



**B737
700/800/
900**

**GROUND
RUN -UP
CHECKLIST
CFM56-7**

Compiled by:
SPL/GK

Issued by:
SPL/GC

EXTERNAL

FLIGHT DECK SAFETY

POWER UP

PREPARATION

BEFORE ENGINE START

ENGINE START
STARTING LIMITS

AFTER ENGINE START

ENGINE SHUTDOWN

POWER DOWN

CROSS BLEED START

ENGINE START FAILURES

NON-NORMAL ENGINE CONDITIONS

FIRE CONDITIONS

EVACUATION (Backside)

INCAPACITATION (Backside)

B767 Engine Run Up Checklist

J Dewey



B767 Engine Run Up Checklist:

From the Flight Deck Doug Morris, 2007 Imagine you're sitting next to a pilot on a flight and he's eager to answer all those nagging questions you have about air travel. Are those bumps and noises normal? Why are some take-offs delayed? What happens if there's a storm? How does this plane stay in the air anyway? In *From the Flight Deck: Plane Talk and Sky Science*, pilot meteorologist and flight school instructor Doug Morris lets you take the window seat on a trip around the world, giving you the scoop on everything from take-off to landing. He explains what you see looking out the window, what that window is made of, and how the plane is kept in rigorous flying condition. Perfect for informing the aviation enthusiast and calming the fearful flier, *From the Flight Deck* tells you everything you want to know about commercial airline travel: the physics of flight, how airplanes work, and what they're made of; how pilots are trained; route planning and the importance of the ground crew; turbulence; flying in storms; what the flight crew gets up to on layovers; and much more. With facts, trivia, humour, and illuminating photos throughout, *From the Flight Deck* is the ultimate flight companion.

Human Factors of Flight-deck Checklists Asaf Degani, 1990

AIR CRASH INVESTIGATIONS, MECHANICAL FAILURE OR SUICIDE? (3), The E.C.A.A. (Egypt) View of the Crash of EgyptAir Flight 990 Igor Korovin, editor, 2012-03-01 On October 31, 1999, EgyptAir flight 990, a Boeing 767-366ER, crashed into the Atlantic Ocean, 60 miles south of Nantucket, Massachusetts. All 217 people on board were killed, and the airplane was destroyed. According to the Egyptian Investigation Team, a mechanical defect is the most likely cause of the accident; there is no credible evidence to support a conclusion that the First Officer intentionally dove the airplane into the ocean. In fact, **FAA Aviation News**, 2004; *Aviation Week & Space Technology*, 1982; *Flying Magazine*, 2001-01; *Flying Magazine*, 2001-01; *Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2011: Additional questions and materials for the record*, United States Congress, House, Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, 2010; **Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2011, Part 3, 111-2 Hearings**, *, 2010; *Departments of Transportation, and Housing and Urban Development, and Related Agencies Appropriations for 2011*, United States Congress, House, Committee on Appropriations, Subcommittee on Transportation, Housing and Urban Development, and Related Agencies, 2010; **Airways**, 2001; *Proceedings of the Seventh International Symposium on Aviation Psychology*, Richard S. Jensen, David Neumeister, 1993; **Flying Magazine**, 2001-02; **Aircraft & Aerospace**, 1994; **Commercial Aviation Safety, Sixth Edition**, Stephen K. Cusick, Antonio I. Cortes, Clarence C. Rodrigues, 2017-05-12 Up-to-date coverage of every aspect of commercial aviation safety. Completely revised edition to fully align with current U.S. and international regulations. This hands-on resource clearly explains the principles and practices of commercial aviation safety, from accident investigations to Safety Management Systems. *Commercial Aviation Safety, Sixth Edition* delivers authoritative information on today's risk management on the

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