R9 Slides - Systems & Limitations Validation Questions

What is the recommended turbulence airspeed?

- 240 knots below 20,000 feet
- 260 knots/0.78M at or above 20,000 feet (-200 chart shows .8M)

What color placard is used for MEL/CDL/NEF items if there are continuing maintenance actions or repetitive checks that require an AML entry?

> A Yellow Form E-693-2 is used for MEL, CDL or NEF items if there are continuing maintenance actions or repetitive checks and an AML entry is required.

(SOP Validation) During Ground Movement:
Who should make FMS Inputs?

> FO

How are Low Work Load or Low Threat levels defined?

- In flight – Straight and level at or above 10,000'
- On the ground – Parking Brake or chocks set

Change of Runway or Departure Procedures:
Several items on the Taxi checklist are associated with the takeoff data and takeoff configuration. If a runway or flap setting occurs?

> The Taxi checklist must be re-accomplished.

(SOP Validation) In flight, in high work load environments with the Autopilot on:
Who should make Flight Control Unit inputs?

> PF or PM on command of PF

Who should make FMS Inputs?

> PM on command of PF

How are Low Work Load or Low Threat levels defined?

- In flight – Straight and level at or above 10,000'
- On the ground – Parking Brake or chocks set

When does the PM call "Pitch" during landing

> Call out "Pitch" if pitch attitude reaches 7.5 degrees

When should the parking brake be set at the gate?

> At all times, "unless Guideman Specifically requests release."

RTS Slides - Systems & Limitations Validation Questions

What are the Maximum Winds for Automatic Approach, Landing, and Roll Out (including gusts):

Headwind?

     35 knots

Tailwind?

     10 knots

Crosswind for visibility greater than 4000 or 3/4?

     20 knots (15 knots for Vis < 4000 or ¾)

The aircraft is certified for an engine-out CAT III Single approach (fail passive) and autoland provided engine-out procedures are completed prior to what altitude?

     1000 feet AFL

Undue Activation of Alpha Protection (pilots must be aware of the location of ADR pushbuttons)

Memory Item – Undue Activation of Alpha Protection

     When the Mach increases, if the Alpha Prot strip (black and amber)
     continuously increases and exceeds Green Dot (GD) speed in a stabilized
     wings-level flight path (without an increase in load factor):

     OR

     *If at any time, with a speed above VLS, the aircraft goes to a continuous
     nose down pitch rate that cannot be stopped with backward sidestick
     inputs, immediately apply:*

     a. **One ADR pb...KEEP ON**
         *[Consider keeping ADR 1 on for the possible occurrence of Emergency
         Electrical Configuration.]*
     b. **Two ADR pbs..OFF**