This is the second of a series of Atlantic Sun Airways CAT A pilot procedures and checklists for our fleet. Use them with good judgment.

The CRJ-200 will roll even with the thrust levers at IDLE. One-engine taxi is recommended for normal operations.

General Characteristics

**Dimensions:**
- Span 69 ft 7 in
- Length 87 ft 10 in
- Height 20 ft 5 in

**Engines:**
- 200ER/LR
- GE CF34-3B1 x 2
- TO thrust Rating: 9,200 lb

**Weight and Capacities**
- Max TOW: 51,000 lb
- ZFW: 44,000 lb
- Max Fuel Capacity: 14,305 lb
- Passengers: 50
- Crew: 2 + 1
- Total Baggage Volume: 473 cu ft

**Performance**
- Typical Cruise Speed:
  - M.74 – Normal Cruse
  - M.81 – High Speed Cruse

- Range: 1,645 nm
- Fuel flow: 1540pph @ cruise FL240
**Speed Reference Cards:**

Pick your T/O Weight and determine proper “V” speeds and Flap position with corresponding speed for maneuvering and approach. Note the VREF speeds for use in landing.

### 39,000 LBS

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<thead>
<tr>
<th>Flaps</th>
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**Landing**

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### 40,000 LBS

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</table>
PRESTART CHECKLIST
Parking Brake SET
Throttle IDLE
Fuel Flow CUTOFF
BATT Master Switch ON
Landing Gear Lever CHECK DOWN
Flaps UP
Spoiler RETRACTED
Fuel Quantity CHECK
Pitot Heat OFF
De-ice OFF
Aircraft Lighting OFF
Flight Controls FREE AND CORRECT
Fasten Seat Belts ON
No Smoking ON
Check Weather (ATIS, Flight Service)
De-Ice TEST/CHECK
Request Clearance
Transponder STANDBY
Beacon ON

STARTUP CHECKLIST
Engine/throttle Panel ACTIVATE
Thrust Levers IDLE
Engine Area CLEAR
Eng 1 Start Switch START
At N2>20% fuel flow eng1
N1 Increasing as N2 incr.
Oil Pressure CHECK
Alt/Generator ON
Repeat for Eng 2 (after reaching run up area)
ONE ENGINE TAXI Recommended ON
Air-conditioning Fan

BEFORE TAXI CHECKLIST
Nav Lights ON
Taxi Lights / Runway Turnoff Lights ON
Multi-Functional Display CONFIG
Heading Indicator/Altimeters SET
Standby Instruments SET
Radios and Avionics SET FOR DEPARTURE
Autopilot SET, don’t activate
F/D Flight Director ON
Elevator Trim SET for takeoff
Request Taxi Clearance

TAXI CHECKLIST
Parking Brake RELEASE
Taxi to assigned runway SPEED Max. 20 knots
Brakes/Gyro/Turn Coordinator CHECK during taxi/turns
BEFORE TAKEOFF CHECKLIST
Parking Brake
Throttle (START No.2 Eng)
Elevator Trim
Flap Position Lever
Spoilers
Flight Instruments
Engine Instruments
Takeoff Data (Vr, V2)
Nav Equipment
Landing Lights
Taxi Lights / Runway Turnoff Lights
Strobe Lights
Pitot Heat
De-ice
Transponder

Request Takeoff Clearance

SET
IDLE
SET for takeoff
FLAPS 8 or 20 deg.
RETRACTED
CHECK
CHECK
CHECK Speed Cards
CHECK
ON
OFF
ON
ON
AS REQUIRED
ON
**TAKEOFF CHECKLIST**
- Autobrakes: Set to RTO
- Smoothly increase thrust to 50% N1 let spool up 5-10 sec
- Takeoff Thrust: FULL or TO/GA
- Brakes: RELEASE
- \(V_r\): See Speed Cards (rotate)
- Pitch: 8 -10 nose up
- \(V_2\): See Speed Cards
- At Positive Climb Rate: Touch Brakes
- Landing Gear: RETRACT
- At 1000’ AGL: RETRACT flaps

**CLIMBOUT CHECKLIST**
- Throttle: AS REQUIRED
- Trim for: \(V_2 + 10\) KTS
- Autopilot: CHECK and ACTIVATE
- Maintain: 2000 fpm climb to 2000FT @ 200 KIAS

Below 10,000’ max. speed
- 250KIAS
- ATC: AS REQUIRED
- Begin slat retraction: SEE Slat Retraction Table

<table>
<thead>
<tr>
<th>Slat Position</th>
<th>Max Speed</th>
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<tbody>
<tr>
<td>0</td>
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<td>40</td>
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Fasten Seatbelts: OFF
No Smoking: OFF
Landing Lights: OFF
Above 10,000’ speed: 290 KIAS
Climb at 2500 FPM

**CRUISE CHECKLIST (above FL 180)**
- At Transition Altitude (FL180) set Altimeter to 29.92 (1013 mb)
- Accelerate to cruise speed: 0.77 mach
- Typical Cruise altitude: 20,000s FLs
- Hi-speed cruise: 0.81 mach (fuel penalty)
- Engine Instruments: CHECK
- Fuel Quantity: CHECK
- Radios: TUNED and SET
- Autopilot: CHECK and SET
- Lights: AS REQUIRED
DESCENT CHECKLIST
ATIS /Airport Information CHECK
Altimeter CHECK
De-ice AS REQUIRED
Descent Speed (above 10,000 ft) 320 KT
At Transition Altitude (FL180) reset Altimeters to local
   To 12,000’ 310KIAS
   Below 10,000’ 250KIAS
Fuel Quantities and Balance CHECK
Flaps / landing Gear CHECK UP
Check Weather (ATIS, Flight Service)

Plan Descent to arrive at 10,000 FT AGL, and 250 KTS 30 miles from airport.

RECOMMENDED APPROACH PLANNING:
210KTS below 10,000 FT, 30 miles from airport
180-190 KTS, 23 miles from airport
170 KTS, 16-17 miles from airport
VREF, 5-7 miles from airport

APPROACH CHECKLIST
On Localizer Level flight:
Fasten Seat Belts ON
No Smoking ON
Avionics + Radios SET
Speed: Establish VREF (See Speed Cards)
Landing Lights ON
Flap Lever Position 8\(\rightarrow\)20 deg.
Speed: Establish 180KIAS
Flap Lever Position 20 deg.
Speed: Establish 160KIAS
Landing Gear DOWN
Set Flap Lever Position 20\(\rightarrow\)40 deg.

Final Glide Slope Descent:
   Speed Establish VREF + 5 (See Speed Cards)
Elevator Trim AS DESIRED
Parking Brake VERIFY OFF
De-ice AS REQUIRED

LANDING CHECKLIST
Landing Gear CHECK DOWN
Autopilot OFF
Landing Speed VREF + 5
Pitch -3 Deg.
At Touchdown Pitch to +1 Deg.
After Touchdown 60 KIAS:
Spoilers VERIFY EXTENDED
Autobrakes AS REQUIRED
TAXI TO RAMP CHECKLIST

Strobe Light OFF
Flaps UP
Spoilers RETRACTED
Taxi Lights / Runway Turnoff Lights ON
Landing Lights OFF
Shutdown Eng. 2 Fuel Flow OFF
Speed Max. 20 knots
Transponder 1200/Off
Elevator Trim TAKEOFF SETTING

SHUTDOWN CHECKLIST

Parking Brake SET
Throttles IDLE
Passenger Signs OFF
Air-conditioning Fan OFF
Pitot Heat OFF
De-ice OFF
Taxi Lights / Runway turnoff Lights OFF
Nav Lights OFF
F/D OFF
Fuel flow OFF
Alt/Generators OFF
Engine Start Switches VERIFY OFF
Beacon OFF
Passenger Door OPEN
BATT Master Switch OFF

SECURING AIRCRAFT

Parking Brake VERIFY SET
Throttles VERIFY IDLE
All Switches VERIFY OFF
Passenger Door CLOSED

Good Luck and enjoy using these procedures, I have flight tested and verified them on FS9. Of course if you have a real Canadair CRJ-200 use the Operating Procedures in your AFM!

Ted Feiertag
Training Manager Atlantic Sun Airways