DO NOT USE FOR FLIGHT

'757 Captain' Sim
FLIGHT MANUAL

PART III – Normal Procedures

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ABOUT THIS MANUAL

VERSION: 11 OCTOBER, 2011

WARNING: THIS MANUAL IS DESIGNED FOR MICROSOFT® FS9 & FSX USE ONLY. DO NOT USE FOR FLIGHT.

The '757 Captain' **Sim** FLIGHT MANUAL is organized into five Parts:
Each Part is provided as a separate Acrobat® PDF document:

Click START > Programs > Captain Sim > 757 Captain >

- **Part I – User's Manual**
  - The User's Manual describes the '757 Captain' **Sim** product as a software title.
- **Part II – Aircraft Systems**
- **Part III – Normal Procedures** - this document
- **Part IV – Flight Characteristics and Performance Data**
- **Part V - Flight Management System**.

Adobe Acrobat® Reader Required

FOR GENERAL INFORMATION ON THE '757 CAPTAIN' PRODUCT PLEASE USE WWW.CAPTAINSIM.COM .
THIS MANUAL PROVIDES ADDITIONAL INFORMATION ONLY, WHICH IS NOT AVAILABLE ON THE WEB SITE.

CONTENTS

OPERATING LIMITATIONS

GENERAL

This chapter contains Airplane Flight Manual (AFM) limitations and Boeing recommended operating limitations. Limitations that are obvious, shown on displays or placards, or incorporated within an operating procedure are not contained in this chapter.

AIRPLANE GENERAL

OPERATIONAL LIMITATIONS

Runway slope	±2%
Maximum Operating Altitude	42,000 feet pressure altitude
Maximum Takeoff and Landing Altitude	8,400 feet pressure altitude
Maximum Takeoff and Landing Tailwind Component	10 knots

NON-AFM OPERATIONAL INFORMATION

Note

The following items are not AFM limitations, but are provided for flight crew information.

Turbulent air penetration speed is: 290 KIAS/.78 Mach.

The navigation and display system does not support operations at latitudes greater than 87° North or South.

AIRPLANE WEIGHT RESTRICTIONS

MAXIMUM WEIGHT LIMITATIONS

Weights	Pounds
Maximum Taxi Weight (MTW)	221,000
Maximum Take Off Weight (MTOW)	220,000
Maximum Landing Weight (MLW)	198,000
Maximum Zero Fuel Weight (MZFW)	184,000

OTHER WEIGHT RESTRICTIONS

Note

These weights may be further restricted by field length limits, climb limits, tire speed limits, brake energy limits, obstacle clearance, or enroute and landing requirements.

AIR CONDITIONING

When the airplane is electrically powered for more than 20 minutes on the ground, equipment cooling must be provided as shown below.

Temp. (OAT)	COOLING REQUIRED
34° C to 40° C (94° F to 105° F)	One forward and one aft entry door on opposite sides open, or at least one A/C pack or equivalent ground cooling operating.
41° C to 49° C (106° F to 120° F)	At least one A/C pack or equivalent ground cooling operating.
More than 49° C (120° F)	Two A/C packs or equivalent ground cooling operating.

AUTO FLIGHT

After takeoff, the autopilot must not be engaged below 200 feet AGL.

Use of aileron trim with the autopilot engaged is prohibited.

Maximum allowable wind speeds when landing weather minima are predicated on autoland operations:

Headwind	25 knots
Crosswind	25 knots
Tailwind	10 knots

ENGINE

Continuous ignition must be on (engine start selector in the CONT position) while operating in severe turbulence.

Note

Continuous ignition is automatically provided in icing conditions when engine anti-ice is on.

Flight crew shall not blank engine vibration display during takeoff.

ENGINE FUEL SYSTEM

The maximum fuel temperature is 49° C (120° F).

The minimum fuel temperature is minus 45° C (minus 49° F) or 3° C (5° F) above the freeze point, whichever is higher.

The center tank may contain up to 2000 pounds of fuel with less than full main tanks provided center tank fuel weight plus actual zero fuel weight does not exceed the maximum zero fuel weight, and center of gravity limits are observed.

REVERSE THRUST

Reverse thrust is for ground use only.

Backing the airplane with use of reverse thrust is prohibited.

FLIGHT CONTROLS

The maximum altitude for flap extension is 20,000 ft.

NAVIGATION

Do not operate under IFR or at night into airports north of 73° North or south of 60° South latitude whose navigation aids are referenced to magnetic north.

NORMAL PROCEDURES

INTRODUCTION

GENERAL

This chapter contains Normal Procedures. It incorporates routine normal procedures and associated flight patterns.

CONTROLS AND INDICATORS – NOMENCLATURE

Controls and indications appear in all UPPERCASE type to correspond to the words on the control panel or display. For example, the following item has UPPERCASE words to match what is found on the panel:

APU GENERATOR switch.....ON

The word GENERATOR is spelled out, even though it is abbreviated on the panel.

The following appears in all lower case because there are no words identifying the panel name:

Mode control panel.....Set

NORMAL PROCEDURES

Normal procedures are used by the trained flight crew to ensure airplane condition is acceptable and that the flight deck is correctly configured for each phase of flight. These procedures assume all systems are operating normally and automated features are fully utilized.

Flight crew duties are organized in accordance with an area of responsibility concept. Each crewmember is assigned a flight deck area where the crewmember initiates actions for required procedures. The panel illustrations in this section describe each crewmember's area of responsibility for pre/post flight and phase—of—flight.

Pre/post flight duties are apportioned between the captain and first officer, while phase-of-flight duties are apportioned between the pilot flying (PF) and pilot not flying (PNF). A normal panel flow is encouraged; however, certain items may be handled in the most logical sequence for existing conditions. Actions outside the crewmember's area of responsibility are initiated at the direction of the captain. General phase-of-flight responsibilities are as follows:

Pilot flying:
- flight path and airspeed control
- airplane configuration
- navigation.

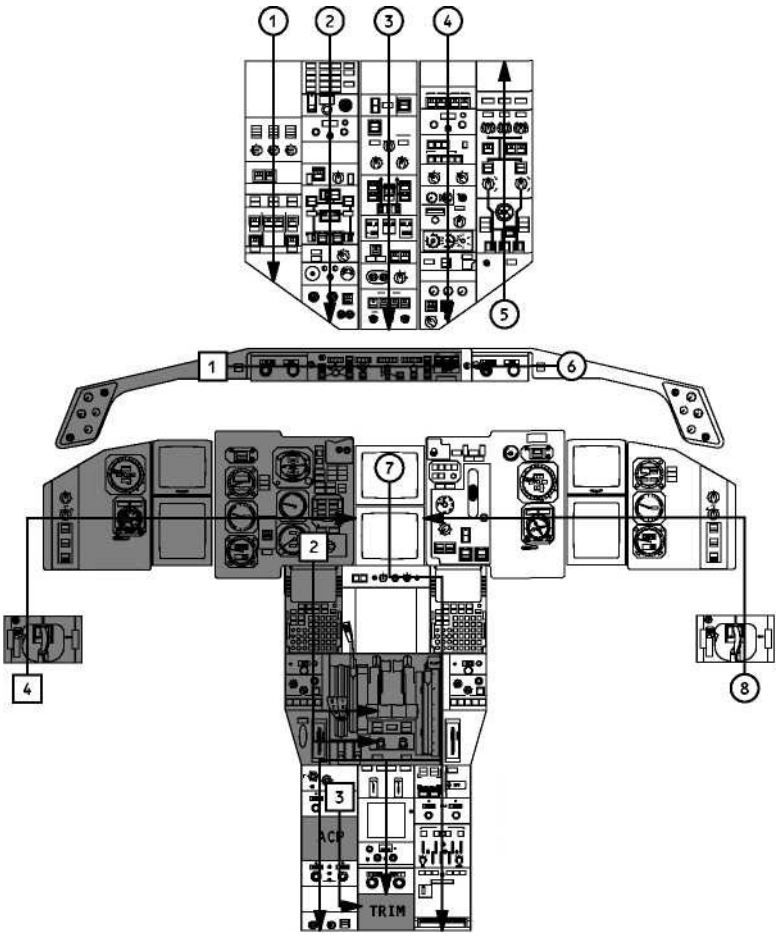
Pilot not flying:
- checklist reading
- communications
- tasks requested by PF
- fuel shutoff and fire switches (with PF concurrence).

Phase-of-flight duties, beginning with the takeoff procedure and ending with the landing roll procedure, are presented in table form in the appropriate procedures section.

The first officer, when flying the airplane, performs the duties listed under pilot flying and the captain performs those duties listed under pilot not flying.

The captain retains final authority for all actions directed and performed.

PREFLIGHT AND POSTFLIGHT AREAS OF RESPONSIBILITY AND PANEL FLOW



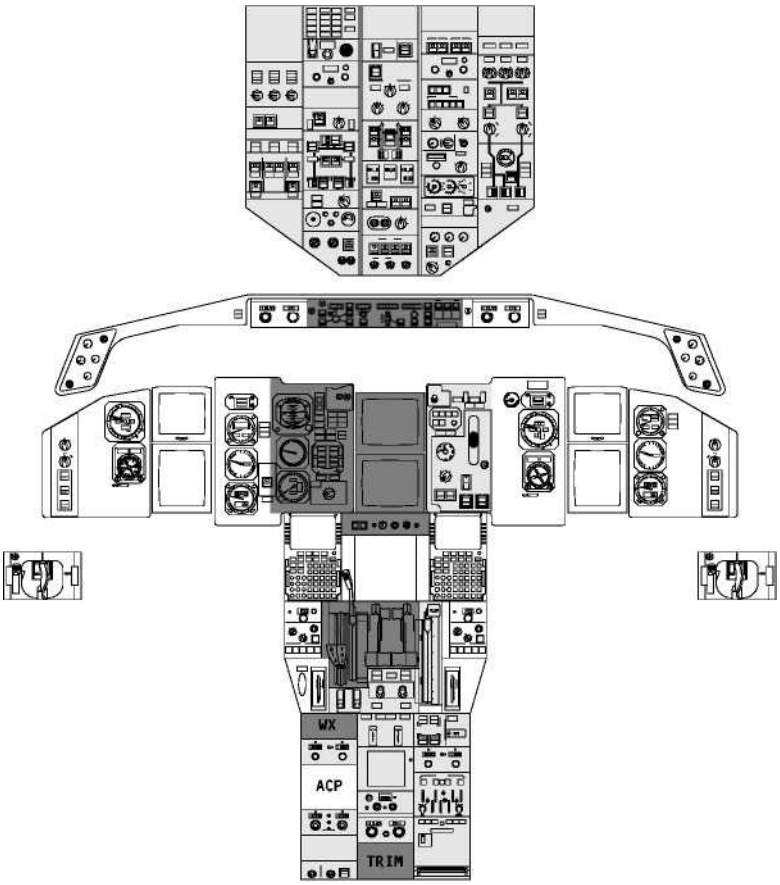
Audio Control Panel (ACP) and Trim Location May Vary

Captain

First Officer

LEGEND: Shaded area defines Captain's area of responsibility. Unshaded area is First Officer's responsibility.

PILOT FLYING AND PILOT NOT FLYING AREAS OF RESPONSIBILITY



Weather Radar (WX) Audio Control Panel (ACP) and Trim Location May Vary

PF area of Responsibility

PNF area of Responsibility

Unshaded areas are the responsibility of the pilot seated on the respective side.

AMPLIFIED PROCEDURES

EXTERIOR INSPECTION

Prior to each flight, a flight crew member or the maintenance crew must verify the airplane is acceptable for flight. Check:

- Flight control surfaces unobstructed and all surfaces clear of ice, snow, or frost.
- Each trailing edge flap is symmetrically retracted.
- Door and access panels (not in use) properly secured.
- Ports and vents unobstructed.
- Airplane free of damage and fluid leakage.
- Wheel chocks in place and nose gear steering lever in normal position.
- Tire condition.
- Gear struts not fully compressed.

PREFLIGHT PROCEDURE - FIRST OFFICER

This procedure assumes the supplementary power up procedure has been accomplished and electrical power is established.

The following procedures are accomplished in their entirety on each originating trip or crew change, or following maintenance action.

Normally this procedure is accomplished by the first officer. However, it does not preclude the captain from completing the procedure if time and conditions dictate.

IRS mode selectors……OFF, then NAV

Verify ALIGN lights illuminated.
For all flights, a full alignment is recommended.

YAW DAMPER switches……..ON

HYDRAULIC panel……Set

LEFT and RIGHT ENGINE pump switches – ON
Left and right engine pump PRESS lights remain illuminated until the respective engine is started.

ELECTRIC pump switches – OFF

BATTERY/STANDBY CONTROL panel……...Set
BATTERY switch – ON

Verify DISCH light extinguished.

STANDBY POWER selector – AUTO

Verify standby power bus OFF light extinguished.

ELECTRICAL panel……..Set

BUS TIE switches – AUTO
Verify AC BUS OFF and utility bus OFF lights extinguished.

APU GENERATOR switch – ON

GENERATOR CONTROL switches – ON
OFF and DRIVE lights remain illuminated until respective engine is started.

APU selector……START, then ON

Position the APU selector back to the ON position.

Lighting panel.....Set

GLARESHIELD panel light controls - As desired

AISLE STAND panel light controls - As desired

LIGHT OVERRIDE switch - As desired

RUNWAY TURNOFF light switches — OFF

EMERGENCY LIGHTS switch.....ARMED

Verify UNARMED light extinguished

PASSENGER OXYGEN ON light.....Extinguished

RAM AIR TURBINE UNLKD light.....Extinguished

WARNING

Switch activation may cause deployment of the ram air turbine.

ENGINE CONTROL panel.....Set

Engine ignition selector - 1 or 2

Engine start selectors – AUTO

FUEL panel.....Set

CROSSFEED switches - OFF

Verify VALVE lights extinguished.

FUEL PUMP switches - OFF

Left and right pump PRESS lights are illuminated.

Left forward pump PRESS light is extinguished if the APU is running.

Both center pump PRESS lights are extinguished.

ANTI-ICE panel .....Set

WING anti-ice switch – OFF

ENGINE anti-ice switches – OFF

WIPER selector.....OFF

Lighting panel.....Set

POSITION light switch - As required

RED and WHITE ANTI-COLLISION light switches - OFF

WING light switch - OFF

LANDING light switches - OFF

WINDOW HEAT switches .....ON

Verify INOP lights extinguished.

PASSENGER SIGNS panel.....Set

NO SMOKING selector - AUTO or ON

SEATBELTS selector - AUTO or ON

NO SMOKING selector - AUTO or ON

SEATBELTS selector - AUTO or ON

CABIN ALTITUDE CONTROL panel.....Set

AUTO RATE control – Index

LANDING ALTITUDE selector - Destination airport elevation

MODE SELECTOR - AUTO 1 or AUTO 2

Alternate EQUIPMENT COOLING switch .....OFF

Lighting panel .....Set

CIRCUIT BREAKER panel light control - As desired

OVERHEAD PANEL light control - As desired

DOME LIGHT control - As desired

LOGO light switch - As desired

FLIGHT DECK DOOR switch - As desired

INDICATOR LIGHT selector - As desired

BLEED AIR panel .....Set

ENGINE bleed air switches - ON

Verify OFF lights illuminated.

APU bleed air switch - ON

Verify VALVE light extinguished.

ISOLATION switch — ON

Verify VALVE light extinguished.

Air conditioning panel.....Set

PACK CONTROL selectors - AUTO

Verify PACK OFF lights extinguished.

TRIM AIR switch - ON

RECIRCULATION FAN switches - ON

Verify INOP lights extinguished.

FLIGHT DECK and CABIN temperature controls - AUTO

Set as desired.

Verify INOP lights extinguished.

Right VOR/DME switch .....AUTO

Right FLIGHT DIRECTOR switch .....ON

EICAS display ……Check

Secondary ENGINE DISPLAY switch – Push

Indications - Normal. Verify:

- primary and secondary engine indications display existing conditions
- no exceedance values are displayed
- oil quantity adequate for flight.

COMPUTER selector — AUTO

THRUST REFERENCE SET selector - BOTH and IN

Verify TO mode annunciated.

CDU.....Set

If MENU page displayed:

FMC line select key – Push

If IDENT page not displayed:

INITREF key - Push

INDEX line select key - Push

IDENT line select key - Push

IDENT page - Check

Verify active date current.

POS INIT line select key - Push

Verify time correct.

Inertial position - Enter

Enter inertial position using the most accurate latitude and longitude.

ROUTE line select key – Push

Select company route or load route manually.

ACTIVATE line select key - Push

EXEC key - Push

DEPARR key - Push

Select runway and SID.

ROUTE line select key – Push

Verify SID and route are correct.

EXEC key- Push

Left VHF communications panel.....Set

Set panel - As desired

Engine fire panel.....Set

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ENG BTL 1 DISCH and ENG BTL 2 DISCH lights - Extinguished

Engine fire switches - In

Verify LEFT and RIGHT fire warning lights extinguished.

Transponder panel.....Set

ILS panel.....Set

Set panel - As desired

CARGO FIRE panel.....Set

CARGO FIRE ARM switches – Off

Verify FWD and AFT fire warning lights extinguished.

CARGO FIRE BTL DISCH lights - Extinguished

APU fire panel.....Set

APU BTL DISCH light – Extinguished

APU fire switch – In

Verify APU fire warning light extinguished.

Window 2 right.....Locked

Verify the lock lever is in the locked (forward) position.

Right flight instruments.....Set

Note

IRS alignment must be complete before AUTOLAND STATUS, VSI, ADI, HSI, and RDMI checks.

ALTIMETER – Correct

Set the local altimeter setting.

Verify instrument indications are correct.

Verify no flag displayed.

VERTICAL SPEED INDICATOR - Correct

Verify instrument indications are correct.

Verify no flag displayed.

Clock - Correct

ADI - Correct

Flight mode annunciations - Verify:

-.....AUTOTHROTTLE mode is blank
-.....ROLL mode is TO
-.....PITCH mode is TO
-.....AFDS status is F/D.

Flight instrument indications are correct.

Verify no flags displayed.

HSI - Correct

Verify magnetic track correct.

Verify present heading correct.

Verify map mode displayed.

Verify no flags displayed.

Route - Displayed, correct

Airspeed indicator – Correct

Verify instrument indications are correct.

Verify no flag displayed.

RDMI-Correct

VOR/ADF switches - As desired.

Verify instrument indications are correct.

Verify no inappropriate flag displayed.

AUTOLAND STATUS annunciator.....Check

Verify blank indications.

HEADING REFERENCE switch.....NORM or TRUE

FLAP position indication and FLAP lever.....Agree

ALTERNATE FLAPS .....Set

ALTERNATE FLAPS selector - NORM

ALTERNATE FLAPS switches – OFF

Landing gear panel.....Set

Landing gear lever - DN

ALTERNATE GEAR EXTEND switch - OFF (guarded position)

Right seat.....Adjust

Position seat for optimum eye reference.

WARNING

Do not place objects between the seat and the aisle stand. Injury can occur when the seat is adjusted forward.

Rudder Pedals.....Adjust

Adjust to permit full rudder pedal and brake application.

Right seat belt and shoulder harness.....Adjust

Accomplish PREFLIGHT checklist on captain's command.

PREFLIGHT PROCEDURE – CAPTAIN

Normally, this procedure is accomplished by the captain. However, it does not preclude the first officer from completing the procedure if time and conditions dictate.

Mode control panel.....Set

Left FLIGHT DIRECTOR switch – ON

BANK LIMIT selector - As desired

Autopilot DISENGAGE bar – UP

Left CDU.....Set

If MENU page displayed:

FMC line select key - Push

If IDENT page not displayed:

INITREF key - Push

INDEX line select key - Push

IDENT line select key - Push

IDENT page - Check

Verify active date current.

POS INIT line select key - Push

Verify present position and time correct.

ROUTE line select key - Push

Verify route correct.

Left EFIS control panel.....Set

Decision height selector - As desired

HSI RANGE selector - As desired

HSI TRAFFIC switch - As desired

HSI mode selector – MAP

MAP switches - As desired

SPEEDBRAKE lever.....DOWN

ALTERNATE STABILIZER TRIM switches.....Neutral

Reverse thrust levers.....Down

WARNING

Movement of the reverse thrust lever could result in operation of the engine thrust reverser.

Thrust levers.....Closed

Flap lever.....Set

Position lever to agree with flap position.

Parking brake.....Set

FUEL CONTROL switches.....CUT OFF

Captain's audio control panel.....Set

Set panel - As desired

Window 2 left.....Locked

Verify the lock lever is in the locked (forward) position and the WINDOW NOT CLOSED decal is not in view.

Captain's Lighting panel.....Set

PANEL light control - As desired

CHART light control - As desired

FLOOD light control - As desired

MAP light control - As desired

Left INSTRUMENT SOURCE SELECT panel.....Set

FLIGHT DIRECTOR selector - L
NAVIGATION SOURCE selector - FMC L
ALTERNATE SOURCE switches – Off

Left flight instruments.....Set

Airspeed indicator - Correct

Verify instrument indications are correct.

Verify no flag displayed.

RDMI - Correct

VOR/ADF switches - As desired.

Verify instrument indications are correct. H

Verify no inappropriate flag displayed.

ADI – Correct

Flight mode annunciations - Verify:

-.....AUTOTHROTTLE mode is blank
-.....ROLL mode is TO
-.....PITCH mode is TO
-.....AFDS status is F/D.

Flight instrument indications are correct.

Verify no flags displayed.

HSI – Correct

Verify magnetic track correct.

Verify present heading correct.

Verify map mode displayed.

Verify no flags displayed.

Route - Displayed, correct

ALTIMETER – Correct

Set the local altimeter setting.

Verify instrument indications are correct.

Verify no flag displayed.

VERTICAL SPEED INDICATOR - Correct

Verify instrument indications are correct.

Verify no flag displayed.

Clock - Correct

AUTOLAND STATUS annunciator.....Check

Verify blank indications.

RESERVE BRAKES switch.....OFF

Standby instruments.....Check

Standby ADI - Check

ILS selector - OFF

Verify no flags displayed.

Airspeed indicator - Check

Verify instrument indications are correct.

Altimeter - Set

Set local altimeter setting.

Verify instrument indications are correct.

Standby engine indicator selector.....AUTO

AUTO BRAKES selector.....OFF

Left seat.....Adjust

Position seat for optimum eye reference.

WARNING

Do not place objects between the seat and the aisle stand. Injury can occur when the seat is adjusted forward.

Rudder pedals.....Adjust

Adjust to permit full rudder pedal and brake application.

Left seat belt and shoulder harness.....Adjust

Call for "PREFLIGHT CHECKLIST."

BEFORE START PROCEDURE

This procedure is accomplished after papers are on board and flight crew is ready for push back and/or engine start.

Takeoff thrust reference.....Set C,F/O

Verify correct thrust reference mode displayed.

CDU.....Set C,F/O

INITREF key – Push

Verify fuel quantities agree:
-.....upload fuel quantity
-.....fuel quantity indicator
-.....CDU.

Enter:
-.....zero fuel weight
-.....reserve fuel
-.....cruise altitude
-.....cost index.

Check:
-.....Step size

TAKEOFF line select key – Push

Enter:
- takeoff flap setting.
- CG
- position shift value (if required).
- wind (if required).
- slope (if required).

Check:
-.....thrust line.
-.....acceleration height.

Verify PRE-FLT COMPLETE displayed

CDU display-Set
Usually one pilot on LEGS page and the other on CLB page.

Note

If required for noise abatement reasons, enter a speed restriction, on the CLIMB page, of VREF 30 + 80 to 3,000 feet above field elevation.

MCP.....Set C

IAS/MACH selector - Rotate

Set V2 speed in the IAS/MACH window.
Initial heading - Set

Initial altitude - Set

Airspeed bugs.....Set C, F/O

Set bugs at VI, VR, VREF 30 + 40, and VREF 30 + 80.

Start clearance.....Obtain C, F/O
Obtain clearance to pressurize hydraulic systems and start engines.

HYDRAULIC panel.....Set F/O

Note

Pressurize right system first to prevent fluid transfer between systems.

Right ELECTRIC pump switch - ON

Verify PRESS light extinguished.

C1 and C2 ELECTRIC pump switches - ON

Verify C1 PRESS light extinguished.

Left ELECTRIC pump switch - ON

Verify PRESS light extinguished.

FUEL panel.....Set F/O

LEFT and RIGHT FUEL PUMP switches – ON

Verify PRESS lights extinguished.

If center tank contains fuel:

CENTER FUEL PUMP switches – ON

Note

Both PRESS lights will not be extinguished due to load shedding. Indications will be normal after engine start.

RED ANTI-COLLISION light switch.....ON F/O

PACK CONTROL selectors.....OFF F/O

Trim.....Units, zero, zero C, F/O

Stabilizer trim -_____UNITS

Set for takeoff.

Check in greenband.

Aileron trim – ZERO

Rudder trim - ZERO

Flight controls.....Check C

Displace control wheel and control column to full travel in both directions and verify:

-.....freedom of movement
-.....controls return to center
-.....proper flight control movement on EICAS status display.
-.....

Displace rudder pedals to full travel in both directions and verify:

-.....freedom of movement
-.....rudder pedals return to center
- proper flight control movement on EICAS status display.

Secondary ENGINE DISPLAY switch.....PUSH F/O

Call for "BEFORE START CHECKLIST."....C

Accomplish BEFORE START checklist.....F/O

ENGINE START PROCEDURE

Captain	First Officer
Announce start sequence. Normal start sequence is right then left.	
Call "START_____ENGINE."	Position_____START selector to GROUND.
Observe oil pressure increase and N2 rotation.	
Position_____FUEL CONTROL switch to RUN when: - at maximum motoring and a minimum of 18% N2	
Observe initial EGT rise and EGT within limits. Abort start if EGT fails to rise within 20 seconds of selecting RUN or if EGT rising rapidly or approaching limit. Abort start if N1 fails to increase at EGT rise. Abort start if N2 fails to reach stabilized idle within 120 seconds of selecting RUN. Do not advance thrust beyond that required for taxi until oil temperature reaches 50°C.	

Repeat procedure to start remaining engine.

AFTER START PROCEDURE

APU selector .....OFF F/O

ENGINE ANTI-ICE switches.....As required F/O

ISOLATION switch.....OFF F/O

PACK CONTROL selectors.....AUTO F/O

Recall.....Check C, F/O

Check alert messages.

AUTO BRAKES selector.....RTO C

Ground equipment.....Clear C, F/O

Call for "AFTER START CHECKLIST."....C

Accomplish AFTER START checklist.....F/O

BEFORE TAKEOFF PROCEDURE

Obtain taxi clearance.....F/O

Brief taxi clearance.....C

Parking brake.....Release C

Call for "FLAPS _____" as required for takeoff.....C

Position flap lever to takeoff setting.....F/O

Takeoff" briefing.....Accomplish C

Flight attendants.....Notify F/O

Call for "BEFORE TAKEOFF CHECKLIST."....C

Accomplish BEFORE TAKEOFF checklist.....F/O

TAKEOFF PROCEDURE

Pilot Flying	**Pilot Not Flying**
Release brakes. Align airplane with runway.	Position LEFT and RIGHT WING LANDING and WHITE ANTI-COLLISION light switches ON. Position transponder mode selector to TA/RA.
Advance thrust levers to approximately 1.10 EPR. Push EPR switch.	
Verify correct takeoff thrust set.	Monitor engine instruments throughout takeoff. Adjust takeoff thrust prior to 80 knots, if required.
Note: After takeoff thrust is set, the captain's hand must be on the thrust levers until VI.	
Monitor airspeed.	Monitor airspeed indications and call out any abnormalities.
Verify 80 knots.	Call "80 KNOTS."
Verify VI speed. Rotate at VR. Establish a positive rate of climb.	Call "VI." At VR call "ROTATE." Monitor airspeed and vertical speed.
Call for "GEAR UP" when positive rate of climb established.	Verify positive rate of climb then position landing gear lever UP.
Call for "LNAV" when climb stabilized.	Push L NAV switch.
Call for "VNAV" at flap retraction altitude. Push A/P ENGAGE COMMAND switch.	Push VNAV switch.

Call for "FLAPS_____" according to flap retraction schedule.	Position flap lever as directed.
Verify climb thrust set.	
Call for "AFTER TAKEOFF CHECKLIST."	Position landing gear lever OFF after GEAR and DOORS lights extinguish. Accomplish AFTER TAKEOFF checklist.

CLIMB PROCEDURE

Pilot Flying	Pilot Not Flying
	Above 10,000 feet, position LANDING light switches OFF.
At transition altitude, set altimeters to 29.92 in Hg (1013 mb).	

CRUISE PROCEDURE

Pilot Flying	Pilot Not Flying
	When CTR L and CTR R FUEL PUMP messages are displayed, push CENTER FUEL PUMP switches OFF.

DESCENT PROCEDURE

Pilot Flying	Pilot Not Flying
	Prior to top of descent, modify active route as required for arrival and approach.
	Verify pressurization set to landing altitude.
Set DH as required for approach.	Set DH, ADF, and ILS as required for approach.
Review all alert messages.	Recall and review all alert messages.
Set airspeed reference bugs to VREF 30, VREF 30 + 40 and VREF 30 + 80.	Set airspeed reference bugs to VREF 30, VREF 30 + 40 and VREF 30 + 80.
Set AUTO BRAKES selector to desired brake setting.	
When cleared to descend, set clearance limit altitude on MCP.	

APPROACH PROCEDURE

Pilot Flying	Pilot Not Flying
At transition level, set altimeters.	

Verify correct arrival and approach procedures selected.	
Accomplish approach briefing.	
	At 10,000 feet, position LEFT and RIGHT WING LANDING light switches ON.
Call for "APPROACH CHECKLIST."	Accomplish APPROACH checklist.

LANDING PROCEDURE

Pilot Flying	**Pilot Not Flying**
	Notify flight attendants.
Call for "FLAPS __" according to flap extension schedule.	Position flap lever as directed.
When on localizer intercept heading, verify ILS tuned and identified and localizer and glideslope pointers displayed, arm APP mode.	
At glideslope alive, call for: "GEAR DOWN" "FLAPS 20."	Position landing gear lever DN. Position flap lever to 20.
Position speedbrake lever to ARM.	
At glideslope capture, call for "FLAPS_____" as required for landing.	Position flap lever as commanded.
Set missed approach altitude on MCP.	
At final approach fix/OM, verify crossing altitude.	
Call for "LANDING CHECKLIST."	Accomplish LANDING checklist.
Monitor approach progress. Verify Autoland status at 500 feet radio altitude.	

GO-AROUND PROCEDURE

Pilot Flying	**Pilot Not Flying**
Push go-around switch. Call for "FLAPS 20."	Position flap lever to 20.
Verify rotation to go-around attitude and thrust increase.	
	Verify thrust adequate for go-around; adjust if necessary.
After positive rate of climb established, call for "GEAR UP."	Verify positive rate of climb then position landing gear lever UP.
Above 400 feet radio altitude, select LNAV or HDG SEL.	
At flap retraction altitude, set speed to VREF 30 + 80. Call for "CLIMB THRUST."	Select CLB thrust.
Call for "FLAPS_____" according to flap retraction schedule.	Position flap lever as directed.

After flap retraction, select FLCH or VNAV as required.	
Verify missed approach route being tracked and missed approach altitude captured.	
Call for "AFTER TAKEOFF CHECKLIST."	Position landing gear lever OFF after GEAR and DOORS lights extinguish. Accomplish AFTER TAKEOFF checklist.

LANDING ROLL PROCEDURE

Pilot Flying	**Pilot Not Flying**
Monitor rollout progress and proper auto brakes operation.	
Verify thrust levers closed and speedbrake lever up. Without delay, raise reverse thrust levers to the interlocks, hold light pressure until release, and then apply reverse thrust as required.	Verify speedbrake lever UP and call "SPEEDBRAKES UP." If speedbrake lever not UP, call "SPEEDBRAKES NOT UP."
By 60 knots, initiate movement of reverse thrust levers to reach reverse idle detent prior to taxi speed. Position levers full down (forward thrust) when engines have decelerated to reverse idle.	Call "60 KNOTS."
Prior to taxi speed, disarm the auto brakes and continue manual braking as required.	
Disconnect autopilot prior to runway turnoff.	

WARNING

After reverse thrust is initiated, a full stop landing must be made.

AFTER LANDING PROCEDURE

Accomplished when clear of the active runway.

APU selector .....START, then ON F/O

Position the APU selector back to the ON position.

Exterior lights.....Set F/O

Position WHITE ANTI-COLLISION light switch OFF and LANDING/TAXI light switches as required.

Speedbrake lever.....DOWN C

AUTO BRAKES selector.....OFF F/O

Flaps.....UP F/O

Transponder.....Off F/O

SHUTDOWN PROCEDURE

Parking brake.....Set C

Verify PARK BRAKE light illuminated.

Electrical power.....Establish F/O

If APU power is required:

Check APU RUN light is illuminated.

If external power is desired:

EXTERNAL POWER AVAIL light – Illuminated

EXTERNAL POWER switch - Push

ENGINE ANTI-ICE switches.....OFF F/O

FUEL CONTROL switches.....CUT OFF C

Verify ENG VALVE and SPAR VALVE lights extinguished.

Parking brake .....Release C

When wheel chocks in place, release the parking brake.

SEATBELTS selector.....OFF F/O

HYDRAULIC panel.....Set F/O

Note

Depressurize right system last to prevent fluid transfer between systems.

C1 and C2 ELECTRIC pump switches - OFF

Left ELECTRIC pump switch - OFF

Right ELECTRIC pump switch - OFF

FUEL PUMP switches.....OFF F/O

RED ANTI-COLLISION light switch.....OFF F/O

ISOLATION switch.....ON F/O

FLIGHT DIRECTOR switches.....OFF C, F/O

Status messages.....Check F/O

APU selector.....Set F/O

If APU power is no longer required:

APU selector-OFF

Call for "SHUTDOWN CHECKLIST."....C

Accomplish SHUTDOWN checklist.....F/O

SECURE PROCEDURE

IRS mode selectors	OFF	F/O
EMERGENCY LIGHTS switch	OFF	F/O
WINDOW HEAT switches	OFF	F/O
PACK CONTROL selectors	OFF	F/O
Call for "SECURE CHECKLIST."	C	
Accomplish SECURE checklist	F/O	

757 CHECKLIST

NORMAL PROCEDURES

PREFLIGHT

1	OXYGEN	SET
2	PASSENGER SIGNS	SET
3	FLIGHT INSTRUMENTS	SET
4	PARKING BRAKES	SET
5	FUEL CONTROL SWITCHES	CUT OFF

BEFORE START

1	FLIGHT DECK WINDOWS	LOCKED
2	MCP	SET
3	AIRSPEED BUGS	SET
4	CDU	SET
5	TRIM	_____UNITS, ZERO, ZERO
6	FLIGHT CONTROLS	CHECKED

AFTER START

1	ENGINE ANTI-ICE	_____
2	ISOLATION SWITCH	OFF
3	RECALL	CHECKED
4	AUTO BRAKES	RTO
5	GROUND EQUIPMENT	CLEAR

BEFORE TAKEOFF

1	FLAPS	_____
2	LANDING GEAR	

AFTER TAKEOFF

1	LANDING GEAR	OFF
2	FLAPS	UP

APPROACH

1	PRESSURIZATION	SET
2	AIRSPEED BUGS	SET
3	ALTIMETERS	SET
4	RECALL	CHECKED

LANDING

1	SPEEDBRAKE	ARMED
2	LANDING GEAR	DOWN
3	FLAPS	_____

SHUTDOWN

1	HYDRAULIC PANEL	SET
2	FUEL PUMP SWITCH/FLAPSS	OFF
3	SPEEDBRAKE LEVER	UP
4	PARKING BRAKE	DOWN

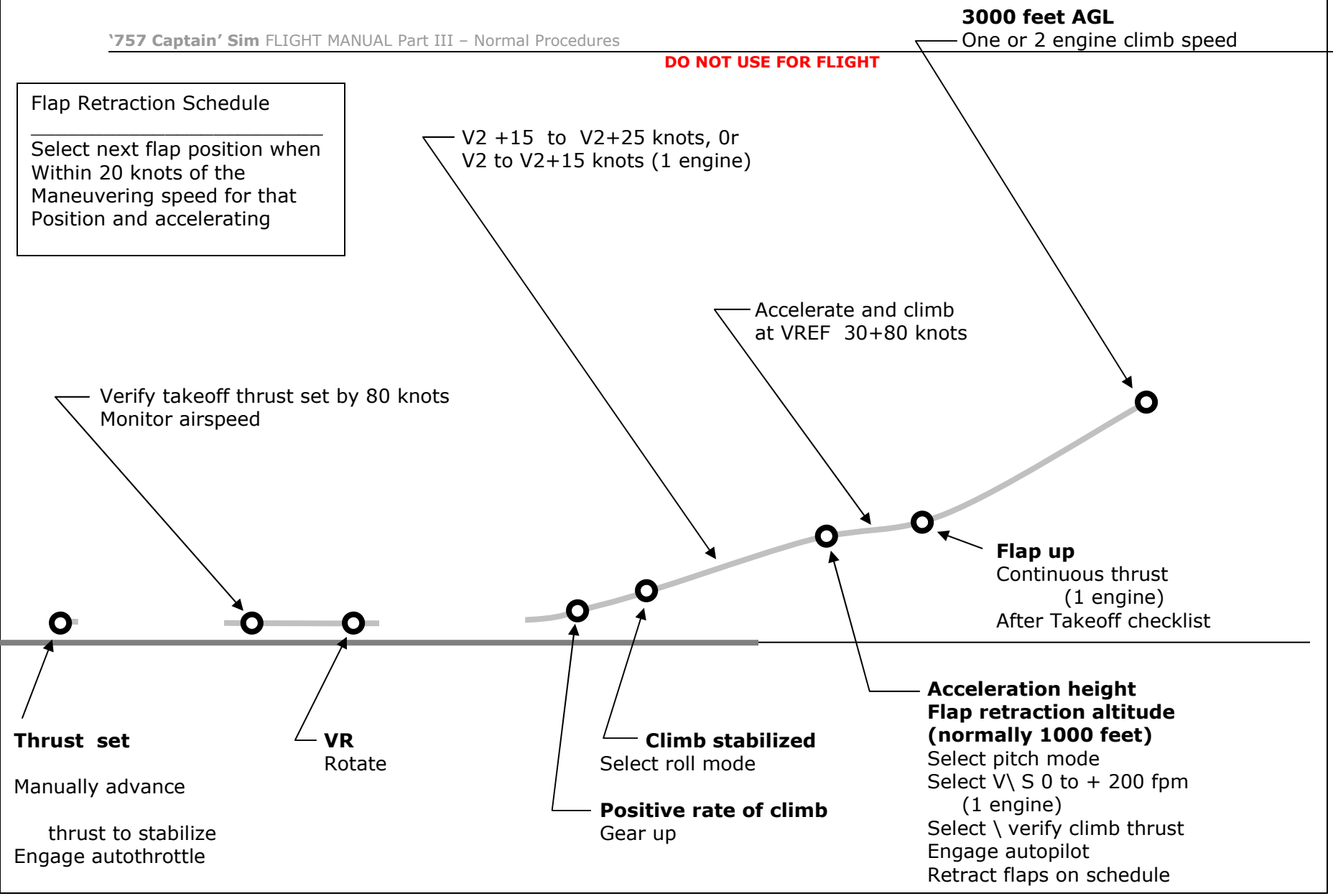
5	FUEL CONTROL SWITCHES	_____

SECURE

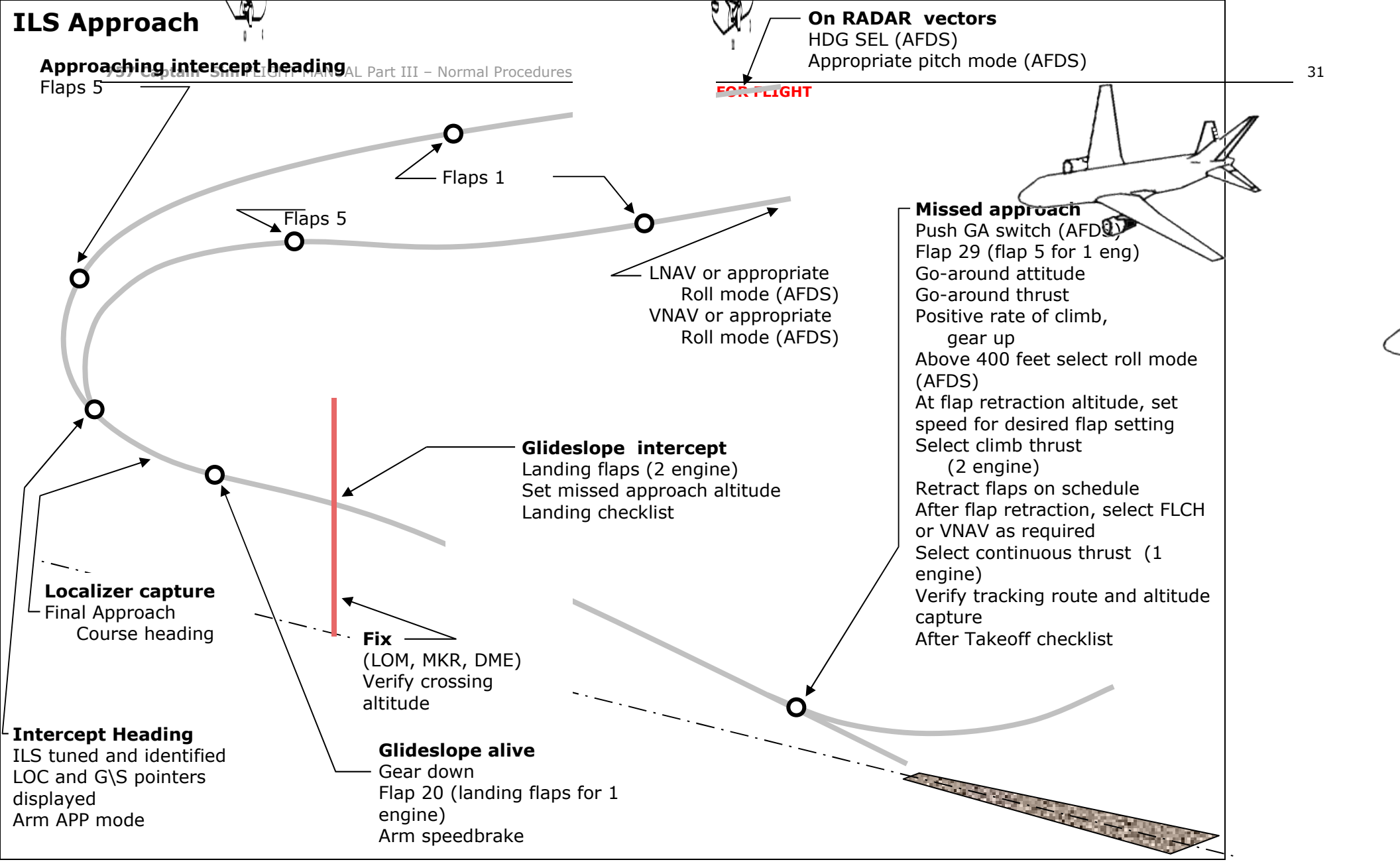
1	IRS SWITCHES	OFF
2	EMERGENCY LIGHTS SWITCH	OFF
3	WINDOW HEAT SWITCHES	OFF
4	PACK SWITCHES	OFF

FLIGHT PATTERNS

Takeoff



ILS Approach



ILS Approach Using VNAV

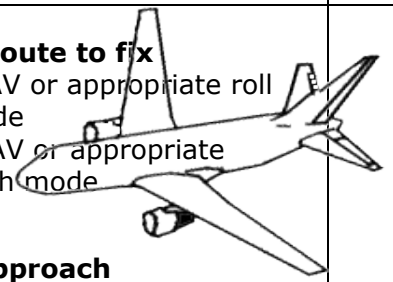
On RADAR vectors
HDG SEL
Appropriate pitch mode

Approaching intercept heading
Flaps 5

Flaps 1

Flaps 5

Enroute to fix
LNAV or appropriate roll mode
VNAV or appropriate pitch mode



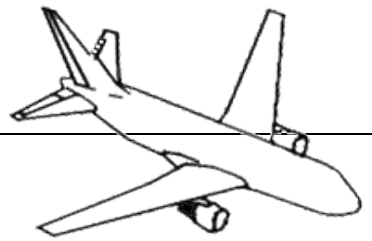
Intercept Heading
Arm LNAV or appropriate roll mode

Descend to DA(H) or MDA(H)
Monitor VNAV path
Landing checklist

Missed approach
Push GA switch
Flap 20 (flap 5 for 1 eng)
Go-around attitude
Go-around thrust
Positive rate of climb,
gear up
Above 400 feet select roll mode
At flap retraction altitude, set speed for desired flap setting
Select CLB thrust (2 engine)
Retract flaps on schedule
After flap retraction, select FLCH or VNAV as required
Select CON thrust (1 engine)
Verify tracking route and altitude capture
After Takeoff checklist

Inbound (2NM)
Gear down
Flap 20 (landing flaps for 1 engine)
Arm speedbrake
Set DA(H) or MDA(H)
Select VNAV
Speed intervention
Landing flaps (2 engine)

At DA(H) or MDA(H)
Intercept landing profile and disengage autopilot and disconnect autothrottle



ILS Approach Using V/S

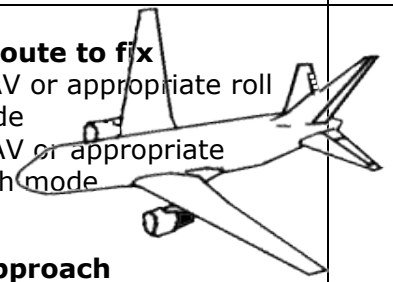
On RADAR vectors
HDG SEL
Appropriate pitch mode

Approaching intercept heading
Flaps 5

Flaps 1

Flaps 5

Enroute to fix
LNAV or appropriate roll mode
VNAV or appropriate pitch mode



Intercept Heading
Arm LNAV or appropriate roll mode

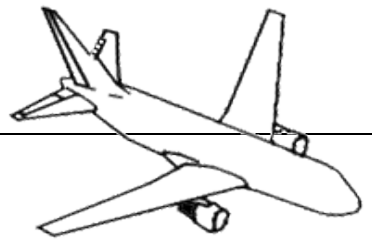
Descend to MDA(H)
Set V/S
Landing checklist

Missed approach
Push GA switch
Flap 20 (flap 5 for 1 engine)
Go-around attitude
Go-around thrust
Positive rate of climb,
gear up
Above 400 feet select roll mode
At flap retraction altitude, set speed for desired flap setting
Select CLB thrust (2 engine)
Retract flaps on schedule
After flap retraction, select FLCH or VNAV as required
Select CON thrust (1 engine)
Verify tracking route and altitude capture
After Takeoff checklist

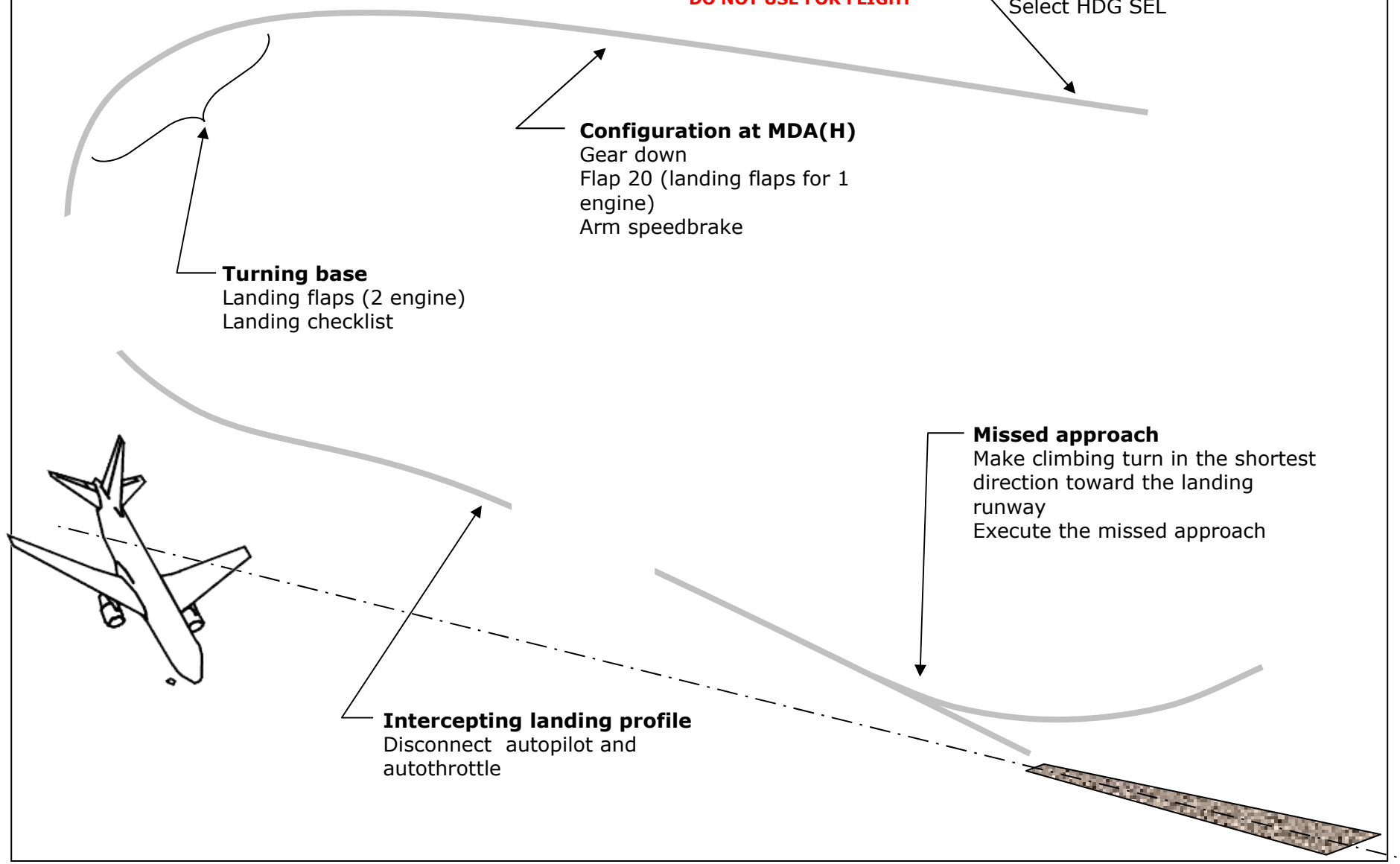
Approaching MDA(H)
Set missed approach altitude in MCP

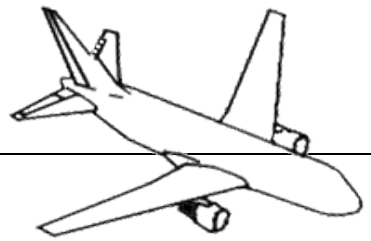
Inbound (2NM)
Gear down
Flap 20 (landing flaps for 1 engine)
Arm speedbrake
Set MDA(H)
Landing flaps (2 engine)

At MDA(H)
Intercept landing profile and disengage autopilot and disconnect autothrottle



Circling





Visual Traffic Pattern

Intering downwind
Flap 5

NOT USE FOR FLIGHT

Base
Landing flaps
(2 engine)
Landing checklist

1500 FT

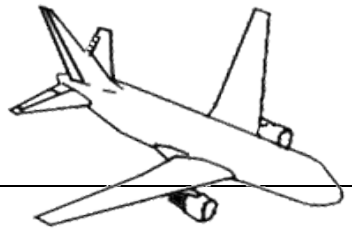
Prior to turning base
Gear down
Flap 20 (landing flaps for 1 engine)
Arm speedbrake
Start descent as required

700-500 FT
Stabilized on profile

2 NM

Go-around
Go-around attitude
Go-around thrust
Flap 20 (flap 5 for 1 engine)
Positive rate of climb,
gear up
Retract flaps on schedule
Verify tracking route and altitude capture
After Takeoff checklist

2 – 2 S NM



CUSTOMER CARE

FORUM

You are invited to join Captain Sim community forum

DAILY NEWS

For Captain Sim *daily* news please follow us at Twitter or Facebook.

VIDEO CHANNEL

For Captain Sim videos please watch our YouTube channel.

TECH SUPPORT

The '757 Captain' is the most advanced, complete and accurate digital replica of the B757 ever available for any game platform.

Our product is not perfect (unfortunately nothing is). But we are working on improvements. If you have some important issue to report, please check-in to Your Profile then click Product Name > Customer Support > and use the Trouble Ticket System. We process all tickets and consider the most significant issues for the next service packs.