



FS2Crew: Flight1 ATR Edition

- Operating Checklist -

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(<http://atr.flight1.net>)

Hidden Click Spots Summary



#1. DSP SEL button. Left clicking this button will activate FS2Crew. You will hear a female voice say: “FS2Crew activated.” The Parking Brake must be set for this function to work.

#2. Top left button on the Chronometer. Prior to receiving the Takeoff Data Card, left clicking this area opens the Oxygen Panel. After receiving the Takeoff Data Card and while still on the ground, clicking this area will re-open the Takeoff Data Card. While airborne, clicking this area will re-open the Landing Data Card provided the FO has already handed you the Landing Data Card.

#3. Bottom right button on the Chronometer. Left clicking the area is used to simulate fastening your seat-belt.

#4. Airspeed Indicator. Left clicking this area will produce three different events depending on your situation:

- While on the Ground: Opens the Captain’s Watch window.
- While in the Air: Produces the Captain’s “LNAV” call. The FO will set LNAV on the autopilot. This function only works when the Approach or Landing modes are not active.
- While in the Air with the Approach Mode set to Non-Precision (LOC/NDB/VOR) with the *gear up*: Produces the Captain’s “Course Alive,” “Localizer Alive,” or “5 Degrees” call.
- While in the Air with the Approach Mode set to Non-Precision (LOC/NDB/VOR) with the *gear down*: Produces the Captain’s “Contact, Landing” call.



#5. RMI. Left clicking this area will produce three different events depending on whether FS2Crew has been activated, or if you are airborne or still on the ground:

- While on the Ground: Opens the Departure Briefing Page.
- While in the Air: Opens the Approach Briefing Page.
- When FS2Crew is not activated: Closes any open panels. If you decide to load the ATR directly without first loading the Cessna, all the FS2Crew Panels may be open when the ATR loads. If you click this button, all open FS2Crew panels will automatically close. This saves you the hassle of individually closing each panel.

#6. Main Altimeter. Left clicking this area will produce two different events depending on whether you are airborne or still on the ground:

- While on the ground:
 - 1st click: Simulates cycling the No Smoking Light to inform the FAs that takeoff is imminent.
 - 2nd click: Turns on the strobes.
 - 3rd click: Turns on the landing lights.

Note: The purpose of this click spot area is to save you the hassle of opening the overhead panel while you are trying to maneuver the aircraft on to the runway.

- While in the air:
 - Left clicking this area will produce the following calls:
"10,000 (or FL100), Landing Lights Off, Pressurization checked."
During the descent, clicking the area a second time will produce the following call:
"10,000 (or FL100), Landing Lights On, Pressurization checked."

Note: If transition altitude in your FMC is set to an altitude greater than 10,000 feet, you will say "10,000 feet." If the transition altitude is set to an altitude below 10,000 feet, you will say "Flight Level 100."

#7. Middle section of the Standby Attitude Indicator. Left clicking this area will result in the following call:

PF: "Transition"

PNF: "Altimeters"

Note that the FO will not set your altimeters for you. You must manually set your own altimeters. If you forgot to make this call during the climb the FO will remind you about it; however, if you miss this call during the descent the FO will not remind you as Transition Levels are not fixed in many parts of the world, and FS2Crew is unable to determine a value for the TL as there is no input field in the FMC for a TL, only a TA.

#8. Middle section of the Standby Altimeter. Left clicking on this area plays miscellaneous dialogues between the Captain and FO.

Note: The dialogues play in sequential order and are not random.

#9. ADC-SW Light. Left click this area when you want to initiate a go-around. This click spot area is only active during Landing Mode. Note that when you press this button, you do not need to press GA on the Throttle Panel. This saves you the hassle of trying to open the Throttle Panel to initiate a go-around, which can be awkward.



PRE-START CHECKLIST

- a) Plot Route
- b) Get METAR/TAF/Destination TAF & NOTAMS
- c) Set up plane (remember to load default Cessna before ATR72-F1)
- d) Load scenario & set FS2004 weather
- e) Board fuel

FS2Crew/Atr72 CHECKLIST START

- 1) Activate FS2Crew. (Left clicking on the DSP SEL)
- 2) Power-on.
(Turn on the Battery & Connect Ground Power External Power DC/AC Wild)
- 3) Turn on Nav lights.
- 4) Set countdown time on chronograph
(on 25 the FO enter in the cockpit, on 22 start his first flow)
Maintenance Call : COMM 2 : 129.50 + Secondary Button.
- 5) Set the Departure Briefing Page
- 6) Contact Company Frequency for crew on-board
COMM2 : 131.95 + secondary button
- 7) Set FMS (pay attention to the T/D point)
- 8) Perform the oxygen test (captain)
- 9) FO'S FLIGHT DECK PREPARATION FLOW (no captain action needed)
- 10) Set *Squawk* code and NAV for departure + course + heading bug



- 11) Intercom test with FA (click the green button)
[FA will contact you at about 15 min before departure]

INTERCOM TEST DIALOGUE

CAPT	FA
	Hello Captain, are you ready for the Intercom test?
Yes I am.	
	Ok, talk to you in a second (FA goes back into the cabin)
(Ding Dong sound, Blue Attendant Call light illuminates on the overhead panel)	
	How do you read?
Loud and clear	
	Ok, now let me test the Emergency button.
(Ding Dong sound, EMER illuminates on the Call Light on the overhead panel)	
Emergency is working. Now let me test the PA system Select Test on the PA Announcements Page. Click "PA Test" button	
Testing 1,2,3	
	It's loud and clear. Can I get you guys anything to drink?
Yes/No (Green = yes, Red = no)	

- 12) Contact ground operations for ready to start boarding.
COMM 2 : 131.95 + Secondary Button

- 13) Receive and sign the Load Sheet [At about 7 min before departure]

- 14) Receive Takeoff Data Card and set the takeoff bugs
[At about 5 min before departure]

Green Bug: used for V1, but since V1 and VR move the Green Bug down to 60 knots
Red Bug, VMLB (Icing)
White Bug, VMLB (Norm)
Yellow Bug, (VR)
Inner Bug, (V2)
Set airspeed in the ADU to V2 plus 10 knots.

- 15) Call for the Final Cockpit Preparation checklist (Press "Main button")
To respond to each of the FO's challenges, click the Main Button again.
If you need more time, just click the Secondary Button to announce "**Standby.**"



FINAL COCKPIT PREPARATION CHECKLIST

FO	CAPT
Memo Panel	
	No Smoking, Seatbelts, Prop Brake
Gear Pins and Covers	
	Three on Board
Torches	
	On Board
Fuel Quantity	
	<Captain read actual fuel load>
Takeoff Data Bugs	
	<Captain read speed bugs>
<FO read speed bugs+ADU+torque settins>	
	Takeoff Data Bugs Set
Trims	
	<Actual trim setting read back>
Altimeters: (FO reads his Alt Setting)	
	(Captain reads back indicated altimeters and the Alt on main altimeter)
Checked	
Landing Elevation	
	<Captain reads back landing elevation as entered in the Pressurization Controller>
COM/NAV	
Engine Test – Performed (The FO performed the Engine test, so he responds to his own challenge)	Set
Parking Brake	
	Set, pressure good
Final Cockpit Preparation Checklist Completed	

15) Start Engine Nr 2 in Hotel Mode. Press 'MECH' Call Button for a couple seconds. Click the "H" button on the Ramp Agent dialogue panel to ask permission to start Hotel Mode.

16) Verify "Prop Brake" ON.

17) Start Selector to A and B.

18) Press Start 2 Button on the Overhead and move CL2 from Fuel S.O. to FTR



STARTING HOTEL MODE CALLOUTS (Press MAIN button)

NH	When the NH indicator start moving
FUEL	At 10% NH + CL2 is moved from Fuel S.O. to FTR
ITT	When ITT starts rising
OIL PRESSURE	When Oil Pressure Starts rising
45, STARTER DISCONNECT	At 45% NH, when the starter disconnects
PARAMETERS STABILIZED	

CAPTAIN'S POST HOTEL START FLOW

- 19) Eng start rotary selector – Off & Start Abort
- 20) Ext power – Off (DC and Wild)
- 21) Emer exit lights – Arm
- 22) Bleed #2 – On
- 23) Radar – Stby
- 24) Fasten your seatbelt. (Click on bottom right hand button on the Chronometer)
- 25) Wait for the FA call for cabin ready for departure.
 - Green Button to tell her the seating is ok
 - Red Button to tell her that the taxi time is going to be short
- 26) Call for the Before Taxi Checklist (Press MAIN button).
 - Main Button to respond to each of the FO's challenges
 - Secondary Button to say "**Standby.**"

BEFORE TAXI CHECKLIST

FO	CAPT
Tail Prop	
	On Board
Doors	
	Closed
Beacon	
	On (swith the Beacon ON)
Prop Brake	
	<ul style="list-style-type: none"> - The FO will call "Clear," - Request permission to Start Engine 2. (press 2 on the ramp agent box) - activate the HYD AUX pump - Release the Prop Brake - After 15 seconds, move CL#2 to AUTO. - Call SINGLE CHANNEL (press Main button) - Call LOW PITCH (main button)



27) FO will perform his Before Taxi Checklist flow. (No captain action needed)

- a) STBY Probe Heating – On
- b) Antiskid – Test
- c) Flaps – 15

28) Continue the Before Taxi Checklist (Press Main Button)

BEFORE TAXI CHECKLIST (CONT'D)

FO	CAPT
Condition Lever 2	
	Auto
Flaps	
	15
Anti Skid	
	Tested
Radar	
	Stand-by
Before Taxi Checklist Completed	

29) Start Engine #1.

Get clearance, clicking on “1” on the Ramp Agent Dialogue
Press Main Button to command FO to start Engine 1,

30) Call Operations and give them our Block Off time.

COMM2 : 131.95 + Secondary Button

PILOT FLYING’S AFTER ENGINE #1 START FLOW (optional)

- Timer: Stop and Reset
- Select RNV and MAP
- Set the MAP range to 25 miles
- *The PNF will leave his displays set to “Raw Data”

31) Release the parking brake and request taxi clearance from ATC.

32) Turn on the taxi light and start taxi



33) Call for the TAXI CHECKLIST (Press Main Button)

TAXI CHECKLIST

FO	CAPT
Brakes	
	My side checked
My side checked	
Engine #1 Start	
	Performed
Condition Lever 1	
	Auto
Cockpit Com Hatch	
	Closed, Checked
AFCS	
	Captain read back the Altitude, Bank Setting, Squawk Code and selected Speed (which you should have set to V2 +10) which are entered in the AFCS
Takeoff Config – Tested (FO will press the Takeoff Config Button)	
Takeoff Briefing	
	(Open the Takeoff Briefing Page by clicking on the RMI and complete the Briefing)
Taxi Checklist Completed	

34) Wait until the FA will call you to inform you that the cabin is ready for takeoff.
 Green Button to reply.
 Red Button to say **“Standby.”**



35) Call for the BEFORE TAKEOFF CHECKLIST (Press Main Button)

BEFORE TAKEOFF CHECKLIST

FO	CAPT
Gust Lock	
	Released
Flight Controls – Left	
	Checked (<i>Checks the left aileron and spoiler</i>)
Illuminated (<i>Checks the left SPLR light</i>)	
Right – Checked	
	Illuminated
Up....Down	
	Pedals checked
Flight Controls Checked	
Bleed Valves	
	On/Off (Captain set Bleeds OFF if needed)
Airflow	
	Normal/High
CCAS	
	Takeoff Inhibition
External Lights	
	On (<i>Captain set strobe light ON</i>)
Transponder – Altitude	
TCAS – Auto	
Rudder Cam	
	Centered (<i>Momentarily deflects yaw trim left and right</i>)
Radar	
	Standby/On
Runway heading lined up, lateral FD bars	
	Centered
Before Takeoff Checklist Completed	

36) Inform the FA's for the imminent takeoff (click the hidden clickspot on the Altimeter)

37) Ask to FO if he's ready for Takeoff. (Press Main Button)

38) Start the timer by clicking the top right button on the chronometer.



39) TAKEOFF - Move the Power Levers into the Notch

TAKEOFF CALLS SUMMARY

CAPT	FO
Notch, Check Power (As soon as the PLs are in the Notch)	
	ARM (Automatic call)
	Power Set (Automatic call)
	70 Knots (Automatic call)
70 knots, my controls (Automatic call)	
	Your controls (Automatic call)
	V1 (Automatic call)
Rotate (Automatic call) (If reject: press SECONDARY Button)	
	Positive Rate (Automatic call)
Gear Up, Yaw Damper (Press Main Button)	
	(FO retracts gear and engages Yaw Damper)
Checked (Press Secondary Button)	

40) Passing Acceleration Altitude, the FO will call **"Acceleration"**

41) Call **"Climb Sequence."** (Press Main button)

42) The FO will perform his climb sequence flow:

- Select PWR MGT to CLB
- Set the TAXI&TO and WING lights off
- Set the IAS to 170 knots
- If you flew a Bleeds Off takeoff, the FO will turn the engine bleeds back on
- The FO will then announce "Climb Sequence Completed."

43) When FO finishes calling **"Climb Sequence Complete,"** click the Main Button again to call **"Inner 170."**

44) After the FO calls **"White Bug"** call **"Flaps 0"** (Press Main Button)

45). After the FO calls **"Flaps 0 Set,"** visually check that the flaps are up.
Press the Secondary button and call **"Checked."**

46) Turn on the Autopilot by clicking the **"Z"** key



47) Call for the AFTER TAKEOFF CHECKLIST. (Press MAIN button)

AFTER TAKEOFF CHECKLIST

PF (Captain)	PNF (FO)
	Landing Gear
Up, no lights	
	Taxi & TO Lights
Off	
	Power Management
Climb	
	Flaps
Zero	
	Bleed Valves
On	
	Altimeters
<Captain readback altimeter setting>	
	FO will then read back his Altimeter setting + Rounded-up altitude call
"Checked" (Press Secondary Button when reached the rounded altitude)	
	After takeoff checklist completed

48) Passing 5000 feet, if the conditions permit it you may turn off the seatbelt sign.

49) At 10,000 callout: **"10,000, Landing Lights Off, Pressurization Checked."**

(Press the hidden click spot located in the center of the main Altimeter)

50) Passing 10,000 feet, turn the no smoking sign off and on.

That's the FAs signal that it's okay to start the onboard service.

51) Passing the Transition Altitude call **"Transition, Altimeters."**

(click on the hidden click spot located in the center of the Standby Attitude Indicator)

52) Reached the cruise altitude, call for the Cruise Checklist.

(press the Main Button and use the Main Button again to run through the Checklist)

CRUISE CHECKLIST

PF (Captain)	PNF (FO)
	Power Management
Cruise	
	Seatbelt Switch
Off/On	
	Cruise Checklist Completed



53) During cruise we can call the FA for a coffee (press ATTD button on the Overhead)

54) 30min before landing, call Operations and let them know our ETA.
(COMM 2 : 130.95 + Secondary Button)

55) Inform FA about the time remaining till the descent.
(press the ATTD button on the overhead panel + "DESC")

56) At about 20 miles before the TOD, the FO will hand you the Landing Card.

VGA: Go around speed.

Value on the left is non-icing conditions.

Value on the right is for icing conditions.

VAPP (n/w)	: Approach speed with no wind.
VAPP (n/w icing)	: Approach speed with no wind, icing conditions.
VAPP	: VAPP No Wind plus 1/3 of the steady wind or gust in full, which ever is greater.
VAPP	: VAPP correct for icing conditions.
VMLBO (Norm and Icing)	: Flaps up maneuvering speeds.

57) Set the bugs for landing.

Airspeed Indicator:

YELLOW	:	Go around speed (VGA or 1.1 VMCA, whichever is higher)
INNER	:	Final Approach speed (To be set on final after Flaps 30 selected)
WHITE	:	VMLB Normal
RED	:	VMLB Icing

Altimeter:

Red Bug	:	DA/MDA/DDA (feet only, no thousands).
White Bug	:	Arrival Runway Touchdown Zone Elevation (TDZE)

Engine Gauges:

Torque Bugs	:	100 Percent
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58) Brief the FO for the approach. Open the approach briefing page,
(click the hidden click spot located in the middle of the RMI)

59) After approach briefing, call for the DESCENT checklist
(Press the Main Button)

*** The descent checklist should be read no later than 10NM back from the TOD.



DESCENT CHECKLIST

PF	PNF
	CCAS
Recall	
	Landing Data
Speeds: Inner <>, Yellow <>, White <>, Red <>, RA <>, Standby Altimeter <>, Torques 100%, Elevation <>, ADF Set, charts prepared*	
	Checked, Landing Data Set
	Seatbelts
On	
	Cabin Crew
Informed	
	Descent Checklist Completed

59) At TOD or when ATC ask, start Descend

60) Passing 10,000 feet, call “**10,000, landing lights on, pressurization checked.**”
(click on the Altimeter to make the call). The FO will then turn on the landing lights.

61) Passing the Transition Level call “**Transition, Altimeters.**”
(click on the hidden click spot over the Standby Altimeter)

62) Passing 7000 feet, the FA will inform that the Cabin is ready for landing.
(Click the Green Button on the FA dialogue panel to acknowledge)

63) Passing 5000 feet above the arrival airport, call for the APPROACH checklist.

APPROACH CHECKLIST

PF	PNF
	Altimeters
<Captain readback altimeter setting>	
	<FO will then read back his Altimeter setting + Rounded-up altitude call>
“Checked” (Press Secondary Button when reached the rounded altitude)	
	Cabin Altitude
Going Down	
	Speed Versus Icing AOA Light
Not illuminated Normal Speeds/ Illuminated, Icing Speeds	
	Cabin Report
Obtained	
	Approach Checklist Completed



- 64) When the LOC makes positive movement call "**Localizer Alive.**"
(Press Main button)
- 65) When the autopilot grabs the Localizer and *LOC is displayed on the autopilot, call "**LOC Star, runway heading, dual ILS.**"
(Press Main button)
- 66) Check and set (if needed) ILS frequency in NAV2
- 67) Call "**Set Go Around Altitude.**" Press Main Button.
- 68) About 9 miles back from touchdown call "**Flaps 15, gear down.**"
(Press Main button)
- 69) When the FO calls "**Flaps 15, gear down set,**" check that the flaps are indeed at 15 and that the gear is down and call "**Checked.**"
(Press the Secondary Button)
- 70) Call "**Inner 140.**" (Press Main button)
Move the Inner Bug on your Airspeed indicator to 140 knots and slow to 120 knots.
- 71) As soon as the airspeed reaches 140 knots, call "**Flaps 30.**"
(Press Main button)
- 72) When the FO calls "**Flaps 30 Set,**" call "**Checked**"
(Press the Secondary Button)
- 73) Call for the BEFORE LANDING CHECKLIST.
(Press Main button)
- 74) At 1000 feet on the Radar Altimeter, the FO will call "**One thousand, stabilized.**"
(Click the Secondary Button to call "**Checked.**")
- 75) At 500 feet on the Radar Altimeter, the FO will call "**500, stabilized (or not stabilized).**"
Click the Main Button to call "**Continue, no action except for a PEC fault.**"
- 76) When the FO calls "**Minimums,**" call "**Landing**"
(Press Main button)
- 77) LANDING
- 78) During touch down, the FO will call "**Both LO pitch lights illuminated**"
- 79) At around 70 Knots call: "**Wings Level.**"
(Press Main button)
- 80) Leaving the runway, call: "**After Landing Memory Items.**"
(Press Main button)



The FO will then perform his After Landing flow:

- Flaps 0
- Engage gust lock
- Radar off
- Landing lights off
- Anti ice and probe heats off
- Trims reset to zero (Elevator trim reset to 1)
- Strobes off
- Xpndr to standby
- TCAS off

When the FO completes his After Landing Memory items, he will then call:

"Memory Items Completed."

81) During the taxi, command the FO to feather engine #1 and run the After Landing checklist.
(Press Main button)

82) After the FO calls "One minute," make the following command: **"Fuel Shutoff, bleeds off."**
(Press Main button)

83) At the parking, engage Hotel Mode:

- Parking brake – Set
- Taxi & wing lights – Off
- Cl#2 – Feather
- Prop brake – On (after 30 seconds)

*To ensure Hotel Mode engages, click the HYD Aux pump on the throttle quadrant after engaging the Prop Brake

When the Prop has stopped:

- Beacon - Off
- Seatbelt signs - Off
- Emergency exit lights – Disarm

84) Call for the PARKING CHECKLIST. (Press Main button)

PARKING CHECKLIST

FO	CAPT
Parking Brake	
	Set
Condition Lever 2	
	Feather
Prop Brake	
	On and Locked
Tail Prop	
	Required
Parking Checklist Completed	



85) When the GPU is available, set :

- GPU – ON
- CL#2 – FUEL SHUTOFF
- Bleed #2 – OFF

86) If this is the last flight of the day, open the PA panel then click the TERM button.

Basically the FO will do all the work:

- I. Both packs – Off
- II. Oxygen Supply – Off
- III. No smoking sign – Off
- IV. Anti Ice/Probe heat – Off
- V. All Ext Lights – Off
- VI. Fuel Pumps – Off
- VII. Pedestal Lights – Off
- VIII. Radios – Off
- IX. RA DH – Zero
- X. EFIS CRTs – Off
- XI. Fuel Used – Reset
- XII. Torque Bugs – 90 percent
- XIII. Map/Chart/Reading Lights – Off

87) If you want to setup for another leg, you need to open the Watch Panel and click on the display time to start FS2Crew in Thru-Flight mode for the next leg.

In that case, the FO will perform the following:

- I. ENG #1 fire test
- II. Seatbelt switch on
- III. Capt/FO windshield heating on
- IV. Smoke test
- V. Extract fan reset
- VI. ENG #2 fire test
- VII. RA and DH to zero
- VIII. Reset fuel used
- IX. Torque bugs to 90 percent
- X. Antiskid test
- XI. Landing elevation for next sector (The FMC must be programmed first)
- XII. HDG LO BANK and IAS on the ADU (The FMC must be programmed first or default values will be set)
- XIII. Goes out and performs the walk around



Non Precision Approaches

The final approach configuration should be established and the AFTER LANDING CHECKLIST should be completed before the FAF.

CALLOUT SUBSTITUTIONS FOR A NON-PRECISION APPROACH

Intercepting the Approach Course:	
Non Precision Approach (LOC)	Hidden click spot located on ASI = LOCALIZER ALIVE.
Non Precision Approach (NDB)	Hidden click spot located on ASI = 5 DEGREES.
Non Precision Approach (VOR)	Hidden click spot located on ASI = COURSE ALIVE.
When calling: "Contact Landing"	Hidden click spot located on ASI with the gear down. If the gear is up you will call COURSE ALIVE.
When disconnecting the Autopilot:	
CAT I ILS Approach	AUTOPILOT OFF
Non Precision Approach (All Types)	STBY MODE, RWY HEADING, CHECK GO AROUND ALTITUDE (The PNF will set STBY on the ADU, set the Runway heading and set the Go Around Altitude)
Omitted Calls: In a CAT I ILS Approach the 3 rd Main Button press produces the " Set Go-Around Call. " During a Non-Precision Approach, however, this call is omitted as its function is embedded in the Autopilot Disconnect Call. Accordingly, the 3 rd Main Button press during a Non-Precision Approach produces the " Flaps 15, Gear Down Call. "	



Visual Approach Procedures

- Downwind should be flown at roughly 1000 to 1500 feet above the runway at 160 Kt (or Red bug plus 10 in icing conditions).
- Abeam the threshold, call for flaps 15 and gear down.
- Call for the Before Landing Checklist.
- until 500 feet on final disconnect the autopilot (by pressing the 'Z' key)
- Disconnecting the autopilot while on a visual approach will result in the Captain making the following call: **"STBY MODE, RWY HEADING, CHECK GO AROUND ALTITUDE."**

Visual Approach Step (Press MAIN button for each call)

- First click = Flaps 15, gear down
- Second click = Before Landing Checklist
- Third click through Seventh click : Before Landing Checklist items
- Eight click = Inner 140
- Ninth click = Flaps 30
- Tenth click = Continue, no action except for PEC fault (Done at 500 RA)

Before Landing Checklist	
	Landing Gear
Down, Six green	
	TLU Green Light
LO Speed	
	Flaps
<actual flaps setting>	
	Power Management
Takeoff	
	External Lights
On	
	Autopilot
My discretion/Off	
	Before Landing Checklist Complete



Go Around Procedures

- To initiate a go-around click ADC-SW Light (not the GA button on the Throttle Quadrant)
- Advance the PL's to RAMP.
- The following call will automatically be produced when you press the ADC-SW button:
GOING AROUND, FLAPS 15, CHECK POWER.
- Re-select and re-brief the approach on the Approach Briefing Page before shoot another approach.

GO AROUND CALLS (press MAIN button)

PF (Captain)	PNF (FO)
<i>*ADC-SW Click spot pressed. Go around and flaps call made.</i>	
GOING AROUND, FLAPS 15, CHECK POWER	
	<i>Selects Flaps 15, checks power and calls: POWER SET, FLAPS 15 SET</i>
	POSITIVE RATE
GEAR UP	
	GEAR UP SET
HEADING, LO BANK, IAS	
	HEADING LO BANK, IAS SET
CHECKED	
<i>*At the Acceleration Altitude, calls and actions performed as in normal takeoff. For go-around, the Acceleration Altitude is fixed at 1000 AFE</i>	

Normal Checklist

FINAL COCKPIT PREPARATION

MEMO PANEL.....	CHECK
GEAR PINS & COVERS.....	ON BOARD
TORCHES.....	ON BOARD
FUEL QTY.....	CHECK
TO DATA-BUGS.....	SET
TRIMS.....	SET
ALTIMETERS.....	SET
LANDING ELEVATION.....	SET
COM/NAV.....	SET
ENG TEST.....	PERFORMED
PARKING BRAKE.....	SET

BEFORE TAXI

TAIL PROP.....	ON BOARD
DOORS.....	CLOSED
BEACON.....	ON
PROP BRAKE.....	OFF
CL 2.....	AUTO
ANTI ICING.....	AS RQD
FLAPS.....	SET
ANTISKID.....	TEST
RADAR.....	STBY

TAXI

BRAKES.....	CHECK
ENG 1 START.....	PERFORMED
CL 1.....	AUTO
COCKPIT COM HATCH.....	CLOSED
AFCS.....	SET
TO CONFIG.....	TEST
TAKE OFF BRIEFING.....	SET

BEFORE TAKE OFF

GUST LOCK.....	RELEASE
FLIGHT CONTROLS.....	CHECK
BLEED VALVES.....	AS RQD
AIRFLOW.....	NORM
CCAS.....	TO INHI
EXT LT.....	SET
XPDR.....	ALT
TCAS.....	AUTO
RUDDER CAM.....	CENTER
RADAR.....	AS RQD
RUNWAY HEADING LINED UP:	
LATERAL FD BARS.....	CENTERED

AFTER TAKE OFF

LANDING GEAR.....	UP
TAXI & TO LT.....	OFF
PWR MGT.....	CLB
FLAPS.....	0
BLEED VALVES.....	ON
ALTIMETERS.....	SET
MEMOPANEL.....	CHECK



CRUISE

PWR MGT..... CRZ
SEAT BELT SW..... AS RQD

DESCENT

CCAS (if necessary)..... RCL
LANDING DATA..... SET
SEAT BELTS..... ON
CABIN CREW..... INFORM

APPROACH

ALTIMETERS..... SET
CABIN ALTITUDE..... CHECK
SPEED VERSUS ICING AOA LT..... CHECK
CABIN REPORT..... OBTAIN

BEFORE LANDING

LDG GEAR..... 3 GREEN
TLU green light..... CHECK ILLUMINATED
FLAPS..... SET
PWR MGT..... SET
EXT LT..... SET
AP..... AS REQD

AFTER LANDING

XPDR..... STBY
RADAR..... STBY
TCAS..... STBY
FLAPS..... 0
GUST LOCK..... ENGAGE
PITCH AND ROLL CONTROLS..... CHECK LOCKED
TRIMS..... RESET
ENG START..... OFF/START ABORT
EXT LIGHTS..... OFF
ENG COOLING TIME..... 1 MIN OBSERVED
CL 1..... FUEL SO

PARKING

PARKING BRK..... SET
CL 2..... FTR
PROP BRAKE..... ON/LOCKED
TAIL PROP..... AS RQD

LEAVING THE AIRCRAFT

OXYGEN MAIN SUPPLY..... OFF
ICE AND RAIN PROTECTION..... OFF
EXT LT..... OFF
EFIS..... OFF
RADAR..... OFF
COM / NAV..... OFF
CL 2..... FUEL SO
FUEL PUMPS..... OFF
EMER EXIT LT..... DISARM
BAT..... OFF