

B777 Non-Normal Checklist Operation

Last Updated **11th September, 2012**

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1) Non-Normal Situation on Ground:

- During engine start and before takeoff, if an EICAS alert message is shown or a non-normal situation is identified, the associated non-normal checklist is done.
- System controls are in the normal configuration for the phase of flight before the start of the non-normal checklist.
- After completion of the checklist, the Dispatch Deviations Guide or operator equivalent is consulted to determine if Minimum Equipment List dispatch relief is available.

2) Non-Normal Situation In-Flight:

- When a non-normal situation occurs, at the direction of the pilot flying, both crewmembers do all memory items in their areas of responsibility without delay.
- The pilot flying calls for the checklist when:

The flight path is under control

The airplane is not in a critical phase of flight (such as takeoff or landing)

All memory items are complete

- For checklists with memory items, the pilot monitoring first verifies that each memory item has been done. The checklist is normally read aloud during this verification. The pilot flying does not need to respond except for items that are not in agreement with the checklist. With the electronic checklist, items that are complete (green) do not need to be read or verified. The item numbers do not need to be read.
- Non-memory items are called reference items. The pilot monitoring reads aloud the reference items, including:

Precaution (if any)

Response or action

Any amplifying information

The pilot flying does not need to repeat this information but must acknowledge that the information was heard and understood. The item numbers do not need to be read.

3) Actions and Response:

Airplane Stationary (on ground): Captain and F/O take action based on preflight and post-flight areas of responsibility.

Airplane in Motion (in-flight/on ground): Pilot flying and the pilot monitoring take action based on each crewmember's areas of responsibility.

After moving the control, the crewmember taking the action also states the checklist response.

4) Deferred Items:

Read aloud by the pilot monitoring.

The pilot flying or the pilot monitoring takes action based on each crewmember's area of responsibility.

After moving the control, the crewmember taking the action also states the response.

During the deferred Landing normal checklist, the pilot flying responds to all deferred normal checklist items.

For printed non-normal checklists: Deferred Items section should be used instead of the usual DESCENT, APPROACH, and LANDING normal checklists.

For electronic checklists: Deferred items are automatically added to the end of the DESCENT, APPROACH, or LANDING normal checklist.

5) The word "Confirm"

When it comes in the checklist, both crewmembers must verbally agree before action is taken. However this does not apply to the Dual Eng Fail/Stall checklist.

6) Inoperative Items:

The inoperative items, including the consequences (if any), are read aloud by the pilot monitoring.

The pilot flying does not need to repeat this information but must acknowledge that the information was heard and understood.

7) Checklist Complete: After completion the PM states "___CHECKLIST COMPLETE."

8) Consequential EICAS Alert Messages:

These can show as a result of a primary failure condition or as a result of doing a non-normal checklist. In the electronic primary checklist, the statement "Inhibited checklists:" is included to inform the crew of consequential checklists.

When doing the electronic primary checklist, the statement and the list of checklists do not need to be read.

9) Additional Information: At the end of the checklist is not required to be read.

10) Situations for landing at the nearest suitable airport:

- When asked by the non-normal checklist
- Fire or smoke continues
- Only one AC power source remains (main eng gen, APU gen, or backup power system [both gen])
- Situation significantly affecting safety if flight is continued.

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