

Factual Report – Attachment 7

Ameristar MD-83 Checklists

OPERATIONAL FACTORS

DCA17FA076



Ameristar Air Cargo, Inc
NORMAL CHECKLIST MD-83

BEFORE START

(F/O)	(CAPT)
Briefing/EFB(B)	COMPLETED/SET
Logbook & Gear Pins	ON BOARD
Cockpit Preparations (B)	COMPLETED
Preflight Inspection (B).....	COMPLETED
Windows (B).....	CLOSED /LOCKED
Circuit Breakers (B).....	CHECKED
Oxygen & Interphone (B)	CHKD, ON, 100%
Smoke Goggles (B)	CHECKED
Pressurization.....	AUTO (up) and SET
Air Cond Shutoff.....	AUTO
Anti-Skid	ARMED
EGPWS.....	TESTED
FD CMD, CADC, EFIS & RADIO NAV Selectors	NORMAL
EMER Lights	ARMED
Seat Belt & No Smoking Signs	ON
Flt Guidance Control Pnl (B)	CHKED & SET
Clocks & Altimeters (B)	___, ___, ___, SET
FMS (B).....	CHECKED & SET
Engine Oil Quantity	CHECKED
Takeoff Warning.....	CHECKED
Rudder Power	POWER
Radar	OFF
Transponder.....	STANDBY
Radios (B)	SET
Rudder & Aileron Trim	FREE & ZERO
Parking Brakes....	SET, PRESSURE CHECKED

Fuel Pumps & X Feed.....	ON & CLSD
Fuel Quantity (B)	MIN___,FOB___
V Speeds (B)	___, ___,___ SET
Stabilizer Trim (B)	___ CHECKED & SET
PMS	CHECKED & SET

READY FOR START

(F/O)	(CAPT)
Documents	ON BOARD
Cabin.....	SECURE
Cockpit Door	LOCKED
Pneumatic Crossfeeds.....	OPEN
Hydraulics	ON, HIGH & CHECKED
Anti-Collision Lights	ON
Annunciator/Door Lights ..	CHKD & LTS OUTAir
Cond Supply Switches.....	OFF
Fuel Pumps.....	SET
Pitot/Windshield Heat.....	CAPT/ON
Ignition	ON
Pneumatic Pressure.....	CHECKED

AFTER START

(F/O)	(CAPT)
Pneumatic Crossfeeds.....	CLOSED
Transponder	XPDR / XPDR 1/2
Hydraulics	ON, HIGH & CHECKED
APU Air Switch	OFF
Engine Anti-Ice	ON/OFF
Fuel Heat	ON/OFF
Ignition	OFF
Electrical System	CHECKED
Air Cond Supply Switches	AUTO
Yaw Damper	ON
Annunciators.....	CHECKED
Shoulder Harness (B)	ON
Ground Equipment (B)	CLEAR

TAXI

(F/O)	(FO)
Flaps/Slats (B)	___°, ___°, ___°, TO BLUE LT
Flight Controls/Elev Aug (B)	CHECKED
APU	(CAPT) ON/OFF
Fuel Heat	OFF
Takeoff Briefing (B).....	COMPLETED

BEFORE TAKEOFF

(F/O)	(FO)
Flaps/Slats (B)	___°, ___°, ___°, TO BLUE LT
V Speeds (B)	___, ___, ___ RECHKD
Stab Trim (B)	___ SET
Annunciators.....	CHECKED
Flight Attendants.....	SEATED

Departure Runway (B)	CONFIRMED
Ignition	ON
Radar/EGPWS (Terrain Display)	ON
Transponder	TA/RA
Landing Lights	ON
Runway Alignment (B)	CHECKED

CLIMB (Silent)

(PM)	(PM)
Flaps/Slats	UP/RET
Flap T.O. Sel Wheel	STOWED
Landing Gear	HANDLE UP
Hydraulic Pumps.....	OFF, LOW & OFF
Engine/Airfoil Anti-Ice	ON/OFF
Ignition	ON/OFF
APU	AS REQUIRED
Fuel Pumps.....	SET
Pressurization	CHECKED
Rudder Travel Unrestricted Light.....	OUT
ART Switch	AUTO
Engine Sync.....	ON/OFF

Altimeters (At Transition Altitude) (B)	29.92
Landing Lights	OFF

FAA Approved Effective Date: _____
 DFW CMO

Willard F. McMillen, Principal Operations Inspector

Ameristar Air Cargo, Inc
NORMAL CHECKLIST MD-83



DESCENT

(PM)		(PM)
Landing Runway Assessment.....	COMPLETED	
Approach Briefing/EFB (B) ..	COMPLETED/SET	
Hyd Pmps Qty & Press.....	ON, HIGH & CHCKD	
Air Cond & Press.....	CHECKED & SET	
Engine Sync	OFF	
Fuel Pumps & Crossfeed	SET	
Fuel Heat.....	OFF	
Anti-Ice	ON/OFF	
Windshield Anti-Fog	ON/OFF	
V Speeds (B)	SET	
EGPWS(TERR DISPLAY)	ON/OFF	

At Transition Altitude:

Seat Belt Sign..... ON
 Altimeters (B), SET & X-CHCKD
 Exterior Lights, ON/OFF
 Shoulder Harnesses(B), ON

APPROACH

(PM)		(B)
RMI Selectors	SET	
Flight Attendants	NOTIFIED	
APU	(CAPT)AS REQUIRED	
Approach Freq's & Courses	SET	

BEFORE LANDING

(PM)		(PM)
Hyd Pmps, Qty & Press.....	ON, HIGH &CHCKD	
Ignition.....	ON	
Flight Attendants	SEATED	
Landing Gear (B)	DOWN & 3 GREEN	
Spoilers (B)	ARMED	
Brake Pressure.....	CHECKED	

Flaps/Slats (B), LAND BLUE LT
 Autopilot, ENGAGED/OFF

**SHORT SEGMENT
 CLIMB/MISSED APPROACH**

(PM)		(PM)
Landing Gear.....	UP	
Flaps.....	UP OR _____°	
Spoilers	DISARMED	
Ignition.....	ON/OFF	

DESCENT/APPROACH

(PM)		(B)
Landing Runway Assessment.....	COMPLETED	
Approach Briefing/EFB.....	COMPLETED/SET	
V Speeds	SET	
EPR Bugs.....	SET	
Altimeters, SET & X-CHKD		
Approach Freq's & Courses	SET	
Flight Attendants	NOTIFIED	

AFTER LANDING (Silent)

(F/O)		(F/O)
Reverse Lights	OUT	
Landing/Taxi Lights	AS REQUIRED	
Anti-Skid.....	OFF	
Flaps/Slats	UP/RET	
Spoiler Lever	FWD, DETENT	
Radar	OFF	
Transponder.....	XPDR XPDR 1/2	
Hydraulic Pressure & Quantity	CHECKED	
Airfoil Anti-Ice	OFF	
Engine Anti-Ice.....	ON/OFF	
Pitot/Windshield Heat.....	OFF	
Ignition.....	OFF	
APU.....	ON/OFF	

If Single Engine Taxi Desired: On Captain's command

(F/O)		(F/O)
APU	ON	
Fuel Control Lever.....	OFF	

PARKING

(F/O)		(CAPT)
Parking Brakes.....	SET	
Electrical Switches	SET	
Fuel Control Levers.....	OFF	
SEAT BELT Sign.....	OFF	
Engine Anti-Ice.....	OFF	
Anti-Collision Lights.....	OFF	
CVR C/B.....	AS REQUIRED	
Chocks	IN PLACE	
Exterior Lights	AS REQUIRED	
Fuel Pumps.....	AS REQUIRED	
Air Cond Supply Switches.....	AS REQUIRED	
Aux & Trans Hydraulic Pumps	OFF	
Transponder.....	STANDBY	
Flight Directors	OFF	

TERMINATING (Silent)

(CAPT OR FO)		(CAPT OR FO)
Air Cond Supply Switches.....	OFF	
APU Air Switch.....	OFF	
Manual Press Control.....	CLOSED	
Radios/Transponder/Radar	OFF	
Pneumatic Crossfeeds	CLOSED	
Oxygen Valves and Regulators.....	OFF	
Emergency Lights	OFF	
AC/DC Meter Selector Switch	EXT PWR	
Galley Power	OFF	
APU Bus Switches	OFF	
APU Master Switch	OFF	
Fuel Pumps.....	OFF	
Battery Switch	OFF	
Gear Pins/Engine Plugs.....	AS REQUIRED	
Cabin Door	CLOSED	

FAA Approved Effective Date: _____
 DFW CMO

Ameristar Air Cargo, Inc.
MD83 EMERGENCY CHECKLIST
FLY THE AIRPLANE • DO NOT HURRY
SILENCE THE BELL • IDENTIFY THE EMERGENCY • READ THE CHECKLIST

ENGINE FIRE/SEVERE DAMAGE/SEPARATION

Throttle IDLE

■ **If fire warning ceases and damage is not suspected continue engine operation at Captain's discretion.**

■ **If Engine Fire Handle light remains on or severe engine damage or separation is suspected:**

- ___ Fuel Lever OFF
- ___ Engine Fire Handle PULL
- ___ Fire Agent DISCHARGE

■ **If ENG Fire Light remains illuminate after 30 sec:**
DISCHARGE remaining bottle agent

NOTE

The Pneumatic Crossfeed Lever is mechanically connected to the Fire Handle. Opening the pneumatic crossfeed will retract the Fire Handle and potentially re-introduce fuel to the fire.

- Pneumatic Crossfeed CLOSE
 - Aux or Trans Hydraulic Pump AS REQUIRED
 - Fuel Tank Pumps & X-Feed AS REQUIRED
 - Electrical Loads CHECKED
- When takeoff thrust is no longer required:
- Air Conditioning Shutoff Switch OVERRIDE
 - AC Supply Switch (Affected Engine) OFF
 - Throttle Levers OPERATE TOGETHER
 - APU START
 - APU Bus Sw Inoperative Engine CHECK ON
 - APU Bus Switch Operating Engine OFF
 - TRI MCT
 - Engine Sync OFF
 - Operating Eng Hydraulic Pump HIGH
 - AUX and TRANS Pumps ON
 - Transponder TA

NOTE: Restricted Rudder may result after applying maximum rudder due to asymmetric thrust. If RUDDER TRAVEL UNRESTRICTED Light does not come on during deceleration, momentarily centering rudder pedals and rudder trim may allow rudder throw limiter to return to speed-scheduled position.

END

See COM 72-3 if time permits

LOSS OF BOTH ENGINE GENERATORS

- EMER PWR Switch ON
- AC and DC EMER BUS OFF Light should go off
- Battery Switch ON
- CABIN PRESS Control Lever MANUAL
- AC BUS XTIE Switch OPEN
- Galley Power OFF
- L GEN (Or APU) Switch RESET/ON (NORMAL)
- Thunderstorm Lights (If Req.) ON
- Galley Power OFF
- R GEN (Or APU) Switch RESET/ON (NORMAL)
- Generator Operation CHECK

■ **If Generator Operation Not Normal:**

- L and R GEN Switches OFF
 - APU (If Available) WINDMILL START (See COM 49-7 if necessary)
 - APU PWR AVAIL Light ON
 - APU L and R BUS SWs(One At a Time) ON
 - APU R BUS Switch ON
- Prior to Landing:*
- One AC Supply Switch OFF

■ **If Generator Operation Normal:**

- **If FMAs are blank:**
- Autopilot Release Button PUSH TO RESET
- AC BUS X-TIE Switch AUTO
- CABIN PRESS Control Lever AUTO
- CKPT/CABIN TEMP Selectors AUTO
- EMER PWR Selector OFF
- Galley Switch (If Electrical Load Permits) ON
- Systems MONITOR

See COM 24-6 for Notes

RUNAWAY STABILIZER TRIM

Stabilizer Trim Switch STOP (Left side Center Pedestal)

■ **If Stabilizer Continues To Runaway:**

Primary System (Red Guarded Switch) .. RESTORE

Maintain trim with primary system

AUTOPILOT and ALTERNATE LONGITUDINAL TRIM C-B's (Upper EPC D9, D10 and D11) PULL

See COM 27-1 if time permits

LOSS OF ALL ENGINES

Emergency Power Switch ON
 ENG IGN Switch OVRD

Throttles IDLE
 Airspeed OPTIMUM GLIDE SPEED

Optimum * Glide Speed	Gross Weight 1000 lbs.								
	80	90	100	110	120	130	140	150	160
	190	200	210	220	230	240	250	260	270

* Based on clean configuration

- Battery Switch ON/LOCKED
- START Pump Switch ON
- All FUEL BOOST Pump Switches ON
- ENG ANTI-ICE Switches ON
- FUEL X-FEED Lever ON

■ **If Both Engines Start:**
 Restore systems to normal as appropriate
 Land at Nearest Suitable Airport

END

■ **If Either Engine Starts**
 Fuel Lever (engine that did not start) OFF
 ENG IGN Selector (A or B or CONTIN)
 PNEU X-FEED VALVE Levers OPEN
 ENG START Switch ON
 FUEL LEVER (at max motoring speed) ON
 Accomplish One Engine Landing Procedure

■ **If Neither Engine Starts**
 APU START
 Fuel Levers OFF
After 20 Seconds:
 Fuel Levers ON
 Repeat until an Engine Starts

END

See COM 72-1, if time permits.

APU FIRE

Master Warning PUSH TO RESET
 APU Fire Control Switch OFF & AGENT ARM
NOTE: If APU does not shutdown, pull APU Control CB (Overhead Panel B-21)

■ **If APU Fire Warning Persists:**

APU Fire Agent No. 1 or No. 2 DISCHARGE

■ **If APU FIRE warning remains on after 30 seconds:**

2nd APU Fire Agent DISCHARGE
 Discharging both bottles to the APU will deny use of fire extinguisher to the engine(s)

APU Master Switch OFF
 APU Doors AUTO

See COM 49-1

ENGINE FAILURE/INFLIGHT SHUTDOWN

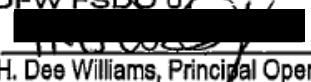
Throttle IDLE
 Fuel Control Lever OFF

NOTE: After Fuel switch is OFF, throttles should be used together

- Pneumatic Crossfeed CLOSE
 - Aux or Trans Hydraulic Pump AS REQUIRED
 - Fuel Tank Pumps & X-Feed AS REQUIRED
 - Electrical Loads CHECKED
- When takeoff thrust is no longer required:
- Air Conditioning Shutoff Switch OVERRIDE
 - AC Supply Switch (Affected Engine) OFF
- Refer to AOM Vol I for performance, FMS and PMS procedures

NOTE: Restricted Rudder may result after applying maximum rudder due to asymmetric thrust. If RUDDER TRAVEL UNRESTRICTED Light does not come on during deceleration, momentarily centering rudder pedals and rudder trim may allow rudder throw limiter to return to speed-scheduled position.

See COM 72-7 if time permits

FAA Approved Effective Date: 07-27-2012
 DFW FSDO 07

 H. Dee Williams, Principal Operations Inspector

Ameristar Air Cargo, Inc.
MD83 EMERGENCY CHECKLIST
FLY THE AIRPLANE • DO NOT HURRY
SILENCE THE BELL • IDENTIFY THE EMERGENCY • READ THE CHECKLIST

**CABIN ALTITUDE WARNING/
RAPID DECOMPRESSION**

Oxygen Masks and Interphone ON AND 100%
 Crew Communications ESTABLISHED
 Manual Cabin Alt Control FULL FWD AND
 MANUALLY LOCKED
 Pneumatic X-Feed Valves CLOSED
 Air Conditioning Supply Switches AUTO
 Passenger Oxygen Mask DEPLOYED
 Master Warning Light RESET
 Radio Rack Switch FAN
 ■ If required, initiate EMERGENCY DESCENT
 See COM 21-1

EMERGENCY DESCENT

NOTE: If structural integrity is in doubt, avoid high IAS and abrupt maneuvers

Speed Brakes EXTEND
 Throttles IDLE
 Descend 80M-82M/320-340 KIAS
 Altitude Select LEVEL OFF ALTITUDE ARMED
 Ignition OVRD
 Seat Belt Switch ON
 Autopilot/Autothrottles OFF
 Transponder 7700
 ATC Notify
 Altimeters FL 180 OR TRANS ALT
 See COM 21-2 if time permits

AIR CONDITIONING SMOKE/FUMES

Oxygen Masks, Goggles, & Interphone...ON AND 100%
 Crew Communications ESTABLISHED

- **If smoke or fumes in Cockpit:**
 Left AIR COND Supply Switch OFF
 - **If smoke or fumes continue:**
 L AC Supply Switch AUTO
 R AC Supply Switch OFF
- **If smoke or fumes in cabin:**
 R AC Supply Switch OFF

See COM 21-5

COCKPIT SMOKE/FUMES REMOVAL UNPRESSURIZED

Oxygen Masks, Goggles, If Required...ON AND 100%
 Crew Communications ESTABLISHED

Throttles IDLE
 Speed Brakes. EXTEND, REDUCE SPEED TO 220 KIAS
 Ram Air ON
 Speed Brakes RETRACTED
 Engine Hydraulic Pumps HIGH
 Aux Hyd Pump ON
 Flaps / Slats..... 15 /EXTEND REDUCE TO 165 KIAS
 Either Cockpit Window OPEN APPROX. 1/2 TO 2/3
 RAM Air..... AS REQUIRED AFTER SMOKE REMOVAL
 Flaps AS REQUIRED

NOTE: The cockpit windows should not be opened above 165 due to the high noise level making radio communication difficult or impossible.

Land at nearest suitable airport
 See COM 21-6

CARGO FIRE AND SMOKE DET LOOP LIGHT

PUSH DSCH Switch PUSH

Note the time. Second Halon bottle will discharge automatically 5 minutes after the release of the PUSH DSCH switch.

Start diversion immediately to land at nearest suitable airport and evacuate aircraft. Do not delay. The aircraft must land at the nearest suitable airport within 78 minutes after the activation of BTL 1 when accomplishing the CARGO FIRE IN FLIGHT procedure

See COM 26-3 for Procedure

Other Emergencies:

Ditching See COM 6-8
 FAA Approved Effective Date: 07-27-2012
 DFW FSDO 07
 H. Dee Williams, Principal Operations Inspector

ELECTRICAL SMOKE /FIRE/FUMES

Oxygen Masks, Goggles, & Interphone ...ON AND 100%
 Crew Communications ESTABLISHED

Radio Rack Switch VENTURI
 Cabin Altitude (Pressure) Control Lever ..MAN & LOCK
 IN EXISTING POSITION

AC Cross Tie Switch OPEN
 R GEN Control Switch or (R APU Bus Switch
 If power source OFF
 ■ If smoke disappears proceed to Isolation Checklist
 ■ If smoke continues:
 R GEN Control Switch or
 (R APU Bus Switch if power source) ON
NOTE: Wait until FO's instruments are operational

L GEN Control Switch or (L APU Bus Sw
 If power source OFF
 ■ If smoke disappears proceed to Isolation Checklist
 ■ If smoke continues:
 L GEN Control Switch or
 (L APU Bus Switch if power source) ON
 AC Cross Tie Switch AUTO

Proceed as follows:

Battery Charger Feed Circuit Breaker PULL
 AC Emergency Bus Feed Circuit Breakers (Two)..... PULL
 DC Emergency Bus Feed Circuit Breaker (One) PULL
 ■ If smoke disappears proceed to Isolation Checklist

- If smoke continues:
 AC Emergency Bus Feed CBs (Two) CLOSED
 DC Emergency Bus Feed CBs (One) CLOSED
 After Captain's instruments are operational:
 Battery Switch OFF
 (APU if operating will be shut down)

■ If smoke disappears proceed to Isolation Checklist
 ■ If smoke continues:
 Battery Switch ON
 Battery Direct Bus Circuit Breakers (Located
 On Overhead Emergency DC Panel)..... PULL
 Dual Cabin Pressure Control CBs (2)
 Located on lower EPC DC Bus Panel OPEN
 PULL ONE C/B AT A TIME

NOTE: If smoke disappears, leave CBs pulled for remainder of the flight, control cabin pressurization manually.

Depressurize cabin prior to landing. Manual pressurization control forces may be high, apply force as required.

Isolation Checklist

- Pull all affected CBs. (If 3-phase AC bus powers equipment, verify all three phases are open.)
- Reinstate electrical power on affected bus.
- Close each CB individually pausing between each operation and check for smoke.
- If smoke is detected after any one or more CBs are closed then reopen and leave the particular CBs open; reinstate remaining electrical power and continue flight.
- Depressurize cabin prior to landing. Manual pressurization control forces may be high, apply force as required.

EMERGENCY EVACUATION

Tower (time permitting)..... CALL
 Parking Brakes SET

SPD BRK / SPOILER Lever RETRACTED
 Flaps 28°
 Fuel Levers OFF
 EMER PWR Selector ON
 Command Evacuation EVACUATE (3) TIMES
 EMER LTS Switch ON
 Engine Fire Handles PULL
 Fire Bottles (if required) DISCHARGE
 APU FIRE CONT Switch
 (if APU operating) OFF & AGENT ARM
 Cockpit Voice Recorder C-B (Upper EPC F6) PULL
 See COM 6-18

TAIL COMPARTMENT TEMP HIGH

Pneumatic X-Feed Valves CLOSED
 Left and Right Airfoil Ice Protection Switch OFF
 L & R Air Conditioning Supply Sws HP BLEED OFF
 Wait 2 minutes for the light to go OUT
Go To COM 21-4 for completion