

N100EQ



Checklists



1.0 5-14

### ENGINES RUNNING TURN

ATIS/CLEARANCE/ALTIMETERS.....SET  
MFD SET..... FPL, LFE, OAT, WTS  
PFD SET..... Vspds, HDG/NAV, ALTITUDE, XPDR  
FLAPS & TRIM.....SET

*Then to taxi checklist*

### REFERENCE

V<sub>LOSE</sub>.....180/275  
V<sub>A</sub>.....186  
Holding (ice).....160 (150, clean)  
ANTI-ICE TAT in flight w/visible moisture  
<10°.....ENGINE ANTI-ICE  
<5°.....WSHLD, WINGSTAB

#### RVSM

ALTS, XPDR, AP, ALT HOLD, ALERTER.....NL  
1° ALTIMETERS.....±200'  
LEVEL OFF.....±150'  
ALTIMETERS.....X CHECK @ CRUISE, q1h  
Record 1° hr check

No fuel xfr.....363# (308# SE)  
Max fuel imbalance.....220#  
Lo fuel light.....<198#s  
Structural damage max speed.....160  
Cracked windshield max.....220, 10,000'

### AIRWORTHINESS

HYDRAULIC SYSTEM TEST.....15d  
NAV DATA CURRENCY.....28d  
VOR CHECK.....30d  
ENG OIL BYPASS PLUG.....IN  
ENG OIL.....LEVEL  
NG STEERING.....ENGAGED  
GEAR PINS.....3 IN  
COVERS.....3 PITOT, 2 STATIC  
ENGINE PLUGS.....IN  
EMERG DOOR PIN.....IN  
RUDDER GUST LOCK PIN.....IN

### PRESTART

Emerg door lock pin.....Remove  
Emerg door.....Secure, locked  
Docs, manuals, charts.....on board  
Maintenance status.....Airworthy  
Emergency equipment.....On board

#### FLOW CHECK

Lights.....OFF  
Oxygen.....PAX AUTO  
Mask flow.....100%  
Gen 1&2.....AUTO  
GPU.....OFF/OUT  
BUS TIE.....AUTO  
BATT 1 & 2.....OFF  
FUEL XFR.....OFF/OUT  
ELT.....ARMED  
PUSHER CUTOUT.....OFF/OUT  
HYD PUMP.....AUTO  
WSHLD HEAT 1&2.....OFF  
ADS/AOA.....AUTO  
ENGINE ANTI-ICE 1&2.....OFF  
WINGSTAB BOOTS.....OFF  
GEAR LEVER.....DOWN  
PRESS MODE.....AUTO  
BLEED.....BOTH  
CABIN DUMP.....OFF/OUT  
A/C.....OFF  
ENG FIRE SHUTOFF.....OFF  
FIRE BOTTLE.....OFF/OUT  
ENG START 1&2.....OFF  
FLAPS.....STOP  
SEATS & BELTS.....UP  
PARK BRAKE.....COND OK  
GUST LOCK PIN.....SET  
RUDDER GUST LOCK.....REMOVED  
RELEASED



**DESCENT & LANDING**

DEST WX/ARRIVAL/VNAV ..... CHECK  
 APPROACH ..... LOAD & BRIEF  
 V speeds ..... LOADED  
 TOD: FUEL XFR ..... OFF/OUT  
 18k ..... ALTIMETERS

Approach: Flaps full *SE-F3, V<sub>REF</sub>+10*

Weight	V <sub>REF</sub>	V <sub>C</sub>	V <sub>LS</sub>
7500	91	94	111
7900	91	96	114
8300	92	99	116
8700	95	101	119
9100	97	103	121
9500	99	104	124
9766	101	106	125

**APPROACH BRIEFING**

*BRIEFING STRIP*

APPR NAME/TYPE ..... FPL PROC  
 1<sup>st</sup> FREQ ..... CK FMS  
 FINAL APPR COURSE ..... CK FPL  
 GS INTERCEPT ALT ..... CK FPL  
 MINIMUMS (DA / MDA) ..... CK PFD  
 FIELD ELEV ..... CK LFE  
 EMERG SECTOR ALT ..... CHECK

*MISSED APPROACH*

NO TURNS BA ALT ..... CK FPL  
 CRS ..... L, R, STRAIGHT  
 FINAL ALT ..... CK FPL  
 NAV or HDG USED? ..... CK FPL

*SPECIAL CONSIDERATIONS*

VDP / VIS MINIM (NPA) ..... PLAN  
 GLIDEPATH 3<sup>rd</sup>? ..... NOTE IF NOT STD  
 MISSED APP POINT ..... IDENTIFY  
 VMC DIVERT ALTERNATIVES ..... PLAN  
 APPROACH CONFIG  
 WT, FLAPS, V<sub>REF</sub>, V<sub>C</sub>, V<sub>LS</sub> ..... ENTER PFD  
 ICING ADJ  
 ARRIVAL SPEEDS ..... 250/150/120

**BEFORE LANDING**

LANDING LIGHT ..... ON  
 GEAR ..... 3 GREEN  
 CAS ..... CLEAR  
 FLAPS / V<sub>REF</sub> ..... VERIFY  
 YD ..... OFF

**ILS**

*gusts: V<sub>REF</sub> + 1/2 gust factor*

15 nm from runway ..... 65% (75%) F1 150  
 2 min from intercept ..... F1  
 GS alive ..... G+, set missed alt  
 3 green ..... F3, 120  
 + 1 dot GS ..... Flaps full (F2)  
 GS capture ..... Hdg sync, 55% (65%), V<sub>REF</sub>  
 500' callout ..... flaps, gear check

**MISSED APPROACH**

POWER, PICKLE, PITCH  
 FLAPS + 2, GEAR, FLC, FLAPS (>120)  
 AFC ..... NAV/HDG, V<sub>C</sub>+10 (FLC=V<sub>C</sub>)  
 500' (1000') ..... AP, FLC=160 (FLC=V<sub>LS</sub>)  
 Pwr ..... CON/CLB Speed  
 Speed ..... FLC=180

**NONPRECISION**

15 nm from runway ..... 65%, F1, 150  
 3 nm from FAF ..... G+, set MDA  
 0.5 nm from FAF ..... F full (F3), V<sub>REF</sub> (55%)  
 Descent/FAF ..... VS 800 fpm  
 MDA ..... level off, V<sub>REF</sub> (65%)

**CIRCLING**

F2 only, +800 fpm, MDA+50' level off, 120 (65%)

**AFTER LANDING**

FLAPS, LIGHTS, ICE ..... UP, OFF, OFF

**SHUTDOWN**

POWER ..... IDLE  
 PARK BRAKE ..... ON  
 ENGINES ..... STOP  
 BATT 1&2 ..... OFF  
 OXYGEN ..... PULL/OFF  
 LIGHTS ..... OFF

**EMERGENCY**

**SMOKE/FIRE**

O<sub>2</sub> MASK ..... emerg x2 min, 100%  
 POSITION LEVER ..... CLOSED  
 COMMUNICATIONS ..... ESTABLISH

**SMOKE EVACUATION**

as above, then...  
 O<sub>2</sub> KNOB ..... CREW ONLY  
 DUMP .....  
 BLEED ..... OFF

**DUAL ENGINE FAILURE**

THRUST LEVERS ..... IDLE  
 O<sub>2</sub> MASK ..... DON  
 COMMUNICATIONS ..... ESTABLISH

**EMERGENCY DESCENT**

SIGNAL OUTLET ..... PED-BELTS/OFF  
 ALTITUDE ..... 10,000 FT/MEA  
 THRUST LEVERS ..... IDLE  
 AIRSPEED ..... 275/MMO  
 LANDING GEAR ..... DOWN  
 COMMUNICATIONS ..... ATIS, ATC

**CAYMAN ALTITUDE**

then per emerg descent  
 O<sub>2</sub> MASKS ..... 100%  
 COMMUNICATIONS ..... CALL

**EMERGENCY EVACUATION**

THRUST LEVERS ..... IDLE  
 PARKING BRAKE ..... ON  
 ENGINE STOP/START ..... OFF  
 PRESSN MODE .....  
 DUMP BUTTON .....  
 ATC ..... NOTIFY  
 EMERG EVACUATION ..... FORM  
 BATTERY ..... OFF

**ELECTRICAL**

ELEC EMERG ..... IN

**E1 FIRE, SEPARATION**

THRUST LEVERS ..... IDLE  
 ENGINE STOP/START ..... OFF  
 SHUT OFF BLEED ..... IN  
 On ground or >30s ..... BOTTLE

**INADVERTENT PUSH**

QUICK DISCONNECT ..... PUSH  
 FUEL SHUT OFF ..... IN

**W/ENGINE FAIL >V**

Flaps	Pitch-nt	Ice
1	9.5°	6°
2	9°	5.5°