

BOEING 737 MAX



PRE START CHECKLIST

PARKING BRAKESET
BATTERYGUARD CLOSED
STANDBY POWERGUARD CLOSED
L CENTER FUEL PUMPAS REQUIRED
L AFT FUEL PUMPAS REQUIRED
APUSTART
APU GENON
POS LIGHTSSTEADY
LOGO LIGHTAS REQUIRED
CABIN LIGHTSAS REQUIRED
EMER EXIT LIGHTSGUARD CLOSED
PASSENGER SIGNSON
PACKSAUTO / HIGH
IRS MODE SELECTORSOFF > NAV
FMCSET

Request Flight-plan Clearance

TRANSPONDERSET
IAS / MACH SPEEDSET
HDG / TAKEOFF RWYSET
INITIAL ALTSET
YAW DON
WINDOW HEATON
FLIGHT ALTITUDESET
LANDING ALTITUDESET
FLIGHT DIRECTORSON
LNAVAS REQUIRED
VNAVAS REQUIRED
MINIMUMS REFBARO or RADIO
MINIMUMSSET
ALTIMETER REFIN or HPA
AUTO BRAKERTO
COM RADIOSSET
DOORSCLOSED

PRE START CHECKLIST

Request Pushback & Startup Clearance & Start Newsky Flight

AUTOTHROTTLEVERIFY ARM
CHECK MCAS STATUSOFF
L & R C FUEL PUMPSAS REQUIRED
A & F FUEL PUMPSON
ELEC HYD PUMPSON
ANTI COLL LIGHTON
PARKING BRAKESET
GROUND EQUIPMENTREMOVED
ENGINE AREACLEAR

CHECK REGULARLY BEFORE EACH PHASE: Pre Start, Before Take-off, Approach

MCASCHECK DISABLED/STATUS NORMAL

ENGINE START CHECKLIST

SEC DISPLAY UNITENGINE
PACKSOFF
ENGINE 1 START SWITCHGND
ENGINE 1 FUEL CONTROL LEVERRUN
ENGINE 2 START SWITCHGND
ENGINE 2 FUEL CONTROL LEVERRUN
FADEC STATUSCHECK

BEFORE TAXI CHECKLIST

GENERATORS 1 & 2ON
PROBE HEATON
WING ANTI ICEAS REQUIRED
ENGINE ANTI ICEAS REQUIRED
PACKSAUTO
ISOLATION VALVEAUTO
APU BLEEDOFF
APUOFF
ENG START SWITCHESCONT
FLAPSAS REQUIRED
ELEVATOR TRIMSET FOR TAKE-OFF
FLIGHT CONTROLSFREE AND CORRECT
RECALL (737-800 only)CHECK
LOWER DISPLAY UNIT (DU)OFF

Request Taxi Clearance

TAXI LIGHTSON
RWY TURN-OFF LIGHTSAS REQUIRED

TAXI CHECKLIST

TAXI to runwaySPEED Max. 20 KTS
BRKS/GYRO/TURN COORDINATORCHECK during taxi

BEFORE TAKE-OFF CHECKLIST

PARKING BRAKESET
FUEL FLOWRESET, then RATE
C FUEL PUMPSAS REQUIRED
DE-ICEAS REQUIRED
CABIN LIGHTSAS REQUIRED
FLIGHT INSTRUMENTSCHECK
ENGINE INSTRUMENTSCHECK
TAKE-OFF DATA(V1, VR, V2) CHECK
NAV EQUIPMENTCHECK

Request Takeoff Clearance

LANDING LIGHTSON
STROBE LIGHTON
TAXI LIGHTSOFF
TRANSPONDERTA/RA
TFCPUSH ON
CLOCKSTART

BEFORE TAKE-OFF CHECKLIST

POSITIVE RATE OF CLIMBGEAR UP
AUTO-BRAKEOFF
ENGINE START SWITCHESOFF
GEAR LEVEROFF POSITION
RWY TURN-OFF LIGHTSOFF
CABIN LIGHTSAS REQUIRED

This checklist is for simulation purposes only and should not be used for real-world aviation operations.

cometjet.eu

CLIMB-OUT CHECKLIST

CMD A or B ENGAGE (when suitable)
At TA (Transition-Altitude)
 ALTIMETER PUSH TO SET STD (29.92 / 1013)
 BELOW 10'000FT MAX. 250 KIAS
 ATC AS REQUIRED
Passing 10'000 ft
 LANDING LIGHTS OFF
 FASTEN SEAT BELTS OFF
 C FUEL PUMPS AS REQUIRED

CRUISE & DESCENT PREPERATION

ENGINE & INSTRUMENTS MONITOR
 FUEL QUANTITY CHECK
 LIGHTS AS REQUIRED
Before TOD
 ATIS / AIRPORT INFORMATION CHECK
 ALTIMETER CHECK
 RADIOS SET
 RESET MCP ALTITUDE CHECK
 FMC APPR SPEED REF SET
 LOCALIZER FREQ SET
 ILS LOC COURSE SET
Descent
 DE-ICE AS REQUIRED
 LANDING ALT CHECK
 RECALL (737-800 only) CHECK
 RADIO ALT / BARO MIN SET, CHECK
 AUTO BRAKE AS REQUIRED
Passing TA (Transition-Altitude)
 ALTIMETER RESET TO LOCAL
Below 10'000 ft
 SPEED 250 KIAS
 LANDING LIGHTS ON
 PASSENGER SIGNS ON
Check Weather (ATIS, Flight Services)

APPROACH CHECKLIST

ALTIMETER CHECK
 LOCALIZER FREQ CHECK
 LOCALIZER COURSE CHECK
 APP ARM
 GLIDESLOPE ALIVE GEAR DOWN
 FLAPS 15
 SPEED BRAKE ARM
 2ND AUTOPILOT ARM (when ILS established)
 ENGINE START SWITCHES CONT
 LANDING FLAPS SET

LANDING CHECKLIST

GO-AROUND ALTITUDE SET
 RWY TURN-OFF LIGHTS ON
 LANDING GEAR CHECK DOWN
 AUTOPILOT AS REQUIRED
 AUTO-THRUST AS REQUIRED

AFTER TOUCHDOWN CHECKLIST

After Touch-Down ENGAGE
 THRUST REVERSE OFF
 AUTOPILOT OFF
 AUTOTHROST REV THRUST TO IDLE
 AT 60 KTS AUTO-BRAKE
 AT 30 KTS DISENGAGE

AFTER LANDING CHECKLIST

TRANSPONDER OFF
 FLAPS RETRACT
 SPEED BRAKE DOWN
 LANDING LIGHTS OFF
 STROBE LIGHTS OFF
 TAXI LIGHTS ON
 CABIN LIGHTS AS REQUIRED
 ANTI ICE AS REQUIRED
 APU START / CHECK RUN
 PROBE HEAT OFF
 ENG START SWITCHES OFF
 AUTO-BRAKE OFF
Taxi to Assigned Gate/Parking (Speed Max 20 knots)
 RWY TURNOFF LIGHTS OFF
 APU GEN ON / CHECK VOLTS
Turning Into The Gate:
 TAXI LIGHTS OFF

PARKING / SHUTDOWN CHECKLIST

PARKING BRAKES SET
 ENGINE FUEL CONTROL LEVERS OFF
 GROUND CONTACT ESTABLISH
 GROUND OPERATIONS AS REQUIRED (FMC)
 PASSENGER SIGNS OFF
 APU BLEED AIR ON
 ANIT COLL LIGHT OFF
 FUELPUMPS OFF
 L AFT FUEL PUMP ON
 ANTI-ICE OFF
 ELEC HYD PUMPS OFF
 ISOLATION VALVE OPEN
 FLIGHT DIRECTOR OFF
 ELECTRICAL POWER ESTABLISH
 EXTERIOR LIGHTS AS REQUIRED
 DOORS OPEN

THE BOEING 737 MAX 8 IS A NARROW-BODY JET FOR SHORT- TO MEDIUM-HAUL ROUTES, SEATING UP TO 210 PASSENGERS. THIS TEXT COVERS KEY TECHNICAL DATA AND POST-2019 SAFETY UPDATES AFTER THE 2018-2019 CRASHES.

THE AIRFRAME IS 39.52 M LONG, 35.92 M WIDE, 12.3 M HIGH, WITH AN EMPTY WEIGHT OF 49,660 KG AND MTOW OF 82,100 KG. FUEL CAPACITY IS 26,020 L (20,980 KG), WITH A RANGE OF 3,550 NM. IT USES CFM LEAP-1B28 ENGINES (29,320 LBF THRUST), OFFERING 20% BETTER FUEL EFFICIENCY.

SAFETY PROCEDURES FOCUS ON MCAS ISSUES: VERIFY MCAS STATUS AS "DISABLED/STATUS NORMAL" ON PFD/MCDU BEFORE EACH PHASE (PRE START, TAKE-OFF, APPROACH). FOR RUNAWAY STABILIZER, SET CUTOFF SWITCHES TO OFF AND MANUALLY CONTROL. PILOTS MUST COMPLETE MCAS TRAINING AND SIMULATOR SESSIONS. MCAS NOW USES DUAL AOA SENSORS, ACTIVATES ONCE, AND ALLOWS MANUAL OVERRIDE.

AVIONICS INCLUDE THALES IMA, SIX 15.1" LCDS, AND CAT IIIB AUTOLAND. HYDRAULICS USE THREE 3,000 PSI SYSTEMS, WITH TWO 90 KVA GENERATORS AND AN APU. CABIN PRESSURIZATION IS 6,000 FT AT FL410.

MAINTENANCE REQUIRES AOA SENSOR CHECKS EVERY 500 FLIGHT HOURS. EMERGENCY SYSTEMS INCLUDE 8 SLIDES AND A 406 MHZ ELT. CONSULT THE LATEST FCOM FOR OPERATIONAL DETAILS.