



B737 Normal Procedures Checklist

Before Start

- Parking Brake Set
- Oxygen Checked ‡
- Navigation Transfer and Display switches NORMAL and AUTO
- WINDOW HEAT ON
- Pressurization AUTO and Set
- TERRAIN Display Selected
- MCP Set ‡
- Displays Checked ‡
- Standby Flight Instruments Checked
- AUTO BRAKE RTO
- Fuel Quantity and Distribution ___Lbs and Checked
- CDU Checked ‡
- Engine Start levers CUTOFF
- Transponder TA/RA
- Aileron and Rudder Trim Zero/Zero
- Departure Briefing Completed
- FASTEN BELTS ON
- APU On Busses
- Fuel Panel Set
- AML and Flight Forms Onboard/Reviewed ‡
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- PROBE HEAT ON
- Hydraulic Panel Set
- Doors/Windows Closed/Locked ‡
- ANTI COLLISION light ON

After Start

- ANTI-ICE As Required
- Generators ON
- Air Conditioning and Bleeds Set
- Recall Checked
- Flight Controls Checked

Before Takeoff

- TO DATA & BUGS Checked ‡
- FLAPS ____, Green Light ‡
- STAB TRIM ___ Units
- T.O. BRIEF Completed
- HUD Set
- GENERATORS ON
- A/C & BLEEDS AUTO and Set ‡
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- MCP / ND Checked/Runway ___
- PA Completed
- LIGHTS Set

After Takeoff

- Flaps UP/No Lights
- Gear OFF or UP
- AUTO BRAKE OFF
- Air Conditioning, Bleeds and Pressurization Checked
- ANTI-ICE As Required
- APU As Required

Cruise

- Center Fuel Pump(s) Configure
- Thrust Mode Display CLB

Descent

- Pressurization Checked
- ANTI-ICE As Required
- Landing Data Prepared
- TERRAIN Display Selected
- Transition Level or Altimeters Transition ___

Before Landing

- APPROACH BRIEF Completed
- SEAT BELTS On
- PA Completed
- RECALL Checked
- AUTOBRAKES As Required
- HUD Set
- RADIO & DISPLAYS Set and Crosschecked ‡
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- SPEED BRAKES ARMED, Green Light ‡
- GEAR DOWN and Green ‡
- FLAPS ____, Green Light ‡

Shutdown

Parking Brake	Set
Passenger Signs	OFF
Electrical	On___
Engine Start levers	CUTOFF
Flaps	UP / No Lights
ANTI-COLLISION light	OFF
FUEL PUMPS	As Required
IRUs	OFF
WINDOW HEAT	OFF
PROBE HEAT	AUTO
ANTI-ICE	OFF
ELEC HYD pumps	OFF
Air Conditioning and Bleeds	Set
EMERGENCY EXIT LIGHTS	OFF
ENGINE START switches	AUTO
WX Radar	Off
Flight Directors	OFF
AUTO BRAKE	OFF
O2 / Eng Oil / Hydraulic Quantities	Checked
Arrival Report	Sent
STAB TRIM	5 Units
Transponder	STBY
HUD	Stowed
AML	Completed
Flightdeck Lights	As Required
APU/External Power	As Required

Secure

Contact Maintenance	As Required
CAB/UTIL	As Required
IFE/PASS	OFF
PACKS	OFF
L and R RECIRC FAN	OFF
FUEL PUMPS	OFF
APU	OFF or ON
BATTERY	OFF or ON
If external power is connected and APU is not operating:	
GRD PWR	OFF
Ground Service	ON

Departure Briefing

Threats (PM then PF):

Relevant threats/concerns see:

- Potential Threats
- Ops Advisory pages (##-7)

Plan (PF):

- taxi:
 - planned route (including hot spots/rwy crossings)
 - departure runway
- takeoff:
 - performance
 - rejected takeoff considerations
- departure:
 - planned departure (initial heading/altitude/fix)
 - emergency (EO SID, EO accel/alt, alternate, return)

Arrival Briefing

Threats (PM then PF):

Relevant threats/concerns see:

- Potential Threats
- Ops Advisory pages (##-7)

Plan (PF):

- arrival: arrival, transition and approach name
- approach:
 - day VMC visual approach: identify the:
 - landing runway
 - back up approach
 - instrument approach or night VMC visual approach:
 - airport, approach name, and page number
 - briefing strip information
 - weather minima
- landing/taxi:
 - landing performance assessment
 - flaps and target speed
 - autobrakes
 - runway turnoff
 - planned route (including hot spots/rwy crossings)

Standard Assessment Criteria

- usable landing length (LDA) \geq 7000 feet
- field elevation \leq 2500 feet
- braking action is GOOD or better
- landing weight \leq structural limit
- flaps 30 or 40
- no tail wind
- no MEL/CDL or non-normals affecting landing performance

Note: KDCA RWY 1/19 may be included in the assessment.