

## OPERATIONAL HINTS & TIPS

### Before Flight/During Maintenance

1. At power up, wait 90 seconds before taking any action regarding the flight deck interface. This allows all onboard computers to boot up without any inputs that may cause nuisance faults.
2. Following a power-up sequence with standby battery off, passenger door open, APU off, engines off and no hydraulic pressure on or present, the following CAS messages should be present on the display. If any unusual messages are posted, check the MDC to see the cause of the message.

STALL PROTECT FAIL	STBY INST OFF
PK/EMER BRK PRESS LO	YAM DAMPER OFF
R PROBE HEAT OFF	R ENGINE SHUTDOWN
L PROBE HEAT OFF	L ENGINE SHUTDOWN
EMER LIGHTS OFF	AIR SOURCE OFF
OUTBD BRAKE PRESS LO	PASSENGER DOOR
INBD BRAKE PRESS LO	NWS OFF
RUDDER LIMITER FAULT	HYD PUMP NOT AUTO
FLAP RATE LOW	

3. **Amber «NWS LIMIT EXCEEDED» CAS message after power up:** Check the lever on the nose landing gear over-extension switch. If the switch is found in the tripped position, with black post intact, a simple reset is required, otherwise trouble shooting is required.
4. **Amber «SPOILER FAULT» CAS message :** To determine which SECU is posting the message, go to the Flight Control synoptic page and check if one or more of the Multi Function Spoilers (MFS) or Ground Spoiler (GS) panel boxes are amber or magenta. Do the breaker reset as follows:
  - Ensure both hydraulic systems are pressurized.
  - Reset SECU1 circuit breaker «SPOILER CTRL 1» CBP1-B9 if any inboard MFS and GS #2, #4, #5 and #7 surface indications are amber or magenta.
  - Reset SECU2 circuit breaker «SPOILER CTRL 2» CBP2-B9 if any outboard MFS and GS #1, #3, #6 and #8 surface indications are amber or magenta.

Note: Wait 15 seconds for spoiler system power on self-test to complete. Ensure no spoiler faults are posted.

## **Before Flight/During Maintenance** (continued)

5. Carry a 1/4-inch ratchet with a 10" - 12" long extension that can be used by local maintenance personnel to manually open a stuck engine start valve.
6. To prevent transfer of hydraulic fluid between systems when setting the parking brake, apply toe brakes and then set parking brake. Prior to releasing the parking brake, first push on the toe brakes then release parking brake.
7. Anytime hydraulics are selected ON, allow the spoiler position indication to turn green on the MFD before selecting the hydraulics back to OFF or AUTO.
8. Verify that the battery door latch is stowed properly. (The locking tab must be flush). If the latch is not properly stowed it may be lost in flight.
9. When disconnecting the L & R batteries, place the cables above or on the sides of the batteries (the black strap can be used to hold the connectors out of the way). Do not just loosen the knobs by unscrewing them; closing the battery door will make contact with the knobs and push them in.
10. When opening the passenger door from the inside, always make sure the door lever is raised to the full up position prior to allowing the door to open. Failure to do so could damage the fuselage just below the doorsill.
11. Install all probe covers when aircraft is parked outside to prevent water entering the probes and causing erratic airspeed indications. Remove probe covers before power up.

## **Airborne**

1. When transitioning the bleeds during climb or descent, carefully identify the APU switch before moving it. Better yet, get the other pilot to visually confirm your action. This may prevent the inadvertent selection of the PAX OXYGEN switch to DEPLOY.

# **BOMBARDIER**

\*Registered trademark(s) or trademark(s) of Bombardier Inc. or its subsidiaries. © 2007 Bombardier Inc. All rights reserved.

September 2007

These *Hints and Tips* are suggestions that have been developed based on the operational experience. Should any conflict with the Airplane Flight Manual (AFM) or your regulatory agency be found, always defer to the AFM or respective agency. These *Hints and Tips* are not intended to be an all inclusive list, but meant as a quick reference guide. This list should not be used in lieu of pilot and/or aircraft training and all applicable AFM and AMM instructions and safety precautions must be followed.