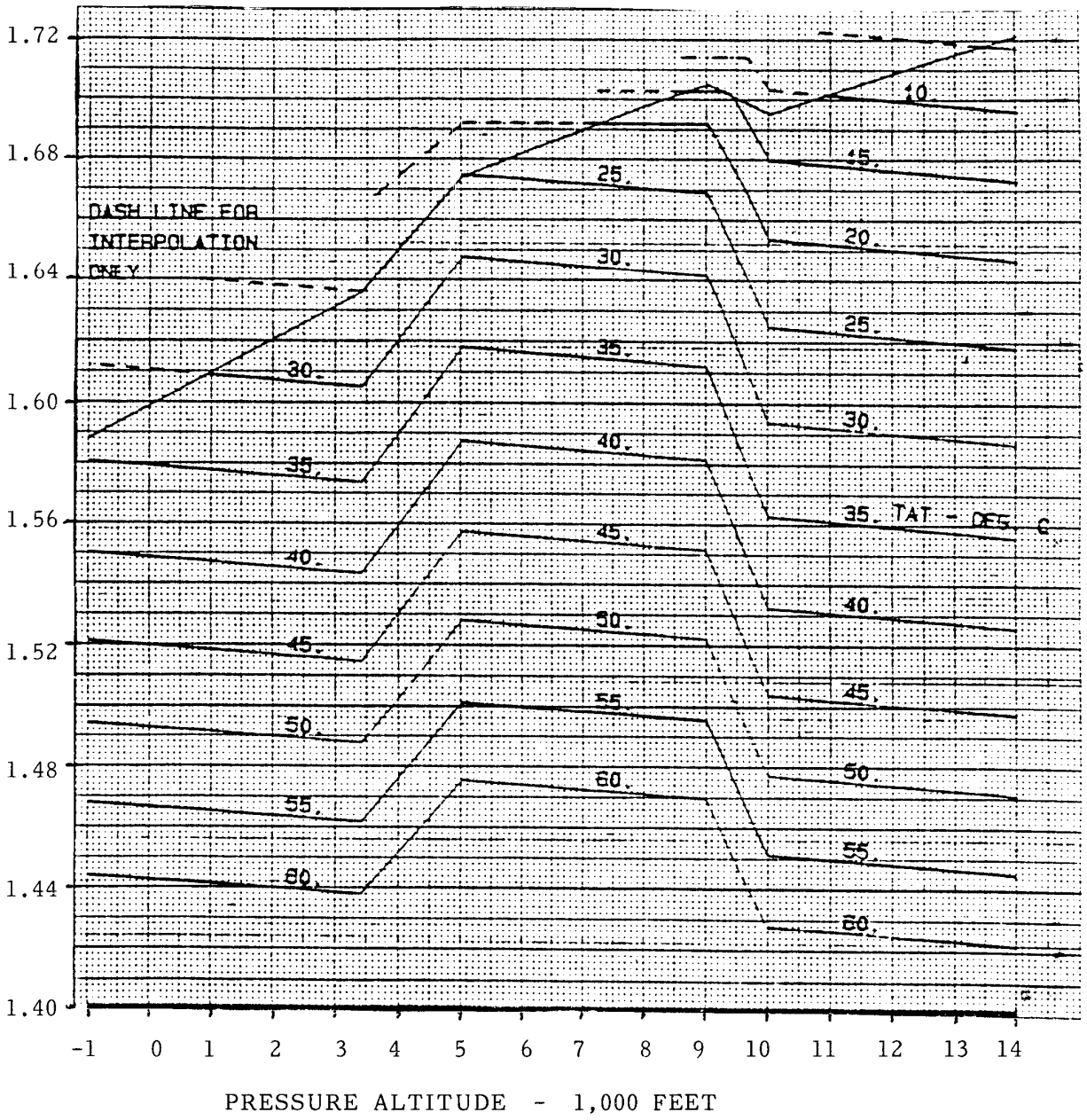


Fig 4

BOEING 757-200

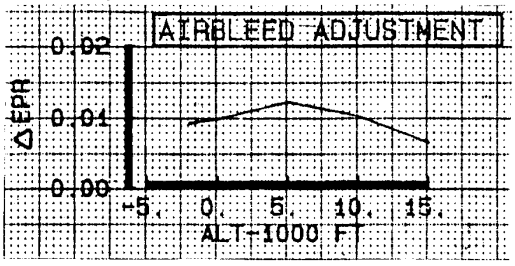
RB211-535E4

TAKE-OFF EPR (40-80 knots)

Notes:

Chart is valid for aircraft airbleed ON
For aircraft airbleed off, add adjustment from curve: 0.008 EPR reduction for cowl anti-ice required only above 8000 feet.

For wing TAI reduce EPR by 0.011.



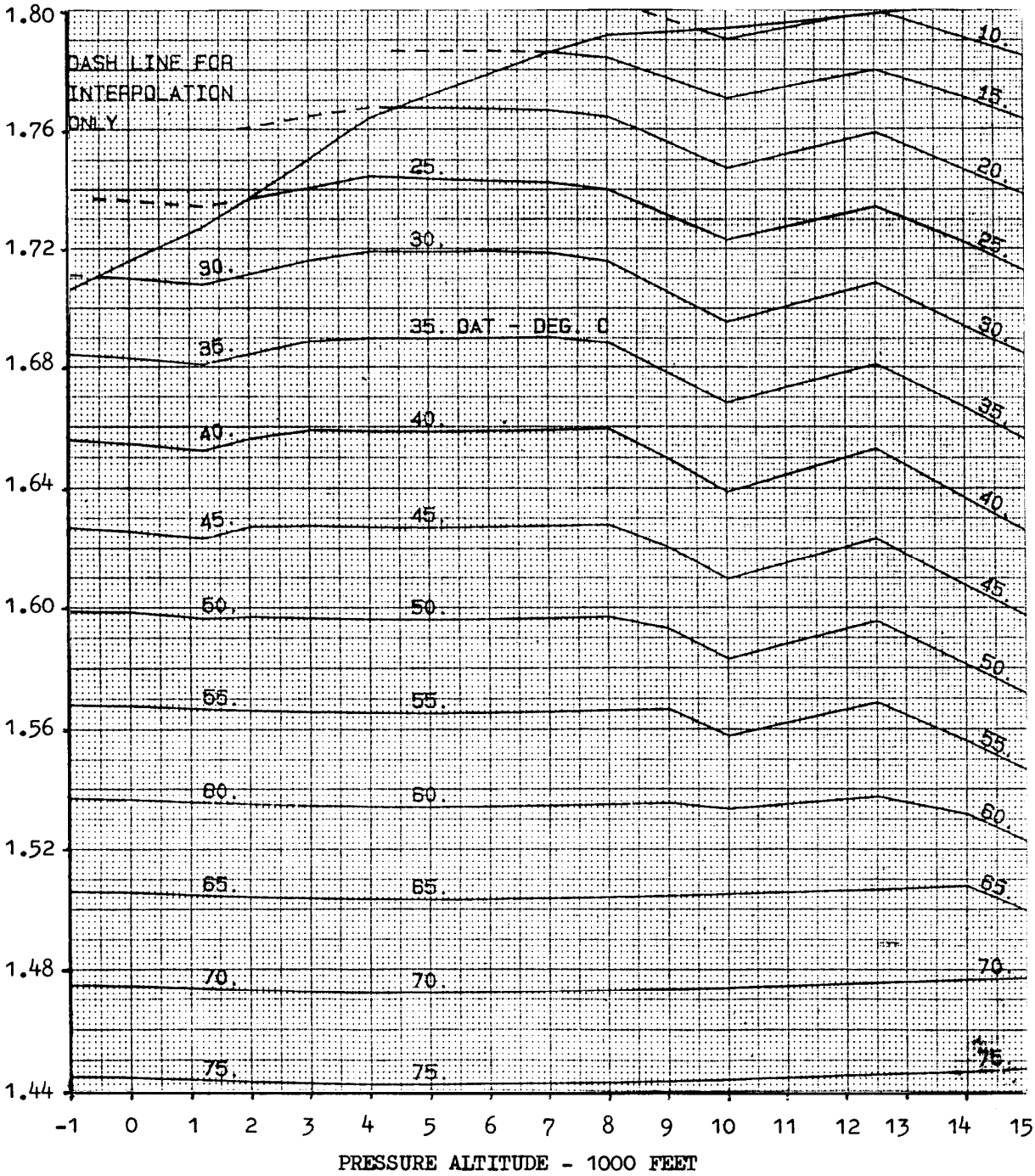


Fig 5

BOEING 757-200

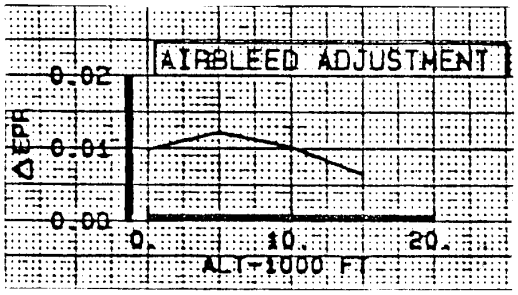
RB211-535E4

GO-AROUND EPR

Notes:

Chart is valid for aircraft airbleed ON
For aircraft airbleed OFF, add adjustment from curve: 0.008 EPR reduction for cowl anti-ice required only above 8000 feet.

For wing TAI reduce EPR by 0.011.



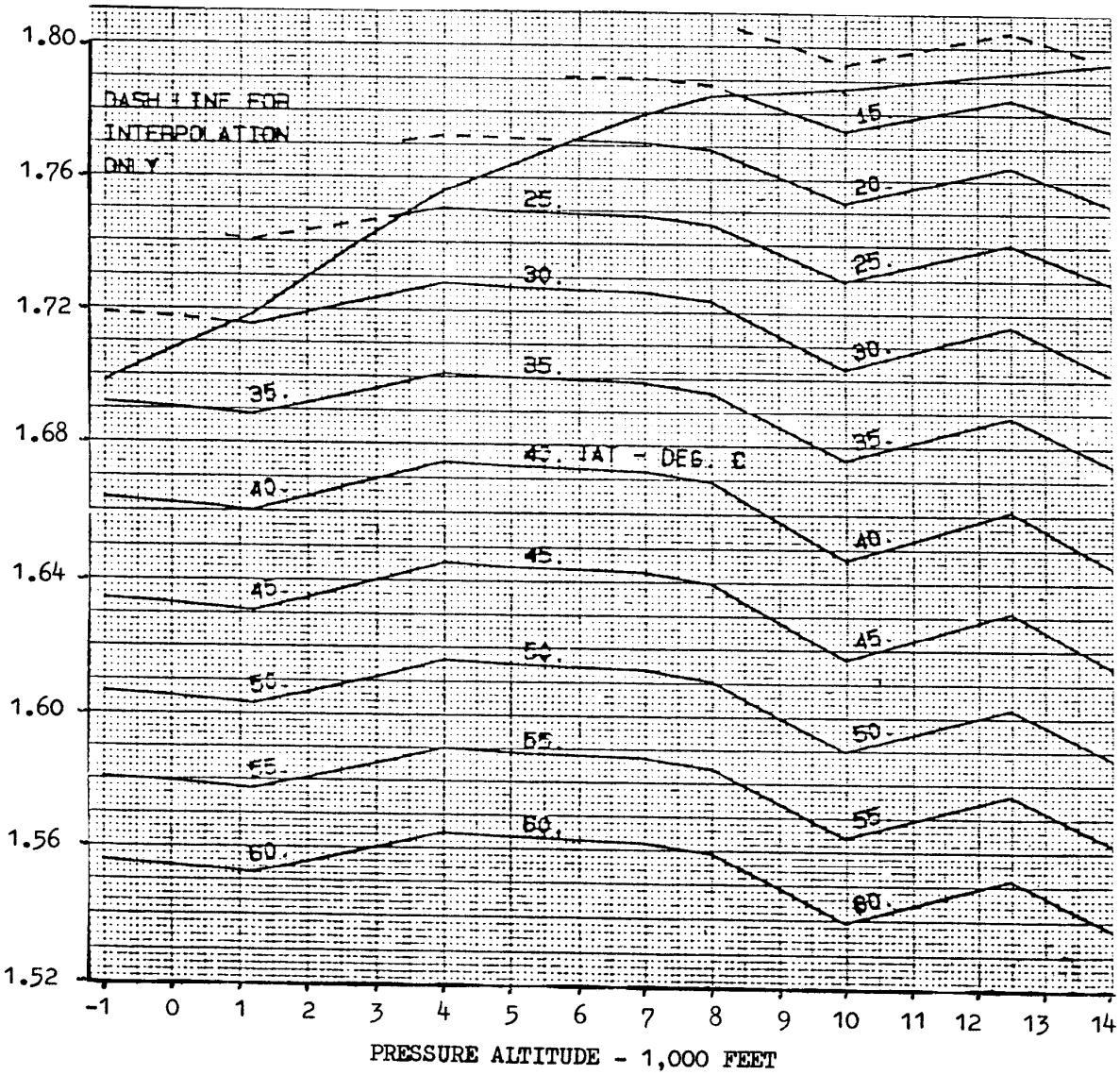
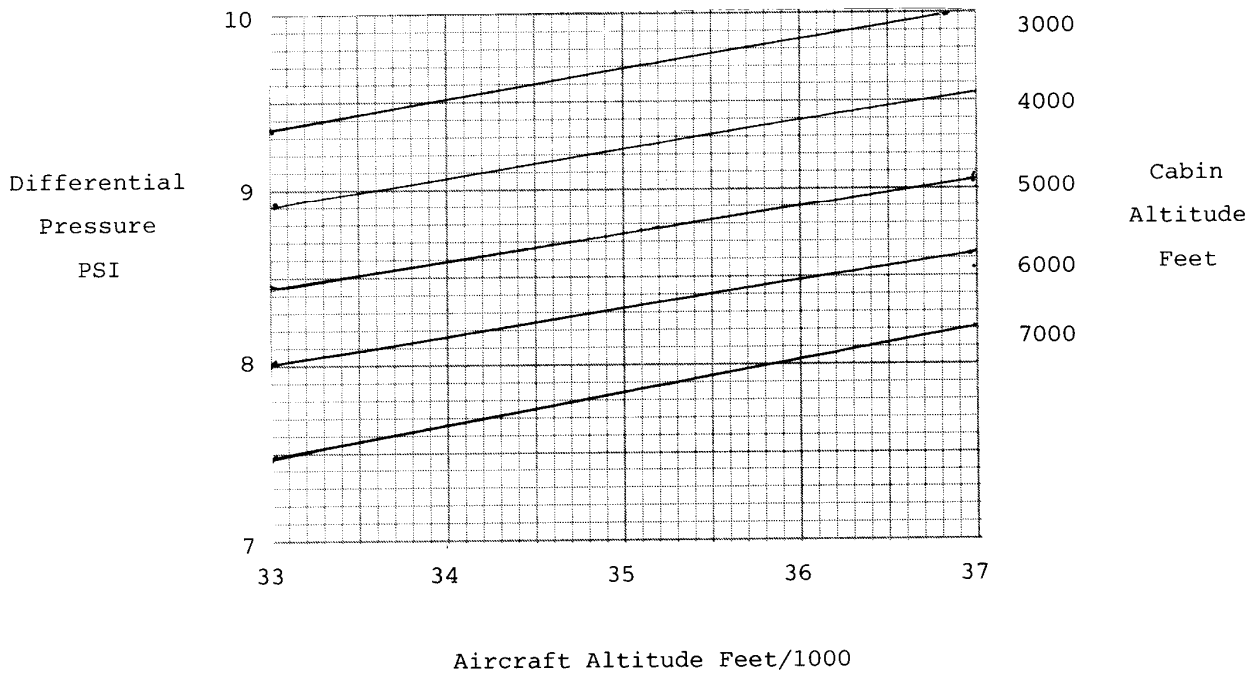


Fig 6

SAFETY VALVE OPERATING PRESSURE



PRE-FLIGHT INFORMATION

Aircraft Registration	
Date	
Total Airframe Hours	
Date of last airworthiness flight test	
Hours since last major maintenance	

Engine Serial Number

Left		Right	

Engine Hours Run

Left		Right	

CHECK FLIGHT SCHEDULE

Except where otherwise indicated the flight techniques are those associated with normal operation of the aircraft, for example, all dampers engaged. Fuel symmetry must be maintained across the aircraft.

1. FUNCTIONING ONE

1.1 Before Starting Engines

1.1.1 Warning Systems

Check : All warning lights
Record any lights which have faulty filaments

.....

Check:

1. Fire Warning Test SAT/UNSAT
2. Ground Proximity System Test SAT/UNSAT
3. Air Data Computer Test
   Overspeed Warning for 2 secs
   Invalid Flags for 5 secs
   Air Data Instruments Indicator
   10,000 ft 137 kts 347 kts V_{MO} Needle decreases and then increases

   Left System SAT/UNSAT Right System SAT/UNSAT

4. Stall Warning Test
   With flaps set at 1°, check operation of stall warning and autoslat (visual observations from the cabin).
   NB. After first check, wait 10 seconds to allow autoslat to reset.

   Left System SAT/UNSAT Right System SAT/UNSAT

1.1.2 Flight Deck Placards

Check:

- Airframe Limitations SAT/UNSAT
- Engine Instrument Colour Coding on EICAS SAT/UNSAT
- Flight Deck Engraving, Instrument Panels and circuit breakers

- V_{MO} Pointer Reading P1 [ ] P2 [ ] SAT/UNSAT

  limits 345 - 349 kts

1.1.3 EFIS Switching

Select alternate EFIS. Check for proper displays, instrument switching annunciations and return to normal.

P1. SAT/UNSAT P2. SAT/UNSAT

Select alternate IRS check for proper displays, instrument switching annunciations and return to normal.

P1. SAT/UNSAT P2. SAT/UNSAT

1.1.4 Autospeed-brakes

With throttles closed
Deploy speedbrake lever to 'ARM'
Check speedbrakes deploy SAT/UNSAT
Advance No.1 throttle to 1 inch forward
Check speedbrakes retract SAT/UNSAT
Close No.1 throttle and redeploy autospeedbrakes
Advance No.2 throttle to 1 inch forward
Check speedbrakes retract SAT/UNSAT

1.1.5 Stabiliser Trim

Check operation of stabiliser:
On control column switches SAT/UNSAT
On manual trim levers SAT/UNSAT
Stabiliser trim cut out switches SAT/UNSAT
(check each in turn and note operation at half rate)
Stabiliser trim brake by opposing trim with control column SAT/UNSAT

Check manual trim levers will override trim brake SAT/UNSAT

1.1.6 Take-off Configuration Warning

While the CONFIG test switch is held in the T/O position, check the Take-off Configuration Warning sounds and the Master Warning, red CONFIG light and EICAS message appears for each of the following conditions:

a. Speedbrake lever is out of the DOWN detent SAT/UNSAT
b. Stabiliser trim not between 2 and 7 units SAT/UNSAT
c. Flaps out of take-off configuration SAT/UNSAT
d. Parking brake set SAT/UNSAT

1.2 After Starting Engines

1.2.1 Thrust Rating Computer

Record: Airfield pressure altitude at 1013mb [ ]

TAT [ ]

Take-off EPR Achieved [ ]

A/C AIRBLEED ON Scheduled [ ]

Take-off EPR Achieved [ ]

A/C AIRBLEED OFF Scheduled [ ]

1.2.2 Brakes

1.	During low speed taxi verify braking action from right hydraulic system by monitoring right hydraulic pressure on EICAS.	SAT/UNSAT
2.	Depressurise right hydraulic system and verify braking action from left hydraulic system by monitoring left and right hydraulic pressures on EICAS.	SAT/UNSAT
3.	Depressurise left hydraulic system and check that L hydraulic system pressure is zero. BRAKE SOURCE light and EICAS message shall illuminate. Braking action shall be maintained with accumulator pressure.	SAT/UNSAT
	Depressurise brake accumulator by operating brakes.	SAT/UNSAT
	Note: Nose gear steering inoperative.	
4.	Push the RESERVE BRAKES switch on the pilot's panel, the right EMP LOW PRESS light shall extinguish, accumulator pressure will read normal and BRAKE SOURCE light shall extinguish. Braking shall be normal.	SAT/UNSAT
5.	Pressurise right hydraulic systems and push the RESERVE BKS switch OFF.	SAT/UNSAT

6. Pressurise left hydraulic system and check normal brakes and steering. SAT/UNSAT

7. Depressurise left system and check nosewheel steering operative through the power transfer unit. SAT/UNSAT

8. Repressurise the left system.

1.2.3 Take-off Configuration Warning

With engines operating and any one of the conditions above check the Take-off Configuration Warnings occur when either engine is increased to 70% N_1. SAT/UNSAT

Set 8,000 feet cabin altitude

2. TAKE-OFF

Carry out a normal take-off.
Record any unusual characteristics.

.....

3. FUNCTIONING TWO - ENGINE ACCELERATIONS

Pressurisation on, anti-icing off. With gear down flaps 25° at 140 knots. Between 4,000 ft and 7,000 ft.

Record: Altitude [ ] TAT [ ]

Thrust Computer Go-Around EPR [ ]

Flight Manual Go-Around EPR [ ]

For each engine record the engine flight idle stabilised N_1 and the time to accelerate to 0.02 EPR below go-around limit.

	LEFT	RIGHT	
Engine Idle N_1			
Time to accelerate			8 seconds max.

3.5 Performance - Take-Off Climb

Clear of cloud and turbulence carry out a measured climb for 5 minutes from a starting altitude between 4000 ft and 7000 ft.

Conditions:-

- Gear up
- Flaps 15°
- **LEFT** engine **idle**
- **RIGHT** engine **go-around** power
- Pressurisation on
- Engine anti-icing off
- Airframe anti-icing off

Take-off safety speed V2 for the weight

Captain's altimeter set at 1013 mb.

ENGINE IDLE TAKE-OFF CLIMB

ZERO FUEL WEIGHT	lb		
FUEL CONTENTS	lb	lb	lb
AIRCRAFT WEIGHT	lb		

TIME	ALTIMETER	ASI P1	TAT	Left EPR	Right EPR
0					
0.5					
1.0					
1.5					
2.0					
2.5					
3.0					
3.5					
4.0					
4.5					
5.0					

TRIM POSITIONS

AILERON	
RUDDER	
ELEVATOR	

AIRSPEED COMPARISON

PILOT	
CO-PILOT	

ENGINE DATA AT 3 MIN

N1		N3	
EGT	%	FUEL FLOW	
N2	%		

FINISH WEIGHT

FUEL CONTENTS	lb	lb	lb
AIRCRAFT WEIGHT	lb		
MEAN WEIGHT	lb		

3.6 Speed Trim Check

After the climb, increase speed by 20 kt without retrimming.
Check stabiliser trim moves nose up: SAT/UNSAT

Start APU but select generator OFF.

3.7 Performance - En-Route Climb

(a) Idle **RIGHT** engine for 5 minutes.

(b) Shut off the **RIGHT** engine fuel and check satisfactory instrument transfer.

Clear of cloud and turbulence carry out a measured climb for 5 minutes from a starting altitude the higher of 5000 ft above terrain or flight level 100 but not above flight level 160.

Conditions:-

- Gear up
- Flaps up
- **RIGHT** engine inoperative
- **LEFT** engine M.C.T.
- Pressurisation on
- Engine anti-icing off
- Airframe anti-icing off

En-route climb speed for the weight

- Captains altimeter set to 1013 mb.

ENGINE OUT EN-ROUTE CLIMB

ZERO FUEL WEIGHT	lb		
FUEL CONTENTS	lb	lb	lb
AIRCRAFT WEIGHT	lb		

TIME	ALTIMETER	ASI P1	TAT	Left EPR
0				
0.5				
1.0				
1.5				
2.0				
2.5				
3.0				
3.5				
4.0				
4.5				
5.0				

TRIM POSITIONS

AILERON	
RUDDER	
ELEVATOR	

AIRSPEED COMPARISON

PILOT	
CO-PILOT	

ENGINE DATA AT 3 MIN

N1		N3	
EGT	%	FUEL FLOW	
N2	%		

FINISH WEIGHT

FUEL CONTENTS	lb	lb	lb
AIRCRAFT WEIGHT	lb		
MEAN WEIGHT	lb		

4. FUNCTIONING THREE

Max. Altitude 20,000 ft

4.1 Engine Relight

(a) Select APU generator switch ON.

(b) Make a starter assisted relight on the **RIGHT** engine at 20,000 feet and 160 knots with gear up and flaps 15°

Record: Altitude _____ TAT _____

Engine windmilling speed N_3 _____

Time to EGT rise _____ 30 seconds max

Maximum EGT during relight _____ 570° max

Time to idle _____ 2 minutes max

Shut down APU.

Leave the **RIGHT** engine at flight idle for 5 minutes before increasing power.

Note: Do not exceed 20,000 ft with flap selected down.

4.2 PTU Check

Extend landing gear and select flap 20° reducing speed to 130 kt IAS.
Select LEFT EDP 'OFF'.

Time landing gear retraction at 130 kt IAS. .....(20 sec max)
Select LEFT EDP 'ON'.

Increase speed to En-route climb speed retracting flaps to up.

4.3 Low Cabin Pressure FL 180

Pull circuit breaker N25 to isolate the No.2 system auto controller.

Select MAN MODE and raise cabin altitude by turning one, then both packs off.

Record :

Cabin Altitude Warning _____ 9250 - 10750 ft

Check :

Crew Oxygen Masks SAT/UNSAT
Oxygen Mask Microphones SAT/UNSAT

Record:

Cabin Altitude at Oxygen Mask Drop Out [ ] 13250 - 14750 ft

Lower cabin altitude and by turning packs back on, one at a time.

Record any mask panels which fail to drop.

.....

Reset normal pressurisation when cabin altitude is below 10,000 ft and with a low rate of descent.

Reset passenger oxygen by cycling passenger oxygen control circuit breaker.

Reset N24 circuit breaker.

4.4 Controls and Trims

At flight level 350 in steady cruise note:

Mean altitude	
I.A.S.	
Mach	

Trims : Stabiliser [ ] Rudder [ ] ±3 div Aileron [ ] ±1 div

(a) Check controls for:

Breakout, centering, weight and response. SAT/UNSAT

(b) Check operation of trimmers:

Stabiliser on control column switches SAT/UNSAT
Rudder SAT/UNSAT
Aileron SAT/UNSAT

(c) Check operation of yaw dampers by initiating a gentle Dutch roll with a rudder input with all dampers off.

Check that each yaw damper in turn stops the Dutch roll oscillation.

Left SAT/UNSAT Right SAT/UNSAT

Reselect all yaw dampers on.

4.5 High Cabin Pressure

4.5.1 Maximum Differential

1. At 35,000 feet aeroplane altitude select MAN, toggle the outflow valve to achieve 8.4 psi set MIN on the rate control and select AUTO 2.

2. The cabin pressure differential shall increase to 8.6 ± 0.25 psi. [ ]

3. Select AUTO 1 and check that cabin remains at 8.6 ± 0.25 psi. [ ]

4.5.2 Safety Valve

1. Drive the outflow valve toward full CLOSED in MAN mode. The cabin pressure shall limit to the primary value of the pressure relief (SAFETY) valve. Record the indicated differential pressure, cabin altitude and flight altitude.

DIFF		CABIN ALT	
		FLTALT	

2. Use recorded cabin altitude and calculate the cabin differential pressure by comparing to the flight altitude. . The calculated differential pressure shall not exceed 9.05 psi ± 0.2 psi [ ]

NOTE: Do not exceed 9.4 psi indicated pressure.

See figure 6.

Drive the outflow valve to OPEN to reduce differential pressure, then select AUTO mode.

5. HIGH MACH

Trim the aircraft at flight level 350 in a level cruise at 0.82 IMN.

Note: For aircraft with an FAA Mmo of 0.86, trim at 0.84 IMN

Record: Altitude [ ] IAS [ ] Mach [ ] TAT [ ]

ASI limit speed hand [ ] kts Limits: 280-286 kts (Mmo 0.84)
or 288-294 kts (Mmo 0.86)

Apply maximum continuous thrust and accelerate slowly to 0.86 IMN. Do not trim above 0.84 IMN. Record IMN at which appropriate half of the overspeed warning light illuminates and confirm each related aural warning.

Captain	Co-Pilot

Limits: 0.842 - 0.85 IMN (Mmo 0.84)
or 0.862 - 0.87 IMN (Mmo 0.86)

Note handling qualities at 0.86 IMN (slight push force required). SAT/UNSAT
Extend airbrakes at Mmo warning (no roll and a gentle pitch up). SAT/UNSAT
Record indicated Mach number at high speed warning.

6. FUNCTIONING FOUR

Start the APU at 35,000 ft and 0.76M SAT/UNSAT

6.1 Engine relighting. Flight level 290 for RB211-535E4; Flight level 260 for RB211-535C

Idle **LEFT** engine for 5 minutes

With APU generator selector switch OFF, shut the fuel off for the **LEFT** engine and check satisfactory instrument transfer. SAT/UNSAT

Select APU generator switch ON

After 3 minutes relight **LEFT** engine using a windmill relight technique:-
at 29,000 ft and 290 knots for the RB211-535E4
at 26,000 ft and 270 kts for the RB211-535C.

Record: Altitude [ ] TAT [ ]

Engine windmilling speed N_1 [ ] N_2 [ ] N_3 [ ]

Time to light [ ] 30 seconds max

Maximum EGT during relight [ ] 570° max

Time to idle [ ] 2 minutes max

Leave the **LEFT** engine at flight idle for 5 minutes before increasing power.

7. HIGH I.A.S.

At any convenient altitude between flight level 150 and 200 clear of cloud and turbulence, trim the aircraft in level flight at 350 knots.

Record: Limit speed hand pointer [ ] 345-350 kts

Trims: Stabiliser [ ] Rudder [ ] ±5 div Aileron [ ] ±1 div

Accelerate slowly by applying power to 370 knots IAS Record indicated airspeed at high speed warning (left and right sides can be determined by the appropriate filaments in the dedicated OVSP red warning light) and confirm each related aural warning.

Record indicated airspeed at high speed warning

Captain	Co-Pilot	
		350 - 360 kts

Operation of controls over small angles SAT/UNSAT

Extend speed brakes at 370 knots (gentle nose up pitch with no roll). SAT/UNSAT

8. STALLS, GEAR AND FLAP TIMES

Flight level 150 to 100

With power off and flaps up carry out a straight speed reduction at approximately 1 kt/sec to stall warning from a trim speed of 1.3 V_S. Recover if stall no stall warning is noted by 5 kts below the scheduled speed or if heavy buffet is experienced.

Record weight [ ]

Trim Speed [ ] Trim Setting [ ]

Stick Shaker Speed Scheduled [ ]

Stick Shaker Speed Achieved [ ] Scheduled ± 5 knots

Start of Buffet [ ]

Any unusual characteristics .....

Time flaps up to 20° at 190 knots [ ] 38 sec max

Pull the right stall warning circuit breaker J21.
Carry out a slow straight stall approach, power off, to stall warning.
Recover if no stall warning is noted by 4 kts below the scheduled speed or if heavy buffet is experienced.

Record weight [ ]

Trim Speed [ ] Trim Setting [ ]

Stick Shaker Speed Scheduled [ ]

Stick Shaker Speed Achieved [ ] Scheduled ± 4 knots

Functioning of slat from sealed to gapped (observation from cabin). SAT/UNSAT

Start of Buffet (if any) [ ]

Any unusual characteristics.....

Reinstate right stall warning circuit breaker J21.
Pull the left stall warning circuit breaker C11.
Carry out a slow straight stall approach, power off, to stall warning again recovering if no stall warning is noted by 4 kts below the scheduled speed or if heavy buffet is experienced.

Record weight [ ]

Stick Shaker Speed Scheduled [ ]

Stick Shaker Speed Achieved [ ] Scheduled ± 4 knots

Functioning of slat from sealed to gapped (observation from cabin) SAT/UNSAT

Reinstate left stall warning circuit breaker C11.

Time Gear Down [ ] 35 secs max

Time Flaps 20-30° at 160 knots [ ] 10 secs max

Carry out a slow straight power off approach to stall warning recovering if no stall warning is noted by 4 kts below the scheduled speed or if heavy buffet is experienced.

Record weight [ ]

Trim Speed [ ] Trim Setting [ ]

Stick Shaker Speed Scheduled [ ]

Stick Shaker Speed Achieved [ ] Scheduled ± 4 knots

Any unusual characteristics.....

9. TRAILING EDGE FLAP LOAD RELIEF

Deleted

10. FUNCTIONING FIVE

10.1 Alternate Flaps

While observing flap limit speeds arm both LE and TE ALTN flap systems.

NOTE: Observations of slat positions should be made from the cabin.

a) Rotate the flap selector to 30° position and select GPWS gear over-ride.

Check the flaps extend within the time listed below:

Trailing Edge - 3 min 30 sec [ ]

Check the slat is gapped.

b) Rotate the flap selector to the 20° position and **restore GPWS gear over-ride.**

Check the Trailing Edge flaps retract to 20° SAT/UNSAT

c) Place the normal flap lever to 20º. Push both LE and TE ALTN flap switches to OFF and rotate the flap selector to NORM. Retract the flaps using the normal flap selector lever.

Check the Leading Edge and Trailing Edge flaps retract fully. SAT/UNSAT

10.2 Alternate Landing Gear (Observe placard speeds)

Assure gear handle is OFF. Push the ALTN GEAR EXTENSION switch (if applicable, check the letters ALTN in the switch illuminate and remain on for approximately 5 seconds). Check the door amber light illuminates and 3 gear green lights illuminate within 20 seconds, gear disagree and gear doors warnings appear on EICAS. SAT/UNSAT

Wait a minimum of two minutes and place the landing gear lever DOWN and then select the gear lever UP. Check gear retracts and doors close normally. SAT/UNSAT

10.3 Ram Air Turbine (RAT)

1. Depressurise "C" hydraulic system (confirm EICAS warning).
2. Deploy RAT prior to approach and assure "C" Hydraulic pressure on EICAS (if available). SAT/UNSAT
3. Return "C" hydraulic system to normal.

10.4 Spoiler Warning

On approach with flap 25° check that speedbrakes warning occurs when the speedbrake is extended. SAT/UNSAT

11. LANDING

Carry out a normal landing with full reverse thrust and record any unusual characteristics.

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Reverse EPR Left [ ] Right [ ] RB211-535C - 1.38 Min
RB211-535E4 - 1.312 Min

Note. Minimum values quoted for Sea Level pressure altitude. Pressure Altitude [ ] ft

12. AFTER LANDING

12.1 Standby Power

With external power and APU generator off
disconnect both generators and check that standby power light does not illuminate. SAT/UNSAT

Check the following items for correct operation:

VHF COMM 1	SAT/UNSAT
VHF NAV 1	SAT/UNSAT
LEFT RDMI	SAT/UNSAT
LEFT/RIGHT ADF (Depending on ETOPS fit)	SAT/UNSAT
CENTRE ILS	SAT/UNSAT
STANDBY ATTITUDE INDICATOR	SAT/UNSAT
STANDBY ALTIMETER	SAT/UNSAT
INSTRUMENT LIGHTING	SAT/UNSAT
FLIGHT INTERPHONE	SAT/UNSAT
FUEL QUANTITY	SAT/UNSAT
STANDBY ENGINE INSTRUMENTS (NOTE EPR INOPERATIVE)	SAT/UNSAT
RUDDER TRIM (TRIM INDICATOR INOPERATIVE)	SAT/UNSAT
RIGHT HALF OF UNDERCARRIAGE GREEN INDICATIONS	SAT/UNSAT
HIGH IDLE ON ENGINES	SAT/UNSAT

Reinstate both generators and check normal operation of electrics.

12.2 Engine Shutdown

Shut engines down using the fire handles.

Check:	Spar valve shuts (Light cycles)	SAT/UNSAT
	Generator field switches OPEN (if applicable)	SAT/UNSAT
	Fuel Switches – OFF	
	Fire Handles – REINSTATE	

Amendment Record.

Issue 2

SECTION 3.5 PERFORMANCE TAKE-OFF CLIMB

Re-introduction of take-off climb measurement and repositioning of the PTU check to follow (previously 4.1) afterwards.

SECTION 4.5 PERFORMANCE - EN-ROUTE CLIMB

Re-introduction of en-route climb measurement.

SECTION 5 HIGH CABIN PRESSURE

Clarification of the valve operating procedures

SECTION 10 TRAILING EDGE FLAP LOAD RELIEF

This test has been deleted.

SECTION 11.1 ALTERNATE FLAPS

The test has been amended so that it finishes after the flaps have been retracted on the alternate system to 20º.

Issue 2.1

Spelling errors corrected and editorial improvements made.

Issue 3

SECTION 1.1.6 TAKE-OFF CONFIGURATION WARNING

Test amended to include check of all system inputs

FUNCTIONING 3

Sequence of tests amended such that en-route climb immediately follows the take-off climb.

SECTION 4.1 AND 6.1 ENGINE RELIGHTS

Procedures amended to eliminate errors and to identify correct engines

SECTION 5 HIGH MACH

Test amended to include data for aircraft with 0.86 Mmo

SECTION 10.1 ALTERNATE FLAPS

Requirement to check slats sealed deleted

Amendment Record for Issue 2 amended to correct flap position for Alternate Flap Check.

Issue 4

SECTIONS 4.1 & 6.1

Editorial corrections incorporated.