Pre Flight-Checklist

The check shall be performed prior to each flight.

The pre-flight inspection detailed below is based on the Flight Crew Operating Manual (FCOM) document number: D632W001.

Before each flight the captain, first officer or maintenance crew must verify that the airplane is satisfactory for flight.

Items at each location may be checked in any sequence.

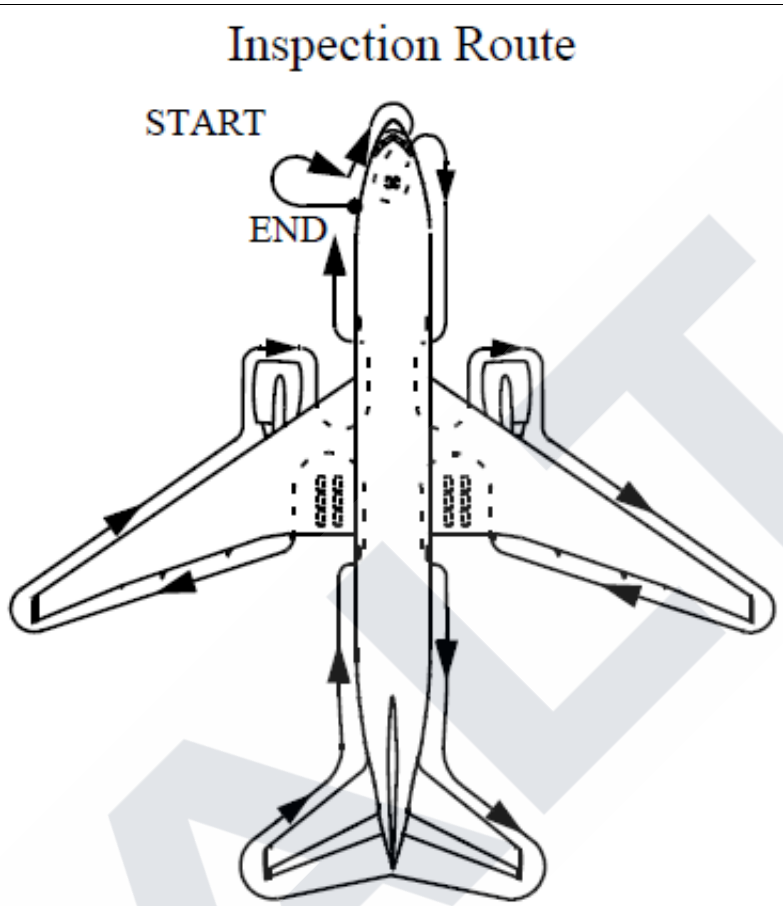
Use the detailed inspection route below to check that:

- the surfaces and structures are clear, not damaged, not missing parts and there are no fluid leaks.
- the tires are not too worn, not damaged, and there is no tread separation.
- the gear struts are not fully compressed.
- the engine inlets and tailpipes are clear, the access panels are secured, the exterior is not damaged, and the reversers are stowed.
- the doors and access panels that are not in use are latched.
- the probes, vents, and static ports are clear and not damaged.
- the skin area adjacent to the pitot probes and static ports is not wrinkled.
- the antennas are not damaged.
- the light lenses are clean and not damaged.

For cold weather operations see the Supplementary Procedures.

Pre Flight-Checklist

The check shall be performed prior to each flight. Normal Procedure – External Walkaround



Left Forward Fuselage	
Probes, sensors, ports, vents, and drains (as applicable)	Check
Doors and access panels (not in use)	Latched
Oxygen pressure relief green disc	In place
Forward outflow valve	Check
Nose Radome	
Check Diverter strips.	Secure
Forward access door	Secure
Nose Wheel Well	
Tires and wheels	Check
Gear strut and doors	Check
Nose wheel steering assembly	Check
Gear pin	Verify removed.
Nose gear towing lever	As needed.
Nose gear towing lever pin	As needed.
Exterior lights	Check
Wheel well light switches	As needed.
Forward E and E door	Secure

Pre Flight-Checklist

The check shall be performed prior to each flight. Normal Procedure – External Walkaround

Right Forward Fuselage	
Probes, sensors, ports, vents, and drains (as applicable)	Check
Doors and access panels (not in use)	Latched
Negative pressure relief vents	Closed
Right Wing Root, Pack, and Lower Fuselage	
Probes, sensors, ports, vents, and drains (as applicable)	Check
Exterior lights	Check
Pack inlet and pneumatic access doors	Secure
Leading edge flaps	Check
Right Engine	
Access panels	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check
Fan blades, probes, and spinner	Check
Thrust reverser.	Stowed
Exhaust area and tail cone	Check
Right Wing and Leading Edge	
Access panels	Latched
Leading edge slats	Check
Fuel measuring sticks	Flush and secure
Wing Surfaces	Check
Fuel tank vent	Check
Right Wing Tip and Trailing Edge	
Navigation and strobe lights	Check
Static discharge wicks	Check
Fuel jettison nozzle	Check
Aileron, flaperon, and trailing edge flaps	Check
Right Main Gear	
Tires, brakes and wheels	Check
Verify that the wheel chocks are in place as needed.	Check
(If the parking brake is set, the brake wear indicator pins must extend out of the guides.)	Check
Gear strut, actuators, and doors	Secure
Hydraulic lines	Verify removed.
Gear pins	Check
Right Main Wheel Well	
Wheel well	Check
Right Aft Fuselage	
Ram air turbine door	Check
Doors and access panels (not in use)	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check

Pre Flight-Checklist

The check shall be performed prior to each flight. Normal Procedure – External Walkaround

Tail	
Vertical stabilizer and rudder	Check
Tail skid (Boeing 777-300 & 300ER only with Tail Skin Installed)	Check
Verify that the tail skid is not damaged.	
Horizontal stabilizer and elevator	Check
Static discharge wicks	Check
Strobe light	Check
APU exhaust outlet	Check
Left Aft Fuselage	
Aft outflow valve	Check
Doors and access panels (not in use)	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check
Left Main Wheel Well	
Wheel well	Check
Left Main Gear	
Tires, brakes, and wheels	Check
Verify that the wheel chocks are in place as needed.	
If the parking brake is set, the brake wear indicator pins must extend out of the guides.	
Gear strut, actuators, and doors	Check
Hydraulic lines	Secure
Gear pins	Verify removed
Left Wing Tip and Trailing Edge	
Navigation and strobe lights	Check
Static discharge wicks	Check
Aileron, flaperon, and trailing edge flaps	Check
Fuel jettison nozzle	Check
Fuel tank vent	Check
Left Wing and Leading Edge	
Wing Surfaces	Check
Fuel measuring sticks	Flush & secure
Fuel tank vent	Check
Leading edge slats	Check
Access panels	Latched
Left Engine	
Exhaust area and tail cone	Check
Thrust reverser.	Stowed
Probes, sensors, ports, vents, and drains (as applicable)	Check
Access panels	Latched
Fan blades, probes, and spinner	Check

Pre Flight-Checklist

The check shall be performed prior to each flight. Normal Procedure – External Walkaround

Left Wing Root, Pack, and Lower Fuselage	
Probes, sensors, ports, vents, and drains (as applicable)	Check
Exterior lights	Check
Pack inlet and pneumatic access doors	Secure
Negative pressure relief vents	Closed
Positive pressure relief valves	Closed
Leading edge flaps	Check

The aircraft continuing airworthiness and the serviceability of operational and emergency equipment shall be ensured during the pre-flight inspections using the on-board emergency equipment list as per requirements noted in EASA M.A.301

Ensure the rectification of any defect and damage affecting safe operation in accordance with data specified in points M.A.304 and M.A.401, as applicable, while considering the minimum equipment list ('MEL') and configuration deviation list as applicable.

Pre Flight-Checklist

The check shall be performed prior to each flight. Supplemental Procedure – Cold Weather

Supplemental Procedures – Cold Weather Procedure

Considerations associated with cold weather operation are primarily concerned with low temperatures and with ice, snow, slush, and standing water on the airplane, ramps, taxiways, and runways.

Icing conditions exist when OAT (on the ground) or TAT (in-flight) is 10°C or below and any of the following exists:
• visible moisture (clouds, fog with visibility of one statute mile (1600 m) or less, rain, snow, sleet, ice crystals, and so on) is present, or
• ice, snow, slush, or standing water is present on the ramps, taxiways,
or runways.

CAUTION: Do not use engine anti-ice when OAT (on the ground) is above 10°C. Do not use engine or wing anti-ice when TAT (in-flight) is above 10°C.

Exterior Inspection
Although removal of surface snow, ice and frost is normally a maintenance function, during preflight procedures, the captain or first officer should carefully inspect areas where surface snow, ice or frost could change or affect normal system operations.

Do the normal Exterior Inspection with the following additional steps:

Critical Surfaces	Check

Take-off with light coatings of frost, up to 1/8 inch (3mm) in thickness, on lower wing surfaces due to cold fuel is allowable; however, all leading-edge devices, all control surfaces, and upper wing surfaces must be free of snow, ice, and frost.

Thin hoarfrost is acceptable on the upper surface of the fuselage provided all vents and ports are clear. Thin hoarfrost is a uniform white deposit of fine crystalline texture, which usually occurs on exposed surfaces on a cold and cloudless night, and which is thin enough to distinguish surface features underneath, such as paint lines, markings, or lettering.

Pre Flight-Checklist

The check shall be performed prior to each flight. Supplemental Procedure – Cold Weather

Pitot/static probes, static ports and angle-of-attack vanes. Verify that all pitot/static probes, static ports, and vanes are free of snow and ice. Water rundown after snow removal can freeze immediately forward of static ports and cause an ice build-up which disturbs airflow over the static ports resulting in erroneous static readings even when static ports are clear.	Check
Windshields and windows. Verify that flight deck windshields, emergency exists windows and windows used by the flight crew to inspect the representative surfaces are free of snow, slush, and ice.	Check
Air conditioning inlets and exits. Verify that the air inlets and exits, including the outflow valves, are free of snow and ice.	Check
Engine inlets Verify that the inlet cowling is free of snow and ice.	Check
Fuel tank vents Verify that all traces of ice and frost are removed.	Check
Landing gear doors Landing gear doors should be free of snow and ice.	Check
APU air inlets and exhaust The APU inlet door and exhaust must be free of snow and ice before APU start.	Check