

BOEING 777
NORMAL CHECKLIST - MSFS USE ONLY - NOT FOR REALWORLD USE

| ELECTRICAL POWER UP | |
|---|---------------|
| Battery Switch | ON |
| C1 & C2 Primary Pump Switches | OFF |
| Demand Pump Selectors | OFF |
| Wiper Selectors | OFF |
| Landing Gear Lever | DOWN |
| ALTERNATE FLAPS Selector | OFF |
| Electrical Power | ESTABLISH |
| Bus Tie Switches | AUTO |
| If External Power Is Desired and PRIMARY EXTERNAL POWER AVAIL Light is illuminated _____ PUSH | |
| If the SECONDARY EXTERNAL POWER AVAIL LIGHT is illuminated _____ PUSH | |
| <i>If APU Power is desired;</i> | |
| APU GENERATOR Switch | ON |
| APU Selector Switch | START |
| APU Selector Switch | RELEASE TO ON |

| BEFORE START | |
|---|--------------------------|
| Inspections and Security Checks | COMPLETE |
| Oxygen | CHECKED / 100% |
| Instruments | CHECKED |
| QNH | (...) SET & CROSSCHECKED |
| Autobrake | RTO |
| Parking Brake | SET |
| Fuel Control Switches | CUTOFF |
| Briefing: | |
| <i>MEL / AIS / SIG WX / TAKEOFF ALTERNATE / RWY / FLAPS / TERRAIN & PERF RESTRICTIONS / SSA / MSA / TRANSITION ALTITUDE / SID / AFDS / RADIO AIDS / FMC / EMERGENCIES / REVIEW.</i> | |
| ----- L O A D S H E E T ----- | |
| Fuel | SET |
| FMC | LOADED |
| Thrust | SET |
| Speeds | SET |
| LNAV/VNAV | SET |
| VATSIM / IVAO Pilot Client | STARTED - DATA SET |
| BAV PILOT CLIENT | STARTED - DATA SET |

| PUSH & START | |
|------------------|---------|
| Passenger Signs | AS REQD |
| Hydraulics | SET |
| Beacon | ON |
| Transponder | XPNDR |
| Doors | CLOSED |
| Flight Deck Door | LOCKED |
| Recall | CHECKED |

| AFTER START | |
|-------------------------------------|--------------------|
| APU Selector | AS REQD |
| Anti-Ice | AS REQD |
| Recall | CHECKED |
| -----WAIT FOR VISUAL CLEARANCE----- | |
| Ground Crew Clearance | SEEN |
| Flaps | SELECT FLAPS (...) |

| BEFORE TAKEOFF | |
|---------------------------|---------------------|
| Flight Controls | CHECKED |
| Transponder | SET |
| Final Loadsheet | RECEIVED |
| Flaps | (...) SET |
| Vital Data | SET |
| Trim | (...) UNITS & ZERO |
| Cabin Report | RECEIVED |
| -----ENTERING RUNWAY----- | |
| Exterior Lights | AS REQD |
| Cabin Crew | "SEATS FOR TAKEOFF" |

| AFTER TAKEOFF | |
|--------------------------|-----------------|
| Landing Gear | UP |
| Flaps | UP |
| Engine Anti-Ice | AUTO |
| -----STD (1013) SET----- | |
| Altimeters | STD(1013/29.92) |

| DESCENT | |
|--|----------|
| Recall and Notes | CHECKED |
| Briefing: | |
| <i>Configuration / AIS / WX / QNH / Transition Level / MSA / SSA / Airfield Elevation / Terrain / STAR / Approach / Go-Around / Runway / Flaps / Stopping / Airfield / Radio Aids / Nav Accuracy / Alternate / Fuel Capability / Review.</i> | |
| VRef | SET |
| Minima | SET |
| AutoBrake | (...)SET |

| APPROACH | |
|---------------|-----------------------------|
| Altimeters | QNH(...) SET & CROSSCHECKED |
| Map Integrity | VERIFIED |

| LANDING | |
|--------------|-----------|
| Speed Brake | ARMED |
| Landing Gear | DOWN |
| Cabin Report | RECEIVED |
| Flaps | (...) SET |

| AFTER LANDING | |
|-----------------------------|----------------------------------|
| Speed Brake | DOWN |
| Strobes | OFF |
| Flaps | UP |
| Weather Radar | OFF |
| Transponder | XPNDR |
| APU Electrics | AVAILABLE |
| -----APPROACHING STAND----- | |
| Cabin Crew | "DOORS TO MANUAL AND CROSSCHECK" |

| SHUTDOWN | |
|-----------------------|------------------------|
| Parking Brake | SET |
| Fuel Control Switches | CUTOFF |
| Hydraulic Panel | SET |
| Fuel System | SET |
| Beacon | OFF |
| Transponder | STDBY / 1000 |
| BAV Pilot Client | PIREP FILED & SHUTDOWN |
| Flight Deck Door | UNLOCKED |

BOEING 777**NORMAL CHECKLIST - MSFS USE ONLY - NOT FOR REALWORLD USE****SECURE**

| | |
|-------------------|---------|
| Emergency Lights | OFF |
| APU | AS REQD |
| ADIRU Switch | OFF |
| Battery | OFF |
| Pack Switches | OFF |
| F/D Access Switch | OFF |

ELECTRICAL POWER DOWN

Before accomplishing the following steps, verify ADIRU; EMERG LIGHTS; and PACK switches are OFF and HYD PRESS SYS L+C+R message is displayed.

APU Selector and / or;

| | |
|---------------------------|-----|
| EXTERNAL POWER Switch(es) | OFF |
| BATTERY Switch | OFF |

V-REF

| WEIGHT (1000Kg) | FLAP | | |
|--------------------|------|-----|-----|
| | 30 | 25 | 20 |
| 300 | 169 | 174 | 183 |
| 280 | 162 | 168 | 174 |
| 260 | 154 | 162 | 168 |
| 240 | 148 | 156 | 161 |
| 220 | 142 | 149 | 154 |
| 200 | 135 | 142 | 147 |
| 180 | 128 | 134 | 139 |
| 160 | 121 | 127 | 131 |
| 140 | 113 | 118 | 123 |

| AUTO- BRAKE SETTING | ADVISORY LANDING DISTANCE REQUIRED SL, ISA, (metres) | | | | | |
|---------------------------|---|------|------|------|------|------|
| | APPROACH GROUND SPEED (kts) | | | | | |
| | 120 | 130 | 140 | 150 | 160 | 170 |
| 1 | 1800 | 2050 | 2350 | 2650 | 3000 | 3350 |
| 2 | 1600 | 1850 | 2100 | 2350 | 2650 | 2950 |
| 3 | 1450 | 1650 | 1850 | 2100 | 2350 | 2600 |
| 4 | 1200 | 1400 | 1600 | 1750 | 1950 | 2200 |
| MAX AUTO | 1000 | 1150 | 1270 | 1450 | 1600 | 1750 |

Includes Distance from 50ft above threshold (305m Air distance).

Good braking action assumed.

CROSSWINDS

| ANGLE | WIND SPEED (kts) | | |
|-------|------------------|------|------|
| | 15 | 25 | 40 |
| 10° | 86 | >100 | >100 |
| 20° | 43 | 73 | >100 |
| 30° | 30 | 50 | 80 |
| 40° | 23 | 38 | 62 |
| 50° | 19 | 32 | 52 |
| 60° | 17 | 28 | 46 |
| 70° | 16 | 26 | 42 |
| 80° | 15 | 25 | 40 |
| 90° | 15 | 25 | 40 |

This table gives the wind strength that corresponds to the maximum crosswind for the given angle

MAXIMUM WEIGHTS (kg)

| | G-ZZZA To G-ZZZC | G-VIIA-N G-VIIS-Y & G-RAES | G-VIIO To G-VIIR | G-YMMA-L & G-YMMN-P |
|-------------|------------------------|----------------------------------|------------------------|---------------------------|
| MAX Taxi | 243.750 | 268.526 | 275.907 | 298.010 |
| MAX Takeoff | 242.670 | 267.619 | 275.000 | 297.556 |
| MAX Landing | 201.840 | 208.652 | 208.652 | 208.652 |
| MAX Fuel | 190.500 | 195.044 | 195.044 | 195.044 |