NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 8 – Premier Checklists

OPERATIONAL FACTORS

ERA13MA139

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A. ABBREVIATED NORMAL CHECKLISTS

PREMIER I/IA PILOT CHECKLIST — MODEL 390

BEFORE TAXI

1. Generator Amps and Voltages .....CHECK
2. Bleed Air.....NORM OR HI
3. Temperature Control .....AUTO, TEMP AS DESIRED
4. Standby/Copilot's Gyro .....UNCAGE
5. Engine Anti-Ice .....AS REQUIRED
6. Cabin Signs.....NO SMOKE/SEAT BELTS
7. Seats.....POSITION FOR TAKEOFF
8. Galley Power.....ON
9. Pressurization.....CHECK*
10. Pressurization.....AUTO, SET FOR LANDING ALTITUDE
11. Bleed Air.....NORM OR HI
12. MASTER TEST .....CHECK*
13. MASTER TEST .....OFF
14. Stab Deice.....CHECK/AUTO*
15. Wing Anti-Ice (If Required).....CHECK/OFF*
16. ECU's.....CHECK/ON*
17. Rudder Boost .....CHECK/NORM*
18. Fuel Quantity and Balance .....CHECK AND WITHIN LIMITS
19. Engine Instruments.....CHECK
20. Flight Controls. .....CHECK/FREE
21. Flaps .....SET FOR TAKEOFF
22. Autopilot .....CHECK AND DISENGAGE*
23. Trims. .....SET FOR TAKEOFF
24. Altimeters.....SET TO AIRPORT LOCAL ALTIMETER SETTING
    a. Verify Pilot's and Copilot's indicated altitudes are within 75 feet of field elevation and agree within 75 feet.
25. Avionics, FMS, and Flight Guidance.....SET, PROGRAMMED, AND MODES SELECTED
26. EGPWS .....CHECK/SET*
27. TCAS.....CHECK/SET*
28. V_1, V_R, V_2, N_1 Ref, Flap Setting .....CONFIRM/SET

TAXI

- Brakes .....CHECK FOR NORMAL BRAKING

*Expanded Procedure pages N-17 thru N-21

BEFORE TAKEOFF

1. Transponder.....ON (EITHER 1 OR 2)
2. Radar.....AS REQUIRED
3. Stall Warn Heat.....ON
4. Pitot/Static Heat.....ON
5. Annunciators.....CLEAR
6. Ice Protection.....AS REQUIRED
7. Ignitions.....ON
8. Lift Dump.....VERIFY UNLOCK, HANDLE ILLUMINATED, J-HOOK CLEAR
9. Landing Lights.....ON
10. Recognition Light.....ON
11. Strobe Lights.....ON
12. Crew Briefing.....COMPLETE

WARNING

Stall warning heat must be on to allow proper operation of the stick pusher.

TAKEOFF

1. Thrust.....TAKEOFF
2. Engine Instruments.....CHECK
3. Check that N_1 indications match N_1 Ref (within 1%) and that ECU thrust mode annunciation is TO.
4. L and R Wing Anti-Ice Annunciators.....EXTINGUISHED
5. Wheel Brakes.....RELEASE
6. Nose-Up Pitch Attitude at Rotation.....8°–10°

AFTER TAKEOFF

1. Landing Gear.....UP
2. Flaps.....UP
3. Thrust.....MCT/AS REQUIRED
4. Yaw Damp.....ON
5. Ignitions.....ARM
6. Engine Sync.....ON
7. Lift Dump.....LOCK, HANDLE EXTINGUISHED
8. Landing Lights.....OFF
9. Recognition Light.....AS REQUIRED
10. Ice Protection.....AS REQUIRED
11. Cabin Sign.....AS REQUIRED

ANTI/DEICE SYSTEMS (INFLIGHT OPERATION)

WING ANTI-ICE SYSTEM

- L and R Wing Anti-Ice .....ON

STABILIZER DEICE SYSTEM OPERATION

Operation of the stabilizer deice system is automatic when in the AUTO mode. No pilot action is necessary.

ENGINE ANTI-ICE SYSTEM OPERATION

- Engine Anti-Ice.....ON

CLIMB (FL 180)

1. Altimeters .....SET
2. Pressurization .....CHECK
3. Bleed Air .....AS REQUIRED
4. Oxygen .....CHECK
5. Recognition Light .....OFF
6. Windshield Heat.....ON
7. Ice Protection.....AS REQUIRED
8. N_1 Ref Display.....OFF

Prior to entering RVSM designated airspace:

9. Flight Guidance
   a. Two Display .....SELECT DESIRED MODES
   b. Three DisplayCPL (COUPLE) TO PILOT FLYING SELECT DESIRED MODES

FUEL MANAGEMENT PROCEDURES

1. Fuel Transfer .....OFF FOR TAKEOFF AND LANDING
2. Fuel Transfer.....TRANSFER TO LEFT OR RIGHT TANK TO MAINTAIN FUEL BALANCE WITHIN LIMITS

CRUISE

When initially leveling off for cruise flight:

1. Altimeters .....VERIFY SET

During all phases of cruise flight:

2. Systems.....MONITOR

DESCENT

1. Seat Belts/Shoulder Harnesses .....FASTENED
2. Cabin Signs .....AS REQUIRED
3. Recognition Light .....AS REQUIRED
4. Ice Protection .....AS REQUIRED
5. Pressurization .....CHECK/SET LANDING ALTITUDE
6. Windshield Defrost .....AS REQUIRED
7. Windshield Heat .....AS REQUIRED
8. Altimeters .....SET
9. TERR INHIB .....AS REQUIRED
10. TERR DISPLAY .....AS REQUIRED
11. N_1 Ref Display .....AUTO

APPROACH

1. V_{REF}, V_{AC}, N_1 Ref, Landing Distance .....CONFIRM/SET
2. Crew Briefing .....COMPLETE
3. Seats .....POSITION FOR LANDING
4. Fuel Balance .....WITHIN LIMITS
5. Landing Lights .....ON
6. Recognition Light .....AS DESIRED
7. Cabin Signs .....NO SMOKE/SEAT BELTS
8. Ignitions .....ON
9. Engine Sync .....OFF
10. Flaps 10
11. TCAS .....AS REQUIRED

APPROACH AND LANDING AIRSPEEDS

WEIGHT - POUNDS	PFD		COPILOT OR STANDBY	
	V_{REF}	V_{AC}	V_{REF}	V_{AC}
12,500	121	135	120	134
11,600	117	131	116	129
11,000	114	127	113	126
10,000	109	122	108	120
9,000	104	116	102	114
8,000	98	109	96	107

BEFORE LANDING

1. Landing Gear ..... DN
2. Lift Dump ..... UNLOCK, HANDLE ILLUMINATED, J-HOOK CLEAR

WARNING

Do not extend lift dump in flight. Extending lift dump in flight could result in loss of airplane control leading to airplane damage and injury to personnel.

3. Flaps ..... DN
4. Autopilot ..... DISENGAGE
5. Yaw Damp ..... OFF

LANDING

1. Thrust ..... IDLE
2. Brakes (After Touchdown) ..... APPLY
3. Pitch Attitude ..... NOSE WHEEL ON GROUND
4. Lift Dump ..... EXTEND

BALKED LANDING

1. Thrust ..... TAKEOFF
2. Climb Airspeed ..... V_{REF}

When positive climb is established:

3. Flaps 10
4. Landing Gear ..... UP
5. Yaw Damp ..... ON
6. Flaps ..... UP
7. Lift Dump ..... LOCK, HANDLE EXTINGUISHED
8. Landing Light ..... OFF

AFTER LANDING

1. Ice Protection (Wing and Stab) ..... OFF, ENGINE – AS REQUIRED
2. Pitot Static Heat ..... OFF
3. Windshield Heat ..... OFF
4. Transponder ..... STBY
5. Radar ..... STBY

Continued on Next Page

B. ABBREVIATED ABNORMAL CHECKLISTS

1.0 Anti-skid Failure

ANTI-SKID FAILURE (ANTI SKID FAIL ANNUNCIATOR ILLUMINATED)

1. Anti-Skid .....OFF
2. Landing .....FLAPS UP OR 10
3. See FLAPS UP, 10, OR 20 APPROACH AND LANDING Procedures; Tab 3, page A-8.
4. Apply brakes steadily, gradually increasing force to avoid skidding tires.

NOTE

Landing distance will increase approximately:

FLAPS UP – 130%
FLAPS 10 – 89%

NOTE

Effectivity: RB-4 Thru RB-159 Without Kit 390-5801.

If the LIFT DUMP FAIL occurs shortly after lift-off and is accompanied by ANTI-SKID FAIL and failure of the landing gear handle to move or the landing gear to respond to the gear-up command, then refer to Weight-On-Wheels Switch Failure Procedure in this section; Tab 14, page A-31.

2.0 Flaps Up, 10 or 20 Approach and Landing Procedures

PREMIER I/IA PILOT CHECKLIST — MODEL 390

FLAPS UP, 10, OR 20 APPROACH AND LANDING

1. Crew Briefing ..... COMPLETE
2. TCAS ..... AS REQUIRED
3. Fuel Management ..... CHECK
4. V_{REF}, V_{AC}, N_1 Ref and Landing Distance ..... CONFIRM/SET FOR LANDING FLAP SETTING
5. Cabin Signs ..... NO SMOKE/SEAT BELTS
6. Seats ..... POSITION FOR LANDING
7. Engine Sync ..... OFF
8. Ignitions ..... ON
9. Landing Lights ..... ON
10. Recognition Lights ..... AS DESIRED
11. EGPWS FLAP OVRD ..... SELECT
12. Landing Gear ..... DN
13. Lift Dump ..... UNLOCK, HANDLE ILLUMINATED, J-HOOK CLEAR
14. Flaps ..... SET FOR LANDING
15. Speed Brakes ..... RETRACT

WARNING

Failure to retract speed brakes prior to landing may result in roll spoiler, speed brake and lift dump failures when lift dump is extended after touchdown. Full or partial lift dump effectiveness may be lost.

16. Autopilot ..... DISENGAGE
17. Airspeed ..... (Flaps UP) V_{REF} + 20 KIAS
(Flaps 10) V_{REF} + 10 KIAS
(Flaps 20) V_{REF} + 5 KIAS
18. Yaw Damp ..... OFF
19. Thrust ..... IDLE
20. Brakes (After Touchdown) ..... APPLY
21. Pitch Attitude ..... NOSE WHEEL ON GROUND
22. Lift Dump ..... EXTEND

NOTE

Landing distance will increase approximately:
FLAPS UP – 60%
FLAPS 10 – 34%
FLAPS 20 – 16%

3.0 Lift Dump Failure

LIFT DUMP FAILURE

LIFT DUMP FAIL

1. Lift DumpFULL OR PARTIAL LIFT DUMP EFFECTIVENESS IS LOST. INCREASE LANDING DISTANCE BY 53%

NOTE

Effectivity: RB-4 Thru RB-159 Without Kit 390-5801.

If the LIFT DUMP FAIL occurs shortly after lift-off and is accompanied by ANTI-SKID FAIL and failure of the landing gear handle to move or the landing gear to respond to the gear-up command, then refer to Weight-on-Wheels Switch Failure Procedure in this section; Tab 14, page A-31.

4.0 Lift Dump Handle Illuminated in Flight

LIFT DUMP HANDLE ILLUMINATED IN FLIGHT (EXCEPT DURING TAKEOFF OR LANDING)

Illumination of the LIFT DUMP handle indicates that the lift dump handle is unlocked.

1. Lift Dump .....VERIFY LOCK

If Lift Dump Handle remains illuminated:

2. Lift Dump .....DO NOT EXTEND IN FLIGHT

WARNING

Extending lift dump in flight could result in loss of airplane control leading to airplane damage and injury to personnel. Continued safe flight with lift dump extended has not been demonstrated.

3. Land.....USE NORMAL PROCEDURES

LIFT DUMP HANDLE WILL NOT UNLOCK

Failure of LIFT DUMP handle to illuminate after selecting UNLOCK indicates that the lift dump handle did not unlock. Use of the lift dump lock release will be required to extend lift dump.

NOTE

Landing distance will increase by approximately 53%.

[1]

[1] Hawker Beechcraft Premier Abnormal Procedures, page A-25.

C. REQUIRED PLACARDS

REQUIRED PLACARDS

Placards are required to remind the flight crew and occupants of operating limitations and safety device limitations. The cabin placards illustrate typical placards which are of a limiting nature. The cockpit placards illustrate typical placards pertinent to operations and safety of flight. For information regarding exterior marking placards, refer to the Model 390 Maintenance Manual.

NOTE

The placards illustrated may vary slightly depending on arrangement and/or airplane configuration.

On Lower Fuel Panel (RB-4 thru RB-15 and RB-17 thru RB-74 ***NOT MODIFIED*** *by Kit 390-9200):*

USABLE CAPACITY
1798 LBS/SIDE

On Lower Fuel Panel (RB-75 and after and prior airplanes ***MODIFIED*** *by Kit 390-9200):*

USABLE CAPACITY
1835 LBS/SIDE
GRAVITY FILL

On Pedestal Immediately Aft of LIFT DUMP Handle:

WARNING
DO NOT EXTEND IN FLIGHT