

757

Quick Reference Handbook

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Non-Normal Checklists

Chapter NNC

Miscellaneous

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Intentionally
Blank

Ditching

Condition: Airplane ditching and evacuation are needed.

Additional considerations and preparations are listed in the Additional Information section.

- 1 Transmit a distress message by the appropriate means:

ATC

VHF (121.5)

CPDLC

ADS

SATCOM

ACARS

USCG HF (4125kHz)

Navy HF (2182kHz)

State the:

Nature of the emergency.

Aircraft's position.

Aircraft's course, speed, and altitude.

- 2 Transponder. 7700 (if required)
- 3 Brief the crew and passengers.
- 4 If possible, reduce fuel load before ditching.
- 5 Do **not** use autobrakes.

▼ Continued on next page ▼

▼ Ditching continued ▼

- 6 Do **not** arm speedbrake lever.
- 7 Use flaps 30 and VREF 30 for landing.
- 8 **Checklist Complete Except Deferred Items**

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
Minimums	____,____, xckd	C&F
Landing data . . .	flaps 30, Vref 30, xckd	C&F
Approach briefing	complete	PM
Autobrakes	OFF	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ Continued on next page ▼

▼ Ditching continued ▼

When below 5,000 feet

- GND PROX/CONFIG GEAR OVRD
switch (as installed) OVRD
- GND PROX GEAR OVRD
switch (as installed) OVRD
- GND PROX TERR OVRD switch
(as installed) OVRD
- PACK control selectors (both) OFF
- Cabin altitude MODE SELECT MAN
- CABIN ALTITUDE
MANUAL control Hold in DESCEND until
the outflow valve indication
shows fully closed
- PASS SIGNS selectors ON
- Do **not** accomplish the following checklists:
 - PACK OFF
 - CABIN AUTOMATIC INOPERATIVE

Landing Checklist

- Landing gear **UP** C&F
- Flaps **30, 30** C&F
- Speedbrake **DOWN** PM

▼ Continued on next page ▼

▼ Ditching continued ▼

At 1,000 feet

- Advise crew of imminent touchdown.
- Passenger cabin **Secure**
- Maintain airspeed at VREF 30 to touchdown. Flare airplane to achieve minimum rate of descent at touchdown.

Caution! If engines not operating, maintain a minimum of 130 KIAS for flight controls.

After ditching

- Notify the flight attendants “EASY VICTOR” three times.
 - FUEL CONTROL switches (both) CUT OFF
 - Notify the flight attendants:
 “THIS IS THE CAPTAIN EVACUATE, EVACUATE.”
 - Engine and APU
fire switches (all) Override and pull
 6819-6823
 - ELT switch (overhead panel) ON
 - 602-690, 691, 692-699, 5635-5657, 5801-5816, 6700-6717, 6801-6818, 6901-6904**
 - Portable ELT Retrieve
 Place switch in the ON position
- ■ ■ ■

▼ Ditching continued ▼

Additional Information

- Don life vests.
- Stow loose articles.
- Open the flight deck door.
- Fasten seat belt and shoulder harness and lock.
- Take the ELT, if able.

Driftdown

Condition: Engine failure or shutdown during cruise.

- 1 A/T ARM SWITCH. OFF
- 2 Continuous thrust. Set
- 3 RUDDER TRIM as required
Set in the direction of the operating engine
- 4 MCP ALTITUDE. Set
Set below EO CRZ ALT - Approx. FL200 may be used.
- 5 FMS CRZ pageSelect
- 6 ENG OUT promptSelect
- 7 EXEC key.Select
With VNAV engaged EO Drift Down will commence.



Additional Information

For oceanic driftdown, accomplish the OCEANIC DRIFTDOWN CHECKLIST on the Quick Reference Card in lieu of this checklist.

EFB Failure – All

Condition: One of the following occurs:

- All EFBs are inoperative or unavailable
- A required application has failed on all EFBs

1 Choose one:

◆ Failure occurs **on the ground**:

▶▶ **Go to step 2**

◆ Failure occurs **in flight**:

▶▶ **Go to step 6**

2 If not at gate, return to gate.

3 Attempt to obtain spare EFBs.

4 Choose one:

◆ **Two** EFBs available:

Proceed normally.



◆ Only **one** EFB available:

▶▶ **Go to the EFB Failure – Single
checklist on page 0.11**



◆ **No** spare EFBs available:

▶▶ **Go to step 5**

▼ Continued on next page ▼

▼ EFB Failure - All continued ▼

- 5 Contact Dispatch to obtain the following printed material:
- FOM, chapter 10, Emergency/Irregular Operations
 - FOM, chapter 4, section 4, Sensitive Security Information
 - All Bulletins
 - Vol. 1, Limitations
 - Vol. 1, NOI section
 - Vol. 1, SP material applicable to the flight, e.g., cold weather operations
 - Airway Manual Ops Specs material applicable to flight
 - Applicable Communications Failure pages from Jeppesen text pages, Emergency section
 - Applicable Jeppesen charts for departure, destination, and alternates
 - ODM, OPERATIONAL LANDING DISTANCES tables

Note: ODM tables are not required if ACARS Landing Performance Request (LPR) functionality operative.

Caution! No dangerous goods allowed.



▼ Continued on next page ▼

▼ EFB Failure - All continued ▼

6 Contact Dispatch.

EFB may be obtained from a non-working crew member.

Consider weather, operating region, fuel reserves, and destination airport characteristics.

Note: A flight may continue to destination airport without Jeppesen terminal charts if the captain and dispatcher agree that such a continuation will not affect the safety of flight.

7 Consider using the FMS to decrease workload and obtain/verify relevant instrument procedure information.

Program the FMS for approach (if available).

Using the FMS, review the following approach information: runway length, frequency, identifier, and approach course.

From the LEGS page, review approach/missed approach segments and altitude restrictions.

From the MAP Mode display on the HSI, review the general approach depiction to include the missed approach segment.

8 See Additional Information at end of this checklist and record arrival, approach, and landing data.



▼ Continued on next page ▼

▼ EFB Failure - All continued ▼

Additional Information**Terminal chart unavailable:**

Before conducting an instrument approach without an approach chart, obtain the following information as appropriate from Dispatch or ATC.

Note: Use ATC only in time critical situations as a last option.

- NOTAMs
- Arrival (STAR) / fixes, airspeed, altitudes
- Arrival (STAR) waypoints
- ATIS frequency
- Approach / tower / ground frequency
- Wx required / minimums
- MSA
- Navaids
- Approach courses, altitude constraints, and airspeed constraints
- Airport elevation
- Initial approach altitude
- If a procedure turn is required:
 - the direction of the procedure turn from the outbound course
 - the distance from the initial approach fix within which the procedure turn must be completed
 - the procedure turn altitude
- Step-down altitude / distance
- Glideslope intercept altitude
- DA/DH or MDA
- Airport Elevation / TDZE
- Missed approach point (if applicable)
- Missed approach procedure
- Runway length, width, and lighting

EFB Failure – Single

Condition: One of the following occurs:

- An EFB is inoperative or unavailable
- A required application has failed

1 Choose one:

◆ Failure occurs **before** pushback:

Attempt to obtain spare EFB.

Utilize EFB loaner cart if station is equipped.

EFB may be obtained from a non-working crew member.

►► **Go to step 2**

◆ Failure occurs **after** pushback:

Attempt to obtain spare EFB.

EFB may be obtained from a non-working crew member.

►► **Go to step 2**

▼ Continued on next page ▼

▼ EFB Failure - Single continued ▼

2 Choose one:

◆ Spare EFB **available**:

Utilize spare EFB.

If the spare EFB is obtained from another crew member, obtain password.

Coordinate with Dispatch to determine future need of replacement EFB.

◆ Spare EFB **unavailable**:

►► **Go to step 3**

- 3 Contact Dispatch. Operation with only one operative EFB may be authorized. Additional printed materials may be required.
- 4 Conserve battery on remaining EFB.

Note: Use powered keyboard or approved charging device.

▼ Continued on next page ▼

▼ EFB Failure - Single continued ▼

5 Choose one:

- ◆ Battery power **is above and expected to remain** above 10%:

Continue operation with one operative EFB.



- ◆ Battery power **drops or is expected to drop** below 10%:

Use approved charging device, if available, to charge EFB to at least 10% prior to TOD.

If battery is below or is expected to be below 10% at TOD, record relevant arrival/approach information for all crew members.

► ► Go to the EFB Failure – All checklist on page 0.7



EFB or Application Unresponsive

Condition: One of the following occurs:

- An EFB is unresponsive
- An application within the EFB is unresponsive

- 1 Choose one:
- ◆ **EFB** is unresponsive:

▶▶ **Go to step 3**

◆ **Application** within EFB is unresponsive:

Close and restart application.

▶▶ **Go to step 2**
- 2 Choose one:
- ◆ Application operates **normally**:

Continue normal operation.

■ ■ ■ ■

◆ Application within EFB remains **unresponsive**:

▶▶ **Go to the EFB Failure – Single checklist on page 0.11**
- 3 Battery powerCheck
- If able, verify EFB battery status indicator displays at least 10% battery power available. Connect power source, if necessary.

▼ Continued on next page ▼

▼ EFB or Application Unresponsive continued ▼

4 **When** sufficient battery power is available:

Power button Press and hold

Press and hold the power button for ten seconds, then release. This ensures the Surface® shuts down instead of entering sleep mode.

Power button Press and release

Press and release the power button; SURFACE should appear on the screen.

5 Choose one:

◆ EFB normal operation is **restored**:

Accomplish normal logon procedure.



◆ EFB **fails** to restart:

Press and hold the power button for forty-five seconds, then release. This forces the Surface® into a hard restart.

▶▶ **Go to step 6**

▼ Continued on next page ▼

▼ EFB or Application Unresponsive continued ▼

6 Choose one:

◆ EFB normal operation is **restored**:

Accomplish normal logon procedure.



◆ EFB **fails** to restart:

Refer to applicable EFB Non-Normal Checklist.



Emergency Landing Considerations

Condition: The captain has determined a red emergency exists.

Objective: To assist the crew in managing a red emergency.

- Declare an emergency
- Transponder - 7700 (if required)
- Brief the flight attendants and passengers
- Consider reducing fuel load
- SEAT BELTS and NO SMOKING signs - ON
- TERR OVRD - OVRD (if landing off airport or at an airport not in the database)
- EMER LIGHTS - ON
- When below 10,000 feet:

Cabin altitude MODE SELECT MAN

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.



CABIN ALTITUDE

MANUAL control Move to CLIMB until
the outflow valve indication
shows fully open to
depressurize the airplane

▼ Continued on next page ▼

▼Emergency Landing Considerations continued▼

- When at 1,000 feet:

Announce "BRACE FOR LANDING" over the PA.

- After landing:

Evaluate the need for emergency evacuation.

If emergency evacuation is appropriate:

Perform the EVACUATION checklist (back cover).

If emergency evacuation is NOT appropriate:

Make the following PA, "THIS IS THE CAPTAIN, REMAIN SEATED WITH YOUR SEAT BELT FASTENED."



Overweight Landing [757-200]

602-699, 5635-5657, 6700-6717, 6801-6823, 6901-6904

Condition: A landing at greater than maximum landing weight is required

Note: Refer to the Overweight Landing Considerations, in this section, as time and conditions allow.



Overweight Landing
[757-300]

5801-5816

Condition: A landing at greater than maximum landing weight is required

Note: Refer to the Overweight Landing Considerations, in this section, as time and conditions allow.

- 1 Refer to Approach and Landing Climb Limit table in the ODM
- 2 Choose one:
 - ◆ Landing gross weight greater than LANDING CLIMB LIMIT WEIGHT:

GROUND PROXIMITY FLAP
OVERRIDE SWITCHOVRD

Use flaps 20 and VREF 20 for landing and flaps 5 for go-around

▶▶ **Go to step 4**
 - ◆ Landing gross weight less than LANDING CLIMB LIMIT WEIGHT:

▶▶ **Go to step 3**

▼ Continued on next page ▼

▼ Overweight Landing continued ▼

3 Choose one:

- ◆ Flaps 30 approach speed (VREF 30 + additives for wind and gusts) is less than flap 30 placard speed:

Use flaps 30 and VREF 30 for landing and flaps 20 for go-around

▶▶ **Go to step 4**

- ◆ Flaps 30 approach speed (VREF 30 + additives for wind and gusts) is higher than flap 30 placard speed:

Use flaps 25 and VREF 25 for landing and flaps 20 for go-around

▶▶ **Go to step 4**

4 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **Overweight Landing continued ▼**

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	flaps 20, 25, or 30, Vref 20, Vref 25, or Vref 30, as directed	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ **Continued on next page ▼**

▼ Overweight Landing continued ▼

Landing Checklist

Landing gear	down	C&F
Flaps.	As directed	C&F
Speedbrake	.ARMED	PM



Overweight Landing Considerations

Condition: A decision is being considered or has been made to land over the maximum landing weight limitation.

757-300

Note: Refer to the Overweight Landing checklist, in this section, for the procedure.

Note: Exercising captain's emergency authority does not require the declaration of an emergency with air traffic control. Refer to FOM, 10.2, Overweight Landings.

Note: When considering an immediate return to the takeoff runway, the landing distance is generally less than the takeoff distance at all gross weights when landing with flaps 25 or 30 and the runway is dry

Approach:

- Consider landing on the longest available runway.
- Review landing distance required in the Approach/Landing or Abnormal section of the ODM (normal or reduced landing flap configuration).
- If landing distance is a concern, consider holding to reduce weight.

▼ Continued on next page ▼

▼ Overweight Landing Considerations continued ▼

- If landing distance is not an issue, holding to reduce weight is not necessary.
- Use an autobrake setting commensurate with runway length and conditions. Refer to the Operational Landing Distances table in the ODM.
- If approach VREF (including additives) is within 10 KIAS of the flaps 30 placard speed, use flaps 25 and VREF 25 (plus additives) for landing.
- The aircraft is not certified to autoland at greater than maximum landing weight. If the captain determines that an autoland is the safest course of action, the approach, flare, and landing must be closely monitored at all times.
- The vertical speed required to maintain glidepath may be significantly higher than normal. The captain should brief contingencies if "SINK RATE" cautions are received on short final.

▼ Continued on next page ▼

▼ Overweight Landing Considerations continued ▼**Landing:**

- Do not hold the airplane off waiting for a smooth landing.
- Fly the airplane onto the runway at the normal touchdown point.
- Attempt to touch down at approximately 200 - 300 fpm. If able, note the vertical speed at touchdown.
- If a long landing is likely to occur, a go-around should be accomplished.
- Apply reverse thrust commensurate with runway length and conditions.

After Landing:

- Be alert for the possibility of tire, grease, or hydraulic fire and the possibility of wheel fuse plugs melting. Advise the ground crew of the hot brake hazard.
- Make a logbook entry including the phrase "overweight landing." Include actual landing weight, maximum landing weight, and vertical speed at touchdown, if known.



Rejected Takeoff - Post RTO Considerations

Condition: A takeoff has been discontinued after takeoff thrust is set and/or initiation of the takeoff roll has begun.

Following the RTO:

- Wind direction in case of fire. If able, park with fire on the downwind side of the aircraft.
- The possible need for emergency equipment.
- The possible need to evacuate the aircraft.
- Complete non-normal checklist (if appropriate) for the condition(s) causing the RTO.
- The need to clear the runway. Check entry/exit door status and ensure passengers are seated prior to taxi.
- Refer to FOM, chapter 3.4, Rejected Takeoff (RTO).

Prior to a subsequent takeoff:

- Contact Flight Control.
- Observe brake cooling schedule and precautions in the ODM.
- Accomplish any required MEL actions.
- Consider additional de-icing requirements.
- Consider additional fueling requirements.
- Verify FMS information.
- Accomplish the appropriate normal checklists (e.g., After Landing checklist, Taxi checklist, Before Takeoff checklist).

▼ Continued on next page ▼

▼ Rejected Takeoff - Post RTO Considerations continued ▼**Return to the gate:**

- Accomplish the After Landing checklist.
- Coordinate with station.
- Consider the possibility of wheel fuse plugs melting and/or remote parking.
- Advise the ground crew of the hot brake hazard.



Tail Strike

601-690, 691, 692-699, 5635-5657, 6700-6717, 6801-6823,
6901-6904
[757-200]

Condition: A tail strike is suspected or confirmed.

Caution! Continued pressurization of the airplane can cause further structural damage.

1 Cabin altitude MODE SELECT MAN

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

- 2  CABIN ALTITUDE
MANUAL control Move to CLIMB until
the outflow valve indication
shows fully open to
depressurize the airplane
- 3 Level off at the lowest safe altitude.
- 4 Plan to land at the nearest suitable airport.

▼ Continued on next page ▼

▼ Tail Strike continued ▼

5 Choose one:

◆ Climb above 11,000 feet is **needed**:

▶▶ **Go to step 6**

◆ Climb above 11,000 feet is **not needed**:

▶▶ **Go to step 8**

6 PACK control selectors (both). OFF

This step ensures the cabin stays depressurized when outflow valve closes automatically at 11,000 feet.

7 Do **not** accomplish the following checklists:

PACK OFF

CABIN AUTOMATIC INOPERATIVE



8 Do **not** accomplish the following checklist:

CABIN AUTOMATIC INOPERATIVE



TAIL STRIKE

5801-5816
[757-300]

Messages: TAIL STRIKE

Condition: A tail strike is suspected or confirmed.

1 Choose one:

◆ TAIL STRIKE message is **not shown**:

Continue to operate normally. Fuselage contact without activation of the TAIL STRIKE message indicates structural integrity is intact. The airplane can pressurize normally.



◆ TAIL STRIKE message is **shown**:

Caution! Continued pressurization of the airplane can cause further structural damage.

▶▶ **Go to step 2**

2 Cabin altitude MODE SELECT MAN

▼ Continued on next page ▼

▼ Tail Strike continued ▼

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

- 3  CABIN ALTITUDE
MANUAL control. Move to CLIMB until
the outflow valve indication
shows fully open to
depressurize the airplane
- 4 Level off at the lowest safe altitude.
- 5 Plan to land at the nearest suitable airport.
- 6 Choose one:
- ◆ Climb above 11,000 feet is **needed**:
 ▶▶ **Go to step 7**
 - ◆ Climb above 11,000 feet is **not needed**:
 ▶▶ **Go to step 9**

▼ Continued on next page ▼

▼ Tail Strike continued ▼

- 7 PACK control selectors (both). OFF

This step ensures the cabin stays depressurized when outflow valve closes automatically at 11,000 feet.

- 8 Do **not** accomplish the following checklists:

PACK OFF

CABIN AUTOMATIC INOPERATIVE



- 9 Do **not** accomplish the following checklist:

CABIN AUTOMATIC INOPERATIVE



Volcanic Ash

Condition: Volcanic Ash is suspected when one or more of these occur:

- A static discharge around the windshield
- A bright glow in the engine inlets
- Smoke or dust on the flight deck
- An acrid odor.

Caution! Exit volcanic ash as quickly as possible. Consider a 180 degree turn. Consider a descending turn.

- 1 Don oxygen masks, as needed.
- 2 Establish crew communications, as needed.
- 3 Do not deploy passenger oxygen if cabin pressure is normal.
- 4 A/T ARM switch OFF

If conditions allow, run the engines at idle

- 5  Thrust levers (both) Idle
This reduces possible engine damage or flameout, or both, by decreasing EGT.

- 6 ENG START selectors (both) FLT
- 7 RECIRC FAN switches (both) Off
- 8 ENG ANTI ICE switches (both) ON
- 9 WING ANTI ICE switch ON

▼ Continued on next page ▼

▼ Volcanic Ash continued ▼

10 Choose one:

◆ APU is **not available**:

▶▶ **Go to step 12**

◆ APU is **available**:

▶▶ **Go to step 11**

11 APU selector START, then ON

12 Engines may accelerate to idle very slowly, especially at high altitude.

Note: Volcanic ash can cause non-normal system reactions such as:

- engine malfunctions, increasing EGT, engine stall or flameout
- decrease or loss of airspeed indications
- equipment overheat or smoke indications
- cargo fire indications

13 Engines can accelerate to idle very slowly, especially at high altitude. If N2 is steadily increasing, and EGT stays within limits, do not interrupt the start.

▼ Continued on next page ▼

▼ Volcanic Ash continued ▼

14 Choose one:

◆ Engines **flamed out or stalled, or EGT rapidly approaching or exceeding limit:**

▶▶ **Go to the Dual Engine Failure checklist on page 7.2**



◆ Engines **not** flamed out or stalled **and EGT stabilized or decreasing:**

▶▶ **Go to step 15**

15 Plan to land at the nearest suitable airport.

16 Do **not** accomplish the following checklist:

RECIRCULATION FAN



Non-Normal Checklists

Chapter NNC

Airplane Gen., Emer. Equip., Doors, Windows

Section 1

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**ACCESS
DOORS**
ACCESS DOOR(S)

Messages: ACCESS DOORS
 E/E ACCESS DOOR FWD ACCESS DOOR
 Condition: One or more access doors are not closed
 and secure.

1 Choose one:
◆ Pressurization is **normal:**

The door is in a safe configuration.
 Continue normal operation.


◆ Pressurization is **not normal:**

▶▶ Go to step 2

2 PASS SIGNS selectors ON

3 LDG ALT selector Set 9,500 feet

4 Choose one:
◆ Occurrence is on **takeoff or initial climb:**

Do **not** exceed 10,000 feet.

▶▶ Go to step 5

◆ Occurrence is in **climb, cruise, or descent:**

Descend to lowest safe altitude or 14,000
 feet, whichever is higher.

▶▶ Go to step 5

5 Checklist Complete Except Deferred Items

▼ Continued on next page ▼

▼ ACCESS DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	ARMED	PM



**AUTO
UNLK****AUTOMATIC UNLOCK**

Condition: The correct emergency access code has been entered and the flight deck door is programmed to automatically unlock after a time delay.

- 1 Door Lock Controller selector . . . Rotate to DENY and hold for 1 second



CARGO DOORS

CARGO DOOR(S)

Messages: CARGO DOORS
FWD CARGO DOOR AFT CARGO DOOR

Condition: One or more cargo doors are not closed and secure.

- 1 Choose one:
 - ◆ Pressurization is **normal**:

The door is in a safe configuration.
Continue normal operation.

■ ■ ■ ■
 - ◆ Pressurization is **not** normal:

▶▶ **Go to step 2**
- 2 PASS SIGNS selectorsON
- 3 LDG ALT selectorSet 9,500 feet

▼ Continued on next page ▼

▼ **CARGO DOOR(S)** continued ▼

4 Choose one:

◆ Occurrence is on **takeoff or initial climb**:

Do **not** exceed 10,000 feet.

▶▶ **Go to step 5**

◆ Occurrence is in **climb, cruise, or descent**:

Descend to lowest safe altitude **or** 14,000 feet, whichever is higher.

▶▶ **Go to step 5**

5 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ CARGO DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	ARMED	PM



ON**ELT ON****6819-6823**

Messages: ELT ON

Condition: The emergency locator transmitter is on.



**EMER
DOORS**

EMERGENCY DOOR(S)
**[757-200 with overwing
emergency exit doors]**

601-690, 691, 692-699, 5635-5657, 6700-6717, 6901-6904

Messages: EMER DOORS

L AFT EMER DOOR

R AFT EMER DOOR

L FWD EMER DOOR

R FWD EMER DOOR

Condition: One or more overwing emergency doors are not closed and secure.

1 Choose one:

◆ Pressurization is **normal**:

The door is in a safe configuration.
Continue normal operation.

▶▶ **Go to step 2**

◆ Pressurization is **not** normal:

▶▶ **Go to step 3**

2 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on
page 1.27**



◆ WING SLIDE deployment is **not** suspected:



▼ Continued on next page ▼

▼ **EMERGENCY DOOR(S)** continued ▼

3 PASS SIGNS selectors ON

4 LDG ALT selector Set 9,500 feet

5 Choose one:

◆ Occurrence is on **takeoff or initial climb**:

Do not exceed 10,000 feet.

▶▶ **Go to step 6**

◆ Occurrence is in **climb, cruise, or descent**:

Descend to lowest safe altitude or 14,000 feet, whichever is higher.

▶▶ **Go to step 6**

6 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on page 1.27**



◆ WING SLIDE deployment is **not** suspected:

▶▶ **Go to step 7**

7 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ EMERGENCY DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	ARMED	PM



EMER
DOORS

EMERGENCY DOOR(S) **[757-200 with emergency exit** **doors]**

6801-6823

Messages: EMER DOORS

L EMER DOOR

R EMER DOOR

Condition: One or more emergency doors are not closed and secure.

1 Choose one:

◆ Pressurization is **normal**:

The emergency door is in a safe configuration. Continue normal operation.

▶▶ **Go to step 2**

◆ Pressurization is **not** normal:

▶▶ **Go to step 3**

2 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on page 1.27**



◆ WING SLIDE deployment is **not** suspected:



▼ Continued on next page ▼

▼ EMERGENCY DOOR(S) continued ▼

3 PASS SIGNS selectorsON

4 LDG ALT selectorSet 9,500 feet

5 Choose one:

◆ Occurrence is on **takeoff or initial climb**:

Do not exceed 10,000 feet.

▶▶ **Go to step 6**

◆ Occurrence is in **climb, cruise, or descent**:

Descend to lowest safe altitude or 14,000 feet, whichever is higher.

▶▶ **Go to step 6**

6 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on page 1.27**



◆ WING SLIDE deployment is **not** suspected

▶▶ **Go to step 7**

7 Checklist Complete Except Deferred Items

▼ Continued on next page ▼

▼ EMERGENCY DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	.ARMED	PM



**EMER
DOORS**

**EMERGENCY DOOR(S)
[757-300]**

5801 - 5816

Messages: EMER DOORS

L EMER DOOR

R EMER DOOR

L AFT WING DOOR

R AFT WING DOOR

L FWD WING DOOR

R FWD WING DOOR

Condition: One or more emergency doors are not closed and secure.

1 Choose one:

◆ Pressurization is **normal**:

The emergency door is in a safe configuration. Continue normal operation.

▶▶ **Go to step 2**

◆ Pressurization is **not** normal:

▶▶ **Go to step 3**

2 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on page 1.27**



◆ WING SLIDE deployment is **not** suspected:



▼ Continued on next page ▼

▼ **EMERGENCY DOOR(S)** continued ▼

3 PASS SIGNS selectors ON

4 LDG ALT selector Set 9,500 feet

5 Choose one:

◆ Occurrence is on **takeoff or initial climb**:

Do not exceed 10,000 feet.

▶▶ **Go to step 6**

◆ Occurrence is in **climb, cruise, or descent**:

Descend to lowest safe altitude or 14,000 feet, whichever is higher.

▶▶ **Go to step 6**

6 Choose one:

◆ WING SLIDE deployment is **suspected**:

▶▶ **Go to the WING SLIDE checklist on page 1.27**



◆ WING SLIDE deployment is **not** suspected

▶▶ **Go to step 7**

7 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ EMERGENCY DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	ARMED	PM



UNARMED

EMERGENCY LIGHTS

Message: EMER LIGHTS

Condition: The emergency lights switch is not ARMED.



ENTRY DOORS

ENTRY DOOR(S)

Messages: L ENTRY DOORS	R ENTRY DOORS
L AFT ENT DOOR	R AFT ENT DOOR
L CTR ENT DOOR	R CTR ENT DOOR
L FWD ENT DOOR	R FWD ENT DOOR

Condition: One or more entry doors are not closed and secure.

- 1 Choose one:
- ◆ Pressurization is **normal**:

The door is in a safe configuration.
Continue normal operation.

■ ■ ■ ■

◆ Pressurization is **not** normal:

▶▶ **Go to step 2**
- 2 PASS SIGNS selectorsON
- 3 LDG ALT selectorSet 9,500 feet

▼ Continued on next page ▼

▼ ENTRY DOOR(S) continued ▼

4 Choose one:

◆ Occurrence is on **takeoff or initial climb**:

Do not exceed 10,000 feet.

▶▶ **Go to step 5**

◆ Occurrence is in **climb, cruise, or descent**:

Descend to lowest safe altitude or 14,000 feet, whichever is higher.

▶▶ **Go to step 5**

5 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ ENTRY DOOR(S) continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____,____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel . . .	LDG ALT 9,500 ft	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	ARMED	PM



LOCK
FAIL

LOCK FAIL

[AFM]

Condition: One or more of these occur:

- The FLIGHT DECK ACCESS SYSTEM switch is off
- The lock is failed

Objective: To remove electrical power from the lock to prevent possible overheating.

Do **if** conditions allow a crew member to leave the seat.

- 1  FLIGHT DECK ACCESS SYSTEM switch . . . OFF
- 2 The door can be locked with the deadbolt.

Note: The dead bolt position allowing access with a key is to be used on the ground only.

Note: A second crewmember is required to secure the flight deck door when a crewmember leaves the flight deck. Reference the FOM for flight deck entry/exit procedures.



Oxygen Pressure Low - Crew

Condition: The flight crew oxygen is depleted during flight.

Warning! When the flight crew oxygen supply is depleted during flight, the flight crew is vulnerable to smoke, fumes, or a loss of cabin pressurization.

- 1 Initiate an immediate diversion to the nearest suitable airport.

Caution! If an emergency situation occurs resulting in use of the portable oxygen bottles or PBEs, a lack of communication capability may cause flight crew and ATC coordination problems.

- 2 Position a cabin portable oxygen bottle and a PBE near each pilot.
- 3 Consider a descent to 10,000 feet if conditions permit.
- 4 Review Rapid Depressurization procedures.

**ON**

PASSENGER OXYGEN ON

Message: PASS OXYGEN ON

Condition: The passenger oxygen system is on.



Window Damage

Condition: A flight deck window has one or more of these:

- An electrical arc
- A crack
- Is shattered
- A delamination (separation of vinyl and glass layers)
- Is deformed (additional outward curvatures or bowing of windows)

1 Choose one:

◆ Window is **arcing, shattered, or cracked**:

WINDOW HEAT switch
(affected window) OFF

Do **not** accomplish the following checklist:

WINDOW (HEAT)

▶▶ **Go to step 2**

◆ Window is **not** arcing, shattered, or cracked:

▶▶ **Go to step 2**

▼ Continued on next page ▼

▼ Window Damage continued ▼

2 Choose one:

◆ Damaged window is **deformed** or an **air leak** is **observed**:

Deformed is defined as an additional outward curvature or bowing of window.

▶▶ **Go to step 3**

◆ Damaged window is **not** deformed and an air leak is **not** observed:



3 Plan to land at the nearest suitable airport.

4 Choose one:

◆ Airplane altitude is **above** 10,000 feet:

Descend to lowest safe altitude or 10,000 feet, whichever is higher. This minimizes forces on the window.

▶▶ **Go to step 5**

◆ Airplane altitude is **at or below** 10,000 feet:

▶▶ **Go to step 5**

5 Sustained flight below 10,000 feet is not recommended due to greater risk of bird strike.



Window Open

Condition: A side window opens during takeoff or in flight.

- 1 Maintain the maneuvering speed for existing flap setting until the window is closed.
- 2 The force needed to close the window increases with airspeed. It may **not** be possible to close the window at speeds above 250 knots.

- 3 Close and lock the window.

Note: It may be necessary to completely open the window prior to closing in order to reset the locking mechanism.

- 4 Window crank Rotate

Crank the window to the full closed position (the WINDOW NOT CLOSED placard is not visible and, the link arm assembly is approximately perpendicular to the lower track).

- 5 Window lock lever Rotate

Rotate the window lock lever forward to the locked position.

Pull on lock lever without depressing release button to ensure lock lever is secure.

Ensure the indicator at the top of window reads CLOSED.

▼ Continued on next page ▼

▼ Window Open continued ▼

6 Choose one:

◆ Window **locks and** pressurization is **normal**:

Continue normal operation.



◆ Window does **not lock or** pressurization is **not normal**:

Level off at the lowest safe altitude.

The airplane can fly unpressurized and land safely with the window open.



**EMER
DOORS****WING SLIDE**

601-690, 691, 692-699, 5635-5657, 5801-5816, 6700-6717,
6901-6904

Messages: EMER DOORS

L WING SLIDE

R WING SLIDE

Condition: One or both wing slide doors are not closed
and secure.

1 Choose one:

◆ Visual or aural observation does **not confirm**
that the overwing ramp slide is deployed and is
still attached to the airplane:



◆ Visual or aural observation **confirms** that the
overwing ramp slide is deployed and is still
attached to the airplane:

►► **Go to step 2**

- 2 Minor damage to the trailing edge flap, aft fuselage, and empennage may occur.
- 3 **If** needed to minimize slide oscillations and subsequent airplane damage:
Operate at a reduced airspeed.
- 4 If performance allows, use Flaps 20 and VREF 20 for landing.

▼ Continued on next page ▼

▼ **WING SLIDE continued** ▼

5 Choose one:

◆ Flaps 20 and VREF 20 **can** be used for landing:
GND PROX FLAP OVRD switch OVRD

▶▶ **Go to step 6**

◆ Flaps 20 and VREF 20 **cannot** be used for landing:

Use normal flaps and speeds for landing.
■ ■ ■ ■

6 Checklist Complete Except Deferred Items

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	OFF	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

▼ **Continued on next page** ▼

▼WING SLIDE continued ▼

Approach Checklist

- Flight & nav instruments verified C&F
- Cabin notification complete C
- Altimeters____, xckd C&F

Landing Checklist

- Landing gear down C&F
- Flaps. **20, 20** C&F
- SpeedbrakeARMED PM



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CABIN
ALT

CABIN ALTITUDE or Rapid Depressurization

CABIN
ALTITUDE

Message: CABIN ALTITUDE

Condition: A cabin altitude exceedance occurs.

- 1 Don the oxygen masks.
- 2 Establish crew communications.

-
- 3 Check the cabin altitude and rate.

Without delay, descend to the lowest safe altitude or 10,000 feet, whichever is higher.

To descend:

Select lower altitude on MCP and select FLCH.

Move the thrust levers to idle.

Extend the speedbrakes.

If structural integrity is in doubt, limit airspeed and avoid high maneuvering loads.

Descend at VMO/MMO.

- 4 **If** the cabin altitude exceeds 14,000 feet:

PASS OXY switch Push and hold
for 1 second

▼ Continued on next page ▼

▼ CABIN ALTITUDE or Rapid Depressurization continued ▼

- 5 Advise the cabin by PA when the descent is complete and use of the oxygen system can be discontinued. Request passenger and cabin status.

757-200 with blended winglets (as installed)

Caution! Speedbrakes will autostow to the 50% flight detent if airspeed exceeds 330 knots. Do not override autostow function unless airspeed is less than 325 knots.



V
A
L
V
E

APU BLEED VALVE

Message: APU BLEED VAL

Condition: The APU bleed valve is not in the commanded position.



DUCT
LEAK

BLEED DUCT LEAK

Messages: L BLD DUCT LEAK R BLD DUCT LEAK

Condition: A bleed air leak occurs in the wing area.

- 1 Determine the affected side:

If either duct pressure is abnormally low and/or corresponding pack has tripped, the low pressure indication determines the affected side.

If duct pressure and pack operation are normal on both sides, use the duct leak message to determine the affected side.
- 2 ENG BLEED AIR switch (affected side) Off
- 3 PACK control selector (affected side) OFF
- 4 ISOLATION switch Off
- 5 **If** the left side is the affected side:

APU BLEED AIR switch Off
- 6 WING ANTI-ICE switch Off

This prevents possible asymmetrical ice buildup on the wings.
- 7 Avoid icing conditions.
- 8 Engine anti-ice on effected side is not available.
- 9 Do **not** accomplish the following checklist:

ENGINE BLEED OFF

PACK OFF



VALVE**BLEED ISOLATION VALVE**

Message: BLEED ISLN VAL

Condition: The isolation valve is not in the commanded position.



Intentionally
Blank

AUTO INOP

**CABIN AUTOMATIC
INOPERATIVE**

Messages: CABIN AUTO INOP

Condition: One of these occurs:

- The automatic pressurization control is failed
- The cabin altitude mode selector is in manual

1 CABIN ALTITUDE MODE SELECTMAN

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

2  CABIN ALTITUDE
MANUAL control. Move to CLIMB
or DESCEND
as needed to control
cabin rate and altitude

Note: Recommended cabin rate is approximately 500 FPM for climbs and descents.
Recommended cabin altitude in cruise is:

FLIGHT LEVEL	CABIN ALTITUDE
Up to 230	Landing Field Elevation
260	2,000
300	4,000
350	6,000
400 and above	8,000

3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ CABIN AUTOMATIC INOPERATIVE continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____, ____ , xckd	C&F
■ Approach briefing	complete	PM
■ Autobrake	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	.set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ Continued on next page ▼

▼ CABIN AUTOMATIC INOPERATIVE continued ▼

When at pattern altitude



Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

CABIN ALTITUDE
MANUAL control. Move to CLIMB until the outflow valve indication shows fully open to depressurize the airplane

Landing Checklist

- Landing gear downC&F
- Flaps ____, __C&F
- Speedbrake ARMEDPM
- ■ ■ ■

INOP

CABIN TEMPERATURE

Messages:

AFT CABIN TEMP
MID CABIN TEMP

FWD CABIN TEMP

Condition:

One or more of these occur:

- A fault in the zone temperature controller
- The compartment temperature control is off
- The trim air switch is off

- 1 EICAS EVENT RCD switchPush
- 2 COMPT TEMP control
(affected compartment) OFF
- 3 **If** affected compartment temperature continues to
be too warm or too cold:

TRIM AIR switch. OFF

This schedules the operating pack(s) to a
programmed temperature.

Do **not** accomplish the following checklist:

TRIM AIR



OFF

ENGINE BLEED OFF

Messages: L ENG BLEED OFF R ENG BLEED OFF

Condition: The engine bleed valve closed because of a system fault.

- 1 EICAS EVENT RCD switch Push
- 2 Attempt to reset engine bleed.

ENG BLEED AIR switch
(affected side) Off, then On

- 3 Choose one:

◆ Engine bleed air OFF light **extinguishes**:



◆ Engine bleed air OFF light **stays illuminated or illuminates again**:

▶▶ **Go to step 4**

- 4 ENG BLEED AIR switch (affected side) Off
- 5 **If** engine and/or wing anti-ice is needed:

PACK control selector (affected side) OFF

ISOLATION switch On

When engine and/or wing anti-ice is no longer needed:

ISOLATION switch Off

- 6 Do **not** accomplish the following checklist:

PACK OFF



BLEED

ENGINE BLEED VALVE

Messages: L ENG BLEED VAL R ENG BLEED VAL

Condition: An engine bleed air overheat occurs.

- 1 EICAS EVENT RCD switch Push
- 2 ENG bleed air switch (affected side) Off
- 3 **After** thrust is reduced for cruise:
 ENG bleed air switch (affected side) On
- 4 Choose one:
 - ◆ BLEED light **extinguishes:**
 ■ ■ ■ ■
 - ◆ BLEED light **stays illuminated or illuminates again:**
 ▶▶ **Go to step 5**
- 5 ENG BLEED AIR switch (affected side) Off
- 6 PACK control selector (affected side) Off
- 7 **If** engine and/or wing anti-ice needed:
 ISOLATION switch On
 When engine and/or wing anti-ice no longer needed:
 ISOLATION switch Off

▼ Continued on next page ▼

▼ ENGINE BLEED VALVE continued ▼

8 Do **not** accomplish the following checklists:

ENGINE BLEED OFF

PACK OFF



HI STAGE
ENGINE HIGH STAGE

Messages: L ENG HI STAGE R ENG HI STAGE

Condition: Excessive engine bleed air pressure occurs.

- 1 EICAS EVENT RCD switch Push
- 2 ENG BLEED AIR switch (affected side) Off
- 3 PACK control selector (affected side) OFF
- 4 **After** thrust is reduced for cruise:
 ENG bleed air switch (affected side) On

- 5 Choose one:

◆ BLEED light **extinguishes:**



◆ BLEED light **stays illuminated or illuminates again:**

▶▶ **Go to step 6**

- 6 ENG BLEED AIR switch (affected side) Off
- 7 **If** engine and/or wing anti-ice needed:
 ISOLATION switch On
 When engine and/or wing anti-ice no longer needed:
 ISOLATION switch Off

- 8 Do **not** accomplish the following checklists:
 ENGINE BLEED OFF
 PACK OFF



OVHT

EQUIPMENT OVERHEAT

Message: EQPT OVHT

Condition: The equipment cooling system is inoperative.

Note: If accompanied by a FWD EQPT SMOKE message, delay action until the smoke message disappears.

- 1
- EQUIP COOLING switch ALTN
- 601-690, 691, 692-699, 6701-6717, 6819-6823
- 2
- Choose one:

◆OVHT light **extinguishes:**

■ ■ ■ ■

◆OVHT light **stays illuminated:**

Avionics and electrical equipment and displays, not powered by standby buses, are subject to imminent failure.

Avionics and electrical equipment on standby buses are reliable for 90 minutes. Continued flight beyond 90 minutes can result in loss of essential avionics and electrical equipment.

Plan to land at the nearest suitable airport.

▼ Continued on next page ▼

▼ EQUIPMENT OVERHEAT continued ▼**5635-5657, 5801-5816, 6801-6818, 6901-6904**

3 Choose one:

◆ OVHT light **extinguishes**:◆ OVHT light **stays illuminated**:

Non-essential avionics and electrical
equipment are subject to imminent failure

Cooling is being provided as required to
essential avionics and electrical equipment

Plan to land at the nearest suitable airport



INOP

FLIGHT DECK TEMPERATURE

Message: FLT DECK TEMP

Condition: One or more of these occur:

- A fault in the zone temperature controller
- The trim air switch is off

- 1 EICAS EVENT RCD switch Push
- 2 FLT DK COMPT TEMP control OFF
- 3 **If** affected compartment temperature continues to be too warm or too cold:

TRIM AIR switch Off

This schedules the operating pack(s) to a programmed temperature.

Do **not** accomplish the following checklist:

TRIM AIR



**PACK
OFF**

PACK OFF

Messages: L PACK OFF

R PACK OFF

Condition: A pack shutdown occurs.

1 EICAS EVENT RCD switch Push

2 Choose one:

◆ **A single PACK OFF light is illuminated:**

Continue normal operation.



◆ **Both PACK OFF lights are illuminated:**

▶▶ **Go to step 3**

3 **Without delay**, descend to the lowest safe altitude or 10,000 feet, whichever is higher

4 To descend:

Select lower altitude on MCP and select FLCH

Move the thrust levers to idle.

Extend the speedbrakes.

Descend at VMO/MMO.

▼ Continued on next page ▼

▼ PACK OFF continued ▼

757-200 with blended winglets (as installed)

Caution! Speedbrakes autostow to the 50% flight detent if airspeed exceeds 330 knots. Do not override autostow function unless airspeed is less than 325 knots.

5 Consider an alternate engine bleed air source, or if below 17,000 feet the APU bleed air source, if dual PACK OFF condition is a result of engine bleed air loss not caused by a duct leak or engine start valve failure.

6 Choose one:

◆ **Either or both** PACK OFF lights **extinguish:**



◆ **Both** PACK OFF lights **stay illuminated:**

►► **Go to step 7**

7 **When** at level off, maintain airspeed at or greater than 290 knots to ensure fresh air circulation.

▼ Continued on next page ▼

▼ **PACK OFF continued** ▼

8 Choose one:

◆ Airplane altitude is at or below 10,000 feet:

▶▶ **Go to step 9**

◆ Airplane altitude is above 10,000 feet:

Don the oxygen masks.

Establish crew communications.

▶▶ **Go to step 9**

9 Cabin altitude MODE SELECT MAN

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

10 

CABIN ALTITUDE

MANUAL control Move to CLIMB until the outflow valve indication shows fully open

11 UTILITY BUS switches (Both) Off

12 SHOULDER HEATERS and
FOOT HEATERS switches (all) OFF

13 Minimize flight deck lighting intensity.

14 Open the flight deck door, if necessary.

15 Install flight deck sunvisors during daylight operations.

▼ **Continued on next page** ▼

▼ PACK OFF continued ▼

16 Instruct flight attendants to:

Reduce cabin lighting to minimum needed.

Close cabin window shades during daylight operations.

17 Plan to land at nearest suitable airport

18 Do **not** accomplish the following checklists:

CABIN AUTOMATIC INOPERATIVE

RECIRCULATION FAN

UTILITY BUS OFF



INOP**PACK TEMPERATURE**

Messages: L PACK TEMP

R PACK TEMP

Condition: One or more of these occur:

- A pack controller fault
- A pack overheat

- 1 EICAS EVENT RCD switch Push
- 2 PACK control selector (affected side) STBY N
- 3 Choose one:
 - ◆ INOP light **extinguishes**:
 - ▶▶ **Go to step 4**
 - ◆ INOP light **stays illuminated**:
 - Wait** 5 minutes.
 - PACK RESET switch Push
 - ▶▶ **Go to step 4**
- 4 **If** the compartment temperature becomes unacceptably warm or cool with STBY N selected:
 - PACK control selector
 - (affected side) STBY C or STBY W,
as needed

▼ Continued on next page ▼

▼ **PACK TEMPERATURE** continued ▼

5 Choose one:

◆ INOP light **stays extinguished:**



◆ INOP light **stays illuminated or illuminates again:**

PACK control selector
(affected side) OFF

Do **not** accomplish the following checklist:
PACK OFF

If both packs remain inoperative:

▶▶ **Go to the PACK OFF checklist on page 2.17**



INOP	RECIRCULATION FAN
Messages: L RECIR FAN R RECIR FAN	
Condition: The recirculation fan is inoperative.	



OFF	TRIM AIR
Message: TRIM AIR	
Condition: The trim air switch is OFF.	



Non-Normal Checklists

Chapter NNC

Anti-Ice, Rain

Section 3

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**C ADIRU
PITOT**

ADIRU PITOT

5801-5816, 6819-6823

Message: C ADIRU PITOT

Condition: The center ADIRU pitot probe heat is failed.

1 Continue normal operations

Flight in icing conditions may result in some erroneous captain flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



AOA PROBE

L AOA R AOA

Messages: L AOA PROBE

R AOA PROBE

Condition: The AOA probe heat is failed.

1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



AUXILIARY PITOT

**L AUX
PITOT****R AUX
PITOT**

Messages: L AUX PITOT

R AUX PITOT

Condition: The auxiliary pitot probe heat is failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.

**CAPT
PITOT**

CAPTAIN PITOT

Message: CAPT PITOT

Condition: The captain's pitot probe heat is failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



VALVE
ENGINE ANTI-ICE

Messages: L ENG ANTI-ICE R ENG ANTI-ICE

Condition: The engine anti-ice valve is not in the commanded position.

1 Choose one:

◆ ENG ANTI-ICE switch is **ON**:

Avoid icing conditions.

Leave the ENG ANTI-ICE switch ON.



◆ ENG ANTI-ICE switch is **off**:

►► **Go to step 2**

2 ENG ANTI-ICE switch (affected engine) ON

3 **If** total air temperature (TAT) is above 10 degrees C:

Avoid high thrust settings.



**F O
PITOT****FIRST/OFFICER PITOT**

Message: F/O PITOT

Condition: The first officer's pitot probe heat is failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



Ice Crystal Icing

Condition: Engine ice crystal icing is suspected. Ice crystal icing conditions exist when in visible moisture, and one or more of the following indications are present:

- Amber or red weather radar returns below the airplane
- Appearance of liquid water on the windshield at temperatures too cold for rain (the sound is different than rain)

(Additional items that can indicate ice crystal icing are listed in the Additional Information section.)

Objective: To exit the ice crystal icing conditions and reduce the operational effects of the icing.

Note: Ice crystal icing can cause one or more of the following non-normal engine indications:

- Maximum EPR line (amber) decreases while flying at constant altitude and airspeed
- EPR indications are not aligned
- Unable to achieve maximum continuous thrust or maximum climb thrust

Caution! Do not use engine anti-ice when TAT is above 10°C.

▼ Continued on next page ▼

▼ Ice Crystal Icing continued ▼

- 1 ENG START selectors (both) FLT
This increases engine flameout protection.
- 2 ENGINE ANTI-ICE switches (both) ON
This increases engine stall margins.
- 3 Minimize time above amber and red weather radar returns. If conditions allow, exit the ice crystal icing conditions.
- 4 When in ice crystal icing conditions, the maximum EPR line (amber) can be unreliable.
- 5 **When** ice crystal icing conditions are no longer present, use engine start selectors and engine anti-ice normally.

**Additional Information**

One or more of the following can indicate ice crystal icing is present:

- Light to moderate turbulence
- Speckled green returns on the weather radar
- Appearance of rain on the windscreen
- Small collection of ice particles on the wiper post
- "Shhh" sound
- Humid flight deck
- Ozone smell
- St Elmo's Fire

ICE DETECTOR OFF

601-690, 692-699, 6700-6717

Message: ICE DET OFF

Condition: Ice is not detected.



ICING

ICE DETECTOR ON

601-690, 692-699, 6700-6717

Message: ICE DET ON

Condition: Ice is detected.



PROBE HEAT

Message: PROBE HEAT

Condition: Two or more probe heats are failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, SUP, 2 - Crew Duties, Navigation, for RVSM requirements.



STBY INST
PITOT

STANDBY INSTRUMENT PITOT

5801-5816, 6819-6823

Messages: STBY INST PITOT

Condition: The standby instrument pitot probe heat is failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, SUP, 2 - Crew Duties, Navigation, for RVSM requirements.



TAT**TAT PROBE**

Message: TAT PROBE

Condition: The TAT probe heat is failed.

- 1 Flight in icing conditions may result in some erroneous flight instrument indications.

Additional Information

If TAT probe heat fails inflight, the following systems may be inoperative:

Autothrottle

LNAV

VNAV

SAT indication

FMC Performance prediction

5801-5816, 6819-6823

Failure of **both** TAT probe heat systems may result in failure of the above items.



INOP

WINDOW (HEAT)

Messages:

L FWD WINDOW
L SIDE WINDOW
WINDOW HEAT

R FWD WINDOW
R SIDE WINDOW

Condition: One or more window heats are off.

Objective: To attempt to reset the system.

- 1 WINDOW HEAT switch Off 10 seconds,
then ON
- 2 Choose one:
- ◆INOP light **extinguishes**:

■ ■ ■ ■

◆INOP light **stays illuminated**:

WINDOW HEAT switch Off

■ ■ ■ ■

VALVE**WING ANTI-ICE**

Messages: L WING ANTI-ICE R WING ANTI-ICE

Condition: The wing anti-ice valve is not in the commanded position.

1 Choose one:

◆ WING ANTI-ICE switch is **ON**:

WING ANTI-ICE switch. Off

Avoid icing conditions.

Do not use wing anti-ice



◆ WING ANTI-ICE switch is **Off**:

►► **Go to step 2**

2 **If** left valve failed open:

APU BLEED AIR switch Off

3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **WING ANTI-ICE continued** ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____,____, xckd	C&F
■ Landing data	____, ____ , xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ **Continued on next page** ▼

▼ WING ANTI-ICE continued ▼

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	.ARMED	PM

After landing

ENG BLEED AIR switch (affected side) Off

ISOLATION switch Off

This prevents possible structural damage due to
overheat.



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Non-Normal Checklists
Automatic Flight

Chapter NNC
Section 4

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**AUTO
PILOT**

AUTOPILOT

Message: AUTOPILOT

Condition: One or more of these occur:

- The autopilot operates in a degraded mode other than the selected mode
- The engaged roll mode fails
- The engaged pitch mode fails

1 Autopilot disengage switchPush

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



**A/P
DISC**

AUTOPILOT DISCONNECT

Message: AUTOPILOT DISC

Condition: All autopilots are disconnected.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.



**A/T
DISC****AUTOTHROTTLE DISCONNECT**

Message: AUTOTHROT DISC

Condition: The autothrottle is disconnected.



Non-Normal Checklists
Communications

Chapter NNC
Section 5

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ACARS - No Comm (Touchscreen)

Condition: A NO COMM condition has occurred.

Frequency changes are automatically controlled by the ACARS unit as long as the aircraft is in range of a datalink ground station. However, within oceanic airspace or isolated areas out of VHF range, a NO COMM condition may occur. In NO COMM, all messages are stored in memory and will be downlinked when comm is automatically re-established at the next landfall.

1 Choose one:

◆ NO COMM message exists when **not in range of a ground station:**



◆ NO COMM message exists when **in range of a ground station:**

►► **Go to step 2**

- 2 INDEX Touch
- 3 MISC MENU Touch
- 4 LINK STATUS Touch
- 5 VHF LINK TEST Touch

This action should establish a good link if one is available. If successful, the VHF frequency of the ground station will appear below the VHF MODE/FREQ label

▼ **Continued on next page** ▼

▼ **ACARS - NO COMM continued** ▼

6 Choose one:

◆ NO COMM message no longer **displayed**.



◆ NO COMM message **remains displayed**:

▶▶ **Go to step 7**

7 INDEX Touch

8 MISC MENU Touch

9 LINK STATUS Touch

10 VHF CONTROL Touch

US/PACIFIC, EUR/ASIA, JAPAN

11 Choose one:

◆ NO COMM message no longer **displayed**.



◆ NO COMM message **remains displayed**:

▶▶ **Go to the ACARS System
Inoperative checklist on page 5.3**



ACARS System Inoperative

Condition: ACARS system is inoperative.

If ACARS is inoperative, refer to the Airway Manual, ATC & Flt Control Communication, Dispatch Communication, for guidance.

The following items must be completed manually:

- Report out/off/on/in times, refer to FOM, chapter 3, ACARS Inop Flight Time Reporting.
- Required Company Reporting Points.
- Oceanic clearances.
- Engine Condition Monitoring Report (ECM). Refer to Vol. 1, SP.7 for procedures.



Cabin Interphone System Inoperative

Condition: Cabin interphone system is inoperative.

- 1 Ensure all cabin handsets are properly stowed.

Improperly stowed handsets may be the cause of the malfunction.

- 2 Choose one:

◆ Cabin interphone system is **operative**:

Continue normal operation.



◆ Cabin interphone system remains **inoperative**:

►► **Go to step 3**

▼ Continued on next page ▼

▼ Cabin Interphone System Inoperative continued ▼

3 Notify Flight Attendants.

Contact Flight Leader and establish plan for communications under normal conditions.

Avoid use of PA for direct messages to Flight Attendants except in an emergency.

Brief the Flight Attendants on the following alternate emergency procedures:

Cabin Interphone System Inoperative			
Source of Non-normal		Pilot action	Briefing Items
Flight Deck	Cabin		
Smoke/Fire		Use PA	The emergency signal from flight deck to cabin may be designated as the signal to evacuate, provided the Captain and Flight Leader agree to use this signal in advance.
Emergency Landing			
Ditching			
Evacuation or Rejected Takeoff			
	Smoke/Fire	Monitor PA	Flight Attendant will use the emergency signal to notify pilots to monitor the PA.
	Hijacking		Flight Attendant will use the emergency signal to notify pilots to monitor the PA.
	Passenger Problem (Medical/ Disturbance)		Flight Attendant will use the emergency signal to notify pilots to monitor the PA.



**COMM With Center VHF
(Touchscreen)**

Condition: Center VHF is required for voice communication.

- 1 INDX.Touch
- 2 MISC MENUTouch
- 3 LINK STATUSTouch
- 4 VHF CONTROLTouch
- 5 CHANGE MODE.Touch

Note that the MODE prompt at top of page changes from DATA to VOICE. Frequency tuning is then done manually on the other VHF center control panel.

Return to DATA by touching CHANGE MODE. The unit will automatically scan for an available frequency to establish link.

If a data message is attempted with the unit in the VOICE mode, a DATAMD advisory will appear. Touch the advisory message and the IDU will shift to the VHF CTRL page.

Return to DATA by touching CHANGE MODE.



DATALINK LOST

Message: DATALINK LOST

Condition: The datalink is temporarily lost.

Note: If out of VHF coverage, consider the following:

- SATCOM Malfunction
- CPDLC / ADS-C may be inoperative
- ACARS may not function

Note: Notify ATC if SATCOM operation cannot be restored. A descent below FL350 may be required. HF voice reports may be required.



DATALINK SYSTEM

Message: DATALINK SYS

Condition: The datalink system is failed.



HF DATALINK

5801-5816

Message: HF DATALINK

Condition: The HF datalink is failed.



**IDU Touchscreen Datalink
Inoperative**

Condition: IDU or printer is inoperative.

- 1 **If** on the ground, recycle the following circuit breakers before calling Maintenance:

P11 G5 Flight Deck Printer

P11 G6 Mgmt Unit

P11 G7 Dsply Unit

P6 G5 Mgmt Unit

Caution! Do not attempt to fix any inoperative function by accessing the MAINT MENU submenu on the MAIN MENU page.
This submenu requires special training and is to be used by Avionics Technicians only.



PA System Inoperative

Condition: PA system is inoperative.

1 Notify Flight Attendants.

Contact Flight Leader and establish plan for communications under normal conditions, including:

Use of standard flight deck/cabin call signals.

Advising the Flight Leader to review location and operation of portable megaphones with Flight Attendants

2 Advise the Flight Leader 20 minutes (1 hour transoceanic flights) and 5 minutes before landing.

Note: With the PA inoperative, the F/As must individually (few seats at a time) brief passengers before takeoff and landing. Coordinate as required to provide sufficient time to meet these requirements.

▼ Continued on next page ▼

▼PA System Inoperative continued▼

3 Brief the Flight Leader on the following alternate emergency procedures:

Public Address System Inoperative.			
Source of Non-normal.		Pilot action.	Briefing Items.
Flight Deck.	Cabin.		
Smoke/Fire.		Use cabin interphone.	No changes to current procedures. Pilots and Flight Attendants will use the cabin interphone for communication. Any public announcements will be made by the Flight Attendants using megaphones.
Emergency Landing.		Use emergency signal followed by. cabin interphone or face-to-face.	Pilots will use the emergency signal to alert the Flight Attendants to an emergency situation. Subsequent communication will then be via the interphone or face-to-face, time permitting. The interphone will be used to command an evacuation.
Ditching.			
Evacuation or Rejected Takeoff.			
	Smoke/Fire.	Use cabin interphone.	No changes to current procedures. Pilots and Flight Attendants will use the cabin interphone for communication. Any public announcements will be made by the Flight Attendants using megaphones.
	Hijacking.		
	Passenger Problem (Medical/ Disturbance).		



Radio Transmit Continuous (Stuck Microphone Switch)

Condition: A radio transmits continuously without crew input.

Objective: To identify and isolate the stuck microphone.

- 1 FLT / INT microphone selector switches (all) . . On
This deselected radios and stops radio transmissions.
- 2 The microphone/interphone with the stuck switch continuously transmits on interphone.
- 3 The associated audio control panel should remain on interphone. All other audio control panels may be used normally.



SATCOM Malfunction

652, 5635-5650, 6801-6823

Condition: SATCOM fails or interferes with required aircraft systems.

Objective: To restore normal SATCOM operation.

- 1 Contact Maintenance Control Center via Dispatch for guidance, if able.
- 2 Pull and reset the P11 G2 SATCOM circuit breaker.



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Non-Normal Checklists
Electrical

Chapter NNC
Section 6

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AC BUS OFF
[HDG Not Installed]

601-655, 656-690, 691, 692-699, 5650-5657, 6700-6717

**BUS
OFF**

**BUS
OFF**

Messages: L AC BUS OFF R AC BUS OFF

Condition: The AC bus is not powered.

Objective: To attempt to restore electrical power.

- 1  **Attempt only one reset per flight**
GEN CONT switch
(affected side) Off, then ON
- 2 Choose one:
- ◆ APU is **available**:
 ▶▶ **Go to step 3**
 - ◆ APU is **not** available:
 ▶▶ **Go to step 5**
- 3 APU selector START, then ON
- 4 **When** the APU is running:

 **Attempt only one reset per flight**
L BUS TIE switch Off, then AUTO

 **Attempt only one reset per flight**
R BUS TIE switch Off, then AUTO

▼ **Continued on next page** ▼

▼ AC BUS OFF continued ▼

- 5 **If** both AC BUS OFF lights were illuminated **and** AC power is restored:

Activate the FMC route, if needed.

Enter the FMC performance data, if needed.

If an IRS ALIGN light is illuminated:

Action is **not** reversible. Do this step only for the affected IRS(s)



IRS MODE selector. ATT

Maintain straight and level attitude for 30 seconds.

Enter heading on IRS control panel or POS INIT page of FMC.

- 6 Choose one:

◆ **Both** BUS OFF lights are **extinguished**:



◆ **Both** BUS OFF lights **stay illuminated**:

▶▶ **Go to step 17**

◆ **Right** BUS OFF light **stays illuminated**:

▶▶ **Go to step 12**

◆ **Left** BUS OFF light **stays illuminated**:

▶▶ **Go to step 7**

▼ Continued on next page ▼

▼ **AC BUS OFF continued** ▼

- 7 Plan to land at the nearest suitable airport.
- 8 FLT DIR Source selector (Captain's) R
- 9 NAV Source selector/
FMC switch (Captain's) FMC-R/ALTN |
- 10 AIR DATA switch (Captain's) ALTN
- 11 Transponder selector. R / 2 |

**Left AC Bus Off
Inoperative Items**

Some pitot heat probes inop
Flight in icing conditions may result in some erroneous flight instrument indications.

Left and Center flight directors inop

Flap indicator inop

All autopilots inop
Note: Leading and trailing edge lights may be continuously illuminated, erroneously indicating disagree.



- 12 Plan to land at the nearest suitable airport.

▼ **Continued on next page** ▼

▼ **AC BUS OFF continued** ▼

- 13 FLT DIR Source selector (First Officer's) C
- 14 NAV Source selector/
FMC switch (First Officer's) FMC-L/ALTN
- 15 AIR DATA switch (First Officer's) ALTN
- 16 Transponder selector. L / 1

Right AC Bus Off
Inoperative Items

- Some pitot heat probes inop**
Flight in icing conditions may result in some erroneous flight instrument indications.
- Right flight director inop**
- Right autopilot inop**
Use center or left autopilot.



17 Plan to land at the nearest suitable airport.

Caution! Flight beyond 30 minutes will result in complete loss of electrical power.

▼ Continued on next page ▼


```
18 APU selector ..... OFF
```

19 RAM AIR TURB switch Push

Observe PRESS light illuminated

20 TRIM AIR switch OFF

21 Avoid icing conditions.

22 CABIN ALTITUDE MODE SELECT.....MAN

Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

23  CABIN ALTITUDE
MANUAL control Move to CLIMB or
DESCEND as needed to
control cabin rate and altitude

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

Note: Recommended cabin rate is approximately 500 FPM for climbs and descents.

Recommended cabin altitude in cruise is:

FLIGHT LEVEL	CABIN ALTITUDE
Up to 230	Landing Field Elevation
260	2000
300	4000
350	6000
400 and above	8000

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

Both AC Buses Off

Inoperative Items

Some pitot heat probes inop

Flight in icing conditions may result in some erroneous flight instrument indications.

All flight directors inop

All autopilots inop

Flap indicator inop

Automatic speedbrake system inop

Manual speedbrake extension after landing is needed.

Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.

Anti-skid for outboard wheels inop

Master caution system inop

Wing anti-ice inop

Left and Right thrust reversers inop

24 Use left VHF for communications.

25 Use standby attitude ILS guidance, if required.

26 Do not use autobrakes.

27 Do not arm the speedbrake for landing.

▼ Continued on next page ▼

▼ **AC BUS OFF continued** ▼

28 Do **not** accomplish the following checklists:
RAM AIR TURBINE UNLOCKED

29 **Checklist Complete Except Deferred Items**

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	____, ____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	OFF	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

▼ **Continued on next page** ▼

▼ AC BUS OFF continued ▼

Approach Checklist

- Flight & nav instruments verified C&F
- Cabin notification complete C
- Altimeters ____, xckd C&F

When at pattern altitude



Use momentary actuation of the cabin altitude manual control to avoid large and rapid pressurization changes.

CABIN ALTITUDE
MANUAL control Move to CLIMB until the outflow valve indication shows fully open to depressurize the airplane

Landing Checklist

- Landing gear down C&F
- Flaps ____, __ C&F
- Speedbrake **DOWN** PM



AC BUS OFF [HDG Installed]

5635-5649, 5801-5816, 6801-6823, 6901-6904

BUS
OFF

BUS
OFF

Messages: L AC BUS OFF R AC BUS OFF

Condition: The AC bus is not powered.

Objective: To attempt to restore electrical power.

- 1  Attempt only one reset per flight
 GEN CONT switch
 (affected side) Off, then ON
- 2 Choose one:
 - ◆ APU is **available**:
 - ▶▶ **Go to step 3**
 - ◆ APU is **not** available:
 - ▶▶▶ **Go to step 5**
- 3 APU selector START, then ON
- 4 **When** the APU is running:

 Attempt only one reset per flight
 L BUS TIE switch Off, then AUTO

 Attempt only one reset per flight
 R BUS TIE switch Off, then AUTO

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

- 5 **If** both AC BUS OFF lights were illuminated **and** AC power is restored:

Activate the FMC route, if needed.

Enter the FMC performance data, if needed.

If an IRS ALIGN light is illuminated:

Action is **not** reversible. Do this step only for the affected IRS(s)



IRS MODE selector. ATT

Maintain straight and level attitude for 30 seconds.

Enter heading on IRS control panel or POS INIT page of FMC.

- 6 Choose one:

◆ **Both** BUS OFF lights are **extinguished**:



◆ **Both** BUS OFF lights **stay illuminated**:

▶▶ **Go to step 17**

◆ **Right** BUS OFF light **stays illuminated**:

▶▶ **Go to step 12**

◆ **Left** BUS OFF light **stays illuminated**:

▶▶ **Go to step 7**

▼ Continued on next page ▼

▼ **AC BUS OFF continued** ▼

- 7 Plan to land at the nearest suitable airport.
- 8 FLT DIR Source selector (Captain's) R
- 9 NAV Source selector/
| FMC Switch (Captain's) FMC-R/ALTN
- 10 AIR DATA switch (Captain's). ALTN
- | 11 Transponder selector. R / 2

Left AC Bus Off
Inoperative Items

Some pitot heat probes inop
Flight in icing conditions may result in some erroneous flight instrument indications.

Left and Center flight directors inop

Flap indicator inop

All autopilots inop (equipment dependant)
On some aircraft, the right autopilot may be available. Crews can verify by attempting engagement of right autopilot.

Note: Leading and trailing edge lights may be continuously illuminated, erroneously indicating disagree.



- 12 Plan to land at the nearest suitable airport.

▼ **Continued on next page** ▼

▼ AC BUS OFF continued ▼

- 13 FLT DIR Source selector (First Officer's) C
- 14 NAV Source selector/
FMC Switch (First Officer's) FMC-L/ALTN |
- 15 AIR DATA switch (First Officer's). ALTN
- 16 Transponder selector. L / 1 |

Right AC Bus Off

Inoperative Items

Some pitot heat probes inop

Flight in icing conditions may result in some erroneous flight instrument indications.

Right flight director inop

Right autopilot inop

Use center or left autopilot.



- 17 Plan to land at the nearest suitable airport.

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

Note: The BAT DISCH light will illuminate until the main battery voltage equals the DC output of the HDG.

- 18 APU selector OFF
- 19 RAM AIR TURB switch Push
- Observe PRESS light illuminated
- 20 EQUIP COOLING switch ALTN
- 21 TRIM AIR switch OFF
- 22 ALTN IRS switch (First Officer’s) ALTN
- 23 Avoid icing conditions.

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

Both AC Buses Off**Inoperative Items****Some pitot heat probes inop**

Flight in icing conditions may result in some erroneous flight instrument indications.

All flight directors inop**All autopilots inop****Flap indicator inop****Automatic speedbrake system inop**

Manual speedbrake extension after landing is needed.

Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.

Anti-skid for outboard wheels inop**Master caution system inop****Left and Right thrust reversers inop**

24 Do not use autobrakes.

25 Do not arm the speedbrake for landing.

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

- 26 Do **not** accomplish the following checklists:
- RAM AIR TURBINE UNLOCKED
- TRIM AIR

27 Checklist Complete Except Deferred Items

Deferred Items		
Descent Checklist		
Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	____, ____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	OFF	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

▼ Continued on next page ▼

▼ AC BUS OFF continued ▼

Approach Checklist

- | | | |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments | verified | C&F |
| Cabin notification | complete | C |
| Altimeters | ____, xckd | C&F |

Landing Checklist

- | | | |
|------------------------|-------------|-----|
| Landing gear | down | C&F |
| Flaps | ____, ____ | C&F |
| Speedbrake | DOWN | PM |



APU BAT DISCH	APU BATTERY DISCHARGE [90 Minute Battery]
--------------------------	--

5801-5816, 6819-6823

Message: APU BAT DISCH

Condition: An APU battery discharge occurs.

- 1 The APU battery can provide power to the standby bus for a minimum of 90 minutes.



OFF

APU GENERATOR OFF

Message: APU GEN OFF

Condition: The generator control breaker is open.

Attempt only one reset per flight

- 1  APU GEN switch. Off, then ON
- 2 **If** there is only one AC power source available:
Plan to land at the nearest suitable airport.



OFF

BATTERY OFF

Message: BATTERY OFF

Condition: The battery switch is OFF.



ISLN

BUS ISOLATED

Messages: L BUS ISOLATED R BUS ISOLATED

Condition: The bus tie breaker is open.



DRIVE**GENERATOR DRIVE**

Messages: L GEN DRIVE

R GEN DRIVE

Condition: A generator drive malfunction occurs.

Caution! The engine must be rotating when the GENERATOR DRIVE DISCONNECT switch is pushed.

Action is **not** reversible.

- 1  GEN DRIVE DISC switch
(affected side). Confirm . . . Push
- 2 Choose one:
 - ◆ APU is **available**:
 - APU selector START, then ON
 - ▶▶ **Go to step 3**
 - ◆ APU is **not available**:
 - Plan to land at the nearest suitable airport.
 - ▶▶ **Go to step 3**
- 3 Do **not** accomplish the following checklist:
 GENERATOR OFF



OFF

GENERATOR OFF

Messages: L GEN OFF

R GEN OFF

Condition: The generator control breaker is open.

Attempt only one reset per flight

1  GEN CONT switch (affected side) . . Off, then ON

2 Choose one:

◆ GEN CONT OFF light **extinguishes:**

Continue normal operation.



◆ GEN CONT OFF light **stays illuminated:**

▶▶ **Go to step 3**

3 Choose one:

◆ APU is **available:**

APU selector START, then ON



◆ APU is **not available:**

Plan to land at the nearest suitable airport.



**D
I
S
C
H**

**MAIN BATTERY DISCHARGE
[30 minute battery]**

601-690, 691, 692-699, 5635-5657, 6700-6717, 6801-6818,
6901-6904

Message: MAIN BAT DISCH

Condition: A main battery discharge occurs.

Caution! Flight beyond 30 minutes may result in complete loss of electrical power.

- 1 Plan to land at the nearest suitable airport.



**MAIN BAT
DISCH****MAIN BATTERY DISCHARGE
[90 minute battery]**

5801-5816, 6819-6823

Message: MAIN BAT DISCH

Condition: A main battery discharge occurs.

Caution! Flight beyond 90 minutes may result in complete loss of electrical power.

- 1 Plan to land at the nearest suitable airport.



OUT

STANDBY BUS OFF
[661-699, 5635-5657, 5801-5816,
6700-6717, 6801-6818
Upgraded Standby Power System
not installed]

(Use this checklist for aircraft that DO NOT have an upgraded Standby Power System. Effective aircraft are identified by a placard in the logbook.)

Message: STANDBY BUS OFF

Condition: One or more of these buses are not energized:

- AC standby bus
- DC standby bus
- Battery bus

1 STBY POWER selector BAT

2 Choose one:

◆ Standby power bus OFF light is **illuminated**:

STBY POWER selector. AUTO

▶▶ **Go to step 3**

◆ Standby power bus OFF light is **not illuminated**:

STBY POWER selector. AUTO

▶▶ **Go to step 9**

3 Autopilot disengage switch Push

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

4 Choose one:

◆ Electric stabilizer trim is **not operative**:

▶▶ **Go to step 5**

◆ Electric stabilizer trim is **operative**:

Use electric stabilizer trim.

▶▶ **Go to step 15**

5 Choose one:

◆ Alternate stabilizer trim is **not operative**:

▶▶ **Go to step 6**

◆ Alternate stabilizer trim is **operative**:

Use alternate stabilizer trim.

▶▶ **Go to step 15**

6 Engage left or right autopilot and allow autopilot to remain engaged until landing configuration is established.

Automatic stabilizer trim is available with autopilot engaged.

7 Avoid icing conditions.

▼ Continued on next page ▼

▼ **STANDBY BUS OFF** continued ▼

Inoperative Items

Passenger address, flight, and cabin interphone systems inop

Wing and engine anti-ice inop

Left VHF communication system inop

Rudder trim inop

661-682

Fuel crossfeed valve inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6818

Forward and aft fuel crossfeed valves inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

- 8 Do the checklist for each consequential EICAS alert message as soon as practical.



- 9 Autopilot disengage switch Push

- 10 Choose one:

◆ Electric stabilizer trim is **not operative**:

▶▶ **Go to step 11**

◆ Electric stabilizer trim is **operative**:

Use electric stabilizer trim.

▶▶ **Go to step 22**

▼ **Continued on next page** ▼

▼ STANDBY BUS OFF continued ▼

11 Choose one:

◆ Alternate stabilizer trim is **not operative**:

▶▶ **Go to step 12**

◆ Alternate stabilizer trim is **operative**:

Use alternate stabilizer trim.

▶▶ **Go to step 22**

12 Plan to land with the standby buses powered normally.

13 Engage left or right autopilot and allow autopilot to remain engaged until landing configuration is established.

Automatic stabilizer trim is available with autopilot engaged.

14 Avoid icing conditions.

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

Inoperative Items
Passenger address, flight, and cabin interphone systems inop
Wing and engine anti-ice inop
Left VHF communication system inop
Rudder trim inop

661-682

Fuel crossfeed valve inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6818

Forward and aft fuel crossfeed valves inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

661-699, 5635-5657, 6700-6717, 6801-6818

►► Go to step 28

5801-5816

►► Go to step 29

15 Passenger address, flight, and cabin interphone systems may be inoperative.

16 Wing and engine anti-ice may be inoperative.

17 Cabin altitude and differential pressure indicators may be inoperative.

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.

▼ Continued on next page ▼

▼ **STANDBY BUS OFF** continued ▼

- 18 Left thrust reverser may be inoperative.
- 19 Left VHF communication system may be inoperative.
- 20 Rudder trim may be inoperative.
- 21 Do the checklist for each consequential EICAS alert message as soon as practical.



- 22 Plan to land with the standby buses powered normally.
- 23 Passenger address, flight, and cabin interphone systems may be inoperative.
- 24 Wing and engine anti-ice may be inoperative.
- 25 Cabin altitude and differential pressure indicators may be inoperative.

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.

- 26 Left VHF communication system may be inoperative.
- 27 Rudder trim may be inoperative.
- 661-699, 5635-5657, 6700-6717, 6801-6818
- 28 **When** within approximately 30 minutes of landing:

STBY POWER selector BAT

▶▶ **Go to step 30**

▼ **Continued on next page** ▼

▼ STANDBY BUS OFF continued ▼

5801-5816

29 **When** within approximately 90 minutes of landing:

STBY POWER selector BAT

▶▶ **Go to step 30**

30 Choose one:

◆ Standby power bus OFF light is **illuminated**:

Left thrust reverser may be inoperative.

Do the checklist for each consequential
EICAS alert message prior to landing.



◆ Standby power bus OFF light is **not illuminated**:

Power to all equipment on the standby
buses is available.

Continue normal operation.



OFF

STANDBY BUS OFF
[601-660, 6901-6904
Upgraded Standby Power System
not installed]

(Use this checklist for aircraft that **DO NOT** have an upgraded Standby Power System. Effective aircraft are identified by a placard in the logbook.)

Message: STANDBY BUS OFF

Condition: One or more of these buses are not energized:

- AC standby bus
- DC standby bus
- Battery bus

1 STBY POWER selector BAT

2 Choose one:

◆ Standby power bus OFF light is **illuminated**:

STBY POWER selector. AUTO

▶▶ **Go to step 3**

◆ Standby power bus OFF light is **not illuminated**:

STBY POWER selector. AUTO

▶▶ **Go to step 12**

3 Electric stabilizer trim may be inoperative.

Alternate stabilizer trim is available.

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

- 4 Passenger address, flight, and cabin interphone systems may be inoperative.
- 5 Wing and engine anti-ice may be inoperative.
- 6 Fuel crossfeed valve may be inoperative.
Engine thrust may need to be varied to maintain fuel balance.
- 7 Cabin altitude and differential pressure indicators may be inoperative.
Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.
- 8 Left thrust reverser may be inoperative.
- 9 Left VHF communication system may be inoperative.
- 10 Rudder trim may be inoperative.
- 11 Do the checklist for each consequential EICAS alert message as soon as practical.

- 12 Plan to land with the standby buses powered normally.
- 13 Electric stabilizer trim may be inoperative.
Alternate stabilizer trim is available.
- 14 Passenger address, flight, and cabin interphone systems may be inoperative.
- 15 Wing and engine anti-ice may be inoperative.

▼ Continued on next page ▼

▼ **STANDBY BUS OFF** continued ▼

16 Fuel crossfeed valve may be inoperative.

Engine thrust may need to be varied to maintain fuel balance.

17 Cabin altitude and differential pressure indicators may be inoperative.

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.

18 Left VHF communication system may be inoperative.

19 Rudder trim may be inoperative.

20 **When** within approximately 30 minutes of landing:

STBY POWER selector BAT

▶▶ **Go to step 21**

21 Choose one:

◆ Standby power bus OFF light is **illuminated**:

Left thrust reverser may be inoperative.

Do the checklist for each consequential EICAS alert message prior to landing.



◆ Standby power bus OFF light is **not illuminated**:

Power to all equipment on the standby buses is available.

Continue normal operation.



OFF

STANDBY BUS OFF **[Upgraded Standby Power System installed]**

(Use this checklist for aircraft that HAVE an upgraded Standby Power System. Effective aircraft are identified by a placard in the logbook.)

Message: STANDBY BUS OFF

Condition: One or more of these buses are unpowered:

- Standby AC bus
- Standby DC bus
- Battery bus

Objective: To identify the inoperative bus(es) and the associated inoperative items.

1 STBY POWER selector BAT

2 Choose one:

◆ Standby power bus OFF light **extinguishes**:

Continue normal operation.



◆ Standby power bus OFF light **stays illuminated**:

At least one bus is unpowered.

602-682, 5501-5534, 6901-6904

▶▶ **Go to step 3**

683-690, 691, 692-699, 5635-5657, 5801-5816,
6700-6717, 6801-6823

▶▶ **Go to step 4**

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

3 Choose one:

◆ FUEL CROSSFEED message is **shown**:

The battery bus is unpowered. The standby AC bus and the standby DC bus are also unpowered.

►► **Go to step 6**

◆ FUEL CROSSFEED message is **not shown**:

The battery bus is powered.

►► **Go to step 12**

4 Choose one:

◆ AFT FUEL X-FEED and FWD FUEL X-FEED messages are **shown**:

The battery bus is unpowered. The standby AC bus and the standby DC bus are also unpowered.

►► **Go to step 6**

◆ AFT FUEL X-FEED and FWD FUEL X-FEED messages are **not shown**:

The battery bus is powered.

►► **Go to step 12**

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

- 5 Engage left or right autopilot and allow autopilot to remain engaged until landing configuration is established.

Automatic stabilizer trim is available with autopilot engaged.

- 6 Avoid icing conditions.
- 7 Do **not** use autobrakes.
- 8 Do **not** arm speedbrake lever.

The battery bus is unpowered. The standby AC bus and the standby DC bus are also unpowered.

Inoperative Items
Pitch trim switches inop

Automatic stabilizer trim is available with the autopilot engaged.

661-690, 691, 692-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823

Alternate stabilizer trim inop
Wing anti-ice inop

Avoid icing conditions.

Left engine anti-ice inop

Avoid icing conditions.

Aileron lockout inop
Rudder trim inop

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

602-682, 5501-5554, 6901-6904

Fuel crossfeed valve inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

683-690, 691, 692-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823

Fuel crossfeed valves inop

Vary engine thrust as needed to maintain fuel balance as conditions allow.

Left VHF communication system inop

Left VOR inop

691, 6801-6823

Right ADF inop

Left RDMI inop

5807-5816, 6819-6823

ISFD power inop

ISFD operates on internal battery only. Battery power lasts approximately 30 minutes.

602-690, 691, 692-699, 5501-5534, 5635-5657, 5801-5816, 6700-6717, 6801-6818, 6901-6904

Standby ADI inop

PA, flight and cabin interphone systems inop

Cabin altitude and differential pressure indicators inop

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

Inboard wheel antiskid inop

Autobrakes inop

Manual braking is needed.

Automatic speedbrake inop

Manual speedbrake extension after landing is needed.

Left thrust reverser inop

9 Refer to the ODM, Abnormal section for applicable performance information.

10 Do **not** accomplish the following checklist:

REVERSER ISOLATION VALVE

11 Do the checklist for each consequential ECIAS alert message as soon as practicable.

▶▶ **Go to step 17**

12 Choose one:

◆ Rudder trim is **operative**:

Standby DC bus is powered. Standby AC bus is unpowered.

▶▶ **Go to step 13**

◆ Rudder trim **not operative**:

Standby DC bus is unpowered. Standby AC bus may be unpowered.

▶▶ **Go to step 14**

▼ Continued on next page ▼

▼ STANDBY BUS OFF continued ▼

- 13 Do the checklist for each consequential EICAS alert message as soon as practicable.

The standby AC bus is unpowered.**Inoperative Items****Cabin altitude and differential pressure indicators inop**

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.



- 14 Engage left or right autopilot and allow autopilot to remain engaged until landing configuration is established.

Automatic stabilizer trim is available with autopilot engaged.

The standby DC bus is unpowered. The standby AC bus may also be unpowered.**Inoperative Items****Pitch trim switches inop**

Automatic stabilizer trim is available with the autopilot engaged. Alternate stabilizer trim is available.

Left engine anti-ice inop

Avoid icing conditions.

Aileron lockout inop**Rudder trim inop****Left VHF communication system inop****Left VOR inop****▼ Continued on next page ▼**

▼ STANDBY BUS OFF continued ▼

6801-6823

Right ADF inop

Left RDMI inop

5807-5816, 6819-6823

ISFD power inop

ISFD operates on internal battery only. Battery power lasts approximately 30 minutes.

602-690, 691, 692-699, 5501-5534, 5635-5657, 5801-5806,
6700-6717, 6801-6818, 6901-6904

Standby ADI inop

Cabin altitude and differential pressure indicators may be inop

Cabin altitude control AUTO 1 or AUTO 2 mode operates normally.

Left thrust reverser inop

15 Refer to the ODM, Abnormal section for applicable performance information.

16 Do the checklist for each consequential ECIAS alert message as soon as practicable.



17 Checklist Complete Except Deferred Items

▼ Continued on next page ▼

▼STANDBY BUS OFF continued▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■Minimums	____, ____, xckd	C&F
■Landing data	____, ____, xckd	C&F
■Approach briefing	complete	PM
■Autobrakes	OFF	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	DOWN	PM

OFF

UTILITY BUS OFF

Messages: L UTIL BUS OFF R UTIL BUS OFF

Condition: The galley and utility buses are not energized.

1 Choose one:

◆ Two generator sources are **available**:

UTILITY BUS switch Off, then ON



◆ Two generator sources are **not available**:



Intentionally
Blank

Non-Normal Checklists
Engines, APU

Chapter NNC
Section 7

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Aborted Engine Start

Condition: During a ground start, an abort start condition occurs.

- 1 FUEL CONTROL switch
 (affected side) CUTOFF

- 2 Choose one:

◆ ENG START selector in **GND**:

Motor the engine for 30 seconds.

ENG START selector
 (affected side). AUTO



◆ ENG START selector in **AUTO**:

▶▶ **Go to step 3**

- 3 **When** N2 decreases below 20%:

ENG START selector (affected side)GND

Motor the engine for 30 seconds.

ENG START selector (affected side) AUTO



Dual Engine Failure

Condition: One of these occurs on both engines:

- Engine flameout
- No response to thrust lever movement

- 1 ENG START selectors (both) FLT
- 2 Thrust levers (both) Idle
- 3 FUEL CONTROL
switches (both) CUTOFF, then RUN

-
- 4 **If** engine appears stalled **or** EGT approaches the Standby Engine Indicator (SEI) placard limit:

Repeat above step as needed.

Note: SEI maximum EGT limit is inflight start EGT limit.

- 5 RAM AIR TURB switch Push

Warning! If engines not operating, maintain a minimum of 130 KIAS for flight controls.

▼ Continued on next page ▼

▼ Dual Engine Failure continued ▼

6 Maintain airspeed as indicated below:

Above 35,000 feet use 240 knots.

35,000 feet or below use 250 knots minimum.

757-200 with blended winglets (as installed)

Caution! Speedbrakes autostow to the 50% flight detent if airspeed exceeds 330 knots. Do not override autostow function unless airspeed is less than 325 knots.

Note: OVSPD light and associated aural warning indicate Vmo/Mmo exceedances.

Note: Cabin altitude warning can occur during descent.

7 Choose one:

◆ APU is **not available**:

▶▶ **Go to step 9**

◆ APU is **available**:

▶▶ **Go to step 8**

Do **not** wait for successful engine start(s) before starting the APU

8  APU selector START, then ON

▼ Continued on next page ▼

▼ Dual Engine Failure continued ▼

9 Choose one:

◆ **Either or both engines started:**

▶▶ **Go to step 14**

◆ **Both engines stay failed:**

▶▶ **Go to step 10**

10 Thrust levers (both) Idle

11 Engines can accelerate to idle very slowly, especially at high altitude. If N2 is steadily increasing, and EGT stays within limits, the start is progressing normally.

The time from fuel control switch to RUN to EGT increase can be as long as two minutes.

12  FUEL CONTROL

switches (both) CUTOFF for approximately 30 seconds, then RUN for approximately 120 seconds.

Repeat until engine start is achieved.

13 Plan to land at the nearest suitable airport.

14 Activate the FMC route.

15 Enter the FMC performance data.

▼ Continued on next page ▼

▼ Dual Engine Failure continued ▼

16 Choose one:

◆ **Any** ALIGN light is illuminated:

▶▶ **Go to step 17**

◆ **All** ALIGN light are **extinguished**:

▶▶ **Go to step 19**

Action is **not** reversible. Do this step only for the affected IRS(s)

17  IRS MODE selector (affected IRS). ATT

18 Enter heading on IRS control panel or POS INIT page of FMC.

Note: Cabin altitude warning can occur during descent.

19 Choose one:

◆ **Both** engines are **started**:

■ ■ ■ ■

◆ **An** engine **stays failed**:

▶▶ **Go to the Engine Failure or Shutdown checklist on page 7.13**

■ ■ ■ ■

Engine Limit or Surge or Stall

Condition: One or more of these occur:

- Engine indications are abnormal
- Engine indications are rapidly approaching or exceeding limits
- Abnormal engine noises are heard, possibly with airframe vibration
- There is no response to thrust lever movement or the response is abnormal
- Flames in the engine inlet or exhaust are reported

- 1 A/T ARM switch OFF
- 2 Thrust lever (affected side) Confirm . . Retard until
engine indications
stay within limits or
the thrust lever is at Idle
-
- 3 ENG START selector (affected side). FLT

Note: If an engine compressor surge/stall occurs during ground operations, or takeoff is rejected due to an engine compressor surge/stall, a maintenance inspection is required prior to flight.

Note: Do not initiate an over-water crossing when a surge or stall has occurred.

Note: EGT may take up to two minutes to recover to normal range.

▼ Continued on next page ▼

▼ Engine Limit or Surge or Stall continued ▼

4 Choose one:

◆ Engine indications are **stabilized and** EGT is **stabilized or decreasing**:

▶▶ **Go to step 5**

◆ Engine indications are **abnormal or** EGT continues to **increase**:

▶▶ **Go to the Engine Failure or Shutdown checklist on page 7.13**



Check that RPM and EGT follow thrust lever movement.

5  Thrust lever (affected side) . . . Advance slowly

6 Choose one:

◆ Engine acceleration is **normal**:

Run the engine normally or at a **reduced thrust setting** that is surge and stall free.

▶▶ **Go to step 11**

◆ Engine acceleration is **not** normal:

▶▶ **Go to step 7**

▼ Continued on next page ▼

▼ Engine Limit or Surge or Stall continued ▼

7 Choose one:

◆ EGT is **normal**:

▶▶ **Go to step 8**

◆ EGT is **not normal**:

▶▶ **Go to the Engine Failure or
Shutdown checklist on page 7.13**



8 ENG BLEED AIR switch (affected side). Off

9 Choose one:

◆ Engine **responds**:

Operate engine normally or at a **reduced
thrust level** which is surge and stall free.

▶▶ **Go to step 10**

◆ Engine does **not respond**:

Operate engine at idle.

▶▶ **Go to step 10**

10 ENG BLEED AIR switch (affected side). On

▼ Continued on next page ▼

▼ Engine Limit or Surge or Stall continued ▼

11 Choose one:

◆ Engine operates **normally**:



◆ Engine operating **at idle** or at a **reduced thrust level** which is surge and stall free:

▶▶ **Go to step 12**

12 GND PROX FLAP OVRD switch OVRD

Note: Monitor fuel balance.

13 Transponder mode selector TA / TA ONLY

14 Use flaps 20 and VREF 20 for landing.

15 Use flaps 5 for go-around.

16 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

17 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ Engine Limit or Surge or Stall continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	20, 20	C&F
Speedbrake	ARMED	PM



FAULT**APU FAULT**

Message: APU FAULT

Condition: An APU automatic shutdown occurs.

1 APU selector OFF, then ON

2 Choose one:

◆ FAULT light **stays illuminated**:



◆ FAULT light **extinguishes**:

▶▶ **Go to step 3**

3 APU selector START, then ON

**FAULT****APU FUEL VALVE**

Message: APU FUEL VAL

Condition: The APU fuel valve is not in the commanded position.

1 APU selector OFF

2 Do **not** start the APU.

**ENGINE CONTROLS**

Message: ENGINE CONTROLS

Condition: An EEC system fault occurs.



ALTN

ENGINE EEC POWER

601-690, 691, 692-690, 692-699, 6700-6717

Messages: L ENG EEC POWER R ENG EEC POWER

Condition: EEC is powered by airplane power



Engine Failure or Shutdown

Condition: One of these occurs:

- An engine failure
- An engine flameout
- Another checklist directs an engine shutdown

- 1 A/T ARM switch OFF
 - 2 Thrust lever (affected side) . Confirm Idle
 - 3 **If** engine conditions allow, operate at idle for two minutes to allow engine to cool and stabilize.
 - 4 FUEL CONTROL switch
(affected side) Confirm . . . CUTOFF
 - 5 Choose one:
 - ◆APU is **not available**:

▶▶ Go to step 7
 - ◆APU is **available**:

▶▶ Go to step 6
 - 6 APU selector START, then ON
- Note:** Monitor fuel balance.
- 7 Transponder mode selector TA / TA ONLY
 - 8 WING ANTI-ICE switch OFF
 - 9 Plan to land at the nearest suitable airport.

▼ Continued on next page ▼

▼ Engine Failure or Shutdown continued ▼

10 **If** wing anti-ice required:

- PACK control selector (affected side) OFF
- ISOLATION switch On
- WING ANTI-ICE switch ON

When wing anti-ice no longer required:

- WING ANTI-ICE switch OFF
- ISOLATION switch Off

11 GND PROX FLAP OVRD switch OVRD

12 Use flaps 20 and VREF 20 for landing.

13 Use flaps 5 for go-around.

14 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

15 Do **not** accomplish the following checklists:

- ENGINE SHUTDOWN
- PACK OFF

16 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ Engine Failure or Shutdown continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	.set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	20, 20	C&F
Speedbrake	.ARMED	PM



ENGINE FUEL FILTER**[AFM]**

Messages: L ENG FUEL FILT R ENG FUEL FILT

Condition: Fuel contamination can cause fuel to bypass the engine fuel filter.

1 Choose one:

- ◆ Only **one** ENG FUEL FILT message, left or right, has shown during the flight:

Note: Erratic engine operation and flameout may occur on the affected engine due to fuel contamination.



- ◆ ENG FUEL FILT messages for **both** engines either show or have shown at any time during the flight (either separately or at the same time):

►► **Go to step 2**



2 Plan to land at the nearest suitable airport.

Note: Erratic engine operation and flameout may occur on either or both engines due to fuel contamination.

**ENG
VALVE****ENGINE FUEL VALVE**

Messages: L ENG FUEL VAL R ENG FUEL VAL

Condition: The engine fuel valve is not in the commanded position.

1 Choose one:

◆ FUEL CONTROL switch is **not** in CUTOFF:◆ FUEL CONTROL switch is in **CUTOFF**:

The engine may continue to run for approximately 1 minute.

▶▶ **Go to step 2**

2 Choose one:

◆ In **flight**:◆ On the **ground**:Do **not** attempt engine start.

Engine In-Flight Start

Condition: An engine start is needed and all of the following are true:

- There was **no** engine fire
- There is N1 rotation
- There is **no** abnormal airframe vibration

Note: Do not attempt restart unless greater emergency exists.

- 1 Check altitude and airspeed. Starts are not assured outside the EICAS envelope.
- 2 Engine can accelerate to idle very slowly, especially at high altitude. If N2 is steadily increasing, and EGT stays within limits, do not interrupt the start.
- 3 Choose one:
 - ◆ X-BLD is **shown**:
▶▶ **Go to step 7**
 - ◆ X-BLD is **not shown**:
▶▶ **Go to step 4**
- 4 ENG START selector (affected side). FLT
- 5 FUEL CONTROL switch. RUN

▼ Continued on next page ▼

▼ Engine In-flight Start continued ▼

6 Choose one:

◆ EGT does **not increase** in 120 seconds **or** another abort start condition as listed in normal procedures **occurs**:

▶▶ **Go to step 19**

◆ EGT **increases** in 120 seconds **and** another abort start condition as listed in normal procedures does **not occur**:

▶▶ **Go to step 13**

7 PACK control selector (affected side) OFF

8 ISOLATION switch On

9 Ignition selector BOTH

10 ENG START selector (affected side) GND

11 **When** N2 exceeds minimum fuel on command bug:

FUEL CONTROL switch RUN

▼ Continued on next page ▼

▼ Engine In-flight Start continued ▼

12 Choose one:

◆ EGT does **not increase** in 120 seconds **or** another abort start condition as listed in normal procedures **occurs**:

▶▶ **Go to step 19**

◆ EGT **increases** in 120 seconds **and** another abort start condition as listed in normal procedures does **not occur**:

▶▶ **Go to step 13**

13 Choose one:

◆ Engine **starts** and runs normally:

▶▶ **Go to step 14**

◆ Engine **fails** to start:

▶▶ **Go to step 19**

14 ENG START selector (affected side). AUTO

15 PACK control selectors (both). AUTO

16 ISOLATION switch Off

17 Transponder mode selector TA/RA

▼ Continued on next page ▼

▼ Engine In-flight Start continued ▼

18 APU selector As needed |



19 FUEL CONTROL switch
(affected side) Confirm CUTOFF

20 ENG START selector
(affected side) AUTO

21 ISOLATION switch Off |

22 Plan to land at the nearest suitable airport.

23 **If** wing anti-ice required:

PACK control selector (affected side) OFF

ISOLATION switch On

When wing anti-ice no longer required:

ISOLATION switch Off

24 GND PROX FLAP OVRD switch OVRD |

25 Use flaps 20 and VREF 20 for landing.

26 Use flaps 5 for go-around.

27 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

28 Do **not** accomplish the following checklists:

ENGINE SHUTDOWN

PACK OFF

29 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ Engine In-flight Start continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	20, 20	C&F
Speedbrake	ARMED	PM



**ENG LIM
PROT**

ENGINE LIMIT PROTECTION

Messages: L ENG LIM PROT R ENG LIM PROT

Condition: The EEC is operating in N2 mode.

- 1 Observe thrust limits
- 2 Engine response may not be synchronized with rapid thrust lever movement
- 3 Anticipate increased thrust lever stagger at high power at low altitude
- 4 Autothrottle is inoperative



ENGINE OIL PRESSURE**L ENG
OIL PRESS****R ENG
OIL PRESS**

Messages: L ENG OIL PRESS R ENG OIL PRESS

Condition: The oil pressure is low.

1 Choose one:

◆ Oil pressure indication **normal**:

Operate engine normally.

◆ Oil pressure indication in **amber band**:

Authrottle disconnect switch Push

Reduce thrust to minimum required.

◆ Oil pressure indication **at or below red line limit**:**►► Go to the Engine Failure or Shutdown checklist on page 7.13**

Engine Oil Temperature

Condition: The oil temperature is high.

1 A/T ARM switch OFF

2 Thrust lever
 (affected side) Confirm Retard slowly
 until the
 temperature decreases

3 Choose one:

◆ Temperature is in the amber band 20 minutes **or**
 above upper red line limit:

▶▶ **Go to the Engine Failure or
 Shutdown checklist on page 7.13**

◆ Temperature is **below** the amber band:

Run the engine at a thrust level which
 maintains the temperature below the
 amber band.

Transponder mode selector . . .TA/TA ONLY



Engine Parameter Fluctuation

Condition: Engine parameters may fluctuate due to pneumatic crossover (transitions between low and high stage bleed valves).

- 1 A/T ARM switch OFF
- 2 Thrust lever
(affected side) Confirm. Retard
or advance

Retard or advance thrust lever one-half to one knob.

- 3 **When** engine parameters stabilize (20-30 seconds):

Thrust lever
(affected side) Confirm. Retard
or advance

Return lever to original position.

Autothrottles may be re-engaged, as desired.



ENGINE SHUTDOWN

Messages: L ENG SHUTDOWN R ENG SHUTDOWN

Condition: The engine was shutdown by the fuel control switch or the engine fire switch.



VALVE**ENGINE STARTER**

Messages: L ENG STARTER R ENG STARTER

Condition: The start valve is not open.

- 1 ENG START selector (affected side) AUTO

This prevents bleed air from entering starter if valve subsequently opens.

- 2 Choose one:

◆ On the **ground**:



◆ In **flight**:

Increase airspeed until X-BLD no longer displayed.



ENGINE STATOR

Messages: L ENG STATOR

R ENG STATOR

Condition: The EEC is not capable of controlling the stator vane actuator

- 1 A/T ARM Switch OFF
- 2 Changing the position of any of the following for the affected side may cause engine flameout:
 - Thrust lever
 - Engine anti-ice switch
 - Wing anti-ice switch
 - Pack control selector
 - Recirculation fan switch
- 3 Choose one:
 - ◆APU is **not available**:
 - ▶▶ **Go to step 5**
 - ◆APU is **available**:
 - ▶▶ **Go to step 4**
- 4 APU selector START, then ON
- 5 **If** engine fails or flames out:
 - Do **not** attempt an engine in-flight start.
 - ▶▶ **Go to the Engine Failure or Shutdown checklist on page 7.13**
 - ■ ■ ■

SPAR
VALVE**FUEL SPAR VALVE**

Messages: L FUEL SPAR VAL R FUEL SPAR VAL

Condition: The spar fuel valve is not in the commanded position.

1 Choose one:

◆ In **flight**:◆ On the **ground**:Do **not** attempt engine start.

OIL FILTER

Messages: L OIL FILTER

R OIL FILTER

Condition: Oil filter contamination can cause oil to bypass the oil filter.

1 Choose one:

◆ On the **ground**:

Allow oil temp. to increase above 35° C

If Oil Filter message stays shown:

FUEL CONTROL switch

(affected side) Confirm . . CUTOFF



◆ In **flight**:

►► **Go to step 2**

2 A/T ARM switch OFF

3 Thrust lever
 (affected side) Confirm . Retard slowly until
 message disappears
or thrust lever is idle

▼ Continued on next page ▼

▼ OIL FILTER continued ▼

4 Choose one:

◆ OIL FILTER message **is blank:** |

Continue operating at reduced thrust.

Transponder mode selector . . . TA/TA ONLY |



◆ OIL FILTER message **stays shown:** |

►► **Go to the Engine Failure or
Shutdown checklist on page 7.13**



REVERSER ISOLATION VALVE

Messages: L REV ISLN VAL

R REV ISLN VAL

Condition: A fault occurs in the thrust reverser system.

- 1 Additional system failures may cause inflight deployment.
- 2 Expect normal reverser operation after landing.



REVERSER UNLOCKED

Condition: The REV indication shows with reverse thrust not intentionally commanded.

- 1 Reverse thrust lever Verify in the full down position
- 2 Choose one:
 - ◆ With **no yaw, loss of airspeed, or buffet:**
 Operate engine normally.
 ■ ■ ■ ■
 - ◆ With **yaw, loss of airspeed, or buffet:**
 ▶▶ **Go to step 3**
- 3 A/T ARM switch OFF
- 4 Thrust lever (affected side) . Confirm Idle
- 5 FUEL CONTROL switch
 (affected side) Confirm . . . CUTOFF
- 6 Choose one:
 - ◆ APU is **not available:**
 ▶▶ **Go to step 8**
 - ◆ APU is **available:**
 ▶▶ **Go to step 7**
- 7 APU selector START, then ON
- 8 GND PROX FLAP OVRD switch OVRD

Note: Monitor fuel balance.

▼ Continued on next page ▼

▼ REVERSER UNLOCKED continued ▼

9 Transponder mode selector TA / TA ONLY

10 WING ANTI-ICE switch OFF

11 Plan to land at the nearest suitable airport.

12 **If** wing anti-ice needed:

PACK control selector (affected side) OFF

ISOLATION switch On

WING ANTI-ICE switch ON

When wing anti-ice no longer needed:

WING ANTI-ICE switch OFF

ISOLATION switch Off

13 Use flaps 20 and VREF 30 + 30 for landing.

14 Use flaps 5 for go-around.

15 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

16 Do **not** accomplish the following checklists:

ENGINE SHUTDOWN

PACK OFF

17 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ REVERSER UNLOCKED continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	flaps 20, Vref 30+30, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	20, 20	C&F
Speedbrake	ARMED	PM



VALVE
STARTER CUTOUT

Messages: L STARTER CUTOUT R STARTER CUTOUT

Condition: The start valve is not closed.

1 ENG START selector (affected side). AUTO

2 Choose one:

◆ VALVE light **extinguishes**:



◆ VALVE light **stays illuminated**:

▶▶ **Go to step 3**

3 ENG BLEED AIR switch (affected side). Off

4 ISOLATION switch Off

5 APU BLEED AIR Switch Off

6 Choose one:

◆ Ground air source **not** in use:

▶▶ **Go to step 8**

◆ Ground air source **in use**:

▶▶ **Go to step 7**

7 Disconnect the ground air source.

8 WING ANTI-ICE switch Off

This prevents possible asymmetrical ice buildup on the wings.

▼ Continued on next page ▼

▼ **STARTER CUTOUT** continued ▼

- 9 Avoid icing conditions.
- 10 Engine and wing anti-ice on affected side is not available.
- 11 Do **not** accomplish the following checklists:

ENGINE BLEED OFF

PACK OFF



Intentionally
Blank

Non-Normal Checklists
Fire Protection

Chapter NNC
Section 8

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Intentionally
Blank

APU FIRE

Messages: APU FIRE

Condition: Fire is detected in the APU.

- 1 APU fire switch Confirm Pull, rotate to the stop, and hold for 1 second

601-690, 692-699, 6700-6717

- 2 Choose one:

◆ **After** 30 seconds, APU fire warning light **stays illuminated**:

APU fire switch Rotate to the other stop and hold for 1 second

▶▶ **Go to step 3**

◆ **After** 30 seconds, APU fire warning light **extinguishes**:

▶▶ **Go to step 4**

- 3 Choose one:

◆ APU fire warning light **stays illuminated**:

Plan to land at the nearest suitable airport.

▶▶ **Go to step 4**

◆ APU fire warning light **extinguishes**:

▶▶ **Go to step 4**

▼ Continued on next page ▼

▼ APU FIRE continued ▼

4 Do **not** accomplish the following checklists:

APU BOTTLE

APU FAULT



Intentionally
Blank

ENGINE FIRE
or
Engine Severe Damage or
Separation

Messages: L ENGINE FIRE R ENGINE FIRE

Condition: One or more of these occur:

- Engine fire warning
- Airframe vibrations with abnormal engine indications
- Engine separation

- 1

A/T ARM switch OFF
- 2

Thrust lever (affected side) .Confirm Idle

- 3

FUEL CONTROL switch
(affected side)Confirm . . . CUTOFF
- 4

Engine fire switch
(affected side)Confirm Pull
- 5

If the engine fire warning light is illuminated:

Engine fire switch Rotate to the stop and
hold for 1 second

If after 30 seconds the engine fire warning light
stays illuminated:

Engine fire switch. Rotate to
the other stop and
hold for 1 second

▼ Continued on next page ▼

▼ **ENGINE FIRE or Severe Damage or Separation continued** ▼

- 6 **If** high airframe vibration occurs and continues after engine shutdown:

Without delay, reduce airspeed and descend to a safe altitude which results in an acceptable vibration level.

If high airframe vibration returns and further airspeed reduction and descent are not practical, increasing the airspeed may reduce the vibration.

- 7 Choose one:

◆ APU is available:

▶▶ **Go to step 8**

◆ APU is **not available**:

▶▶ **Go to step 9**

- 8 APU selector START, then ON

Note: Monitor fuel balance.

- 9 WING ANTI-ICE switch OFF

- 10 Transponder mode selector TA / TA ONLY

- 11 Plan to land at the nearest suitable airport.

▼ **Continued on next page** ▼

▼ ENGINE FIRE or Severe Damage or Separation continued ▼

12 **If** wing anti-ice required:

PACK control selector (affected side) OFF

ISOLATION switch On

WING ANTI-ICE switch ON

When wing anti-ice no longer required:

WING ANTI-ICE switch OFF

ISOLATION switch Off

13 GND PROX FLAP OVRD switch OVRD

14 Use flaps 20 and VREF 20 for landing.

15 Use flaps 5 for go-around.

16 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

17 Do **not** accomplish the following checklists:

ENGINE BOTTLE

ENGINE SHUTDOWN

PACK OFF

18 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ ENGINE FIRE or Severe Damage or Separation continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	.set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps.	20, 20	C&F
Speedbrake	.ARMED	PM



Engine Tailpipe Fire

Condition: An engine tailpipe fire occurs on the ground with no engine fire warning.

1 FUEL CONTROL switch (affected side) . . . CUTOFF

2 Advise the cabin.

3 Choose one:

◆ Bleed air is **available**:

▶▶ **Go to step 4**

◆ Bleed air is **not** available:

Advise the tower.

Caution! Notify maintenance prior to a subsequent takeoff.



4 PACK control selectors (both). OFF

5 ISOLATION switch On

6 Choose one:

◆ Affected ENG START selector is in **GND**:

▶▶ **Go to step 9**

◆ Affected ENG START selector is **not** in GND:

▶▶ **Go to step 7**

▼ Continued on next page ▼

▼Engine Tailpipe Fire continued ▼

- 7 **Wait** for N2 to decrease to 30%.
- 8 ENG START selector (affected side)GND
- 9 Advise the tower.
- 10 **When** the tailpipe fire is extinguished:
 ENG START selector
 (affected engine) AUTO

Caution! Notify maintenance prior to a subsequent takeoff.



Smoke, Fire or Fumes

Condition: Smoke, fire or fumes occur.

- 1 Diversion may be needed.
- 2 Don oxygen masks, if needed.
- 3 Establish crew and cabin communications.
- 4 Advise the cabin crew to turn off main IFE power switch.
- 5 Advise cabin crew that main cabin lighting will be turned off.
- 6 UTILITY BUS switches (both) Off
- 7 L RECIRC FAN Off
- 8 APU bleed air switch Off
- 9 **Anytime** the smoke or fumes become the greatest threat:

►► Go to the Smoke or Fumes Removal checklist on page 8.29

▼ Continued on next page ▼

▼ Smoke, Fire or Fumes continued ▼

10 Choose one:

- ◆ Source of the smoke, fire or fumes is both **obvious and** can be **extinguished quickly**:

Isolate and extinguish the source.

If possible remove power from the affected equipment by switch or circuit breaker in the flight deck or cabin.

▶▶ **Go to step 11**

- ◆ Source of the smoke, fire or fumes is **not obvious or cannot be extinguished quickly**:

▶▶ **Go to step 12**

11 Choose one:

- ◆ Source is visually **confirmed** to be extinguished **and** smoke or fumes are **decreasing**:

Continue flight at the Captain's discretion.

Restore unpowered items at the Captain's discretion.

▶▶ **Go to the Smoke or Fumes Removal checklist on page 8.29, if needed**



- ◆ Source is visually **not confirmed** to be extinguished **or** smoke or fumes are **not decreasing**:

▶▶ **Go to step 12**

12 EQUIP COOLING switch ALTN

▼ Continued on next page ▼

▼ Smoke, Fire or Fumes continued ▼

- 13 Initiate a diversion to the nearest suitable airport while continuing the checklist.
- 14 Consider an immediate landing if the smoke, fire or fumes situation becomes uncontrollable.
- 15 Do **not** delay landing in an attempt to complete all of the following steps.
- 16 ISOLATION switch Off
- 17 R PACK control selector OFF
- 18 **Wait** 2 minutes unless the smoke or fumes are increasing. This allows time for the smoke or fumes to clear.
- 19 Choose one:
 - ◆ Smoke or fumes do **not continue** or are **not increasing**:
 - ▶▶ **Go to step 26**
 - ◆ Smoke or fumes **continue** or are **increasing**:
 - ▶▶▶ **Go to step 20**

▼ Continued on next page ▼

▼ Smoke, Fire or Fumes continued ▼

20 R PACK control selector AUTO

21 L PACK control selector OFF

22 **Wait** 2 minutes unless the smoke or fumes are increasing. This allows time for the smoke or fumes to clear.

23 Choose one:

◆ Smoke or fumes do **not continue** or are **not increasing**:

▶▶ **Go to step 26**

◆ Smoke or fumes **continue** or are **increasing**:

▶▶ **Go to step 24**

24 L PACK control selector AUTO

25 Consider an immediate landing.

26 Do **not** accomplish the following checklists:

UTILITY BUS OFF

PACK OFF

RECIRCULATION FAN

▶▶ **Go to the Smoke or Fumes Removal checklist on page 8.29, if needed**



**APU BTL
DISCH**

APU BOTTLE
[One APU fire bottle installed]

691, 5635-5657, 5801-5816, 6801-6823, 6901-6904

Message: APU BTL

Condition: The fire bottle pressure is low.



APU BOTTLE
[Two APU fire bottles installed]

601-690, 692-699, 6700-6717

**APU BTL
1 DISCH**

**APU BTL
2 DISCH**

Messages: APU BTL 1 APU BTL 2

Condition: The fire bottle pressure is low.



DISCH

CARGO BOTTLE

Messages: CARGO BTL 1 CARGO BTL 2

Condition: A fire bottle pressure is low.



EFB Battery Overheat or Fire

Condition: Battery for an EFB or PED has overheated or is on fire.

Warning! Use this procedure only when an electronic device battery overheats or fire is positively identified. If in doubt, Go to the Smoke, Fire or Fumes checklist on page 8.10.

- 1 External power source Unplug
 Remove device from powered keyboard, battery, or external power.

- 2 Fire. Extinguish
 Use a halon fire extinguisher, water fire extinguisher, or available liquid to extinguish fire.

Warning! Do not attempt to pick up or move a smoking or burning device. Do not move the device until certain the fire is extinguished and the device is cool.

Warning! Do not cover the device or use ice to cool the device. Ice or other materials insulate the device, increasing the likelihood that additional battery cells will reach thermal runaway.

▼ Continued on next page ▼

▼ EFB Battery Overheat or Fire continued ▼

- 3 **After** extinguishing the fire, immediately douse the device with water or other liquid to cool the device and prevent additional battery cells from reaching thermal runaway.



CARGO FIRE **[757-200]**

601-690, 691, 692-699, 5635-5657, 6700-6717, 6801-6818,
6901-6904

FWD

AFT

Messages: FWD CARGO FIRE AFT CARGO FIRE

Condition: Smoke is detected in the cargo compartment.

- 1 CARGO FIRE ARM switch
(FWD or AFT). Confirm Push
Confirm ARMED light is illuminated.
- 2 CARGO FIRE BTL 1 DISCH switch . . Push and hold
for 1 second

Note: DISCH light may require approximately 30 seconds to illuminate.

▼ Continued on next page ▼

▼ **CARGO FIRE continued** ▼

3 Choose one:

◆ On the **ground**:

**Warning! Inform ground personnel
 NOT to open any cargo door
 after landing until all
 passengers and crew have
 exited the airplane and fire
 fighting equipment is
 nearby.**



◆ In flight:

▶▶ **Go to step 4**

4 PACK control selector (either) Off

5 Plan to land at the nearest suitable airport.

6 Do **not** accomplish the following checklists:

CARGO BOTTLE

PACK OFF

RECIRCULATION FAN

7 **Wait** 80 minutes or during approach, whichever occurs first:

CARGO FIRE BTL 2 DISCH switch . . . Push and
 hold for 1 second

▼ **Continued on next page** ▼

▼ **CARGO FIRE continued ▼**

8 Checklist Complete Except Deferred Items

Deferred Items

When leaving cruise altitude for landing

LDG ALT selector. Set landing
field elevation

Descent Checklist

- Altimeters ____, xckd C&F
- Minimums ____, ____, xckd C&F
- Landing data ____, ____, xckd C&F
- Approach briefing complete PM
- Autobrakes as reqd PM
- Seat belt signs ON PM
- Fuel crossfeed (ETOPS) cycled PM
- Pressurization panel set PM
- Recall ckd PM

▼ **Continued on next page ▼**

▼ CARGO FIRE continued ▼

Approach Checklist

- Flight & nav instruments verified C&F
- Cabin notification complete C
- Altimeters____, xckd C&F

During approach

If second fire bottle has not been discharged:

CARGO FIRE BTL 2 DISCH switch . . . Push and
hold for
1 second

Warning! Inform ground personnel NOT to open any cargo door after landing until all passengers and crew have exited the airplane and fire fighting equipment is nearby.

Landing Checklist

- Landing gear down C&F
- Flaps____, ____ C&F
- Speedbrake ARMED PM



CARGO FIRE [757-300]

5801-5816

FWD

AFT

Messages: FWD CARGO FIRE AFT CARGO FIRE

Condition: Smoke is detected in the cargo compartment.

- 1 CARGO FIRE ARM switch
 (FWD or AFT) Confirm Push
 Confirm ARMED light is illuminated.

- 2 CARGO FIRE BTL DISCH switch Push and
 hold for 1 second

Note: DISCH light may require approximately 30 seconds to illuminate.

▼ Continued on next page ▼

▼ CARGO FIRE continued ▼

3 Choose one:

◆ On the **ground**:

**Warning! Inform ground personnel
 NOT to open any cargo door
 after landing until all
 passengers and crew have
 exited the airplane and fire
 fighting equipment is
 nearby.**



◆ In flight:

▶▶ Go to step 4

4 Choose one:

◆ Airplane altitude **above** 10,000 feet:

LDG ALT selector Set 9,500 feet

▶▶▶ Go to step 5

◆ Airplane altitude **at or below** 10,000 feet:

▶▶▶ Go to step 5

5 PACK control selector (either) OFF

▼ Continued on next page ▼

▼ **CARGO FIRE continued** ▼

6 Plan to land at the nearest suitable airport.

Early descent required due to high idle thrust

Do not use FMC calculated Top of Descent

Do not use VNAV

Note: Use of engine anti-ice further increases idle thrust.

7 Choose one:

◆ **IF** FWD CARGO FIRE:

▶▶ **Go to step 8**

◆ **IF not** FWD CARGO FIRE:

▶▶ **Go to step 9**

8 **When** EQUIPMENT COOLING OVHT light illuminates:

Note: EQUIPMENT COOLING OVHT light illuminates 10 minutes after CARGO FIRE ARM switch selected.

EQUIP COOLING switch. ALTN

Note: EQUIPMENT COOLING OVHT light illuminates 10 minutes after CARGO FIRE ARM switch selected.

▼ **Continued on next page** ▼

▼ CARGO FIRE continued ▼

- 9 Do **not** accomplish the following checklists:
- CARGO BOTTLE
 - EQUIPMENT OVERHEAT
 - PACK OFF
 - RECIRCULATION FAN

10 Checklist Complete Except Deferred Items

Deferred Items

When leaving cruise altitude for landing

- LDG ALT selector Rotate to set landing field elevation
- CABIN ALTITUDE AUTO RATE CONTROL MAX

Descent Checklist

- Altimeters____, xckd C&F
- Minimums____, ____, xckd C&F
- Landing data____, ____, xckd C&F
- Approach briefing complete PM
- Autobrakes as reqd PM
- Seat belt signs ON PM
- Fuel crossfeed (ETOPS) cycled PM
- Pressurization panel set PM
- Recall ckd PM

▼ Continued on next page ▼

▼ CARGO FIRE continued ▼

Approach Checklist

- | | | |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments | verified | C&F |
| Cabin notification | complete | C |
| Altimeters | ____, xckd | C&F |

Warning! Inform ground personnel NOT to open any cargo door after landing until all passengers and crew have exited the airplane and fire fighting equipment is nearby.

Landing Checklist

- | | | |
|------------------------|------------|-----|
| Landing gear | down | C&F |
| Flaps | ____, ____ | C&F |
| Speedbrake | .ARMED | PM |



ENGINE BOTTLE

ENG BTL 1 DISCH **ENG BTL 2 DISCH**

Messages: ENG BTL 1 ENG BTL 2
Condition: The fire bottle pressure is low.



ENGINE OVERHEAT

L ENG OVHT **R ENG OVHT**

Messages: L ENG OVHT R ENG OVHT
Condition: An engine overheat is detected.

- 1 ENG BLEED AIR switch (affected side). Off
- 2 ISOLATION switch Off
- 3 **If** the L ENG OVHT light is illuminated:
 - APU BLEED AIR switch Off
- 4 WING ANTI-ICE switch Off
- 5 Avoid icing conditions. Engine and wing anti-ice on the affected side is not available

▼ Continued on next page ▼

▼ **ENGINE OVERHEAT continued** ▼

6 Choose one:

◆ **ENG OVHT light extinguishes:**

Run the engine at a thrust setting that keeps the ENG OVHT light extinguished.

Transponder mode selector . . . TA/TA ONLY |

▶▶ **Go to step 7**

◆ **ENG OVHT light stays illuminated:**

▶▶ **Go to the Engine Failure or Shutdown checklist on page 7.13**



7 Do **not** accomplish the following checklists:

ENGINE BLEED OFF

PACK OFF



SMOKE

EQUIPMENT SMOKE

Messages: FWD EQPT SMOKE AFT EQPT SMOKE

Condition: Smoke is sensed in the equipment cooling system.



**FAIL
P-RESET**

FIRE/OVERHEAT SYSTEM

Messages: FIRE/OVHT SYS

Condition: One or more of these occur:

- Engine fire and overheat detection is inoperative
- APU fire detection is inoperative
- Cargo fire detection is inoperative

1 FIRE/OVHT TEST SYS FAIL switch. Push



Smoke or Fumes Removal

Condition: Smoke or fumes removal is needed.

- 1 Do this checklist **only** when directed by the Smoke, Fire or Fumes checklist.
- 2 Do not delay landing in an attempt to complete the following steps.

**Warning! Do not turn an operating pack OFF.
Selecting packs OFF will result in
increased smoke concentrations.**

- 3 Close the flight deck door.
- 4 LDG ALT selector Set 9,500 feet
- 5 CABIN ALTITUDE AUTO RATE control MAX
- 6 Choose one:

◆ Smoke or fumes is **not persistent**:

▶▶ **Go to the Smoke, Fire or Fumes
checklist on page 8.10 and do the
remaining steps**

◆ Smoke or fumes **continue** or are **increasing**:

▶▶ **Go to step 7**

- 7 Descend to 9,500 feet or below as soon as conditions permit.

▼ Continued on next page ▼

▼ Smoke or Fumes Removal continued ▼

8 **When** at 9,500 feet:

Cabin altitude MODE SELECTMAN

CABIN ALTITUDE

MANUAL control Hold in CLIMB until
the outflow valve indication
shows fully open

9 Do not accomplish the following checklist:

CABIN AUTOMATIC INOPERATIVE

►► **Go to the Smoke, Fire or Fumes checklist on
page 8.10 and do the remaining steps**



WHL WELL
FIRE

WHEEL WELL FIRE

Messages: WHEEL WELL FIRE

Condition: Fire is detected in a main wheel well.

Maximum 270K/.82M

- 1  Landing gear lever. DN

This attempts to extinguish the fire.

- 2 Plan to land at the nearest suitable airport.

Note: Do not use FMC fuel predictions with gear extended.

- 3 Flight with gear down increases fuel consumption and decreases climb performance. Refer to Landing gear extended in the ODM ferry section for flight planning.

- 4 Choose one:

◆ Landing gear retraction is **not needed** for airplane performance:



◆ Landing gear retraction is **needed** for airplane performance:

▶▶ **Go to step 5**

- 5 **When** WHL WELL FIRE light extinguishes:

Wait 20 minutes. This attempts to ensure the fire remains extinguished.

Landing gear lever UP, then OFF



Intentionally
Blank

Non-Normal Checklists
Flight Controls

Chapter NNC
Section 9

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YAW DAMPER9.32

All Flaps and Slats Up Landing

Condition: The leading edge slats and trailing edge flaps fail to extend.

- 1 Accomplish this checklist **only** when directed by the LEADING EDGE SLAT ASYMMETRY checklist or the TRAILING EDGE FLAP ASYMMETRY checklist
- 2 Do **not** slow below VREF 30 + 80 until established on final approach.
- 3 Limit bank angle to 15 degrees below VREF 30 + 80.

Note: Tail clearance is reduced on landing.

- 4 ENG START selectors (both). CONT
- 5 GND PROX FLAP OVRD switch OVRD
- 6 Use VREF 30 + 50 for landing.
- 7 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 8 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ All Flaps and Slats Up Landing continued ▼**Additional Information**

Use longest available runway.

Reduce airplane gross weight (time and conditions permitting, burn off fuel) to reduce final approach speed.

Use of the autopilot during approach phase is acceptable. Do not autoland.

The G/A mode of the F/D and the autopilot will not be armed, unless an ILS approach is executed. Glide slope capture is required to arm the G/A mode if the flaps are not out of the up position.

See ODM Abnormal Section for abnormal flap/slat landing distances for runway shorter than 8,000 feet.

Use auto brakes consistent with runway length, consider MAX AUTO.

▼ Continued on next page ▼

▼ All Flaps and Slats Up Landing continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	flaps as indicated, Vref 30+50, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	.As indicated	C&F
Speedbrake	.ARMED	PM



**AUTO
SPDBRK****AUTO SPEEDBRAKE**
[Aircraft without blended
winglets]

Message: AUTO SPEEDBRAKE

Condition: An automatic speedbrake fault occurs.

- 1 Do **not** arm the speedbrake lever.

Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.

- 2 Manually extend speedbrakes after landing.

Note: Refer to ODM, Approach/Landing section, Dry Landing Field Length, for landing distances.

- 3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **AUTO SPEEDBRAKE continued** ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	____, ____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	.set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	DOWN	PM



**AUTO
SPDBRK****AUTO SPEEDBRAKE**
[Aircraft with blended winglets]

Message: AUTO SPEEDBRAKE

Condition: An automatic speedbrake or load alleviation system fault occurs.

757-200

Note: Limit airspeed to 330 KIAS. Speedbrakes may be used in flight.

- 1 Do **not** arm the speedbrake lever.

Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.

- 2 Manually extend speedbrakes after landing. Increased force may be required to deploy speedbrakes to full UP.

Note: Refer to ODM, Approach/Landing section, Dry Landing Field Length, for landing distances.

- 3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **AUTO SPEEDBRAKE continued** ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	____, ____, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	.set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	____, ____	C&F
Speedbrake	DOWN	PM



ELEVATOR FEEL [757-300]

5801-5816

Message: ELEV FEEL

Condition: An elevator feel system fault occurs.

- 1 Column forces may be significantly higher than normal, particularly during landing flare.

Note: Autoland requires LAND 3 be displayed. Do not autoland with LAND 2 displayed.



Flap Indication Disagree

Condition: The flap position indication does not reach the selected setting. The LEADING EDGE and TRAILING EDGE lights are **not** illuminated and **none** of these messages are shown:

- LE SLAT ASYM
- LE SLAT DISAGREE
- TE FLAP ASYM
- TE FLAP DISAGREE

Objective: To move the flaps normally.

- 1 Flaps are operating normally.
Only the flap position indicating system is failed.
- 2 Use the speeds for the selected flap setting.



**TRAILING
EDGE****FLAP LOAD RELIEF**

Message: FLAP LD RELIEF

Condition: The flap load relief system is failed.

- 1 Check flap position and maintain the appropriate speed.

**OFF****FLIGHT CONTROL HYDRAULIC**Messages: C FLT CONT HYD L FLT CONT HYD
R FLT CONT HYD

Condition: A flight control valve is closed.

- 1 All switches must be ON for flight.

**OFF****FLIGHT CONTROL VALVES****OFF**

Message: FLT CONT VALS

Condition: Two or more flight control shutoff valves are closed.

- 1 L, C, and R FLT CONTROL SHUTOFF switches must be ON for flight.



Jammed or Restricted Flight Controls

Condition: A flight control is jammed or restricted in roll, pitch, or yaw.

- 1 Overpower the jammed or restricted system. Use maximum force, including a combined effort of both pilots, if needed.
- 2 Do not turn off any flight control hydraulic power switch.
- 3 **If** the failure could be due to freezing water and conditions allow, consider descent to a warmer temperature and attempt to overpower the jammed or restricted system again.
- 4 Choose one:

◆ Faulty system can be **overpowered**:

Continue to overpower the jammed or restricted system as needed.

Plan to land at the nearest suitable airport.



◆ Faulty system **cannot** be overpowered:

Use operative flight controls, trim, and thrust as needed for airplane control.

Plan to land at the nearest suitable airport.



**LEADING
EDGE**
LEADING EDGE SLAT ASYMMETRY

Message: LE SLAT ASYM

Condition: The leading edge slats are not symmetrically extended.

Caution! Limit airspeed to 240 knots maximum

Note: Do **not** use FMC fuel predictions with flaps extended.

1 GND PROX FLAP OVRD switch OVRD

2 Choose one:

◆ Indicated flap position is **greater than 20**:

Use current flaps and VREF 20 for landing.

▶▶ **Go to step 11**

◆ Indicated flap position is **20 or less**:

▶▶ **Go to step 3**

3 Use trailing edge flaps 20 and VREF 30 + 30 for landing.

4 ENG START selectors (both). CONT

5 ALTN FLAPS selector Position to agree with FLAP lever

Do **not** arm the **LE** ALTN FLAPS arm switch

6  TE ALTN FLAPS arm switch ALTN

▼ Continued on next page ▼

▼ LEADING EDGE SLAT ASYMMETRY continued ▼

- 7 ALTN FLAPS selectorExtend or retract trailing edge flaps as needed

Use trailing edge flaps 20 and VREF 30 + 30 for landing.

Note: Flap indicator may not move until flaps 5 or greater is selected.

- 8 Do **not** accomplish the following checklist:

LEADING EDGE SLAT DISAGREE

- 9 Choose one:

◆ TE FLAP DISAGREE message is **not** shown:

▶▶▶ **Go to step 11**

◆ TE FLAP DISAGREE message is **shown**:

▶▶▶ **Go to step 10**

▼ Continued on next page ▼

▼ LEADING EDGE SLAT ASYMMETRY continued ▼

10 Choose one:

◆ Indicated flap position is **less than 5**:

Do **not** accomplish the following checklist:

TRAILING EDGE FLAP ASYMMETRY

TRAILING EDGE FLAP DISAGREE

▶▶ **Go to the All Flaps and Slats Up
Landing checklist on page 9.1**



◆ Indicated flap position is **at or greater than 5
and less than 20**:

Use current flaps and VREF 30 + 40 for
landing.

▶▶ **Go to step 11**

◆ Indicated flap position is **20**:

Use current flaps and VREF 30 + 30 for
landing.

▶▶ **Go to step 11**

11 Check the Abnormal Configuration, Actual Landing
Distances and Approach Speeds tables in the ODM.

12 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ LEADING EDGE SLAT ASYMMETRY continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	as directed, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ Continued on next page ▼

▼ LEADING EDGE SLAT ASYMMETRY continued ▼

Landing Checklist

- | | | |
|------------------------|--------------------|-----|
| Landing gear | down | C&F |
| Flaps. | As directed | C&F |
| Speedbrake | .ARMED | PM |



**LEADING
EDGE**
LEADING EDGE SLAT DISAGREE

Message: LE SLAT DISAGREE

Condition: The leading edge slats are not in the commanded position.

Caution! Limit airspeed to 240 knots maximum.

1 GND PROX FLAP OVRD switch OVRD

2 Choose one:

◆ Indicated flap position **greater than 20**:

Use current flaps and VREF 20 for landing.

▶▶ **Go to step 10**

◆ Indicated flap position **20 or less**:

▶▶ **Go to step 3**

3 Use flaps 20 and VREF 20 for landing.

4 Choose one:

◆ FLAP lever position **greater than 20**:

ALTN FLAPS selector. 20

▶▶ **Go to step 6**

◆ FLAP lever position **20 or less**:

▶▶ **Go to step 5**

5 ALTN FLAPS selector Position to agree
with FLAP lever

6 LE ALTN FLAPS switch ALTN

▼ Continued on next page ▼

▼ **LEADING EDGE SLAT DISAGREE** continued ▼

7 TE ALTN FLAPS arm switch ALTN

8 Choose one:

◆ LEADING EDGE light is **illuminated**:

LE ALTN FLAPS switch Off

▶▶ **Go to the LEADING EDGE SLAT
ASYMMETRY checklist on page 9.11**



◆ LEADING EDGE light **extinguishes**:

▶▶ **Go to step 9**

9 ALTN FLAPS selector . . . Extend or retract leading
edge slats and trailing
edge flaps as needed

Use flaps 20 and VREF 20 for landing.

10 Check the Abnormal Configuration, Actual Landing
Distances and Approach Speeds tables in the ODM.

11 Checklist Complete Except Deferred Items

▼ Continued on next page ▼

▼ LEADING EDGE SLAT DISAGREE continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ Continued on next page ▼

▼ LEADING EDGE SLAT DISAGREE continued ▼

Landing Checklist

Landing gear	down	C&F
Flaps.	As directed	C&F
Speedbrake	.ARMED	PM



**MACH SPD
TRIM****MACH/SPEED TRIM**

Message: MACH/SPEED TRIM

Condition: The Mach/speed system is failed.

**RUDDER
RATIO****RUDDER RATIO**

Message: RUDDER RATIO

Condition: The rudder ratio system is failed.

- 1 Above 160 knots, avoid large or abrupt rudder inputs.
- 2 Choose one:
 - ◆ Left hydraulic system pressure is **not normal**:

 - ◆ Left hydraulic system pressure is **normal**:
►► Go to step 3
- 3 Crosswind limit is 15 knots.
- 4 Do **not** autoland.



**SPEED
BRAKES****SPEEDBRAKES EXTENDED**

Message: SPEEDBRAKES EXT

Condition: The speedbrakes are extended and one or more of these occur:

- The radio altitude is between 15 and 800 feet
- The flap lever is in a landing setting
5801-5816, 6819-6823
- a thrust lever is not closed

**SPOILERS****SPOILERS
[Advisory]**

Message: SPOILERS

Condition: One or more spoiler pairs are failed.

- 1 Roll rate may be reduced inflight.
- 2 Speedbrake effectiveness may be reduced in flight and during landing.

Note: Roll tendencies, yaw tendencies, or airframe buffet can indicate a spoiler failed in the extended position. Do not use FMC fuel predictions with a spoiler panel extended.



CONFIG**SPOILERS
[Warning]**

Message: SPOILERS

Condition: The speedbrake lever is not DOWN when either engine's thrust is in the takeoff range on the ground.

**CONFIG****STABILIZER**

Message: STABILIZER

Condition: The stabilizer is not within the greenband with either engine's thrust in the takeoff range on the ground.



**STAB
TRIM**

STABILIZER TRIM

Message: STAB TRIM

Condition: The stabilizer trim operates at a decreased rate.

1 **If** a normal stabilizer trim rate is desired:

601-660, 6901-6904

STAB TRIM levers (both) Push and hold
when trim is desired

661-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823

ALTN STAB TRIM

switches (both) Push and hold
when trim is desired



TRAILING
EDGE

TRAILING EDGE FLAP ASYMMETRY

Message: TE FLAP ASYM

Condition: The trailing edge flaps are not symmetrically extended.

Caution! Do not arm the TRAILING EDGE (TE) ALTERNATE FLAPS arm switch.

Note: Do not use FMC fuel predictions with flaps extended.

- 1 GND PROX FLAP OVRD switch OVRD
- 2 Choose one:
- ◆ Indicated flap position **at or greater than 20:**

Use current flaps and VREF 20 for landing.

▶▶ **Go to step 8**

◆ Indicated flap position **greater than 5 and less than 20:**

Use current flaps and VREF 30 + 30 for landing.

▶▶ **Go to step 8**

◆ Indicated flap position at or between **1 and 5:**

▶▶ **Go to step 5**

◆ Indicated flap position **less than 1:**

▶▶ **Go to step 3**
- 3 ALTN FLAPS selector 1
- ▼ **Continued on next page** ▼
- 9.24

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May 6, 2016

▼ TRAILING EDGE FLAP ASYMMETRY continued ▼

4 LE ALTN FLAPS arm switch ALTN

Note: Flap indicator may remain less than 1.

5 Use VREF 30 + 40 for landing.

6 Do **not** accomplish the following checklist:

TRAILING EDGE FLAP DISAGREE

7 Choose one:

◆ LE SLAT ASYM or LE SLAT DISAGREE message **is shown:**

▶▶ **Go to the All Flaps and Slats Up
Landing checklist on page 9.1**



◆ LE SLAT ASYM and LE SLAT DISAGREE messages are **not** shown:

Note: Tail clearance is reduced on landing.

▶▶ **Go to step 8**

8 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

9 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ TRAILING EDGE FLAP ASYMMETRY continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data	as directed, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

▼ Continued on next page ▼

▼ TRAILING EDGE FLAP ASYMMETRY continued ▼

Landing Checklist

Landing gear	down	C&F
Flaps.	As directed	C&F
Speedbrake	.ARMED	PM



**TRAILING
EDGE**
TRAILING EDGE FLAP DISAGREE

Message: TE FLAP DISAGREE

Condition: The trailing edge flaps are not in the commanded position.

Note: Check that the FLAP lever is secure in the desired detent.

1 GND PROX FLAP OVRD switch OVRD

2 Choose one:

◆ Indicated flap position **greater than 20**:

Use current flaps and VREF 20 for landing.

►► **Go to step 8**

◆ Indicated flap position **20 or less**:

Use flaps 20 and VREF 20 for landing.

►► **Go to step 3**

3 Choose one:

◆ FLAP lever position **greater than 20**:

ALTN FLAPS selector. 20

►► **Go to step 4**

◆ FLAP lever position **20 or less**:

ALTN FLAPS selector. . . . Position to agree
with FLAP lever

►► **Go to step 4**

▼ Continued on next page ▼

▼ TRAILING EDGE FLAP DISAGREE continued ▼

4 LE ALTN FLAPS arm switch ALTN

5 TE ALTN FLAPS arm switch ALTN

6 Choose one:

◆ TRAILING EDGE light **is illuminated**:

TE ALTN FLAPS switch Off

▶▶ **Go to the TRAILING EDGE FLAP
ASYMMETRY checklist on page 9.24**



◆ TRAILING EDGE light **extinguishes**:

▶▶ **Go to step 7**

7 ALTN FLAPS selector Extend or retract
flaps as needed

Use flaps 20 and VREF 20 for landing.

8 Check the Abnormal Configuration, Actual Landing
Distances and Approach Speeds tables in the ODM.

9 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ TRAILING EDGE FLAP DISAGREE continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	As directed	C&F
Speedbrake	ARMED	PM



**UNSCHE
STAB TRIM**
UNSCHEDULED STABILIZER TRIM

Message: UNSCHD STAB TRIM

Condition: One of the following occurs:

- Stabilizer movement occurs without a signal to trim
- The alternate stabilizer trim switches are used with an autopilot engaged

- 1 STAB TRIM CUT OUT switches
(both) CUT OUT
- 2 Higher than normal control column force may be needed to prevent unwanted pitch change.
- 3 Autopilot disengage switch Push

Immediately move the switch back to CUTOUT if unscheduled movement occurs

- 4  C STAB TRIM CUT OUT switch NORM
- 5 Choose one:

◆ Stabilizer movement is **normal**:

Continue normal operation.

Stabilizer trim moves at half rate.

Center and left autopilots are available.

▶▶ **Go to step 8**

◆ **Unscheduled stabilizer** movement occurs:

C STAB TRIM CUT OUT switch . . . CUT OUT

▶▶ **Go to step 6**

▼ Continued on next page ▼

▼ UNSCHEDULED STABILIZER TRIM continued ▼

Immediately move the switch back to CUTOUT if unscheduled movement occurs

6  R STAB TRIM CUT OUT switch NORM

7 Choose one:

- ◆ Stabilizer movement is **normal**:
 - Continue normal operation.
 - Stabilizer trim moves at half rate.
 - Center and right autopilots are available.
 - ▶▶ **Go to step 8**
- ◆ **Unscheduled stabilizer** movement occurs:
 - R STAB TRIM CUT OUT switch . . CUT OUT
 - ▶▶ **Go to step 8**

8 Do **not** accomplish the following checklist:

STABILIZER TRIM



INOP — **YAW DAMPER** —

Messages: L YAW DAMPER R YAW DAMPER

Condition: A yaw damper is inoperative because one of these occurs:

- A yaw damper system is failed
- None of the IRS are aligned

1 YAW DAMPER switch Off



Non-Normal Checklists
Flight Instruments, Displays

Chapter NNC
Section 10

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Airspeed Unreliable

Condition: Airspeed or Mach indications are suspected to be unreliable. (Items which can indicate unreliable airspeed are listed in the Additional Information section.)

Objective: To identify a reliable airspeed indication, if possible, or to continue the flight using the ODM, Abnormal section, Operation Without Airspeed Indication tables.

- 1 Autopilot disengage switch Push
- 2 A/T ARM switch OFF
- 3 F/D switches (both) OFF
- 4 If necessary to stabilize the aircraft, set the following gear up pitch attitude and thrust:
 - Flaps extended 10° and 75% N1
 - Flaps up 4° and 75% N1

Note: These pitch and power settings provide a simple reference setting for the crew to use for a short period of time while the initial steps of the checklist are accomplished. These settings do not ensure a level flight or constant airspeed at any particular altitude/airspeed/weight combination.



▼ Continued on next page ▼

▼ **Airspeed Unreliable continued** ▼

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.

5 The following are **reliable**:

Attitude

N1

Ground speed

Radio altitude

Note: Stick shaker and overspeed warning alerts may sound erroneously or simultaneously.

Note: The Pitch Limit Indicator, and Angle of Attack indicator (as installed) are unreliable.

6 Refer to the ODM, Abnormal section, Operation Without Airspeed Indication tables, and set the pitch attitude and thrust setting for the current aircraft configuration and phase of flight.

7 When in trim and stabilized, cross check the captain, first officer, and standby airspeed indicators. An airspeed indication that differs by more than 30 knots or .03 Mach from the airspeed shown in the table should be considered **unreliable**.

▼ **Continued on next page** ▼

▼ **Airspeed Unreliable continued** ▼

602-690, 691, 692-699, 5635-5657, 6700-6717, 6801-6818,
6901-6904

8 Choose one:

◆ Reliable airspeed indication can be **determined**:

Use the most reliable airspeed source for the remainder of the flight.

AIR DATA switch
(unreliable side) ALTN

Invalid overspeed warning and invalid input to AFDS and autothrottle may occur or continue.

►► **Go to step 10**

◆ Reliable airspeed indication **cannot** be determined:

►► **Go to step 12**

▼ **Continued on next page** ▼

▼ **Airspeed Unreliable continued** ▼

5801-5816, 6819-6823

9 Choose one:

◆ Reliable airspeed indication can be **determined**:

Use the most reliable airspeed source for the remainder of the flight.

AIR DATA source selector
(unreliable side) Select other source

Invalid overspeed warning and invalid input to AFDS and autothrottle may occur or continue.

▶▶ **Go to step 10**

◆ Reliable airspeed indication **cannot** be determined:

▶▶ **Go to step 12**

10 Flight director switch (reliable side)ON

11 Autopilot (reliable side)Engage

Note: Do not re-engage the autothrottle.

▶▶ **Go to step 13**

12 Set pitch attitude and thrust from the ODM, Abnormal section, Operation Without Airspeed Indication tables for the aircraft configuration and phase of flight, as needed.

▼ **Continued on next page** ▼

▼ Airspeed Unreliable continued ▼

Note: Maintain visual conditions if possible.

Establish landing configuration early.

Radio altitude reference is available below 2,500 feet.

Use electronic and visual glideslope indicators, where available, for approach and landing.

13 Use flaps 20 and Vref20 for landing.

14 GND PROX FLAP OVRD switch OVRD

15 Refer to the ODM, Abnormal Section, Actual Landing Distances and Approach Speeds, for Airspeed Unreliable.

16 Checklist Complete Except Deferred Items

▼ Continued on next page ▼

▼ Airspeed Unreliable continued ▼

Deferred Items

Descent Checklist

Altimeters	____, xckd	C&F
■ Minimums	____, ____, xckd	C&F
■ Landing data . .	flaps 20, Vref 20, xckd	C&F
■ Approach briefing	complete	PM
■ Autobrakes	as reqd	PM
Seat belt signs	ON	PM
Fuel crossfeed (ETOPS)	cycled	PM
Pressurization panel	set	PM
Recall	ckd	PM

Approach Checklist

■ Flight & nav instruments	verified	C&F
Cabin notification	complete	C
Altimeters	____, xckd	C&F

Landing Checklist

Landing gear	down	C&F
Flaps	20, 20	C&F
Speedbrake	ARMED	PM



▼ Continued on next page ▼

▼ Airspeed Unreliable continued ▼**Additional Information**

One or more of the following may be evidence of unreliable airspeed or Mach indications:

Speed/altitude information not consistent with pitch attitude and thrust setting.

Speed/airspeed/Mach failure flags.

Blank or fluctuating airspeed display.

Variation between captain and first officer airspeed displays.

Amber line through one or more ADI flight mode annunciations.

Overspeed warning.

Radome damage or loss.

Simultaneous overspeed and stall warnings.

▼ Continued on next page ▼

▼ Airspeed Unreliable continued ▼

Display of one or more of the following EICAS messages may be evidence of unreliable airspeed/Mach indication:

ALT DISAGREE

5801-5816, 6819-6823

C ADIRU PITOT

CAPT PITOT

F/O PITOT

IAS DISAGREE

L AUX PITOT

MACH/SPEED TRIM

OVERSPEED

PROBE HEAT

R AUX PITOT

RUDDER RATIO

5801-5816, 6819-6823

STBY INST PITOT

ADI or HSI Blank or Abnormal

Condition: The ADI or HSI is blank or displaying abnormal data.

1 EFI SOURCE SEL switch (affected side) ALTN



AIR DATA

5801-5816, 6819-6823

Messages: L AIR DATA

R AIR DATA

Condition: An air data system malfunction occurs.

1 Choose one:

◆ **L** AIR DATA message is shown:

Captain's AIR DATA source selector R



◆ **R** AIR DATA message is shown:

First officer's AIR DATA
source selector L



Airspeed or Altimeter Fail

Condition: The airspeed or altimeter indicator(s) have failed or are displaying abnormal data.

1 AIR DATA SOURCE switch (affected side). . . ALTN

Note: TAS/SAT indicator is supplied data from right ADC only. It does not switch to opposite ADC when ALTN is pushed.

Note: MNPS Airspace In-flight contingencies found on applicable charts.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, SUP, 2 - Crew Duties, Navigation, for RVSM requirements.



ALTITUDE DISAGREE

692-699, 5650-5657, 5801-5816, 6700-6717, 6812-6813,
6815-6817, 6819-6823

Message: ALT DISAGREE

Condition: The captain's and the first officer's altitude indications disagree by more than 200 feet.

- 1 Airplane does not meet RVSM airspace requirements. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.
- 2 Transponder altitude received by ATC may be unreliable.

Additional Information

Review before descent:

Maintain visual conditions if possible.

Establish landing configuration early.

Radio altitude reference available below 2,500 feet.

Use electronic and visual glideslope indicators, where available, for approach and landing.

Refer to IRS ground speed on the CDU POS REF page and reported wind on approach.



ATTITUDE DISAGREE

687-699, 5638-5657, 5801-5816, 6700-6717, 6810, 6812-6813,
6815-6817, 6819-6823

Message: ATT DISAGREE

Condition: The captain's and the first officer's attitude indications disagree.



IAS DISAGREE

692-699, 5638-5657, 5801-5816, 6700-6717, 6810, 6812-1813,
6815-6823

Message: IAS DISAGREE

Condition: The captain's and the first officer's airspeed indications disagree.

►► **Go to the Airspeed Unreliable checklist on page 10.1**



INSTRUMENT SWITCH

Message: INSTR SWITCH

Condition: Both pilots' ADI and HSI use the same symbol generator source.

- 1 Both ADIs and HSIs are displaying information from the center symbol generator.



Radio Altimeter

Condition: The RA flag is displayed on the ADI.

- 1 EFI SOURCE SELECT
switch (Affected side) ALTN



SINGLE AIR DATA

5801-5816

Message: SINGLE AIR DATA

Condition: Both primary flight displays use the same air data source.



Suspected Electronic Interference

Condition: EFB or other PED is suspected of interfering with aircraft systems.

- 1 Airplane Mode (all EFBs) Verify/select ON
- 2 WiFi and Bluetooth® (all EFBs) . . .Verify/select Off
- 3 All PEDs (except EFBs) Off

Ensure all PEDs (except EFBs), including those being used in the cabin, are turned off.

4 Choose one:

◆Interference does **not continue**:

Continue normal EFB operation.
Ensure all other PEDs remain off for the duration of the flight.



◆Interference **continues**:

EFBs (all) Off

►► **Go to step 5**

▼ Continued on next page ▼

▼ Suspected Electronic Interference continued ▼

5 Choose one:

◆ Interference does **not continue**:

If possible, determine which EFB is causing the interference by turning on one EFB at a time.

►► **Go to step 6**

◆ Interference **continues**:

EFBs (all) On

Resume normal flight using EFBs.

Attempt to determine the source of the interference since unrelated to EFBs or PEDs.



6 Choose one:

◆ Interference does **not continue** with **specific** EFB:

Complete flight using unaffected EFB(s).
Ensure affected EFB remains off.



◆ Interference **resumes** with **all** EFBs selected on:

All EFBs Off

►► **Go to the EFB Failure – All checklist on page 0.7**



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Non-Normal Checklists
Flight Management, Navigation

Chapter NNC
Section 11

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ADS-B Out Failure

Condition: One or more of these occur:

- ATC reports ADS-B Out is lost or degraded.
- The ATC FAIL light on the transponder control panel is illuminated and TCAS is operating normally.
- GPS-L or GPS-R EICAS message is displayed and the transponder is selected to the related side.

Note: Refer to the Airway Manual, ATC & Flt Control Communication, ATC Communication for additional information.

- 1 Transponder selector. Select opposite transponder

Note: If the ATC FAIL light extinguishes, the ADS-B Out function has been restored.



ATC FAULT

Messages: ATC FAULT

Condition: A transponder fault occurs.

Note: Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.

601-656

Selected transponder has failed.

657-690, 692-699, 6700-6717, 6801-6823

The ATC FAIL light illuminated indicates the selected transponder has failed.

691, 5635-5657, 5801-5816, 6901-6904

The XPNDR FAIL light illuminated indicates the selected transponder has failed.

- 1 Transponder selector. Select opposite transponder



FMC FAIL
[Alternate navigation system installed]

[With NAVIGATION SOURCE selector]

Messages: L FMC FAIL

R FMC FAIL

Condition: An FMC is failed.

1 Choose one:

◆ **A single** FMC is failed:

▶▶ **Go to step 2**

◆ **Both** FMCs are failed:

▶▶ **Go to step 7**

2 NAV SOURCE selector FMC-L or FMC-R

Select the operative FMC

3 Both HSI range selectors. Set to the same position

4 Choose one:

◆ **Left** FMC is failed:

Use right autopilot.

▶▶ **Go to step 5**

◆ **Right** FMC is failed:

Use left or center autopilot.

▶▶ **Go to step 5**

▼ **Continued on next page** ▼

▼ **FMC FAIL continued** ▼

- 5 If necessary, re-engage autothrottles.
- 6 During VOR approaches, one pilot must have raw data from the VOR associated with the approach displayed on the RDMI (RMI) or HSI in a VOR mode, no later than the final approach fix.

Note: Flight into MNPS airspace is authorized with one FMC and alternate navigation system operable.



- 7 Select autopilot roll and pitch modes appropriate for the desired flight path. LNAV and VNAV are not available.
- 8 Do not initiate flight into MNPS airspace if in radio navigation range.
- 9 Captain’s NAV SOURCE selector CDU–L
- 10 First Officer’s NAV SOURCE selector CDU–R
- 11 Route modifications must be entered into both CDUs. Enter any new waypoints by latitude and longitude.
- 12 Manually tune navigation radios.
- 13 Refer to ODM for VREF speed and other applicable performance information.



FMC FAIL
[Alternate navigation system not installed]

[With FMC SOURCE SELECT switch]

Messages: L FMC FAIL

R FMC FAIL

Condition: An FMC is failed.

- 1 FMC switch ALTN
- 2 Both HSI range selectors. Set to the same position
- 3 If necessary, re-engage autothrottles.
- 4 Choose one:
 - ◆ **Left** FMC is failed:
 - Use right autopilot.
 - ▶▶ **Go to step 5**
 - ◆ **Right** FMC is failed:
 - Use left or center autopilot.
 - ▶▶ **Go to step 5**
- 5 Do not initiate flight into MNPS airspace if in radio navigation range.
- 6 During VOR approaches, one pilot must have raw data from the VOR associated with the approach displayed on the RDMI (RMI) or HSI in a VOR mode, no later than the final approach fix.



FMC

FMC MESSAGE

Messages: FMC MESSAGE

Condition: An alert message is in the CDU scratchpad.

1 Choose one:

◆ CDU message **is** FUEL DISAGREE–PROG 2, or
INSUFFICIENT FUEL**►► Go to the Fuel Leak Engine
checklist on page 12.10**◆ CDU message is **not** FUEL DISAGREE–PROG 2, or
INSUFFICIENT FUEL:

Take action as needed per the message.



R GPS

Condition: One or both GPS receivers are failed.

- ◆ **L GPS** or **R GPS** message is shown:

The indicated GPS has failed.



- ◆ **GPS** message is shown:

Both GPSs have failed.



Condition: LOC or G/S failure flags are displayed on ADI.

- ```
1 EFI SOURCE SELECT
 switch (Affected side) ALTN
```



## IRS DC FAIL

R IRS DC FAIL

Condition: IRS backup DC power is failed.



FAULT

IRS FAULT

Messages: L IRS FAULT                      R IRS FAULT  
                  C IRS FAULT

Condition: An IRS fault occurs.

- 1 Choose one:
- ◆ **Left** IRS FAULT light is **illuminated**:

Captain’s IRS switch. . . . . ALTN

■ ■ ■ ■

◆ **Right** IRS FAULT light is **illuminated**:

First Officer’s IRS switch . . . . . ALTN

■ ■ ■ ■

◆ **Center** IRS FAULT light is **illuminated**:

■ ■ ■ ■

ON DC

IRS ON DC

Messages: L IRS ON DC                      R IRS ON DC  
                  C IRS ON DC

Condition: IRS AC power is failed.



**Radar Malfunctions**

Condition: Major faults.

1 **If** one or more of the following codes appear on the radar indicator:

- |           |            |
|-----------|------------|
| R/T FAULT | IND FAULT  |
| ANT FAULT | ATT FAULT  |
| CON FAULT | COOL FAULT |

MODE selector . . . . . OFF

2 **When** the system is in WX or MAP mode, partial failures will appear as yellow caution annunciations in the corner of the display unit. Radar data will still be displayed but the flight crew should be aware that the display may not be accurate.

**ANNUNCIATION    EFFECT/CREW ACTION**

|      |                                                                                                                                       |
|------|---------------------------------------------------------------------------------------------------------------------------------------|
| CAL  | Weak targets, use caution                                                                                                             |
| STAB | System stabilized with respect to aircraft, no pitch or roll stabilization                                                            |
| COOL | System may fail if operation is continued. Use only long enough to analyze weather, then turn off to allow cooling of the transceiver |



**UNABLE RNP**

Messages: UNABLE RNP

Condition: The actual navigation performance is not sufficient.

1 Choose one:

◆ On a procedure or airway **with RNP alerting requirement:**

Obtain clearance for an alternate procedure or airway. During an approach, initiate a go-around.



◆ In oceanic airspace:

RNP-4 routing not authorized. Notify ATC immediately. ATC may authorize continuation on current route.

Verify position.

Go to POS REF page 2

Confirm FMC updating source

Compare FMC, IRS, GPS, RADIO (if available) positions

Plot positions as required





**Non-Normal Checklists**

**Chapter NNC**

**Fuel**

**Section 12**

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**FUEL  
CONFIG****FUEL CONFIGURATION**

Messages: FUEL CONFIG

Condition: One or more of these occur:

- Both center pump switches are off with fuel in the center tank
- A fuel imbalance between main tanks
- The fuel quantity is low in a main tank

- 1 If an engine has low fuel flow and unusual engine indications, a fuel imbalance may show due to engine damage instead of a fuel leak.
- 2 The FUEL CONFIG message may be caused by an engine fuel leak, center pump switches off incorrectly, an imbalance, or low fuel.

▼ Continued on next page ▼

**▼ FUEL CONFIGURATION continued ▼**

- 3 A fuel leak should be suspected if one or more of the following are true:

The total fuel quantity remaining is less than planned fuel remaining.

An engine has excessive fuel flow.

On PROGRESS page 2, the totalizer is less than the calculated fuel

The TOTALIZER fuel is the sum of the individual tank quantities.

The CALCULATED value is the totalizer value at engine start minus fuel used.

Fuel used is calculated using the engine fuel flow sensors.

**▼ Continued on next page ▼**

▼ FUEL CONFIGURATION continued ▼

4 Choose one:

◆ Engine fuel leak **indicated**:

▶▶ **Go to the Fuel Leak Engine  
checklist on page 12.7**



◆ Engine fuel leak **not indicated**:

602-682, 5501-5534, 6901-6904

FUEL CROSSFEED switch . . . . . On

▶▶ **Go to step 5**

683-699, 5635-5657, 5801-5816, 6700-6717,  
6801-6823

FWD and AFT FUEL XFEED switches . . On

▶▶ **Go to step 5**

5 FWD and AFT PUMP switches (low tank) . . . . . Off

This ensures fuel from the high tank feeds both engines.

6 **When** fuel balancing complete:

All FWD and AFT PUMP switches. . . . . ON

602-682, 5501-5534, 6901-6904

FUEL CROSSFEED switch. . . . . Off

683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823

FWD and AFT FUEL XFEED switches . . . . . Off

▼ Continued on next page ▼

▼ **FUEL CONFIGURATION continued** ▼

7 Choose one:

◆ Fuel quantity is **low** in either main tank:  
▶▶ **Go to the LOW FUEL checklist on page 12.21**



◆ Fuel quantity is **not low** in either main tank:



**VALVE****FUEL CROSSFEED**  
**[Single FUEL CROSSFEED valve]**

602-682, 6901-6904

Messages: FUEL CROSSFEED

Condition: The fuel crossfeed valve is not in the commanded position.

## 1 Choose one:

◆ FUEL CROSSFEED switch is **on**:

Crossfeed valve is failed closed.

Vary engine thrust as needed to maintain fuel balance as conditions allow.

◆ FUEL CROSSFEED switch is **off**:

Crossfeed valve is failed open.



**VALVE****FUEL CROSSFEED**  
**[Two FUEL CROSSFEED valves]**

683-690, 691, 692-699, 5635-5657, 5801-5816, 6700-6717,  
6801-6823

Messages: AFT FUEL X-FEED      FWD FUEL X-FEED

Condition: The fuel crossfeed valve is not in the  
commanded position.

- 1 **If** both crossfeed switches ON and one valve is open, fuel will crossfeed.





## Fuel Leak Engine

Condition: An in flight engine fuel leak is suspected or confirmed. (Items which can indicate an engine fuel leak are listed in the Additional Information section at the end of this procedure.)

**602-682, 6901-6904**

- 1 C LEFT and C RIGHT PUMP switches . . . . . Off

**683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823**

- 2 C L and C R PUMP switches . . . . . Off
- 3 Do **not** accomplish the following checklist:

### FUEL CONFIGURATION

**602-682, 6901-6904**

- 4 FUEL CROSSFEED switch . . . . . Off

**683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823**

- 5 FWD and AFT FUEL XFEED switches . . . . . Off
- 6 Identify an engine fuel leak by observing a left or right main tank fuel quantity decreasing faster than the other.
- 7 An increase in fuel imbalance of approximately 1000 pounds or more in 30 minutes should be considered an engine fuel leak.
- 8 **If** conditions allow:

Visually check for engine fuel leak.

▼ Continued on next page ▼

▼ **Fuel Leak Engine continued** ▼

- 9 Choose one:
- ◆ Engine fuel leak **confirmed**:
    - ▶▶ **Go to step 19**
  - ◆ Left and right main tank quantities **decrease at the same rate**:
    - ▶▶ **Go to step 10**
- 10 Resume normal fuel management procedures.
- 11 Choose one:
- ◆ FUEL DISAGREE-PROG 2 **and** FUEL QTY ERROR-PROG 2 messages are **not** shown on the CDU scratchpad:
    - ▶▶ **Go to step 14**
  - ◆ FUEL DISAGREE-PROG 2 **or** FUEL QTY ERROR-PROG 2 message is **shown** on the CDU scratchpad:
    - ▶▶ **Go to step 12**
- 12 PROGRESS PAGE 2 . . . . . SELECT

▼ **Continued on next page** ▼

**▼ Fuel Leak Engine continued ▼**

13 TOTALIZER or  
CALCULATED . . . . . Select USE for the  
most accurate indication

Compare TOTALIZER and CALCULATED fuel values with flight plan for indication of fuel leak. If CALCULATED fuel remaining is greater than TOTALIZER fuel, a fuel leak upstream of the fuel flow transmitter may exist. TOTALIZER should be used to determine fuel remaining.

A 3,000 pound difference between TOTALIZER and CALCULATED fuel causes the USE prompts to appear.

**▼ Continued on next page ▼**

**▼ Fuel Leak Engine continued ▼**

14 Choose one:

◆ LOW FUEL message **not** shown:



◆ LOW FUEL message is **shown**:

I

602-682, 6901-6904

FUEL CROSSFEED switch . . . . . On

This ensures all fuel is available if the  
low tank empties.

**►► Go to step 15**

683-699, 5635-5657, 5801-5816, 6700-6717,

6801-6823

FWD and AFT FUEL XFEED switches . . . On

This ensures all fuel is available if the  
low tank empties.

**►► Go to step 15**

15 PUMP switches (all) . . . . . ON

This ensures all fuel is available.

16 Plan to land at nearest suitable airport.

17 Avoid high nose up attitude and excessive  
acceleration and deceleration.

18 Do **not** accomplish the following checklist:

LOW FUEL



**▼ Continued on next page ▼**

▼ Fuel Leak Engine continued ▼

19 A/T ARM switch . . . . . OFF

20 Thrust lever  
     (affected side) . . . . . Confirm . . . . . Idle

21 FUEL CONTROL switch  
     (affected side) . . . . . Confirm . . . CUTOFF

22 Choose one:

◆ APU is **available**:

▶▶ **Go to step 23**

◆ APU is **not available**:

▶▶ **Go to step 24**

23 APU selector . . . . . START, then ON

24 Transponder mode selector . . . . . TA / TA ONLY

25 WING ANTI ICE switch . . . . . OFF

26 Plan to land at the nearest suitable airport.

27 **If** wing anti-ice needed:

PACK control selector (affected side) . . . . OFF

ISOLATION switch . . . . . On

WING ANTI-ICE switch . . . . . ON

**When** wing anti-ice no longer needed:

WING ANTI-ICE switch . . . . . OFF

ISOLATION switch . . . . . Off

▼ Continued on next page ▼

▼ **Fuel Leak Engine continued** ▼

28 Choose one:

◆ **FUEL DISAGREE-PROG 2 and FUEL QTY ERROR-PROG 2** messages are **not** shown on the CDU scratchpad:

▶▶ **Go to step 31**

◆ **FUEL DISAGREE-PROG 2 or FUEL QTY ERROR-PROG 2** message is **shown** on the CDU scratchpad:

▶▶ **Go to step 29**

29 PROGRESS PAGE 2 . . . . . SELECT

30 TOTALIZER . . . . . Select USE for TOTALIZER  
to determine fuel remaining

31 **After** engine shutdown, all remaining fuel can be used for the operating engine. Resume normal fuel management procedures.

32 GND PROX FLAP OVRD switch . . . . . OVRD

33 Use Flaps 20 and VREF 20 for landing

34 Use Flaps 5 for go-around

▼ **Continued on next page** ▼

▼ Fuel Leak Engine continued ▼

35 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

36 Do **not** accomplish the following checklists:

ENGINE SHUTDOWN

PACK OFF

37 Choose one:

◆ LOW FUEL message **not** shown:

▶▶ **Go to step 42**

◆ LOW FUEL message is **shown**:

602-682, 6901-6904

FUEL CROSSFEED switch . . . . . On

This ensures all fuel is available if the low tank empties.

▶▶ **Go to step 38**

683-699, 5635-5657, 5801-5816, 6700-6717,  
6801-6823

FWD and AFT FUEL XFEED switches . . . On

This ensures all fuel is available if the low tank empties.

▶▶ **Go to step 38**

38 PUMP switches (all) . . . . . ON

This ensures all fuel is available.

39 Plan to land at nearest suitable airport.

▼ Continued on next page ▼

▼ **Fuel Leak Engine continued ▼**

40 Avoid high nose up attitude and excessive acceleration and deceleration.

41 Do **not** accomplish the following checklist:  
LOW FUEL

42 **Checklist Complete Except Deferred Items**

**Deferred Items**

**Descent Checklist**

|                                  |                                |     |
|----------------------------------|--------------------------------|-----|
| Altimeters . . . . .             | ____, xckd                     | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd               | C&F |
| ■ Landing data . .               | <b>flaps 20, Vref 20, xckd</b> | C&F |
| ■ Approach briefing . . . . .    | complete                       | PM  |
| ■ Autobrakes . . . . .           | as reqd                        | PM  |
| Seat belt signs . . . . .        | ON                             | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled                         | PM  |
| Pressurization panel . . . . .   | set                            | PM  |
| Recall . . . . .                 | ckd                            | PM  |

▼ **Continued on next page ▼**



**▼ Fuel Leak Engine continued ▼**

## Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

## Landing Checklist

|                        |               |     |
|------------------------|---------------|-----|
| Landing gear . . . . . | down          | C&F |
| Flaps . . . . .        | <b>20, 20</b> | C&F |
| Speedbrake . . . . .   | .ARMED        | PM  |



## Additional Information

One or more of the following can be evidence of an engine fuel leak:

- Visual observation of fuel spray from strut or engine
- Excessive engine fuel flow
- Total fuel quantity decreasing at an abnormal rate
- FUEL CONFIG message on EICAS.
- LOW FUEL message on EICAS
- FUEL DISAGREE-PROG 2 or FUEL QTY ERROR-PROG 2 message on the CDU scratchpad
- INSUFFICIENT FUEL message on the CDU scratchpad

**PRESS****FUEL PUMP**

Messages: CTR L FUEL PUMP      CTR R FUEL PUMP  
              L AFT FUEL PUMP      R AFT FUEL PUMP  
              L FWD FUEL PUMP      R FWD FUEL PUMP

Condition: The pump pressure is low.

- 1 Verify fuel quantity in each tank.  
Low fuel pump pressure may be an indication of low fuel quantity.
- 2 Verify fuel pumps are on for any tank that has usable fuel.
- 3 Do not reset any tripped fuel pump circuit breaker or fuel pump control circuit breaker.

▼ Continued on next page ▼

▼ FUEL PUMP continued ▼

4 Choose one:

- ◆ Left **or** right pump PRESS light is illuminated:  
                                         PUMP switch (affected pump) . . . . . Off



- ◆ Center left **or** center right pump PRESS light is illuminated:

▶▶ **Go to step 5**

- ◆ Center left **and** center right pump PRESS lights are illuminated:

**602-682, 6901-6904**

C LEFT and C RIGHT PUMP switches . . Off

FUEL CROSSFEED switch . . . . . Off

▶▶ **Go to step 9**

**683-699, 5635-5657, 5801-5816, 6700-6717,**

**6801-6823**

C L and C R PUMP switches . . . . . Off

FWD and AFT FUEL

XFEED switches . . . . . Off

▶▶ **Go to step 9**

5 PUMP switch (affected pump). . . . . Off

**602-682, 6901-6904**

6 FUEL CROSSFEED switch. . . . . On

**683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823**

7 FWD and AFT FUEL XFEED switches . . . . . On

▼ Continued on next page ▼

**▼FUEL PUMP continued▼**

- 8 **When** center tank fuel depleted:
- Remaining C PUMP switch . . . . . Off
- 602-682, 6901-6904**
- FUEL CROSSFEED switch . . . . . Off
- 683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823**
- FWD and AFT FUEL XFEED switches . . . . . Off
- ■ ■ ■
- 9 Check available left and right main tank quantity is sufficient for the planned flight. Center tank fuel is not available.
- ■ ■ ■

**PRESS**
**FUEL SYSTEM PRESSURE**

Messages: L FUEL SYS PRESS      R FUEL SYS PRESS

Condition: The engine is on suction feed.

**Note:** At high altitude, thrust deterioration or engine flameout may occur.

1 Choose one:

◆ **Able** to maintain needed thrust on affected engine:



◆ **Unable** to maintain needed thrust on affected engine:

602-682, 6901-6904

FUEL CROSSFEED switch . . . . . On

683-699, 5635-5657, 5801-5816, 6700-6717,  
6801-6823

FWD and AFT FUEL XFEED switches . . On

**Note:** Continued operation with the crossfeed valve open will result in a progressive fuel imbalance when both engines are feeding from the same main tank.

2 Do **not** balance fuel.

3 Do **not** accomplish the following checklist:

FUEL CONFIGURATION

▼ Continued on next page ▼

**▼ FUEL SYSTEM PRESSURE continued ▼**

- 4 **When** the FUEL CONFIG light illuminates due to main tank imbalance:
- I**      **602-682, 6901-6904**  
FUEL CROSSFEED switch . . . . . Off
- 683-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823**  
FWD and AFT FUEL XFEED switches . . . . . Off
- Continue suction feed operation. Sufficient roll control is available to compensate for any main tank fuel imbalance.
- If** unable to maintain needed thrust on affected engine:
- Operate at a lower altitude.
- ■ ■ ■

**FUEL  
CONFIG****LOW FUEL**

Messages: LOW FUEL

Condition: The fuel quantity is low in a main tank.

- 1 Avoid high nose up attitude. Make thrust changes slowly and smoothly. This reduces the possibility of uncovering fuel pumps.
- 2 The LOW FUEL message may be caused by an engine fuel leak or low fuel.
- 3 A fuel leak should be suspected if one or more of the following are true:

The total fuel quantity remaining is less than planned fuel remaining.

An engine has excessive fuel flow.

One main tank is abnormally low compared to the other main tank and to the expected fuel remaining in the tanks.

On PROGRESS page 2, the totalizer is less than the calculated fuel

The TOTALIZER fuel is the sum of the individual tank quantities.

The CALCULATED value is the totalizer value at engine start minus fuel used.

Fuel used is calculated using the engine fuel flow sensors.

**▼ Continued on next page ▼**

▼ **LOW FUEL continued** ▼

4 Choose one:

◆ **Indication** of engine fuel leak:

▶▶ **Go to the Fuel Leak Engine  
checklist on page 12.7**



◆ **No indication** of engine fuel leak:

**602-682, 6901-6904**

FUEL CROSSFEED switch . . . . . On

This ensures fuel is available to both  
engines if the low tank empties.

▶▶ **Go to step 5**

**683-699, 5635-5657, 5801-5816, 6700-6717,  
6801-6823**

FWD and AFT FUEL XFEED switches . . . On

This ensures fuel is available to both  
engines if the low tank empties.

▶▶ **Go to step 5**

5 PUMP switches (all). . . . . ON

This ensures all fuel is available.

6 Plan to land at nearest suitable airport.





## Fuel Temperature Low

Condition: Fuel temperature is near the minimum.

- 1 **When** fuel temperature is approaching minimum inflight fuel tank temperature limit (3 °C above the fuel freeze point. Refer to Vol. 1. Limitation section, Fuel, for fuel type):

Increase speed, change altitude, and or deviate to a warmer air mass to achieve a TAT equal to or higher than the fuel temperature limit.

TAT will increase approximately 0.5 to 0.7 °C for each .01 Mach increase in speed.

In extreme conditions it may be necessary to descend as low as FL250.



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Blank

**Non-Normal Checklists**  
**Hydraulics**

**Chapter NNC**  
**Section 13**

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**OVHT****ELECTRIC HYDRAULIC OVERHEAT**

Messages: L ELEC HYD OVHT                      R ELEC HYD OVHT

Condition: The pump temperature is high.

- 1 ELEC HYD PUMP switch . . . . . Off
- 2 Do **not** accomplish the following checklist:

HYDRAULIC ELECTRIC PUMP

**OVHT****ENGINE HYDRAULIC OVERHEAT**

Messages: L ENG HYD OVHT                      R ENG HYD OVHT

Condition: The pump temperature is high.

- 1 ENG HYD PUMP switch . . . . . Off
- 2 Do **not** accomplish the following checklist:

HYDRAULIC ENGINE PUMP

**OVHT****HYDRAULIC (1 or 2) OVERHEAT**

Messages: C HYD 1 OVHT                      C HYD 2 OVHT

Condition: The pump temperature is high.

- 1 ELEC HYD PUMP switch . . . . . Off
- 2 Do **not** accomplish the following checklist:

HYDRAULIC ELECTRIC (1 or 2)



PRESS

HYDRAULIC ELECTRIC (1 or 2)

Messages: C HYD ELEC 1                      C HYD ELEC 2

Condition: The pump pressure is low.

1 ELEC HYD PUMP switch . . . . . Off

■

■

■

■

PRESS

HYDRAULIC ELECTRIC PUMP

Messages: L HYD ELEC PUMP                      R HYD ELEC PUMP

Condition: The pump pressure is low.

1 ELEC HYD PUMP switch . . . . . Off

■

■

■

■

PRESS

HYDRAULIC ENGINE PUMP

Messages: L HYD ENG PUMP                      R HYD ENG PUMP

Condition: The pump pressure is low.

1 ENG HYD PUMP switch . . . . . Off

■

■

■

■

**RSVR**

## **HYDRAULIC QUANTITY**

Messages: C HYD QTY                      R HYD QTY  
              L HYD QTY

Condition: The hydraulic quantity is low.



**RSVR**

## **HYDRAULIC RESERVOIR PRESSURE**

Messages: C HYD RSVR PRESS            R HYD RSVR PRESS  
              L HYD RSVR PRESS

Condition: The hydraulic reservoir air pressure is low.



**SYS  
PRESS**

## HYDRAULIC SYSTEM PRESSURE (C only)

Messages: C HYD SYS PRESS

Condition: The hydraulic system pressure is low.

Objective: To attempt to avoid further damage.

- 1 C1 AND C2 ELEC HYD PUMP switches (both) . . Off
- 2 Do **not** autoland.

### Inoperative Items

#### Center autopilot inop

#### Left autopilot stabilizer trim inop

Right Autopilot is available.

#### One spoiler panel on each wing inop

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

#### Center system hydraulic power to stabilizer trim inop

Right system powers the trim at half rate.

- 3 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 4 Do **not** accomplish the following checklists:
  - HYDRAULIC ELECTRIC (1 or 2)
  - STABILIZER TRIM
  - SPOILERS
  - YAW DAMPER





**SYS  
PRESS**

## HYDRAULIC SYSTEM PRESSURE (L only)

Messages: L HYD SYS PRESS

Condition: The hydraulic system pressure is low.

Objective: To avoid further system damage, and configure for landing using alternate systems, if needed.

- 1 L ENG HYD PUMP switch . . . . . Off
- 2 L ELEC HYD PUMP switch. . . . . Off
- 3 Above 160 knots, avoid large or abrupt rudder inputs.
- 4 Do **not** autoland.
- 5 Do **not** use autobrake.
- 6 Plan additional time for flap and gear extension. If left hydraulic system fluid is lost or if PTU is inoperative, all of the following will be needed:
  - alternate flap extension
  - alternate gear extension
  - manual speedbrake extension after landing

---

**Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.**

---

▼ Continued on next page ▼

## ▼ HYDRAULIC SYSTEM PRESSURE (L only) continued ▼

**Inoperative Items****Left autopilot inop**

Right and Center autopilots are available.

**Some spoiler panels on each wing inop**

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

**Rudder ratio inop****Left thrust reverser inop**

- 7 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 8 Do **not** accomplish the following checklists:
  - HYDRAULIC ELECTRIC PUMP
  - HYDRAULIC ENGINE PUMP
  - SPOILERS
  - RUDDER RATIO
  - YAW DAMPER

**9 Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L only) continued** ▼

**Deferred Items**

**Descent Checklist**

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | .set             | PM  |
| Recall . . . . .                 | ckd              | PM  |

**Approach Checklist**

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

▼ **Continued on next page** ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L only) continued** ▼

**Alternate Flap Extension (required if PTU inop)**

**If** TE FLAP DISAGREE **is shown** during normal flap extension:

- Use flaps 20 and VREF 20 for landing
- GND PROX FLAP OVRD switch . . . . . OVRD
- ALTN FLAPS selector . . . . . Position to agree with FLAP lever
- LE ALTN FLAPS arm switch . . . . . ALTN
- TE ALTN FLAPS arm switch . . . . . ALTN
- ALTN FLAPS selector . . . . . Extend or retract flaps, as needed

Do **not** accomplish the following checklist:  
TRAILING EDGE FLAP DISAGREE

▼ **Continued on next page** ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L only) continued** ▼

**Alternate Gear Extension (required if PTU inop)**

**If** GEAR DISAGREE **is shown** during normal gear extension:

Landing gear lever . . . . . OFF

602-696, 5635-5649, 6901-6904

GND PROX/CONFIG GEAR OVRD switch . OVRD

697-699, 5650-5657, 5801-5816, 6700-6717, 6801-6823

GND PROX GEAR OVRD switch. . . . . OVRD



Action is **not** reversible  
Maximum 250K/.75M

ALTN GEAR EXTEND switch . . . . . DN

**After** gear down lights illuminate:

Landing gear lever . . . . . DN

Do **not** arm speedbrakes. Automatic speedbrake is inoperative.

**Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.**

Nose wheel steering is inoperative. Differential braking is available.

▼ **Continued on next page** ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L only) continued** ▼

Do **not** accomplish the following checklist:

GEAR DOORS

5801-5816

TAIL SKID

---

**Landing Checklist**

- Landing gear . . . . . down C&F
- Flaps . . . . . \_\_\_\_, \_\_\_\_ C&F
- Speedbrake . . . . . **Down** PM

Ensure speedbrakes are extended before using right thrust reverser.

**Note:** After landing, do not shut down right engine or a loss of nose wheel steering will occur.



**SYS  
PRESS**

## HYDRAULIC SYSTEM PRESSURE (R only)

Messages: R HYD SYS PRESS

Condition: The hydraulic system pressure is low.

Objective: To avoid further system damage.

- 1 R ENG HYD PUMP switch . . . . . Off
- 2 R ELEC HYD PUMP switch . . . . . Off
- 3 Do **not** autoland.

### Inoperative Items

#### **Right autopilot inop**

Left and Center autopilots are available.

#### **Right stabilizer trim inop.**

Center stabilizer powers the trim at half trim rate.

#### **Autobrakes inop**

#### **Some spoiler panels on each wing inop**

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

#### **Right thrust reverser inop**

- 4 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

▼ Continued on next page ▼

▼ HYDRAULIC SYSTEM PRESSURE (R only) continued ▼

- 5 Do **not** accomplish the following checklists:
- HYDRAULIC ELECTRIC PUMP

HYDRAULIC ENGINE PUMP

SPOILERS

STABILIZER TRIM

6 Checklist Complete Except Deferred Items

| Deferred Items                   |                  |     |
|----------------------------------|------------------|-----|
| Descent Checklist                |                  |     |
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | set              | PM  |
| Recall . . . . .                 | ckd              | PM  |

▼ Continued on next page ▼



**▼ HYDRAULIC SYSTEM PRESSURE (R only) continued ▼**

## Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

## Landing Checklist

|                        |            |     |
|------------------------|------------|-----|
| Landing gear . . . . . | down       | C&F |
| Flaps . . . . .        | ____, ____ | C&F |
| Speedbrake . . . . .   | .ARMED     | PM  |



**HYDRAULIC SYSTEM PRESSURE  
(L and C)**

**SYS  
PRESS**

**SYS  
PRESS**

Messages: L HYD SYS PRESS                      C HYD SYS PRESS

Condition: Two hydraulic system pressures are low.

Objective: To avoid further system damage, and  
              configure for landing using alternate  
              systems, if needed.

- 1 L ENG HYD PUMP switch . . . . . Off
  - 2 L ELEC HYD PUMP switch . . . . . Off
  - 3 C1 and C2 ELEC HYD PUMP switches (both) . . . Off
  - 4 Above 160 knots, avoid large or abrupt rudder  
   inputs.
  - 5 Plan to land at the nearest suitable airport.
  - 6 Crosswind limit is 20 knots.
  - 7 Plan additional time for flap and gear extension.
  - 8 SPEEDBRAKE lever . . . . . DOWN
- Do **not** arm SPEEDBRAKE lever.

**Caution! Do not deploy speedbrakes manually  
until the nosewheel is on the ground.  
Deploying speedbrakes manually  
before nosewheel touchdown may  
cause pronounced nose pitch up,  
increasing the likelihood of tail strike.**

▼ Continued on next page ▼

**▼ HYDRAULIC SYSTEM PRESSURE (L and C) continued ▼**

- 9 Manually extend speedbrakes after landing.
- 10 Use flaps 20 and VREF 30 + 20 for landing.
- 11 Do **not** autoland.
- 12 Do **not** use auto brakes.
- 13 GND PROX FLAP OVRD switch . . . . . OVRD
- 14 Plan additional time for flap and gear extension.

**Inoperative Items**
**Left and Center autopilots inop**

Right autopilot is available.

**Left thrust reverser inop**
**Some spoiler panels on each wing inop**

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

**Center stabilizer trim inop**

Right stabilizer powers the trim at half speed.

**Rudder ratio system inop**

- 15 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

**▼ Continued on next page ▼**

▼HYDRAULIC SYSTEM PRESSURE (L and C) continued▼

16 Do **not** accomplish the following checklists:

- HYDRAULIC ELECTRIC PUMP
- HYDRAULIC ENGINE PUMP
- HYDRAULIC ELECTRIC (1 or 2)
- RUDDER RATIO
- SPOILERS
- STABILIZER TRIM
- YAW DAMPER

17 Checklist Complete Except Deferred Items

Deferred Items

Descent Checklist

|                                  |                                         |     |
|----------------------------------|-----------------------------------------|-----|
| Altimeters . . . . .             | ____, xckd                              | C&F |
| ■Minimums . . . . .              | ____, ____, xckd                        | C&F |
| ■Landing data . . . . .          | <b>flaps 20,<br/>Vref 30 + 20, xckd</b> | C&F |
| ■Approach briefing . . . . .     | complete                                | PM  |
| ■Autobrakes . . . . .            | <b>OFF</b>                              | PM  |
| Seat belt signs . . . . .        | ON                                      | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled                                  | PM  |
| Pressurization panel . . . . .   | set                                     | PM  |
| Recall . . . . .                 | ckd                                     | PM  |

▼ Continued on next page ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L and C) continued** ▼

## Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

## Alternate Flap Extension (if required)

**If** TE FLAP DISAGREE **is shown** during normal flap extension:

- ALTN FLAPS selector . . . . . Position to agree  
with FLAP lever
- LE ALTN FLAPS arm switch . . . . . ALTN
- TE ALTN FLAPS arm switch . . . . . ALTN
- ALTN FLAPS selector . . . . . Extend or  
retract flaps  
as needed

Do **not** accomplish the following checklist:

TRAILING EDGE FLAP DISAGREE

▼ **Continued on next page** ▼

▼ **HYDRAULIC SYSTEM PRESSURE (L and C) continued** ▼

**Alternate Gear Extension (if required)**

**If** GEAR DISAGREE **is shown** during normal gear extension:

Landing gear lever . . . . . OFF

**I** 602-696, 5635-5649, 6901-6904

GND PROX/CONFIG GEAR OVRD switch . OVRD

697-699, 5650-5657, 5801-5816, 6700-6717, 6801-6823

GND PROX GEAR OVRD switch . . . . . OVRD



Action is **not** reversible  
Maximum 250K/.75M

ALTN GEAR EXTEND switch . . . . . DN

**After** gear down lights illuminate:

Landing gear lever . . . . . DN

Nose wheel steering is inoperative. Differential braking is available.

Do **not** accomplish the following checklist:

GEAR DOORS

5801-5816

TAIL SKID

▼ **Continued on next page** ▼

**▼ HYDRAULIC SYSTEM PRESSURE (L and C) continued ▼****Landing Checklist**

|                        |               |     |
|------------------------|---------------|-----|
| Landing gear . . . . . | down          | C&F |
| Flaps. . . . .         | <b>20, 20</b> | C&F |
| Speedbrake . . . . .   | <b>Down</b>   | PM  |

Ensure speedbrakes are extended before using right thrust reverser.

**Note:** After landing, do not shut down right engine or a loss of nose wheel steering will occur.



**HYDRAULIC SYSTEM PRESSURE  
(L and R)**

**SYS  
PRESS**

**SYS  
PRESS**

Messages: L HYD SYS PRESS                      R HYD SYS PRESS

Condition: Two hydraulic system pressures are low.

Objective: To avoid further system damage, and  
configure for landing using alternate  
systems.

- 1 L and R ENG HYD PUMP switches . . . . . Off
- 2 L and R ELEC HYD PUMP switches. . . . . Off
- 3 SPEEDBRAKE lever . . . . . DOWN

Do **not** arm SPEEDBRAKE lever.

- 4 Plan to land at the nearest suitable airport.
- 5 Crosswind limit is 20 knots.
- 6 Do **not** autoland.
- 7 Use flaps 20 and VREF 30 + 20 for landing.
- 8 Avoid large or abrupt rudder inputs above 160 knots.
- 9 GND PROX FLAP OVRD switch . . . . . OVRD
- 602-696, 5635-5649, 6901-6904**
- 10 GND PROX/CONFIG GEAR OVERD switch . . . OVRD
- 697-699, 5650-5657, 5801-5816, 6700-6717, 6801-6823**
- 11 GND PROX GEAR OVRD switch . . . . . OVRD

**▼ Continued on next page ▼**



**▼ HYDRAULIC SYSTEM PRESSURE (L and R) continued ▼**

12 Plan additional time for flap and gear extension.

**Inoperative Items**

**Left and Right autopilots inop**

Center autopilot is available.

**Left and Right thrust reversers inop**

**Nose wheel steering inop**

**Normal brakes, alternate brakes, and autobrake inop**

**Some spoiler panels on each wing inop**

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

**Right system hydraulic power to stabilizer trim inop**

Center system powers the trim at half rate.

**Rudder ratio system inop**

**Normal flap operation inop**

Alternate flap operation is needed. Allow 3 minutes for flap extension during approach.

**Normal landing gear extension and retraction inop**

Alternate gear extension is needed.

13 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

**▼ Continued on next page ▼**

**▼ HYDRAULIC SYSTEM PRESSURE (L and R) continued ▼**

14 Do **not** accomplish the following checklists:

AUTOBRAKES

BRAKE SOURCE

HYDRAULIC ELECTRIC PUMP

HYDRAULIC ENGINE PUMP

GEAR DOORS

RUDDER RATIO

SPOILERS

STABILIZER TRIM

**5801 - 5816**

TAILSKID

YAW DAMPER

**15 Checklist Complete Except Deferred Items**

**▼ Continued on next page ▼**

▼ **HYDRAULIC SYSTEM PRESSURE (L and R) continued** ▼

**Deferred Items**

**Descent Checklist**

|                                  |                                               |     |
|----------------------------------|-----------------------------------------------|-----|
| Altimeters . . . . .             | ____, xckd                                    | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd                              | C&F |
| ■ Landing data . . . . .         | <b>flaps 20,</b><br><b>Vref 30 + 20, xckd</b> | C&F |
| ■ Approach briefing . . . . .    | complete                                      | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>                                    | PM  |
| Seat belt signs . . . . .        | ON                                            | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled                                        | PM  |
| Pressurization panel . . . . .   | set                                           | PM  |
| Recall . . . . .                 | ckd                                           | PM  |

**Approach Checklist**

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

▼ **Continued on next page** ▼

**▼ HYDRAULIC SYSTEM PRESSURE (L and R) continued ▼**

---

**Alternate Flap Extension**

- ALTN FLAPS selector . . . . . Position to agree with FLAP lever
- LE ALTN FLAPS arm switch . . . . . ALTN
- TE ALTN FLAPS arm switch . . . . . ALTN
- ALTN FLAPS selector . . . . . Extend or retract flaps, as needed

**▼ Continued on next page ▼**

▼ HYDRAULIC SYSTEM PRESSURE (L and R) continued ▼

## Alternate Gear Extension

Landing gear lever . . . . . OFF

Action is **not** reversible  
Maximum 250K/.75M

 ALTN GEAR EXTEND switch . . . . . DN

**After** gear down lights illuminate:

Landing gear lever . . . . . DN

RESERVE BRAKES switch . . . . . **ON**

Choose one:

◆ R ELEC HYD PUMPS PRESS light is **illuminated**:

Only accumulator pressure is available for brakes.

Apply steady, increasing brake pressure and hold to a full stop.

Do not taxi.

▶▶ **Go to Landing Checklist**

◆ R ELEC HYD PUMPS PRESS light is **not** illuminated:

▶▶ **Go to Landing Checklist**

▼ Continued on next page ▼

**▼HYDRAULIC SYSTEM PRESSURE (L and R) continued▼**

**Landing Checklist**

- Landing gear . . . . . down C&F
- Flaps . . . . . **20, 20** C&F
- Speedbrake . . . . . **Down** PM



## HYDRAULIC SYSTEM PRESSURE (R and C)

SYS  
PRESS

SYS  
PRESS

Messages: R HYD SYS PRESS      C HYD SYS PRESS

Condition: Two hydraulic system pressures are low.

Objective: To avoid further system damage.

- 1 R ENG HYD PUMP switch . . . . . Off
- 2 R ELEC HYD PUMP switch . . . . . Off
- 3 C1 and C2 ELEC HYD PUMP switches. . . . . Off
- 4 Do **not** autoland.

---

**Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.**

---

- 5 Manually extend speedbrakes after landing.
- 6 Plan to land at the nearest suitable airport.
- 7 Crosswind limit is 20 knots.
- 8 Use flaps 20 and VREF 30 + 20 for landing
- 9 GND PROX FLAP OVRD switch . . . . . OVRD

▼ Continued on next page ▼

**▼ HYDRAULIC SYSTEM PRESSURE (R and C) continued ▼**
**Inoperative Items**
**All autopilots inop**
**All stabilizer trim inop**
**Elevator feel inop**

Column forces may be significantly higher than normal, particularly during landing flare.

**Autobrakes inop**
**Right thrust reverser inop**
**Some spoiler panels on each wing inop**

Roll rate may be reduced in flight. Speedbrake effectiveness may be reduced in flight and during landing.

10 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.

11 Do **not** accomplish the following checklists:

**5801-5816**

ELEVATOR FEEL

HYDRAULIC ELECTRIC PUMP

HYDRAULIC ENGINE PUMP

HYDRAULIC ELECTRIC (1 or 2)

SPOILERS

STABILIZER TRIM

YAW DAMPER

**12 Checklist Complete Except Deferred Items**
**▼ Continued on next page ▼**



▼ HYDRAULIC SYSTEM PRESSURE (R and C) continued ▼

## Deferred Items

### Descent Checklist

|                                  |                                               |     |
|----------------------------------|-----------------------------------------------|-----|
| Altimeters . . . . .             | ____, xckd                                    | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd                              | C&F |
| ■ Landing data . . . . .         | <b>flaps 20,</b><br><b>Vref 30 + 20, xckd</b> | C&F |
| ■ Approach briefing . . . . .    | complete                                      | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>                                    | PM  |
| Seat belt signs . . . . .        | ON                                            | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled                                        | PM  |
| Pressurization panel . . . . .   | set                                           | PM  |
| Recall . . . . .                 | ckd                                           | PM  |

### Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

### Landing Checklist

|                        |               |     |
|------------------------|---------------|-----|
| Landing gear . . . . . | down          | C&F |
| Flaps . . . . .        | <b>20, 20</b> | C&F |
| Speedbrake . . . . .   | ARMED         | PM  |



UNLKD

RAT UNLOCKED

Messages: RAT UNLOCKED

Condition: The ram air turbine is not stowed and locked.



## Non-Normal Checklists

## Chapter NNC

### Landing Gear

### Section 14

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## AIR/GROUND SYSTEM

Messages: AIR/GND SYS

Condition: The air/ground system is failed in the air mode.

### Inoperative Items

#### **One or both thrust reversers inop**

#### **Automatic speedbrake inop**

Manual speedbrake extension after landing is needed.

**Caution! Do not deploy speedbrakes manually until the nosewheel is on the ground. Deploying speedbrakes manually before nosewheel touchdown may cause pronounced nose pitch up, increasing the likelihood of tail strike.**

#### **Autobrakes inop**

Manual braking is needed.

- 1 When deployed manually, spoiler capability is reduced.
- 2 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ AIR/GROUND SYSTEM continued ▼

Deferred Items

Descent Checklist

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | set              | PM  |
| Recall . . . . .                 | ckd              | PM  |

Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

Landing Checklist

|                        |             |     |
|------------------------|-------------|-----|
| Landing gear . . . . . | down        | C&F |
| Flaps . . . . .        | ____, ____  | C&F |
| Speedbrake . . . . .   | <b>Down</b> | PM  |



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ANTISKID

**ANTISKID**  
**[Without ANTISKID switch]**

691, 693-699, 5635-5657, 5801-5816, 6700-6717, 6801-6823,  
6901-6904

Messages: ANTISKID

Condition: An antiskid system fault occurs.

- 1 Braking effectiveness may be reduced.
- 2 Use minimum braking consistent with runway conditions to reduce possibility of tire blowout.
- 3 AUTO BRAKES selector . . . . . OFF  
Autobrake system is inoperative.
- 4 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 5 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼



▼ **ANTISKID continued** ▼

**Deferred Items**

**Landing Procedure Review**

Use minimum braking consistent with runway length and conditions to reduce the possibility of a tire blowout.

Do **not** apply the brakes until the nose wheel is on the ground and speedbrakes have extended.

Brake initially using light steady pedal pressure. Increase pressure as ground speed decreases. Do **not** pump the brakes.

**Descent Checklist**

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■Minimums . . . . .              | ____, ____, xckd | C&F |
| ■Landing data . . . . .          | ____, ____, xckd | C&F |
| ■Approach briefing . . . . .     | complete         | PM  |
| ■Autobrakes . . . . .            | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | .set             | PM  |
| Recall . . . . .                 | ckd              | PM  |

▼ **Continued on next page** ▼

▼ ANTISKID continued ▼

Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

Landing Checklist

|                        |            |     |
|------------------------|------------|-----|
| Landing gear . . . . . | down       | C&F |
| Flaps . . . . .        | ____, ____ | C&F |
| Speedbrake . . . . .   | ARMED      | PM  |



**ANTISKID**

## **ANTISKID** **[With ANTISKID switch]**

**601-690, 692**

Messages: ANTISKID

Condition: An antiskid system power is off.

- 1 ANTISKID switch . . . . . ON
- 2 Choose one:
  - ◆ANTISKID light **extinguishes:**


  - ◆ANTISKID light **stays illuminated:**

▶▶ **Go to step 3**
- 3 Braking effectiveness may be reduced.
- 4 Use minimum braking consistent with runway conditions to reduce possibility of tire blowout.
- 5 AUTO BRAKES selector . . . . . OFF  
Autobrake system is inoperative.
- 6 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 7 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ **ANTISKID continued** ▼

**Deferred Items**

**Landing Procedure Review**

Use minimum braking consistent with runway length and conditions to reduce the possibility of a tire blowout.

Do **not** apply the brakes until the nose wheel is on the ground and speedbrakes have extended.

Brake initially using light steady pedal pressure. Increase pressure as ground speed decreases. Do **not** pump the brakes.

**Descent Checklist**

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | set              | PM  |
| Recall . . . . .                 | ckd              | PM  |

▼ **Continued on next page** ▼

**▼ ANTISKID continued ▼**

**Approach Checklist**

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

**Landing Checklist**

|                        |            |     |
|------------------------|------------|-----|
| Landing gear . . . . . | down       | C&F |
| Flaps . . . . .        | ____, ____ | C&F |
| Speedbrake . . . . .   | .ARMED     | PM  |



**ANTISKID**

**ANTISKID OFF**

**I 601-690, 692**

Messages: ANTISKID OFF

Condition: The antiskid system power is off.

- 1 Braking effectiveness may be reduced.
- 2 Use minimum braking consistent with runway conditions to reduce possibility of tire blowout.
- 3 AUTO BRAKES selector . . . . . OFF  
Autobrake system is inoperative.
- 4 Check the Abnormal Configuration, Actual Landing Distances and Approach Speeds tables in the ODM.
- 5 **Checklist Complete Except Deferred Items**

**▼ Continued on next page ▼**

▼ **ANTISKID OFF continued** ▼

## Deferred Items

### Landing Procedure Review

Use minimum braking consistent with runway length and conditions to reduce the possibility of a tire blowout.

Do **not** apply the brakes until the nose wheel is on the ground and speedbrakes have extended.

Brake initially using light steady pedal pressure. Increase pressure as ground speed decreases. Do **not** pump the brakes.

### Descent Checklist

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | .set             | PM  |
| Recall . . . . .                 | ckd              | PM  |

▼ **Continued on next page** ▼

▼ **ANTISKID OFF continued** ▼

---

**Approach Checklist**

- Flight & nav instruments . . . . . verifiedC&F
- Cabin notification . . . . . completeC
- Altimeters . . . . .\_\_\_\_, xckdC&F

---

**Landing Checklist**

- Landing gear . . . . .downC&F
- Flaps . . . . .\_\_\_\_, \_\_\_\_C&F
- Speedbrake . . . . .ARMEDPM





**AUTO  
BRAKES**
**AUTOBRAKES**

Messages: AUTOBRAKES

Condition: One of these occurs:

- The autobrake system is disarmed
- The autobrake system is failed

1 AUTO BRAKES selector . . . . . Reselect

2 Choose one:

◆AUTO BRAKES light **extinguishes**:



◆AUTO BRAKES light **stays illuminated**:

AUTO BRAKES selector . . . . . OFF

3 **Checklist Complete Except Deferred Items**

▼ Continued on next page ▼

▼ AUTOBRAKES continued ▼

Deferred Items

Descent Checklist

|                                  |                  |     |
|----------------------------------|------------------|-----|
| Altimeters . . . . .             | ____, xckd       | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd | C&F |
| ■ Landing data . . . . .         | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . .    | complete         | PM  |
| ■ Autobrakes . . . . .           | <b>OFF</b>       | PM  |
| Seat belt signs . . . . .        | ON               | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled           | PM  |
| Pressurization panel . . . . .   | set              | PM  |
| Recall . . . . .                 | ckd              | PM  |

Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

Landing Checklist

|                        |            |     |
|------------------------|------------|-----|
| Landing gear . . . . . | down       | C&F |
| Flaps . . . . .        | ____, ____ | C&F |
| Speedbrake . . . . .   | ARMED      | PM  |



**BRAKE  
SOURCE**
**BRAKE SOURCE**

Messages: BRAKE SOURCE

Condition: Normal and alternate brake system pressures are low.

- 1 RESERVE BRAKES switch. . . . . ON
- 2 Choose one:
  - ◆ BRAKE SOURCE light **extinguishes**:  

■ ■ ■ ■
  - ◆ BRAKE SOURCE light **stays illuminated**:  

▶▶ **Go to step 3**
- 3 Only accumulator pressure is available for braking. During landing rollout, apply steady, increasing brake pressure and hold to a full stop.
- 4 **Checklist Complete Except Deferred Items**

### Deferred Items

#### Descent Checklist

|                               |                  |     |
|-------------------------------|------------------|-----|
| Altimeters . . . . .          | ____, xckd       | C&F |
| ■ Minimums . . . . .          | ____, ____, xckd | C&F |
| ■ Landing data . . . . .      | ____, ____, xckd | C&F |
| ■ Approach briefing . . . . . | complete         | PM  |

▼ Continued on next page ▼

▼ BRAKE SOURCE continued ▼

|                                  |        |    |
|----------------------------------|--------|----|
| ■ Autobrakes . . . . .           | OFF    | PM |
| Seat belt signs . . . . .        | ON     | PM |
| Fuel crossfeed (ETOPS) . . . . . | cycled | PM |
| Pressurization panel . . . . .   | set    | PM |
| Recall . . . . .                 | ckd    | PM |

Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

Landing Checklist

|                        |            |     |
|------------------------|------------|-----|
| Landing gear . . . . . | down       | C&F |
| Flaps . . . . .        | ____, ____ | C&F |
| Speedbrake . . . . .   | ARMED      | PM  |

After Landing

Do **not** taxi.



GEAR

## GEAR DISAGREE

Messages: GEAR DISAGREE

Condition: The landing gear position disagrees with the landing gear lever position.

**Note:** Do not use FMC fuel predictions with gear extended.

▼ Continued on next page ▼

**▼ GEAR DISAGREE continued ▼**

1 Choose one:

- ◆ Landing gear lever **UP**:  
  
Observe the gear extend or extended limit speed of 270 knots and .82 Mach.  
  
Flight with gear down increases fuel consumption and decreases climb performance. Refer to Landing Gear Extended in the ODM, Ferry section, for flight planning.



- ◆ Landing gear lever is **OFF**:  
  
▶▶ **Go to step 2**
- ◆ Landing gear lever **DN and any** gear down (green) lights **not** illuminated:  
  
▶▶ **Go to step 5**
- ◆ Landing gear lever **DN and all** gear down (green) lights **illuminated**:

| 602-696, 5635-5649, 6801-6809, 6811-6812, 6814,  
6901-6904  
GND PROX/CONFIG  
GEAR OVRD switch . . . . . OVRD  
  
697-699, 5650-5657, 5801-5816, 6700-6717, 6810,  
6813, 6815-6823  
GND PROX GEAR OVRD switch . . . . OVRD  
  
Accomplish normal landing.



**▼ Continued on next page ▼**

▼ GEAR DISAGREE continued ▼

2 Choose one:

◆ Landing gear lever **moved** to the UP position after takeoff:

▶▶ **Go to step 3**

◆ Landing gear lever did **not** move to the UP position after takeoff:

▶▶ **Go to the Gear Lever Will Not Move Up checklist on page 14.24**

3 Landing gear lever . . . . . UP

4 Choose one:

◆ GEAR DISAGREE message **blanks**:

The landing gear lever should be kept in the UP position to keep the landing gear retracted.



◆ GEAR DISAGREE message **stays shown**:

Observe the gear extend or extended limit speed of 270 knots and .82 Mach.

Flight with gear down increases fuel consumption and decreases climb performance. Refer to Landing Gear Extended in the ODM, Ferry section, for flight planning.



▼ Continued on next page ▼

**▼ GEAR DISAGREE continued ▼**

5 Landing gear lever . . . . . OFF

Maximum 250K/.75M

6  ALTN GEAR EXTEND switch . . . . . DN

7 Choose one:

◆ **All** gear down (green) lights **illuminated**:

Landing gear lever . . . . . DN



◆ **Any** gear down (green) light **not** illuminated:

►► **Go to step 8**

8 Plan to land on available gear.

9 Consider burning off fuel to reduce touchdown weight and speed.

10 Consider an evacuation.

11 Landing gear lever . . . . . DN

| 602-696, 5635-5649, 6801-6809, 6811-6812, 6814, 6901-6904

12 GND PROX/CONFIG GEAR OVRD switch. . . OVRD

697-699, 5650-5657, 5801-5816, 6700-6717, 6810, 6813,  
6815-6823

13 GND PROX GEAR OVRD switch . . . . . OVRD

14 Use flaps 30 for landing.

This ensures slowest landing speed.

15 Do **not** arm speedbrake lever.

**▼ Continued on next page ▼**



**▼ GEAR DISAGREE continued ▼**

16 Choose one:

◆ Stopping distance is **not critical**:

Do **not** use thrust reversers.

▶▶ **Go to step 19**

◆ Stopping distance is **critical**:

▶▶ **Go to step 17**

17 Extend the speedbrakes after all gear, or the nose or engine nacelle have contacted the runway.

18 Do **not** use the thrust reversers unless stopping distance is critical.

**19 Checklist Complete Except Deferred Items**

**▼ Continued on next page ▼**

▼ GEAR DISAGREE continued ▼

Deferred Items

Descent Checklist

|                                  |                                |     |
|----------------------------------|--------------------------------|-----|
| Altimeters . . . . .             | ____, xckd                     | C&F |
| ■ Minimums . . . . .             | ____, ____, xckd               | C&F |
| ■ Landing data . .               | <b>flaps 30, Vref 30, xckd</b> | C&F |
| ■ Approach briefing . . . . .    | complete                       | PM  |
| ■ Autobrakes . . . . .           | <b>as reqd</b>                 | PM  |
| Seat belt signs . . . . .        | ON                             | PM  |
| Fuel crossfeed (ETOPS) . . . . . | cycled                         | PM  |
| Pressurization panel . . . . .   | set                            | PM  |
| Recall . . . . .                 | ckd                            | PM  |

Approach Checklist

|                                      |            |     |
|--------------------------------------|------------|-----|
| ■ Flight & nav instruments . . . . . | verified   | C&F |
| Cabin notification . . . . .         | complete   | C   |
| Altimeters . . . . .                 | ____, xckd | C&F |

▼ Continued on next page ▼

▼ GEAR DISAGREE continued ▼

## When at pattern altitude

PACK control selectors (both) . . . . . OFF

Fuel PUMP switches (all) . . . . . Off

Do **not** accomplish the following checklists:

FUEL SYSTEM PRESSURE

PACK OFF

## Landing Checklist

Landing gear . . . . . down C&F

Flaps . . . . . **30, 30** C&F

Speedbrake . . . . . **DOWN** PM

## After Landing

Do **not** extend speedbrakes unless stopping distance is critical.

Do **not** use the thrust reversers unless stopping distance is critical.



**GEAR DOORS**

Messages: GEAR DOORS

Condition: One or more landing gear doors are not closed.

**Note:** Do not use FMC fuel predictions with gear extended.

1 Choose one:

◆ Landing gear lever **UP or DN**:

Observe the gear extend or extended limit speed of 270 knots and .82 Mach.

The gear doors may close when airspeed is reduced to normal flap extension speed.

■ ■ ■ ■

◆ Landing gear lever **OFF**:

Landing gear lever . . . . . UP

■ ■ ■ ■

**Gear Lever Will Not Move Up**

Condition: The landing gear lever cannot move to UP.

- 1 Landing gear lever  
LOCK OVRD switch . . . . . Push and hold
  - 2 Landing gear lever . . . . . UP, then OFF
- ■ ■ ■

## NOSE AIR/GROUND SYSTEM

Messages: NOSE A/G SYS

Condition: The nose air/ground system is failed in the air mode.

- 1 Takeoff configuration warning system inoperative.



**PARK  
BRAKE**

## PARKING BRAKE [ADVISORY]

Messages: PARKING BRAKE

Condition: The parking brake is set.

- 1 Antiskid is inoperative.



**TAILSKID**

## TAILSKID [757-300]

5801-5816

Messages: TAILSKID

Condition: The tailskid is not in the commanded position.

- 1 GND PROX GEAR OVRD switch . . . . . OVRD

---

**Caution! If tailstrike is suspected, Go to the  
TAIL STRIKE checklist on page 0.31**

---



## Tire Failure(s)

Condition: One or more tires have failed, or are suspected to have failed.

**Note:** Consider continuing to the destination unless there is evidence that other damage has occurred. (Abnormal engine indications or engine vibration, or loss of hydraulic pressure and/or quantity, for example.)

Continuing to the destination ensures a lighter landing weight and allows the crew time to plan and coordinate the arrival and landing when the workload is low.

- 1 Advise ATC of possible tire remnants on the runway.
- 2 Avoid landing overweight.
- 3 Use normal approach and landing techniques.
- 4 Use differential braking as needed to assist directional control.
- 5 Choose one:
  - ◆ Uncertain about whether a nose or main landing gear tire has failed:
    - ▶▶ **Go to step 6**
  - ◆ Nose landing gear tire flat:
    - ▶▶ **Go to step 9**
  - ◆ Main landing gear tire flat:
    - ▶▶▶ **Go to step 14**

▼ Continued on next page ▼

**▼ Tire Failure(s) continued ▼**

- 6 Slowly and gently lower the nose to the runway.
- 7 Do not use autobrakes.
- 8 Use idle or higher reverse thrust as needed to stop the aircraft.



- 9 Slowly and gently lower the nose to the runway.
- 10 Runway length permitting, use idle reverse thrust.
- 11 Autobrakes may be used at lower settings.
- 12 After the nose landing gear is down, vibration levels may be affected by increasing or decreasing control column back pressure.
- 13 Maintain nose landing gear contact with the runway.

**▼ Continued on next page ▼**

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**▼ Tire Failure(s) continued ▼**

---

14 Braking effectiveness will be reduced.

---

**Caution! Loss of two aft main gear tires may cause the airplane air/ground sensing system to remain in the air mode, causing loss of thrust reversers and a need to manually deploy the speedbrakes.**

---

15 Light braking will cause yawing towards the flat tire. Hard braking will cause yawing away from the flat tire.

16 Use of maximum reverse thrust is recommended.

17 Do not use autobrakes.





**Non-Normal Checklists**  
**Warning Systems**

**Chapter NNC**  
**Section 15**

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**ALT  
ALERT****ALTITUDE ALERT**

Message: ALTITUDE ALERT

Condition: A deviation from the MCP set altitude occurs.

**Note:** Flight may not be permitted in RVSM airspace. Contact ATC. Refer to the Airway Manual, Airspace & Enroute Navigation, Navigation, for RVSM requirements.

**ALTITUDE CALLOUTS**

Message: ALT CALLOUTS

Condition: Altitude voice annunciations during approach are not supplied.

**CONFIG****CONFIG FLAPS**

Message: FLAPS

Condition: The flaps are not in a takeoff position during takeoff.



**CONFIG****CONFIG GEAR NOT DOWN**

Message: GEAR NOT DOWN

Condition: A landing gear is not down and locked and one of these occurs:

- Below 800 feet radio altitude and a thrust lever is near idle
- The flaps are in a landing position

**CONFIG****CONFIG PARKING BRAKE**

Message: PARKING BRAKE

Condition: The parking brake is set during takeoff.

**CONFIG****CONFIG SPOILERS**

Message: SPOILERS

Condition: The speedbrake lever is not DOWN during takeoff.

**CONFIG****CONFIG STABILIZER**

Message: STABILIZER

Condition: The stabilizer is not in the green band during takeoff.



**EICAS CONTROL PANEL**

Message: EICAS CONT PNL

Condition: The EICAS control panel is failed.

**EICAS DISPLAY**

Message: EICAS DISPLAY

Condition: One EICAS display is failed.

**GROUND PROXIMITY SYSTEM**

Message: GND PROX SYS

Condition: A ground proximity warning system fault occurs.

- 1 Some or all ground proximity alerts are not available.
- 2 Ground proximity alerts that occur are valid.

**OVSPD****OVERSPEED**

Message: OVERSPEED

Condition: Airspeed is more than Vmo/Mmo.



**TCAS**

Message: TCAS

Condition: TCAS system is failed.

**TCAS FAIL**

Message: TCAS FAIL

Condition: The TCAS system has failed or is inoperative.

**TCAS OFF**

Message: TCAS OFF

Condition: One of the following (as applicable):

- The TCAS system is off.
- TCAS modes TA or TA/RA are not selected.

**TERRAIN OVERRIDE**

Message: TERR OVRD

Condition: The ground proximity terrain override switch is in override.

- 1 Look-ahead terrain alerts and the terrain display are not provided.



## **TERRAIN POSITION**

Message: TERR POS

Condition: Terrain position data is lost.

- 1 Position data for the terrain map and look-ahead terrain alerts are lost. Ground proximity alerts that occur are valid.



## **WINDSHEAR SYSTEM**

Message: WINDSHEAR SYS

Condition: A windshear system fault occurs.

- 1 Some or all windshear alerts are not available.
- 2 Windshear alerts that occur are still valid.



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**Non-Normal Operational InformationChapter NNOI**  
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# Non-Normal Operational Information Chapter NNOI

## Non-Normal Ops Info Section 1

### ILS Approach Equipment Requirements (Not for Dispatch)

If operable, both the autopilot and flight director will be utilized for all ILS approaches when the reported weather is below 4,000 RVR or 3/4 mile.

| Equipment Required                      | CAT I       | CAT II   | CAT III  |
|-----------------------------------------|-------------|----------|----------|
| IRS(s)                                  | 1(B) or ATT | 2 in NAV | 3 in NAV |
| AFDS FMA(s)                             | 0           | 2        | 2        |
| Autopilot(s)/FD(s)                      | 1(C) or 1   | 2 and 0  | 3 and 0  |
| Autothrottle System and Disconnect Warn | 0 (H)       | 1        | 1        |
| ASA(s)                                  | 0           | 1(F)     | 2        |
| Engine(s) Operating                     | 1           | 2        | 2        |
| DH Annunciator(s)                       | 0           | 2        | 2        |
| ILS System(s) (LOC & G/S)               | 1           | 2        | 3        |
| ADI(s) (D)(E)                           | 1           | 2        | 2        |
| Radio Altimeter(s)                      | 0           | 2        | 3        |
| Autobrakes                              | 0           | 0        | 1(A)     |
| Windshield Wipers                       | 0           | 2        | 2        |
| Marker beacon system                    | 0           | 0(G)     | 0        |

- (A) Autobrakes or Ground Speed indication required.  
 (B) With single IRS, only Flight Director information is available.  
 (C) If operable, both the Autopilot and Flight Director will be utilized for all ILS approaches when the reported weather is below 4,000 feet RVR or 3/4 mile.  
 (D) For CAT II and CAT III approaches, ADI indications must be from separate symbol generators.  
 (E) The ADI must be capable of displaying the following: attitude, radio altitude, ILS deviation, DA(H) or AH indication, AFDS status, and ground speed.  
 (F) For CAT II Autoland approach the Captain's ASA must be operative.  
 (G) Inner Marker is required for CAT II RA/NA.  
 (H) If conducting an autoland, autothrottles are required.

## RNAV Approach Equipment Requirements (Not for Dispatch)

757/767-300 with Pegasus FMS

| Equipment Required                                                                                                           | RNAV (GPS) | RNAV (RNP) |
|------------------------------------------------------------------------------------------------------------------------------|------------|------------|
| IRS(s)                                                                                                                       | 2          | 2          |
| AFDS FMA(s)                                                                                                                  | 1          | 2          |
| Global Positioning System(s)                                                                                                 | 1          | 2          |
| Autopilot(s) and/or Flight Director(s)                                                                                       | 1 and 0    | 2 and 2    |
| MCDU(s)                                                                                                                      | 1          | 2          |
| ADC(s) (Pitot and Static)                                                                                                    | 2          | 2          |
| GPWS                                                                                                                         | 0          | 1          |
| Electrical Power Source(s) (A)                                                                                               | 1          | 2          |
| FMC(s) (B)                                                                                                                   | 1          | 2          |
| EICAS                                                                                                                        | 1          | 2          |
| HSI(s)                                                                                                                       | 1          | 2          |
| ADI(s)                                                                                                                       | 1          | 2(C)       |
| Radio Altimeter(s)                                                                                                           | 1          | 2          |
| GA Switch(es)                                                                                                                | 0          | 1          |
| (A) The APU generator may be used.<br>(B) With current navigation database<br>(C) Indications must be from separate sources. |            |            |

## RNAV Enroute Equipment Requirements (Not for Dispatch)

| Equipment Required                                                                                                                                                                                                                               | RNP-4<br>Enroute | RNAV<br>Enroute |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------|-----------------|
|                                                                                                                                                                                                                                                  | Number Required  |                 |
| IRS(s)                                                                                                                                                                                                                                           | 1                | 1               |
| Global Positioning System (GPS)                                                                                                                                                                                                                  | 2                | 1               |
| Autopilot                                                                                                                                                                                                                                        | 1                | 1               |
| MCDU                                                                                                                                                                                                                                             | 2                | 1               |
| Flight Director                                                                                                                                                                                                                                  | 1                | 1               |
| FMC                                                                                                                                                                                                                                              | 2                | 1               |
| EICAS                                                                                                                                                                                                                                            | 1                | 1               |
| ADI                                                                                                                                                                                                                                              | 1                | 1               |
| HSI                                                                                                                                                                                                                                              | 1                | 1               |
| Automatic Dependent Surveillance                                                                                                                                                                                                                 | 1                | 0               |
| Flight Deck Communication System (Datalink) CPDLC                                                                                                                                                                                                | 1                | 0               |
| Satellite Communication Systems (SATCOM)                                                                                                                                                                                                         | 1                | 0               |
| <p>Used for enroute equipment failure only. Refer to the RNAV Minimum Requirements for Dispatch Requirements.</p> <p>If one or more required components fail while in oceanic airspace or prior to oceanic entry, notify ATC and Dispatcher.</p> |                  |                 |

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# **Non-Normal Checklist Instructions      Chapter NNCI**

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## Non-Normal Checklist Instructions

### Non-Normal Checklists

## Chapter NNCI

### Section 1

### Introduction

The non-normal checklists chapter contains checklists used by the flight crew to manage non-normal situations. The checklists are grouped in sections which match the system description chapters in Volume 2.

Most checklists correspond to an EICAS alert message. The EICAS alert message indicates a non-normal condition and is the cue to select and do the associated checklist.

Checklists without an EICAS alert message are called unannunciated checklists. Most unannunciated checklists are in the associated system section. For example, Fuel Leak Engine is in section 12, Fuel. Unannunciated checklists with no associated system (such as Volcanic Ash) are in section 0, Miscellaneous. In addition, the Miscellaneous section contains checklists titled “Considerations.” These checklists are designed to assist crewmembers in the decision making process to accomplish a non-normal maneuver (such as a decision to perform an overweight landing), assist in the preparation and execution of a non-normal maneuver (such as preparation for a ditching), and/or provide considerations that should be taken into account after a non-normal maneuver has been executed (such as post RTO). These checklists should be referenced as time and conditions allow.

All checklists have condition statements. The condition statement briefly describes the situation that caused the EICAS alert message. Unannunciated checklists also have condition statements to help in understanding the reason for the checklist.

Some checklists have objective statements. The objective statement briefly describes the expected result of doing the checklist or briefly describes the reason for steps in the checklist.

Checklists can have both memory and reference items. Memory items are critical steps that must be done before reading the checklist. Condition, objective and precaution statements, and notes associated with memory items (i.e., above the dashed line) support action steps and are not considered memory items. In the printed non-normal checklists, the last memory item is followed by a dashed horizontal line. Reference items are actions to be done while reading the checklist.

**Note:** Crewmembers must maintain a sufficient knowledge of all designated memory items so that they can accomplish the critical steps in proper sequence without omission. Verbatim memorization of the steps is not required.

Some checklists have additional information at the end of the checklist. The additional information provides data the crew may wish to consider. The additional information does not need to be read.

Checklists that need a quick response are listed in the Quick Action Index. In each system section, Quick Action Index checklists are listed first, followed by checklist that are not in the Quick Action Index. The titles of Quick Action Index checklists are printed in **bold** type. Checklist titles in upper case (such as AUTOBRAKE) are annunciated by an EICAS alert message or other indication. Checklist titles in upper and lower case (such as Window Damage L, R) are not annunciated. Some checklist titles are shown in a larger font (such as Evacuation) to make them easier to read under conditions where crewmembers may be wearing an oxygen mask or under conditions of reduced visibility.

---

## Non-Normal Checklist Operation

### General

Non-normal checklists start with steps to correct the situation. If needed, information for planning the rest of the flight is included. In the printed non-normal checklists, when special items are needed to configure the airplane for landing, the items are included in the Deferred Items section of the checklist. Flight patterns for some non-normal situations are located in the Flight Crew Training Manual (FCTM) and show the sequence of configuration changes.

If a checklist or a step in a checklist is not applicable to all airplanes, airplane effectivity information is included in the checklist. Airplane effectivity can be listed by ship number or airplane model. If a checklist is applicable to some but not all airplanes, airplane effectivity is centered below the checklist title. If a step in a checklist is applicable to some but not all airplanes, airplane effectivity is included above the step. If a checklist or a step in a checklist is applicable to all airplanes, airplane effectivity information is not included.

While every attempt is made to supply needed non-normal checklists, it is not possible to develop checklists for all conceivable situations. In some smoke, fire or fumes situations, the flight crew may need to move between the Smoke, Fire or Fumes checklist and the Smoke or Fumes Removal checklist. In some multiple failure situations, the flight crew may need to combine the elements of more than one checklist. In all situations, the captain must assess the situation and use good judgment to determine the safest course of action.

---

## **Landing at the Nearest Suitable Airport**

There are some situations where the flight crew must land at the nearest suitable airport. These situations include, but are not limited to, conditions where:

- the non-normal checklist includes the words “Plan to land at the nearest suitable airport.”
- fire or smoke continues
- only one AC power source remains (engine or APU generator)
- only one hydraulic system remains
- any other situation determined by the flight crew to have a significant adverse effect on safety if the flight is continued.

## **Land Immediately**

It must be stressed that for smoke that continues or a fire that cannot be positively confirmed to be completely extinguished, the earliest possible descent, landing, and evacuation must be done.

If a smoke, fire or fumes situation becomes uncontrollable, the flight crew should consider an immediate landing. Immediate landing implies immediate diversion to a runway. However, in a severe situation, the flight crew should consider an overweight landing, a tailwind landing, an off-airport landing, or a ditching.

## **Checklists Directing Engine Shutdown**

Checklists directing an engine shutdown must be evaluated by the captain to determine whether an actual shutdown or operation at reduced thrust is the safest course of action. Consideration must be given to the probable effects of running the engine at reduced thrust.

There are no non-normal checklists for the loss of an engine indication or automatic display of the secondary engine indications. Continue normal engine operation unless an EICAS message shows or a limit is exceeded.

## Non-Normal Checklist Assumptions

Non-normal checklists assume:

- During engine start and before takeoff, the associated non-normal checklist is done if a non-normal situation is identified. After completion of the checklist, consult the Minimum Equipment List (MEL) to determine if dispatch relief is available.
- System controls are in the normal configuration for the phase of flight before the start of the non-normal checklist.
- Aural alerts are silenced and the master caution system is reset by the flight crew as soon as the cause of the alert is recognized.
- The EMERGENCY position of the oxygen regulator is used when needed to supply positive pressure in the masks to remove contaminants. The 100% position of the oxygen regulator is used when positive pressure is not needed but contamination of the flight deck air exists. The Normal position of the oxygen regulator is used if prolonged use is needed and the situation allows. Normal boom microphone operation is restored when oxygen is no longer in use.
- Indicator lights are tested to verify suspected faults.

## Circuit Breaker Reset

**WARNING: Do not reset a tripped fuel boost pump circuit breaker. [AFM]**

Flight crew reset of a tripped circuit breaker is not recommended unless directed by a non-normal checklist.

However, a tripped circuit breaker may be reset once, after a short cooling period if, in the judgment of the captain, the situation resulting from the circuit breaker trip has a significant adverse effect on safety. A reset of a tripped circuit breaker should only be accomplished after maintenance and the flight crew have determined it is safe to reset the circuit breaker.

Flight crew may cycle (pull and reset) the circuit breaker(s) of a degraded or inoperative system (normally only one time per event) provided the Captain determines the affected system is desirable for the conduct of the flight and one of the following conditions exists:

- the circuit breaker had not previously tripped, and there is no specific non-normal procedure in the checklist prohibiting reset, or
- maintenance has determined cycling the circuit breaker is safe.

If a circuit breaker is cycled during flight, notify maintenance. A logbook entry shall be made to document the occurrence.

---

## **Non-Normal Checklist Use**

### **General**

Non-normal checklist use starts when the airplane flight path and configuration are correctly established. Only a few situations need an immediate response (such as CABIN ALTITUDE). Usually, time is available to assess the situation before corrective action is started. All actions must then be coordinated under the captain's supervision and done in a deliberate, systematic manner. Flight path control must never be compromised. As a general rule, use the following as guidelines:

- Fly the aircraft
- Cancel the warning
- Identify the emergency or non-normal
- Accomplish recall items from memory (if applicable)
- Read the checklist
- Do not hurry.

Airplane effectivity is shown above a line item when:

- the procedures in a non-normal checklist are different because of an airplane configuration difference
- that difference applies to only a single line item

For example:

**601-682**  
**FUEL CROSSFEED switch . . . . .OFF**  
**683-6717**  
**FUEL CROSSFEED switches (Both). . . . .OFF**

This example shows that 601 through 682 have a single fuel crossfeed switch. 683 through 6717 have dual fuel crossfeed switches.

If the effectivity applies to all the procedure, the effectivity is shown centered below the title.

### **Calling for the Checklist**

When a non-normal situation occurs, at the direction of the Captain both crewmembers systematically and without delay accomplish all memory items in their areas of responsibility.

The Captain may also direct reference checklists to be done by memory if no hazard is created by such action, or if the situation does not allow reference to the checklist.

---

The PF calls for the checklist when:

- the flight path is under control
- the airplane is not in a critical phase of flight (such as takeoff or landing)
- all memory items are complete.

## **Reading the Checklist**

The PM reads aloud:

- the checklist title
- as much of the condition statement as needed to verify that the correct checklist has been selected
- as much of the objective statement (if applicable) as needed to understand the expected result of doing the checklist.

The PF does not need to repeat this information but must acknowledge that the information was heard and understood.

For checklists with memory items, the PM first verifies that each memory item has been done. The checklist is normally read aloud during this verification. The PF does not need to respond except for items that are not in agreement with the checklist. The item numbers do not need to be read.

Non-memory items are called reference items. The PM reads aloud the reference items, including:

- the precaution (if any)
- the response or action
- any amplifying information.

The PF does not need to repeat this information but must acknowledge that the information was heard and understood. The item numbers do not need to be read.

After moving any control, the crewmember taking the action also states the checklist response.

Checklists include an Inoperative Items table only when the condition of the items is needed for planning the rest of the flight and the condition is not shown on EICAS. The inoperative items, including the consequences (if any), are read aloud by the PM. The PF does not need to repeat this information but must acknowledge that the information was heard and understood.

---

## **Dual Verification of Critical Controls**

The word “Confirm” is added to checklist items when both crewmembers must verbally agree before action is taken. During an inflight non-normal situation, verbal confirmation is required prior to the movement of the following critical controls:

- an engine thrust lever
- an engine fuel control switch
- an engine, APU or cargo fire switch
- a generator drive disconnect switch
- a flight control switch

After determination that a critical control must be actuated in flight, the following steps must be taken:

- Both pilots must verbally and visually identify the affected control.
- The pilot performing the action will place his hand on the affected control.
- The pilot monitoring the action will verbally and visually confirm the proper control has been selected.
- The pilot performing the action then actuates the affected control.

This does not apply to the Dual Eng Fail/Stall checklist.

## **Conditional Items**

Conditional items are used at a decision point. Conditional items usually begin with “If.” When a conditional item is encountered in a procedure, apply the following logic:

If the conditional item applies, accomplish the action step(s) immediately following it.

If the conditional item does not apply, skip the associated action step(s) and proceed to the next procedural step.

## Deferred Items

When there are deferred items, the non-normal checklist will include the item **“Checklist Complete Except Deferred Items.”** The PF is to be made aware when there are deferred items. In the printed non-normal checklists, these items are included in the Deferred Items section of the checklist and may be delayed until the usual point during descent, approach or landing.

The deferred items are read aloud by the PM. The crewmember taking the action states the response.

In the printed non-normal checklists, when there are deferred items, the Deferred Items section of the non-normal checklist will include the Descent, Approach and Landing normal checklists. These checklists should be used instead of the usual DESCENT, APPROACH and LANDING normal checklists. If a normal checklist item is changed as a result of the non-normal situation, the changed response is printed in **bold** type. The PF or the PM responds to the deferred normal checklist items based on each crewmember’s area of responsibility.

When there are no deferred items, the DESCENT, APPROACH and LANDING normal checklists are used to verify that the configuration is correct for each phase of flight.

A ■ indicates items that should be considered for re-accomplishment in the event of an approach change or go-around.

## Consequential EICAS Alert Messages

Consequential EICAS alert messages can show as a result of a primary failure condition (such as RUDDER RATIO as a result of HYDRAULIC SYSTEM PRESSURE (L Only)) or as a result of doing a non-normal checklist (such as L PACK OFF or R PACK OFF as a result of doing the Smoke, Fire or Fumes checklist). The flight crew should do the checklists for consequential EICAS alert messages, unless the statement “Do not accomplish the following checklists:” is included. All consequential EICAS alert messages may not show while doing the primary checklist, depending on operational circumstances.



---

## **Checklist Completion**

Each checklist has a checklist complete symbol at the end. The following symbol indicates that the checklist is complete:



The checklist complete symbol can also be in the body of the checklist. This only occurs when a checklist divides into two or more paths. Each path can have a checklist complete symbol at the end. The flight crew does not need to continue reading the checklist after the checklist complete symbol.

After completion of each non-normal checklist, the pilot monitoring states “\_\_\_  
CHECKLIST COMPLETE.”

Additional information at the end of the checklist is not required to be read.

## **Checklist Limitations**

The flight crew must be aware that checklists cannot be created for all conceivable situations and are not intended to replace good judgment. In some situations, at the captain’s discretion, deviation from a checklist may be needed.

---

## Non-Normal Checklist Legend

### Redirection Symbol



The redirection symbol is used in two ways:

- In the Table of Contents of a system section, to direct the flight crew to a different system section.
- In a non-normal checklist, with the word “Go to”, to direct the flight crew to a different checklist or to a different step in the current checklist.

### Separator Symbol



The separator symbol is used in two ways:

- In certain system section tables of contents, to separate the titles of QAI checklists from non-QAI checklists.
- In a non-normal checklist, to separate the memory items from the reference items.

### Task Divider Symbol



The task divider symbol is used to indicate the end of one task and the beginning of another task.

### Decision Symbol

Choose one:



The decision symbol is used to identify possible choices.

### Precaution Symbol



The precaution symbol is used to identify information the flight crew must consider before taking the action.

---

## **Evacuation Flow/Philosophy**

Evacuation flow items listed below are not included within the EVACUATION checklist. They are meant to refresh the logical pattern of procedures that must occur for a successful evacuation. In the unlikely event that the checklist cannot be read due to smoke/fire, darkness, injury or incapacitation, the simple flow or philosophy should lead the pilot to completion of all critical tasks contributing to the safest possible evacuation.

The checklist follows the flow pattern of:

**STOP  
CONFIGURE  
SHUTDOWN  
EVACUATE**

Intentionally  
Blank

**Revision Record**  
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**Section RR**

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Intentionally  
Blank

## **Revision Record**

### **Model Identification**

## **Chapter RR**

### **Section ModID**

### **General**

The aircraft listed in the table below are covered in the Quick Reference Handbook. The numbers are used to distinguish data peculiar to one or more, but not all of the aircraft. Where data applies to all aircraft listed, no reference is made to individual aircraft numbers.

The table permits flight crew correlation of configuration differences by Registry Number in alpha/numeric order within an operator's fleet for aircraft covered in this manual. Configuration data reflects the airplane as delivered configuration and is updated for service bulletin incorporations in conformance with the policy stated in the introduction section of this chapter.

Registry number is supplied by the national regulatory agency. Serial and tabulation numbers are supplied by Boeing.

Custom number is supplied by the operator.

The procedures and information contained in this manual also apply to aircraft acquired by Delta Air Lines subsequent to the current revision; however, this document may not address all pertinent information for these aircraft. In such instances, specific operating procedures and systems information can be found in appropriate Differences Chapter(s) and/or Fleet Bulletin(s) prior their incorporation in the next scheduled revision.

| Ship Number | Registry Number | Serial Number | Tabulation Number |
|-------------|-----------------|---------------|-------------------|
| 602         | N602DL          | 22809         | NA502             |
| 603         | N603DL          | 22810         | NA503             |
| 604         | N604DL          | 22811         | NA504             |
| 608         | N608DA          | 22815         | NA508             |
| 609         | N609DL          | 22816         | NA509             |
| 610         | N610DL          | 22817         | NA510             |
| 612         | N612DL          | 22819         | NA512             |
| 613         | N613DL          | 22820         | NA513             |
| 614         | N614DL          | 22821         | NA514             |
| 615         | N615DL          | 22822         | NA515             |

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|-------------|-----------------|---------------|-------------------|
| 616         | N616DL          | 22823         | NA516             |
| 617         | N617DL          | 22907         | NA517             |
| 618         | N618DL          | 22908         | NA518             |
| 623         | N623DL          | 22913         | NA523             |
| 624         | N624DL          | 22914         | NA524             |
| 625         | N625DL          | 22915         | NA525             |
| 626         | N626DL          | 22916         | NA526             |
| 627         | N627DL          | 22917         | NA527             |
| 628         | N628DL          | 22918         | NA528             |
| 629         | N629DL          | 22919         | NA529             |
| 630         | N630DL          | 22920         | NA530             |
| 631         | N631DL          | 23612         | NA531             |
| 632         | N632DL          | 23613         | NA532             |
| 633         | N633DL          | 23614         | NA533             |
| 634         | N634DL          | 23615         | NA534             |
| 635         | N635DL          | 23762         | NA535             |
| 636         | N636DL          | 23763         | NA536             |
| 637         | N637DL          | 23760         | NA537             |
| 638         | N638DL          | 23761         | NA538             |
| 639         | N639DL          | 23993         | NA539             |
| 640         | N640DL          | 23994         | NA540             |
| 641         | N641DL          | 23995         | NA541             |
| 642         | N642DL          | 23996         | NA542             |
| 643         | N643DL          | 23997         | NA543             |
| 644         | N644DL          | 23998         | NA544             |
| 645         | N645DL          | 24216         | NA545             |
| 646         | N646DL          | 24217         | NA546             |



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|-------------|-----------------|---------------|-------------------|
| 647         | N647DL          | 24218         | NA547             |
| 648         | N648DL          | 24372         | NA548             |
| 649         | N649DL          | 24389         | NA549             |
| 650         | N650DL          | 24390         | NA550             |
| 651         | N651DL          | 24391         | NA551             |
| 652         | N652DL          | 24392         | NA552             |
| 653         | N653DL          | 24393         | NA553             |
| 654         | N654DL          | 24394         | NA554             |
| 655         | N655DL          | 24395         | NA555             |
| 656         | N656DL          | 24396         | NA556             |
| 657         | N657DL          | 24419         | NA557             |
| 658         | N658DL          | 24420         | NA558             |
| 659         | N659DL          | 24421         | NA559             |
| 660         | N660DL          | 24422         | NA560             |
| 661         | N661DN          | 24972         | NA561             |
| 662         | N662DN          | 24991         | NA562             |
| 663         | N663DN          | 24992         | NA563             |
| 664         | N664DN          | 25012         | NA564             |
| 665         | N665DN          | 25013         | NA565             |
| 666         | N666DN          | 25034         | NA566             |
| 667         | N667DN          | 25035         | NA567             |
| 668         | N668DN          | 25141         | NA568             |
| 669         | N669DN          | 25142         | NA569             |
| 670         | N670DN          | 25331         | NA570             |
| 671         | N671DN          | 25332         | NA571             |
| 672         | N672DL          | 25977         | NA572             |
| 673         | N673DL          | 25978         | NA573             |

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|-------------|-----------------|---------------|-------------------|
| 674         | N674DL          | 25979         | NA574             |
| 675         | N675DL          | 25980         | NA575             |
| 676         | N676DL          | 25981         | NA576             |
| 677         | N677DL          | 25982         | NA577             |
| 678         | N678DL          | 25983         | NA578             |
| 679         | N679DA          | 26955         | NA579             |
| 680         | N680DA          | 26956         | NA580             |
| 681         | N681DA          | 26957         | NA581             |
| 682         | N682DA          | 26958         | NA582             |
| 683         | N683DA          | 27103         | NA583             |
| 684         | N684DA          | 27104         | NA584             |
| 685         | N685DA          | 27588         | NA585             |
| 686         | N686DA          | 27589         | NA586             |
| 687         | N687DL          | 27586         | NT701             |
| 688         | N688DL          | 27587         | NT702             |
| 689         | N689DL          | 27172         | NT703             |
| 690         | N690DL          | 27585         | NT704             |
| 691         | N900PC          | 28446         | NE008             |
| 692         | N692DL          | 29724         | NT705             |
| 693         | N693DL          | 29725         | NT706             |
| 694         | N694DL          | 29726         | NT707             |
| 695         | N695DL          | 29727         | NT708             |
| 696         | N696DL          | 29728         | NT709             |
| 697         | N697DL          | 30318         | NT710             |
| 698         | N698DL          | 29911         | NT711             |
| 699         | N699DL          | 29970         | NT712             |
| 5635        | N535US          | 26482         | NE311             |

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|-------------|-----------------|---------------|-------------------|
| 5636        | N536US          | 26483         | NE312             |
| 5637        | N537US          | 26484         | NE313             |
| 5638        | N538US          | 26485         | NE314             |
| 5639        | N539US          | 26486         | NE315             |
| 5640        | N540US          | 26487         | NE316             |
| 5641        | N541US          | 26488         | NE317             |
| 5642        | N542US          | 26489         | NE318             |
| 5643        | N543US          | 26490         | NE319             |
| 5644        | N544US          | 26491         | NE320             |
| 5645        | N545US          | 26492         | NE321             |
| 5646        | N546US          | 26493         | NE322             |
| 5647        | N547US          | 26494         | NE323             |
| 5648        | N548US          | 26495         | NE324             |
| 5649        | N549US          | 26496         | NE325             |
| 5650        | N550NW          | 26497         | NU031             |
| 5651        | N551NW          | 26498         | NU032             |
| 5652        | N552NW          | 26499         | NU033             |
| 5653        | N553NW          | 26500         | NU034             |
| 5654        | N554NW          | 26501         | NU035             |
| 5655        | N555NW          | 33391         | NU036             |
| 5656        | N556NW          | 33392         | NU037             |
| 5657        | N557NW          | 33393         | NU038             |
| 5801        | N581NW          | 32982         | NL601             |
| 5802        | N582NW          | 32981         | NL602             |
| 5803        | N583NW          | 32983         | NL603             |
| 5804        | N584NW          | 32984         | NL604             |
| 5805        | N585NW          | 32985         | NL605             |

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|-------------|-----------------|---------------|-------------------|
| 5806        | N586NW          | 32987         | NL606             |
| 5807        | N587NW          | 32986         | NL607             |
| 5808        | N588NW          | 32988         | NL608             |
| 5809        | N589NW          | 32989         | NL609             |
| 5810        | N590NW          | 32990         | NL610             |
| 5811        | N591NW          | 32991         | NL611             |
| 5812        | N592NW          | 32992         | NL612             |
| 5813        | N593NW          | 32993         | NL613             |
| 5814        | N594NW          | 32994         | NL614             |
| 5815        | N595NW          | 32995         | NL615             |
| 5816        | N596NW          | 32996         | NL616             |
| 6700        | N6700           | 30337         | NT713             |
| 6701        | N6701           | 30187         | NT714             |
| 6702        | N6702           | 30188         | NT715             |
| 6703        | N6703D          | 30234         | NT716             |
| 6704        | N6704Z          | 30396         | NT717             |
| 6705        | N6705Y          | 30397         | NT718             |
| 6706        | N6706Q          | 30422         | NT719             |
| 6707        | N6707A          | 30395         | NT720             |
| 6708        | N6708D          | 30480         | NT721             |
| 6709        | N6709           | 30481         | NT722             |
| 6710        | N6710E          | 30482         | NT723             |
| 6711        | N6711M          | 30483         | NT724             |
| 6712        | N6712B          | 30484         | NT725             |
| 6713        | N6713Y          | 30777         | NT726             |
| 6714        | N6714Q          | 30485         | NT727             |
| 6715        | N6715C          | 30486         | NT728             |

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| 6716        | N6716C          | 30838         | NT729             |
| 6717        | N67171          | 30839         | NT730             |
| 6801        | N702TW          | 28162         | NC076             |
| 6802        | N703TW          | 27620         | NC077             |
| 6803        | N704X           | 28163         | NC078             |
| 6804        | N706TW          | 28165         | NC079             |
| 6805        | N707TW          | 27625         | NC080             |
| 6806        | N709TW          | 28168         | NC081             |
| 6807        | N710TW          | 28169         | NC082             |
| 6808        | N712TW          | 27624         | NC083             |
| 6809        | N713TW          | 28173         | NC084             |
| 6810        | N721TW          | 29954         | NT371             |
| 6811        | N705TW          | 28479         | NC091             |
| 6812        | N717TW          | 28485         | NT353             |
| 6813        | N727TW          | 30340         | NT360             |
| 6814        | N711ZX          | 28481         | NC093             |
| 6815        | N718TW          | 28486         | NT354             |
| 6816        | N722TW          | 29385         | NT372             |
| 6817        | N723TW          | 29378         | NT373             |
| 6818        | N624AG          | 25624         | NC066             |
| 6819        | N819DX          | 33959         | NJ551             |
| 6820        | N820DX          | 33960         | NJ552             |
| 6821        | N821DX          | 33961         | NJ553             |
| 6822        | N822DX          | 33966         | NJ554             |
| 6823        | N823DX          | 33967         | NJ555             |
| 6901        | N751AT          | 23125         | NB001             |
| 6902        | N750AT          | 23126         | NB002             |

| Ship Number    | Registry Number | Serial Number | Tabulation Number |
|----------------|-----------------|---------------|-------------------|
| 6903           | N757AT          | 23127         | NB003             |
| 6904           | N752AT          | 23128         | NB004             |
| And subsequent |                 |               |                   |

## **Revision Record**

### **Introduction**

## **Chapter RR**

### **Section Intro**

---

### **General**

The manufacturer has developed normal and non-normal procedures for the 757 aircraft. Delta Air Lines, Inc. has modified some of these procedures for simplification and standardization, when appropriate, with other aircraft operated by Delta Air Lines, Inc. Finally, the FAA has approved the procedures presented in this Operations Manual.

These procedures are intended to be followed during normal ground operations and in flight. Deviations from these procedures should be made only with good cause and based on the safest course of action. The captain's best judgment must be applied if an abnormality occurs that is not covered by these procedures.

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### **Manual Rights**

The 757 Operations Manual has been prepared for the exclusive use of Delta Air Lines, Inc., Flight Operations personnel under the direction and authority of Delta and shall, at all times, remain the property of Delta. The holder hereof acknowledges and agrees that this manual contains or may contain trade secrets, copyrighted material and commercial and proprietary information, privileged and confidential, to the interest of Delta, and the holder hereof further agrees that this manual may not be reproduced, distributed or copied, in whole or in part, without the express prior written consent of Delta.

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## Corrections to the Manual

Log on to the Delta Flight Operations Portal, <http://dlnet.delta.com> and submit a Publications Change Request (PCR) to correct any errors or discrepancies discovered in this manual, or to submit a suggested change to any Aircraft Operating Manual, Volume 1, Volume 2, Quick Reference Handbook (QRH), Flight Crew Training Manual (FCTM), Normal Checklist, Airway Manual (AM), Flight Operations Manual (FOM), Operating Experience (OE/TOE) Guide, Fleet Bulletin (FB), or All Pilot Bulletin (APB).

There are links to the PCR form on each fleet page and also on the Flight Ops Manuals/Library Services page. Once submitted, the PCR is automatically routed to the applicable Fleet Technical Manager and Technical Writer for that manual.

---

## Organization

The operations manual is organized in the following manner.

### Volume 1

- Preface - Contains general information regarding the manual's purpose, structure, and content. It also contains lists of abbreviations, a record of revisions and a list of effective pages.
- Limitations - Covers operational limitations.
- Normal Procedures - Covers all amplified normal operating procedures and are based on a thorough analysis of crew activity required to operate the aircraft, and reflect the latest knowledge and experience available.
- Normal Operational Information - Contains reference material used to support normal procedures.
- Supplementary Procedures is organized by system and covers:
  - any procedure that is non-routine in nature,
  - any first-flight-of-the-day test or other systems test,
  - guidance on lengthy operating procedures, and
  - adverse weather procedures and guidance.
- Differences - Notes differences between aircraft models and variants.

### Volume 2

- Preface - Contains general information regarding the manual's purpose, structure, and content. It also contains lists of abbreviations, a record of revisions and a list of effective pages.
- Contains general aircraft and systems information. These chapters are generally subdivided into sections covering controls and indicators and systems descriptions.



---

## QRH

- Non-normal checklists - Contains checklists used to manage non-normal situations.
- Non-Normal Operational Information - Contains reference material used to support non-normal procedures.
- Non-Normal Checklist Instructions - Contains non-normal checklist instructions and evacuation flow/philosophy.
- Revision Record - Contains general information regarding the manual's purpose, structure, and content. It also contains lists of abbreviations, a record of revisions and a list of effective pages.

## FCTM

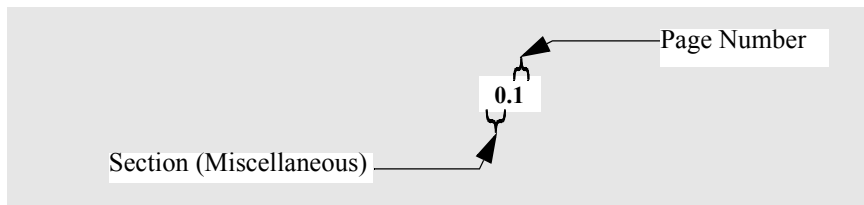
- Preface - Contains general information regarding the manual's purpose, structure, and content. It also contains lists of abbreviations, a record of revisions and a list of effective pages.
- Provides information and recommendations on aircraft operations, maneuvers, techniques, and human factors.

---

## Page Numbering

This manual uses a decimal page numbering system. The page number is divided into two fields; section and page. An example of a page number follows:

### Example Page Number



---

## Warnings, Cautions, and Notes

The following levels of written advisories are used throughout the manual and are not to be confused with EICAS messages, which are identified in separate text.

**Warning** - A warning is an instruction about a hazard that if ignored could result in injury, loss of aircraft control, or loss of life. A warning will appear prior to the applicable step or item.

---

**Warning! Do not pressurize any hydraulic or pneumatic system until clearance is obtained from Maintenance.**

---

**Caution** - A caution is an instruction concerning a hazard that if ignored could result in damage to equipment. A caution will appear prior to the applicable step or item.

---

**Caution! Do not set takeoff thrust until oil temperature is above 50°C.**

---

**Note** - A note provides amplified information, instruction, or emphasis. A note will appear after the applicable step or item.

**Note:** The checklist must not be modified in any way.

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## **Aircraft Effectivities**

Differences in aircraft configuration are shown by use of aircraft effectivities throughout Volumes 1 and 2, QRH, and the FCTM. The following rules are used to express aircraft effectivities:

- Aircraft effectivities are listed by model and/or ship number. A range of aircraft is defined by a dash, e.g. 9901 - 9910. A comma in the effectivity range indicates a break in the range, e.g. 9901 - 9910, 9912 - 9925; aircraft 9911 is excluded from the range. Aircraft introduced to the fleet following manual publication are effective as subsequent ships, e.g. 9901 & Subsequent.
- Aircraft effectivities are listed in bold text throughout the manual.
- Aircraft effectivities apply only to the paragraph, illustration, operational note, procedural step, etc. and to subordinate items (if any). Refer to the examples below.

Example (with subordinate items):

|                                    |     |
|------------------------------------|-----|
| <b>9951 – 9961</b>                 |     |
| CTR TK PUMP (affected).....        | OFF |
| Do not open the WING X FEED valve. |     |
| OUTR TK XFR.....                   | ON  |

In this example, the effectivity 9951 - 9961 applies to the first procedural step (CTR TK PUMP....) and the further indented/subordinate step (Do not...). The effectivity does not apply to the next equivalently indented step (OUTR TK XFR.....).

Example (without subordinate items):

Using ship number:

|                             |     |
|-----------------------------|-----|
| <b>9951 – 9961</b>          |     |
| CTR TK PUMP (affected)..... | ON  |
| OUTR TK XFR.....            | OFF |

In this example, the effectivity 9951 - 9961 applies to the first procedural step (CTR TK PUMP ..... ) only. The effectivity does not apply to the next procedural step (OUTR TK XFR .....).

When airplane effectivities are centered immediately below a checklist title, the entire checklist applies to the listed airplanes. In the following example, the FUEL L + R CTR PUMPS LO PR checklist is applicable to 9951-9961 only:

FUEL L + R CTR PUMPS LO PR  
**9951-9961**

## Revision Record

### Abbreviations

## Chapter RR

### Section Abbrev

### General

The following abbreviations may be found throughout the manual. Some abbreviations may also appear in lowercase letters. Abbreviations having very limited use are explained in the chapter where they are used. Since this list is compiled across several fleets, there may be some abbreviations that do not apply to this specific fleet.

| A     |                                                         |
|-------|---------------------------------------------------------|
| ABV   | Above                                                   |
| AC    | Alternating Current or Aircraft                         |
| ACARS | Aircraft Communications Addressing and Reporting System |
| ACE   | Actuator Control Electronics                            |
| ACP   | Audio Control Panel                                     |
| ACT   | Active                                                  |
| ADC   | Air Data Computer                                       |
| ADF   | Automatic Direction Finder                              |
| ADI   | Attitude Director Indicator                             |
| ADIRS | Air Data Inertial Reference System                      |
| ADIRU | Air Data Inertial Reference Unit                        |
| ADM   | Air Data Module                                         |
| AED   | Automated External Defibrillator                        |
| AFDC  | Autopilot Flight Director Computer                      |

|           |                                                          |
|-----------|----------------------------------------------------------|
| AFDS      | Autopilot Flight Director System                         |
| AFE       | Above Field Elevation                                    |
| AFM       | Airplane Flight Manual (FAA approved)                    |
| AFM - DPI | Airplane Flight Manual - Digital Performance Information |
| AFS       | Automatic Flight System (Autopilot or Autothrottle)      |
| A/G       | Air/Ground                                               |
| AGL       | Above Ground Level                                       |
| AH        | Alert Height                                             |
| AHRS      | Attitude Heading Reference System                        |
| AI        | Anti-Ice                                                 |
| AIL       | Aileron                                                  |
| ALFA      | Safe Stall Margin Speed                                  |
| ALT       | Altitude                                                 |
| ALT ACQ   | Altitude Acquire                                         |
| ALT HOLD  | Altitude Hold                                            |
| ALTN      | Alternate                                                |
| AM        | Amplitude Modulation                                     |
| AIMS      | Airplane Information Management System                   |

|       |                                             |
|-------|---------------------------------------------|
| AMI   | Airline Modifiable Information              |
| ANP   | Actual Navigational Performance             |
| ANT   | Antenna                                     |
| ANU   | Aircraft Nose Up                            |
| AOA   | Angle of Attack                             |
| AOC   | Airline Operational Communication Data Link |
| A/P   | Autopilot                                   |
| APB   | All Pilots Bulletin                         |
| APL   | Airplane                                    |
| APP   | Approach                                    |
| APU   | Auxiliary Power Unit                        |
| AR    | Authorization Required                      |
| ARINC | Aeronautical Radio, Incorporated            |
| ARM   | Aircraft Restrictions Manual                |
| ARPT  | Airport                                     |
| ARR   | Arrival                                     |
| ART   | Automatic Reserve Thrust                    |
| ASA   | Autoland Status Annunciator                 |
| ASI   | Airspeed Indicator                          |
| ASR   | Airport Surveillance Radar                  |
| ASYM  | Asymmetry                                   |
| A/T   | Autothrottle                                |
| ATA   | Actual Time of Arrival                      |
| ATC   | Air Traffic Control                         |

|                            |                                        |
|----------------------------|----------------------------------------|
| ATIS                       | Automated Terminal Information Service |
| ATM                        | Assumed Temperature Method             |
| ATT                        | Attitude                               |
| AUTO                       | Automatic                              |
| AUTO-THROT                 | Autothrottle                           |
| AUX                        | Auxiliary                              |
| AVAIL                      | Available                              |
| AWABS                      | Automated Weight and Balance System    |
| <b>B</b>                   |                                        |
| BARO                       | Barometric                             |
| BAT                        | Battery                                |
| B/C or B/CRS or BAC or BCS | Back Course                            |
| BFO                        | Beat Frequency Oscillator              |
| BITE                       | Built-In Test Equipment                |
| BKR                        | Breaker                                |
| BLD                        | Bleed                                  |
| BLW                        | Below                                  |
| BRG                        | Bearing                                |
| BRT                        | Bright                                 |
| BTL                        | Bottle                                 |
| BTL DISCH                  | Bottle Discharge (fire extinguisher)   |
| BTMS                       | Brake Temperature Monitoring System    |
| <b>C</b>                   |                                        |

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|          |                                       |
|----------|---------------------------------------|
| C        | Captain or Celsius or Center or Cool  |
| CAA      | Civil Aviation Authority              |
| CADC     | Central Air Data Computer             |
| CALSEL   | Call Select                           |
| CANC/RCL | Cancel/Recall                         |
| CANPA    | Constant Angle Non-Precision Approach |
| CAP      | Capture                               |
| CAPT     | Captain                               |
| CAWS     | Central Aural Warning System          |
| CB       | Circuit Breaker                       |
| CCD      | Cursor Control Device                 |
| CDS      | Common Display System                 |
| CDU      | Control Display Unit                  |
| CFIT     | Controlled Flight Into Terrain        |
| CG       | Center of Gravity                     |
| CHKL     | Checklist                             |
| CHR      | Chronograph                           |
| CKD      | Checked                               |
| CKT      | Circuit                               |
| CL       | Close                                 |
| CLB      | Climb                                 |
| CLMP     | Computer Lockout Manual Power         |
| CLR      | Clear                                 |
| CMD      | Command                               |
| CO       | Company                               |

|         |                                          |
|---------|------------------------------------------|
| COMM    | Communication                            |
| COMP    | Comparator                               |
| COMPT   | Compartment                              |
| CON     | Continuous                               |
| CONFIG  | Configuration                            |
| CONT    | Control                                  |
| COOL    | Cooling                                  |
| CRM     | Crew Resource Management                 |
| CRS     | Course                                   |
| CRT     | Cathode Ray Tube                         |
| CRZ     | Cruise                                   |
| CTL     | Control                                  |
| CTR     | Center                                   |
| CWS     | Control Wheel Steering                   |
| D       |                                          |
| DA      | Decision Altitude                        |
| DA(H)   | Decision Altitude (Height)               |
| DC      | Direct Current                           |
| DCU     | Display Concentrator Unit                |
| D/D     | Direct Descent                           |
| DDA     | Derived Decision Altitude (MDA +50 feet) |
| DDG     | Dispatch Deviations Guide                |
| DEL     | Delete                                   |
| DEP     | Departure                                |
| DEP ARR | Departure Arrival                        |
| DEPR    | Depressurize                             |
| DES     | Descent                                  |

|       |                                        |
|-------|----------------------------------------|
| DEU   | Display Electronic Unit                |
| DFCS  | Digital Flight Control System          |
| DFGC  | Digital Flight Guidance Computer       |
| DFGS  | Digital Flight Guidance System         |
| DH    | Decision Height                        |
| DIFF  | Differential                           |
| DIR   | Direct                                 |
| DISC  | Disconnect                             |
| DISCH | Discharge                              |
| DK    | Deck                                   |
| DME   | Distance Measuring Equipment           |
| DN    | Down                                   |
| DPC   | Display Processing Computer            |
| DSP   | Display Select Panel                   |
| DSPL  | Display                                |
| DTG   | Distance to Go                         |
| DTW   | Distance to Waypoint                   |
| DU    | Display Unit                           |
| E     |                                        |
| EADI  | Electronic Attitude Director Indicator |
| ECON  | Economy                                |
| E/D   | End of Descent                         |
| E/E   | Electrical/Electronic                  |
| EEC   | Electronic Engine Control              |
| EFB   | Electronic Flight Bag                  |

|               |                                                     |
|---------------|-----------------------------------------------------|
| EFI           | Electronic Flight Instruments                       |
| EFIS          | Electronic Flight Instrument System                 |
| EGPWS         | Enhanced Ground Proximity Warning System            |
| EGT           | Exhaust Gas Temperature                             |
| EHSI          | Electronic Horizontal Situation Indicator           |
| EICAS         | Engine Indication and Crew Alerting System          |
| EIS           | Electronic Instrument System                        |
| ELEC          | Electrical                                          |
| ELEV          | Elevator                                            |
| EMER          | Emergency                                           |
| ENG           | Engine                                              |
| ENG OUT       | Engine Out                                          |
| ENT           | Entry                                               |
| EO or E/O     | Engine Out                                          |
| EOAP          | Electronic Overhead Annunciation Panel              |
| EPC           | Electrical Power Center                             |
| EPR           | Engine Pressure Ratio                               |
| EQPT or EQUIP | Equipment                                           |
| ETOPS         | Extended Range Operation with Twin Engine Airplanes |
| ETP           | Equal Time Point                                    |
| EVAC          | Evacuation                                          |
| EXEC          | Execute                                             |



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|                    |                                       |
|--------------------|---------------------------------------|
| EXT                | Extend or External                    |
| F                  |                                       |
| F                  | Fahrenheit                            |
| FAC                | Final Approach Course                 |
| FAA                | Federal Aviation Administration       |
| FADEC              | Full Authority Digital Engine Control |
| FAF                | Final Approach Fix                    |
| FAR                | Federal Aviation Regulation           |
| FB                 | Fleet Bulletin                        |
| FCC                | Flight Control Computer               |
| FCTL               | Flight Control                        |
| FCTM               | Flight Crew Training Manual           |
| FD, F/D or FLT DIR | Flight Director                       |
| FF                 | Fuel Flow                             |
| FFM                | Force Fight Monitor                   |
| FGCP               | Flight Guidance Control Panel         |
| FGS                | Flight Guidance System                |
| FILT               | Filter                                |
| FIR                | Flight Information Region             |
| FL CH or FLCH      | Flight Level Change                   |
| FLT                | Flight                                |
| FLT CTRL           | Flight Control                        |
| FLPRN              | Flaperon                              |
| FMA                | Flight Mode Annunciator               |

|            |                                    |
|------------|------------------------------------|
| FMC        | Flight Management Computer         |
| FMS        | Flight Management System           |
| F/O or F O | First Officer                      |
| FOM        | Flight Operations Manual           |
| FPA        | Flight Path Angle                  |
| FPM        | Feet Per Minute                    |
| FPV        | Flight Path Vector                 |
| FREQ       | Frequency                          |
| F/S        | Fast/Slow                          |
| FT         | Feet                               |
| FWD        | Forward                            |
| FWSOV      | Fire Wall Shut Off Valve           |
| FX         | Fix                                |
| G          |                                    |
| GA         | Go-Around                          |
| GEN        | Generator                          |
| GLS        | GNSS Landing System                |
| GMT        | Greenwich Mean Time                |
| GND        | Ground                             |
| GNSS       | Global Navigation Satellite System |
| GP or G/P  | Glidepath                          |
| GPS        | Global Positioning System          |
| GPWS       | Ground Proximity Warning System    |
| GS         | Ground Speed                       |
| GS or G/S  | Glideslope                         |

|         |                                                                             |
|---------|-----------------------------------------------------------------------------|
| GW      | Gross Weight                                                                |
| H       |                                                                             |
| HAA     | Height Above Airport                                                        |
| HAT     | Height Above Touchdown                                                      |
| HDG     | Heading or Hydraulic Driven Generator                                       |
| HDG REF | Heading Reference                                                           |
| HDG SEL | Heading Select                                                              |
| HF      | High Frequency                                                              |
| HGS     | Head-Up Guidance System (HGS® is a registered trademark of Flight Dynamics) |
| HI      | High                                                                        |
| HLD     | Hold                                                                        |
| HPA     | Hectopascals                                                                |
| HPSOV   | High Pressure Shut Off Valve                                                |
| HSI     | Horizontal Situation Indicator                                              |
| HUD     | Head-Up Display                                                             |
| HYD     | Hydraulic                                                                   |
| I       |                                                                             |
| IAF     | Initial Approach Fix                                                        |
| IAN     | Integrated Approach Navigation                                              |
| IAS     | Indicated Airspeed                                                          |
| ICAO    | International Civil Aviation Organization                                   |
| IDENT   | Identification                                                              |
| IFE     | In-Flight Entertainment System                                              |

|              |                                      |
|--------------|--------------------------------------|
| IFR          | Instrument Flight Rules              |
| IGN          | Ignition                             |
| IGS          | Instrument Guidance System           |
| ILS          | Instrument Landing System            |
| IM           | Inner Marker                         |
| IMC          | Instrument Meteorological Conditions |
| IN           | Inches                               |
| INBD         | Inboard                              |
| IND          | Indicator                            |
| IND LTS      | Indicator Lights                     |
| INOP         | Inoperative                          |
| INIT         | Initialization                       |
| INSTR        | Instrument                           |
| INT or INTPH | Interphone                           |
| INTC         | Intercept                            |
| INTC CRS     | Intercept Course                     |
| IP           | Instructor Pilot                     |
| IRS          | Inertial Reference System            |
| IRU          | Inertial Reference Unit              |
| ISA          | International Standard Atmosphere    |
| ISDU         | Inertial System Display Unit         |
| ISFD         | Intergrated Standby Flight Display   |
| ISLN         | Isolation                            |
| J            |                                      |

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|                  |                                   |
|------------------|-----------------------------------|
| JAA              | Joint Aviation Authority          |
| K                |                                   |
| K or KTS         | Knots                             |
| KCAS             | Knots Calibrated<br>Airspeed      |
| KGS              | Kilograms                         |
| KIAS             | Knots Indicated Airspeed          |
| L                |                                   |
| L                | Left                              |
| LAT              | Latitude                          |
| LBS              | Pounds                            |
| LD               | Load                              |
| LDA              | Localizer-type<br>Directional Aid |
| LDG              | Landing                           |
| LDG ALT          | Landing Altitude                  |
| LE               | Leading Edge                      |
| LIM              | Limit                             |
| LIM SPD          | Limit Speed                       |
| LKD              | Locked                            |
| L NAV or<br>LNAV | Lateral Navigation                |
| LOC              | Localizer                         |
| LOC-BC           | Localizer Back Course             |
| LOM              | Locator Outer Marker              |
| LON              | Longitude                         |
| LRC              | Long Range Cruise                 |
| LRU              | Line Replaceable Unit             |
| LSK              | Line Select Key                   |
| LT               | Light                             |
| LWR CTR          | Lower Center                      |

|                             |                                           |
|-----------------------------|-------------------------------------------|
| LWR<br>DSPLY or<br>LWR DSPL | Lower Display                             |
| M                           |                                           |
| M                           | Mach                                      |
| MAG                         | Magnetic                                  |
| MAHP                        | Missed Approach<br>Holding Point          |
| MAN                         | Manual                                    |
| MAP                         | Missed Approach Point                     |
| MASI                        | Mach/Airspeed Indicator                   |
| MAX                         | Maximum                                   |
| MCC                         | Maintenance Control<br>Center             |
| MCDU                        | Multi-purpose Control<br>and Display Unit |
| MCO                         | Maintenance Carry Over                    |
| MCP                         | Mode Control Panel                        |
| MCT                         | Maximum Continuous<br>Thrust              |
| MDA                         | Minimum Descent<br>Altitude               |
| MDA(H)                      | Minimum Descent<br>Altitude (Height)      |
| MEA                         | Minimum Enroute<br>Altitude               |
| MEL                         | Minimum Equipment<br>List                 |
| MFD                         | Multifunction Display                     |
| MHZ                         | Megahertz                                 |
| MIC                         | Microphone                                |
| MIN                         | Minimum                                   |
| MKR                         | Marker                                    |

|           |                                              |
|-----------|----------------------------------------------|
| MLS       | Microwave Landing System                     |
| MM        | Middle Marker                                |
| MMO       | Maximum Mach Operating Speed                 |
| MNPS      | Minimum Navigation Performance Specification |
| MOCA      | Minimum Obstruction Clearance Altitude       |
| MOD       | Modify                                       |
| MORA      | Minimum Off Route Altitude                   |
| MSA       | Minimum Safe Altitude                        |
| MSG       | Message                                      |
| MSGS RCVD | Messages Received                            |
| MSL       | Mean Sea Level                               |
| MTRS      | Meters                                       |
| MUH       | Minimum Use Height                           |
| N         |                                              |
| N         | Normal                                       |
| NADP      | Noise Abatement Departure Procedures         |
| NAR       | North American Route                         |
| NAV       | Navigation                                   |
| NAV RAD   | Navigation Radio                             |
| ND        | Navigation Display                           |
| NGS       | Nitrogen Generation System                   |
| NLT       | No Later Than                                |
| NLT       | No Later Than                                |
| NM        | Nautical Mile(s)                             |

|            |                                                                                                                       |
|------------|-----------------------------------------------------------------------------------------------------------------------|
| NNC        | Non-Normal Checklists                                                                                                 |
| NNM        | Non-Normal Maneuvers                                                                                                  |
| NPS        | Navigation Performance Scales                                                                                         |
| NORM       | Normal                                                                                                                |
| N1         | Low Pressure Rotor Speed                                                                                              |
| N2         | High Pressure Rotor Speed (Pratt & Whitney and GE engines) or Intermediate Pressure Rotor Speed (Rolls Royce Engines) |
| N3         | High Pressure Rotor Speed (Rolls Royce Engines)                                                                       |
| O          |                                                                                                                       |
| OAP        | Overhead Annunciator Panel (a.k.a. EOAP)                                                                              |
| OAT        | Outside Air Temperature                                                                                               |
| OCC        | Operations Control Center                                                                                             |
| ODM        | Operational Data Manual                                                                                               |
| OFST       | Offset                                                                                                                |
| OHU        | Overhead Unit                                                                                                         |
| OM         | Outer Marker                                                                                                          |
| OP         | Open                                                                                                                  |
| OUTBD DSPL | Outboard Display                                                                                                      |
| OVHD       | Overhead                                                                                                              |
| OVHT       | Overheat                                                                                                              |
| OVRD       | Override                                                                                                              |
| OVSPD      | Overspeed                                                                                                             |
| OXY or O2  | Oxygen                                                                                                                |

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| P         |                                                                                         |
|-----------|-----------------------------------------------------------------------------------------|
| PA        | Passenger Address                                                                       |
| PAPI      | Precision Approach Path Indicator                                                       |
| PAR       | Precision Approach Radar                                                                |
| PASS      | Passenger                                                                               |
| PBE       | Protective Breathing Equipment                                                          |
| PCP       | Pilot Call Panel                                                                        |
| PDC       | Pitch Data Computer<br>or<br>Performance Data Computer<br>or<br>Pre-Departure Clearance |
| PED       | Personal Electronic Device                                                              |
| PERF      | Performance                                                                             |
| PERF INIT | Performance Initialization                                                              |
| PES       | Pitch Enhancement System                                                                |
| PF        | Pilot Flying                                                                            |
| PFAF      | Precision Final Approach Fix                                                            |
| PFC       | Primary Flight Computer                                                                 |
| PFD       | Primary Flight Display                                                                  |
| PI        | Performance Inflight                                                                    |
| PIP       | Product Improvement Package                                                             |
| PLI       | Pitch Limit Indicator                                                                   |
| PM        | Pilot Monitoring                                                                        |
| PMC       | Power Management Control                                                                |

| PNL           | Panel                                               |
|---------------|-----------------------------------------------------|
| POS           | Position                                            |
| POS INIT      | Position Initialization                             |
| POS REF       | Position Reference                                  |
| PPI           | Planned Position Indicator                          |
| PPOS          | Present Position                                    |
| PRES or PRESS | Pressure                                            |
| PREV          | Previous                                            |
| PRI           | Primary                                             |
| PRAIM         | Predictive Receiver Autonomous Integrity Monitoring |
| PROG          | Progress                                            |
| PROX          | Proximity                                           |
| P/RST         | Push To Reset                                       |
| PRV           | Pressure Regulating Valve                           |
| PSI           | Pounds Per Square Inch                              |
| PTH           | Path                                                |
| PTT           | Push To Talk                                        |
| PTU           | Power Transfer Unit                                 |
| PWR           | Power                                               |
| PWS           | Predictive Windshear System                         |
| Q             |                                                     |
| Q             | Quantity                                            |
| QFE           | Local Station Pressure                              |
| QNH           | Altimeter Setting                                   |
| QRH           | Quick Reference Handbook                            |
| QTY           | Quantity                                            |

| R               |                                        |
|-----------------|----------------------------------------|
| R               | Right                                  |
| RA              | Radio Altitude or Resolution Advisory  |
| RAD             | Radio                                  |
| RAT             | Ram Air Temperature or Ram Air Turbine |
| RCL             | Request for Clearance                  |
| RDMI            | Radio Distance Magnetic Indicator      |
| REC             | Recorder                               |
| RECIR or RECIRC | Recirculation                          |
| REF             | Reference                              |
| RET             | Retract                                |
| REV             | Reverse                                |
| RF              | Radius-to-Fix (RF) Legs or Refill      |
| RMI             | Radio Magnetic Indicator               |
| RON             | Remain Overnight                       |
| RNAV or RNV     | Area Navigation                        |
| RNP             | Required Navigational Performance      |
| RPL             | Rudder Pressure Limiter                |
| RPM             | Revolutions Per Minute                 |
| RPR             | Rudder Pressure Reducer                |
| RSEP            | Rudder System Enhancement Program      |
| RST             | Reset                                  |
| RSVR            | Reservoir                              |
| R/T             | Radio Transmit                         |

| RTE    | Route                                               |
|--------|-----------------------------------------------------|
| RTO    | Rejected Takeoff                                    |
| RTP    | Radio Tuning Panel                                  |
| RUD    | Rudder                                              |
| RVR    | Runway Visual Range                                 |
| RVSM   | Reduced Vertical Separation Minimum                 |
| S      |                                                     |
| SAAAR  | Special Aircraft and Aircrew Authorization Required |
| SAARU  | Secondary Attitude Air Data Reference Unit          |
| SAT    | Static Air Temperature or Satellite                 |
| SB     | Service Bulletin                                    |
| S/B    | Speedbrake                                          |
| S/C    | Step Climb                                          |
| SDF    | Simplified Directional Facility                     |
| SEI    | Standby Engine Indicator                            |
| SEL    | Select                                              |
| SELCAL | Selective Calling                                   |
| SENS   | Sensitivity                                         |
| SERV   | Service                                             |
| SG     | Symbol Generator                                    |
| SMGCS  | Surface Movement and Guidance Control System        |
| SPD    | Speed                                               |
| SPDBRK | Speedbrake                                          |
| STA    | Station                                             |
| STAB   | Stabilizer                                          |

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|                |                                              |
|----------------|----------------------------------------------|
| STAT           | Status                                       |
| STBY           | Standby                                      |
| STD            | Standard                                     |
| SYS            | System                                       |
| T              |                                              |
| T or TRU       | True                                         |
| T or TK or TRK | Track (to a Navaid)                          |
| TA             | Traffic Advisory                             |
| TAA            | Terminal Arrival Area                        |
| TACAN          | Tactical Air Navigation                      |
| TAC            | Thrust Asymmetry Compensation                |
| TAI            | Thermal Anti-Ice                             |
| TAS            | True Airspeed                                |
| TAT            | Total Air Temperature                        |
| T/C            | Top of Climb                                 |
| TCA            | Terminal Control Area                        |
| TCAS           | Traffic Alert and Collision Avoidance System |
| T/D            | Top of Descent                               |
| TDU            | Takeoff Data Uplink                          |
| TDZ            | Touch Down Zone                              |
| TDZE           | Touch Down Zone Elevation                    |
| TE             | Trailing Edge                                |
| TEMP           | Temperature                                  |
| TERR           | Terrain                                      |
| TFC            | Traffic                                      |
| TFR            | Transfer                                     |

|                   |                            |
|-------------------|----------------------------|
| THR               | Throttle or Thrust         |
| THR HOLD          | Throttle Hold              |
| TMC               | Thrust Management Computer |
| TMI               | Track Message Identifier   |
| TMSP              | Thrust Mode Select Panel   |
| TO or T/O         | Takeoff                    |
| TOC               | Top of Climb               |
| TOD               | Top of Descent             |
| TO/GA             | Takeoff/Go-Around          |
| TR                | Traffic Resolution         |
| TRK               | Track                      |
| TRP               | Thrust Rating Panel        |
| TRU               | Transformer Rectifier Unit |
| TURB              | Turbine or Turbulence      |
| U                 |                            |
| UNLKD             | Unlocked                   |
| UNSCHD or UNSCHED | Unscheduled                |
| UPR DSPL          | Upper Display              |
| U.S.              | United States              |
| USB               | Upper Side Band            |
| UTC               | Universal Time Coordinated |
| UTIL              | Utility                    |
| V                 |                            |
| VA                | Design maneuvering speed   |
| VAL               | Valve                      |

|               |                                                                    |
|---------------|--------------------------------------------------------------------|
| VANP          | Vertical Actual Navigational Performance                           |
| VASI          | Visual Approach Slope Indicator                                    |
| VDP           | Visual Descent Point                                               |
| VEF           | Speed at Engine Failure                                            |
| VERT          | Vertical                                                           |
| VFR           | Visual Flight Rules                                                |
| VG            | Vertical Gyro                                                      |
| VHF           | Very High Frequency                                                |
| VIB           | Vibration                                                          |
| VLV           | Valve                                                              |
| VMC           | Visual Meteorological Conditions                                   |
| VMCA          | Minimum Control Airspeed or Single Engine Minimum Control Airspeed |
| VMCG          | Minimum Control Speed Ground                                       |
| VMO           | Maximum Operating Speed                                            |
| V NAV or VNAV | Vertical Navigation                                                |
| VOR           | VHF Omnidirectional Range                                          |
| VR            | Rotation Speed                                                     |
| VREF          | Reference Speed                                                    |
| VRNP          | Vertical Required Navigation Performance                           |
| V/S           | Vertical Speed                                                     |
| VSCF          | Variable Speed Constant Frequency                                  |

|              |                                      |
|--------------|--------------------------------------|
| VSD          | Vertical Situation Display           |
| VSI          | Vertical Speed Indicator             |
| VTK          | Vertical Track                       |
| V1           | Takeoff Decision Speed               |
| V1 (MCG)     | Minimum V1 for Control on the Ground |
| V2           | Scheduled Takeoff Target Speed       |
| W            |                                      |
| W            | Warm                                 |
| WATRS        | Western Atlantic Route System        |
| WDR          | Weight Data Record                   |
| WGS-84       | World Geodetic System of 1984        |
| WHL          | Wheel                                |
| WPT          | Waypoint                             |
| WT           | Weight                               |
| WXR          | Weather Radar                        |
| X            |                                      |
| X-FEED       | Crossfeed                            |
| XPDR or XPDR | Transponder                          |
| XTK          | Cross Track                          |



## Revision Record

### Revision Record

## Chapter RR

### Section RR

### Revision Transmittal Letter

To: All holders of Delta Air Lines, Inc., 757 Operations Manual, Quick Reference Handbook (QRH).

Subject: Operations Manual Revision.

This revision reflects the most current information available to Delta Air Lines, Inc. through the subject revision date. The following revision highlights explain changes in this revision. General information below explains the use of revision bars to identify new or revised information.

### Revision Record

| No. | Revision Date     | Date Filed | No. | Revision Date     | Date Filed |
|-----|-------------------|------------|-----|-------------------|------------|
| 0   | April 20, 2009    |            | 1   | June 01, 2009     |            |
| 2   | June 2, 2009      |            | 3   | August 1, 2009    |            |
| 4   | October 1, 2009   |            | 5   | January 1, 2010   |            |
| 6   | April 11, 2010    |            | 7   | July 12, 2010     |            |
| 8   | November 1, 2010  |            | 9   | June 23, 2011     |            |
| 10  | February 2, 2012  |            | 11  | May 24, 2012      |            |
| 12  | November 7, 2012  |            | 13  | February 28, 2013 |            |
| 14  | August 13, 2013   |            | 15  | December 3, 2013  |            |
| 16  | March 25, 2014    |            | 17  | September 9, 2014 |            |
| 18  | December 30, 2014 |            | 19  | April 21, 2015    |            |
| 20  | August 11, 2015   |            | 21  | October 6, 2015   |            |
| 22  | December 1, 2015  |            | 23  | May 6, 2016       |            |

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## General

Delta Air Lines issues operations manual revisions to provide new or revised procedures and information. Formal revisions also incorporate appropriate information from previously issued Feet Bulletins.

The revision date is the approximate date the revision material is distributed and considered current. The revision should be incorporated on the revision date, but may be incorporated as much as 21 days after the revision date.

Formal revisions include a new Revision Record (including Revision Highlights) and a current List of Effective Pages. Use the information on the new Revision Record and List of Effective Pages to verify the operations manual content.

The Revision Record should be completed by the person incorporating the revision into the manual.

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## Filing Instructions

Consult the List of Effective Pages (RR.LEP). Pages identified with an asterisk (\*) are either replacement pages or new (original) issue pages. Remove corresponding old pages and replace or add new pages. Remove pages that are marked DELETED; there are no replacement pages for deleted pages.

Be careful when inserting changes not to throw away pages from the manual that are not replaced. The List of Effective Pages determines the correct content of the manual.

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## Revision Highlights

This section (RR.RR) replaces the existing section RR.RR in your manual.

Pages containing revised technical and non-technical material have revision bars associated with the changed text or illustration.

Repaginated material not containing technical revisions are identified only by a new page date.

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## Chapter NNC - Non-Normal Checklists

### Section 0 - Unannunciated Checklists

#### Ditching

- 0.1 - Added, "USCG HF (4125kHz)".
- 0.1 - Added, "Navy HF (2182kHz)".
- 0.4 - Removed ships 5501-5534 from effectivities.

---

## Emergency Landing Considerations

0.17 - Added precaution and revised instruction to standardize with Boeing.

### Overweight Landing [757-200]

0.19 - Removed ships 5501-5534 from effectivities.

### Tail Strike

0.29 - Updated effectivities.

0.29 - Revised Condition from, “A tail hits the runway.” to “A tail strike is suspected or confirmed.” to standardize with Boeing.

0.29 - Revised Caution from, “Do not pressurize the airplane due to possible structural damage.” to “Continued pressurization of the airplane can cause further structural damage.” to standardize with Boeing.

0.29 - Revised step 2 and added precaution to standardize with Boeing.

0.30 - Revised step 5 to standardize with Boeing.

0.30 - Added step 6 to standardize with Boeing.

0.30 - Added step 7 to standardize with Boeing.

0.31 - Revised condition from, “The tailskid/fuselage hits the runway.” to “A tail strike is suspected or confirmed.” to standardize with Boeing.

0.31 - Revised step 1 to, “Continue to operate normally. Fuselage contact without activation of the TAIL STRIKE message indicates structural integrity is intact. The airplane can pressurize normally.” to standardize with Boeing.

0.31 - Revised caution from, “Do not pressurize the airplane due to possible structural damage.” to “Continued pressurization of the airplane can cause further structural damage.” to standardize with Boeing.

0.32 - Revised step 6 to standardize with Boeing.

0.33 - Added step 7 to standardize with Boeing.

0.33 - Added step 8 to standardize with Boeing.

## **Section 1 - Airplane Gen. Emer. Equip., Doors, Windows**

### EMERGENCY DOOR(S) [757-200 with emergency exit doors]

1.11 - Removed ships 5501-5534 from effectivities.

## **Section 2 - Air Systems**

### CABIN AUTOMATIC INOPERATIVE

2.6 - Added precaution and revised step 2 to standardize with Boeing.

2.8 - Added precaution and revised step to standardize with Boeing.

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## EQUIPMENT OVERHEAT

2.14 - Removed ships 5501-5534 from effectivities.

## PACK OFF

2.19 - Added precaution and revised step 10 to standardize with Boeing.

## Section 3 - Anti-Ice, Rain

### ADIRU PITOT

3.1 - Updated Airway Manual reference.

### AOA PROBE

3.1 - Updated Airway Manual reference.

### AUXILIARY PITOT

3.2 - Updated Airway Manual reference.

### CAPTAIN PITOT

3.2 - Updated Airway Manual reference.

### FIRST/OFFICER PITOT

3.4 - Updated Airway Manual reference.

## Ice Crystal Icing

3.5 - Revised condition to, “Engine ice crystal icing is suspected. Ice crystal icing conditions exist when in visible moisture, and one of more of the following indications are present.”; revised first bullet to, “Amber or red weather radar returns below the airplane.” to standardize with Boeing.

## ICE DETECTOR OFF

3.7 - Removed ships 5501-5534 from effectivities.

## ICE DETECTOR ON

3.7 - Removed ships 5501-5534 from effectivities.

## Section 4 - Automatic Flight

### AUTOPILOT

4.1 - Updated Airway Manual reference.

### AUTOPILOT DISCONNECT

4.1 - Updated Airway Manual reference.

## Section 5 - Communications

### ACARS System Inoperative

5.3 - Revised Airway Manual reference.

5.3 - Added, “refer to FOM, chapter 3, ACARS Inop Flight Time Reporting.”

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## DATALINK LOST

5.7 - Added Notes to Datalink Lost to standardize for consideration when out of VHF coverage.

## SATCOM Malfunction

5.11 - Added ship 652 to effectivities.

## Section 6 - Electrical

### AC BUS OFF [HDG Not Installed]

6.1 - Removed ships 5501-5534 from effectivities.

6.3 - Added “FMC-R” to response in step 9.

6.3 - Removed “(Captain’s)” from step 11.

6.4 - Added, “FMC-L” to response in step 14.

6.4 - Removed, “(First Officer’s)” from step 16.

6.5 - Added precaution and revised step 23 to standardize with Boeing.

6.9 - Added precaution and revised step to standardize with Boeing.

### AC BUS OFF [HDG Installed]

6.10 - Revised effectivities.

6.12 - Added, “FMC Switch” and “ALTN” to step 9.

6.12 - Removed, “(Captain’s)” from step 11.

6.13 - Added, “FMC Switch” and “ALTN” to step 14.

6.13 - Removed “(First Officer’s)” from step 16.

6.17 - Removed, “When at pattern altitude” from deferred items.

### APU BATTERY DISCHARGE [90 Minute Battery]

6.17 - Added, “[90 Minute Battery]” to title.

### MAIN BATTERY DISCHARGE [30 minute battery]

6.21 - Removed ships 5501-5534 from effectivities.

### STANDBY BUS OFF [601-660, 6901-6904 Upgraded Standby Power System not installed]

6.30 - Removed ships 5504-5534 from title.

## Section 7 - Engines, APU

### Dual Engine Failure

7.4 - Added Precaution to step 12 to standardize with Boeing.

### ENGINE EEC POWER

7.12 - Removed ships 5501-5534 from effectivities.

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## Engine In-Flight Start

- 7.19 - Removed, "FUEL CONTROL switch (affected side)...Confirm...CUTOFF" from step 6 to standardize with Boeing.
- 7.19 - Removed, "When N2 exceeds minimum fuel on command bug: FUEL CONTROL switch...RUN" from step 10 and added as a separate step.
- 7.19 - Removed, "Go To step 11".
- 7.20 - Removed, "FUEL CONTROL switch (affected side)...Confirm...CUTOFF" and "ENG START selector (affected side)...AUTO" from step 12 to standardize with Boeing.
- 7.21 - Revised step 18 from, "GND PROX FLAP OVRD switch...Off" to "APU selector...As needed" to standardize with Boeing.
- 7.21 - Added step, "ISOLATION switch...Off" to standardize with Boeing.
- 7.21 - Added step, "GND PROX FLAP OVRD switch...OVRD" to standardize with Boeing.

## Engine Oil Temperature

- 7.25 - Revised Engine Oil Temperature checklist to standardize with Boeing.

## OIL FILTER

- 7.31 - Revised "OIL FILTER message not displayed:" to "OIL FILTER message is blank:" to standardize with Boeing.
- 7.31 - Added, "Transponder mode selector...TA/TA ONLY" to step 4 to standardize with Boeing.
- 7.31 - Revised, "OIL FILTER message remains displayed:" to "OIL FILTER message stays shown:" to standardize with Boeing.

## Section 8 - Fire Protection

### APU BOTTLE [One APU fire bottle installed]

- 8.14 - Removed ships 5501-5534 from effectivities.

### CARGO FIRE [757-200]

- 8.17 - Removed ships 5501-5534 from effectivities.

## ENGINE OVERHEAT

- 8.27 - Added, "Transponder mode selector...TA/TA ONLY" to step 6 to standardize with Boeing.

## Section 9 - Flight Controls

### Flap Indication Disagree

- 9.8 - Added Flap Indication Disagree checklist to standardize with Boeing.

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## **SPOILERS [Advisory]**

9.21 - Added Note, “Roll tendencies, yaw tendencies, or airframe buffet can indicate a spoiler failed in the extended position. Do not use FMC fuel predictions with a spoiler panel extended.” to standardize with Boeing.

## **STABILIZER TRIM**

9.23 - Removed ships 5501-5534 from effectivities.

## **Section 10 - Flight Instruments, Displays**

### **Airspeed Unreliable**

10.2 - Updated Airway Manual reference.

10.3 - Removed ships 5501-5534 from effectivities.

## **ALTITUDE DISAGREE**

10.11 - Updated Airway Manual reference.

## **Section 11 - Flight Management, Navigation**

### **ADS-B Out Failure**

11.1 - Added ADS-B Out Failure checklist to standardize with Boeing.

### **ATC FAULT**

11.2 - Updated Airway Manual reference.

11.2 - Removed ships 5501-5534 from effectivities.

11.2 - Updated effectivities from “6801-6818” to “6801-6823”.

11.2 - Removed ships 6819-6823 from effectivities.

### **FMC MESSAGE**

11.6 - Revised condition from “FMC” to “CDU” to standardize with Boeing.

11.6 - Removed, “FUEL QTY ERROR-PROG 2” from step 1 to standardize with Boeing.

## **Section 12 - Fuel**

### **FUEL CROSSFEED [Single FUEL CROSSFEED valve]**

12.5 - Added Single FUEL CROSSFEED valve checklist.

### **FUEL CROSSFEED [Two FUEL CROSSFEED valves]**

12.6 - Added Two FUEL CROSSFEED valves checklist.

### **Fuel Leak Engine**

12.7,15 - Changed, “may” to “can” to standardize with Boeing.

12.7,10,13 - Removed ships 5501-5534 from effectivities.

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## FUEL PUMP

12.17-18 - Removed ships 5501-5534 from effectivities.

## FUEL SYSTEM PRESSURE

12.19-20 - Removed ships 5501-5534 from effectivities.

## LOW FUEL

12.22 - Removed ships 5501-5534 from effectivities.

## Section 13 - Hydraulics

### HYDRAULIC SYSTEM PRESSURE (L only)

13.9 - Removed ships 5501-5534 from effectivities.

### HYDRAULIC SYSTEM PRESSURE (L and C)

13.18 - Removed ships 5501-5534 from effectivities.

### HYDRAULIC SYSTEM PRESSURE (L and R)

13.20 - Removed ships 5501-5534 from effectivities.

## Section 14 - Landing Gear

### ANTISKID [With ANTISKID switch]

14.7 - Removed ships 5501-5534 from effectivities.

### ANTISKID OFF

14.10 - Removed ships 5501-5534 from effectivities.

### GEAR DISAGREE

14.18,20 - Removed ships 5501-5534 from effectivities.

## Section 15 - Warning Systems

### ALTITUDE ALERT

15.1 - Updated Airway Manual reference.

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## Chapter NNCI - Non-Normal Checklist Instructions

### Section 1 - Non-Normal Checklists

#### Non-Normal Checklist Assumptions

NNCI.1.4 - Revised first bullet and removed “Maintenance Dispatch Manual (MDM)”.

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## Chapter RR - Revision Record

### Section ModID - Model Identification

RR.ModID.4 - Removed ships 5501-5534 from Mod ID table.



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## **Section Intro - Introduction**

### **Organization**

RR.Intro.3 - Updated bullet regarding content within the FCTM.

### **Section Abbrev - Abbreviations**

RR.Abbrev.7 - Removed, “MDM” from abbreviation table.

Intentionally  
Blank

## Revision Record

## Chapter RR

### QRH List of Effective Pages - FAA Approved

### Section LEP

| Page                                                          | Date        |
|---------------------------------------------------------------|-------------|
| <b>Quick Reference Handbook</b>                               |             |
| Quick Action Index                                            |             |
| * QA.Index.1-2                                                | May 6, 2016 |
| EICAS Messages (tab)                                          |             |
| * Annun.Index.1-12                                            | May 6, 2016 |
| Unannunciated (tab)                                           |             |
| * Unann.Index.1-2                                             | May 6, 2016 |
| Alphabetical (tab)                                            |             |
| * Alpha.Index.1-18                                            | May 6, 2016 |
| 0 Miscellaneous (tab)                                         |             |
| * 0.TOC.1-2                                                   | May 6, 2016 |
| * 0.1-36                                                      | May 6, 2016 |
| 1 Airplane General, Emergency Equipment, Doors, Windows (tab) |             |
| * 1.TOC.1-2                                                   | May 6, 2016 |
| * 1.1-30                                                      | May 6, 2016 |
| 2 Air Systems (tab)                                           |             |
| * 2.TOC.1-2                                                   | May 6, 2016 |
| * 2.1-22                                                      | May 6, 2016 |
| 3 Anti-Ice, Rain (tab)                                        |             |
| * 3.TOC.1-2                                                   | May 6, 2016 |
| * 3.1-14                                                      | May 6, 2016 |
| 4 Automatic Flight (tab)                                      |             |
| * 4.TOC.1-2                                                   | May 6, 2016 |
| * 4.1-2                                                       | May 6, 2016 |
| 5 Communications (tab)                                        |             |
| * 5.TOC.1-2                                                   | May 6, 2016 |
| * 5.1-12                                                      | May 6, 2016 |

| Page                                   | Date        |
|----------------------------------------|-------------|
| 6 Electrical (tab)                     |             |
| * 6.TOC.1-2                            | May 6, 2016 |
| * 6.1-42                               | May 6, 2016 |
| 7 Engines, APU (tab)                   |             |
| * 7.TOC.1-2                            | May 6, 2016 |
| * 7.1-38                               | May 6, 2016 |
| 8 Fire Protection (tab)                |             |
| * 8.TOC.1-2                            | May 6, 2016 |
| * 8.1-32                               | May 6, 2016 |
| 9 Flight Controls (tab)                |             |
| * 9.TOC.1-2                            | May 6, 2016 |
| * 9.1-32                               | May 6, 2016 |
| 10 Flight Instruments, Displays (tab)  |             |
| * 10.TOC.1-2                           | May 6, 2016 |
| * 10.1-16                              | May 6, 2016 |
| 11 Flight Management, Navigation (tab) |             |
| * 11.TOC.1-2                           | May 6, 2016 |
| * 11.1-10                              | May 6, 2016 |
| 12 Fuel (tab)                          |             |
| * 12.TOC.1-2                           | May 6, 2016 |
| * 12.1-24                              | May 6, 2016 |
| 13 Hydraulics (tab)                    |             |
| * 13.TOC.1-2                           | May 6, 2016 |
| * 13.1-30                              | May 6, 2016 |
| 14 Landing Gear (tab)                  |             |
| * 14.TOC.1-2                           | May 6, 2016 |
| * 14.1-28                              | May 6, 2016 |

\* = Revised, Added, or Deleted

| Page                                     | Date        |
|------------------------------------------|-------------|
| 15 Warning Systems (tab)                 |             |
| * 15.TOC.1-2                             | May 6, 2016 |
| * 15.1-6                                 | May 6, 2016 |
| Non-Normal Operational Information (tab) |             |
| * NNOI.TOC.0.1-2                         | May 6, 2016 |
| * NNOI.1.1-4                             | May 6, 2016 |
| Non Normal Checklist Instructions (tab)  |             |
| * NNCI.TOC.0.1-2                         | May 6, 2016 |
| * NNCI.1.1-12                            | May 6, 2016 |
| Revision Record (tab)                    |             |
| * RR.TOC.RR.1-2                          | May 6, 2016 |
| * RR.ModID.1-8                           | May 6, 2016 |
| * RR.Intro.1-6                           | May 6, 2016 |
| * RR.Abbrev.1-12                         | May 6, 2016 |
| * RR.RR.1-10                             | May 6, 2016 |
| * RR.LEP.1-2                             | May 6, 2016 |
| Evacuation                               |             |
| * Back Cover.1-2                         | May 6, 2016 |

\* = Revised, Added, or Deleted

**Evacuation Checklist is on the  
reverse side of this page.**

**Evacuation**

Condition: Evacuation is needed.

- 1 Parking brake . . . . . Set
- 2 Notify the flight attendants "EASY VICTOR" three times.
- 3 Cabin altitude MODE SELECT . . . . .MAN
- 4 CABIN ALTITUDE  
MANUAL control . . . . .Hold in CLIMB until the  
outflow valve is fully open
- 5 FUEL CONTROL switches (both) . . . . . CUTOFF
- 6 Notify flight attendants  
"THIS IS THE CAPTAIN. EVACUATE, EVACUATE."
- 7 Advise the tower.
- 8 Engine and APU  
fire switches (all) . . . . .Override and pull
- 9 **If** an engine or APU fire warning occurs:  
Related fire switch . . . . Rotate to the stop and  
hold for 1 second

