

MD-80/DC-9 Operating Manual

BEFORE TAKE-OFF

The procedures accomplished during taxi include items for which accomplishment will be checked with the mechanical Before Take-Off checklist.

This checklist is accomplished by challenge and response. The First Officer will read the challenge portion. The Captain will respond aloud to all items ensuring accomplishment of all checks and items. The F/O will also visually verify and respond aloud to those items followed by a (1). When all items have been accomplished the First Officer will advise "Before Take-Off checklist complete."

CAPTAIN	FIRST OFFICER
<p>FLT INST & BUGSSET/ RNWY ___/___ PWR/CROSSCHECKED </p> <p>Both pilots will check their respective items, verifying each item is correct for take-off. They will also crosscheck the other pilot's items, calling out only noted discrepancies.</p> <p>After closeout information is received:</p> <ul style="list-style-type: none"> - Captain will review the load closeout and TFS information to check that take-off power, departure speeds, flaps and stabilizer trim are appropriate for existing conditions and that the take-off weight is within limits for the runway to be used (including intersection if applicable). - Reset flaps, ZFW, airspeed and EPR bugs as required. - If required, reset stab trim as follows: <ul style="list-style-type: none"> - CG Thumbwheel - SET - FLAP Thumbwheel - SET - LONG TRIM Indicator - Aligned with LONG TRIM TAKE OFF Indicator. <p>Check the following:</p> <ul style="list-style-type: none"> - Mach/Airspeed Indicators - Bugs Set - ADI's - No Flags - Radio Altimeters - Zero - Captain's and First Officer's Altimeters - Zero <ul style="list-style-type: none"> - Altitude Reference Index - Set To Obstacle Clearance Altitude - RMI's - No Flags - HSI's - No Flags - Standby Altimeter - MSL - Standby Altitude Indicator - Erect, No Flags - ART Switch - As Required 	<p>.....SET AND CROSSCHECKED </p>
<p>ANTI-ICEAS REQUIRED</p> <p>Airfoil Anti-ice OFF</p> <p>Turn on airfoil anti-ice switches after reaching 1000 feet if icing conditions exist or are anticipated.</p> <p>Engine Anti-iceAS REQUIRED</p> <p>Refer to Section 6 - Anti-ice.</p>	
<p>FLAPS & SLATS.....___/___/___/___/TAKE-OFF</p> <p>Verbally verify:</p> <ul style="list-style-type: none"> - Final Load Closeout Setting ___ - Flap Thumbwheel ___ - Flap Handle Position ___ - Flap Position Indicator ___ <p>Verbally verify that the Slat TAKE-OFF light is on.</p> <p>See NOTES.</p>	<p>.....VERIFIED </p> <p>Visually verify:</p> <ul style="list-style-type: none"> - Flap Thumbwheel. - Flap Handle. - Flap Position Indicator. <p>Visually verify that the Slat TAKE-off light is on.</p> <p>Announce "Verified."</p>
<p>STAB TRIM.....SET</p> <ul style="list-style-type: none"> - Visually verify position of C.G. Thumbwheel. - Verbally verify position of LONG TRIM Indicator. - Check that LONG TRIM Indicator is within plus or minus one degree of the Stab Trim readout from Load Closeout. 	
	<p>APU.....AS REQUIRED</p> <ul style="list-style-type: none"> - APU - Shutdown except, APU, if operative, should be left running when take-off will be made on contaminated runway. Turn off after airplane clean-up. - If APU will be used for take-off: <ul style="list-style-type: none"> - APU Air Switch - OFF - APU Bus Switches (L & R) - ON <p>PNEU X-FD'S.....CLOSED</p>