

OPERATIONAL HINTS & TIPS



Pre-flight preparation



1. Remove all probe covers
2. Wait at least 3 minutes before turning AC power "ON" after DC was turned "ON".



3. AV BATT FAIL and/or APU BATT FAIL messages with battery "ON":
 - a. Starting the APU should clear the messages.
 - b. If messages are still present. Cycle the thermal circuit breaker of the battery charger related to the EICAS message posted only one time.
If the message remains, troubleshooting is required.



Note: Those messages will be posted only if the battery was disconnected and reconnected prior to the next power up.



4. Ensure that both cockpit touch screens have completed their loading before selecting cabin power.
5. Radio Altimeter erratic messages could occur when tail of aircraft is over an uneven surface.



6. Pulling HBMU 1 and HBMU 2 circuit breakers can reset any probe or ICE detector messages.



7. To prevent transfer of Hydraulic fluid between #2 and #3 systems when setting parking brake, apply toe brakes and then set parking brake. Prior to releasing parking, first push on toe brakes and then release parking brake.



8. Prior to take-off, ensure no objects are stored behind the galley tambour door that would inadvertently open the faucets.



9. When opening the baggage door to prevent any binding and/or misalignment of the door in its tracks, apply light pressure to the lower aft corner prior to unlatching the handle.
10. When closing the baggage door apply light pressure to the lower aft corner to ensure the door is properly seated in its aperture before it is latched closed.



11. To avoid IAC nuisance CAIMS faults, align IRS's, put WX radar on FSTBY mode, LSS on STBY and make sure the A/C clocks are set.



12. For the GPS updated clocks make sure the A/C is out of hangar with access to GPS signal.

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13. At any time, if the HUD COU glass is accidentally moved into crash position, to safely return the COU to the operational position, push the breakaway reset button located at the top of the locking handle.

Airborne

1. Flying aircraft at heavy weights, level at 38,000 or 39,000 feet initially, then step climb per flight planning and cruise control manual (FPCCM).
2. With the Monogram/Magair system, if you have a fwd or aft toilet failure in flight, you can reset the controller and re-initiate the flush sequence simply by pushing and holding the flush switch for ONE second and then release. The flush button should turn back to green and you should be able to re-initiate a "FLUSH".
3. If the CES control panel button gets stuck in pressed position, it could freeze CES by overloading the bus.
4. If you start up the PMAT on the flight some EICAS messages related to IAC, AFCS could come up intermittently

After landing

1. Before turning cabin power OFF, ensure that the water system is purged if the aircraft is to be parked outside in freezing condition.
2. Shutdown PMAT (p/n 7023300-913) before the aircraft power OFF
3. Ensure that the master battery switch is selected to "OFF" not at the EMS selection.
4. To prevent battery drainage ensure that the Refuel/Defuel Control Panel is selected to "OFF".
5. Install all probe covers.
6. Ensure aircraft is properly chocked.
7. When replenishing the engine and/or APU oil (in the allowable time frame), if the system does not operate when depressing the PBA (left engine or right engine or APU on remote replenishment panel) for 1 to 2 seconds, depress the PBA for several seconds (5 to 6) to ensure all contacts are made and the enable logic is satisfied.

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