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Subject: Checklist Post Retry-Third attempt  
Posted by [Scott Dann](#) on Sun, 11 Jan 2015 21:57:11 GMT  
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I am communicating my checklist improvement suggestions thru the Forum so that others can add to my list or disagree with my comments. I am sure Pat and Rick may want to weigh in as well. My comments are mostly directed at the emergency and abnormal sections.

When the pilot opens the book, he/she is first confronted with a transmittal page and then several pages of introduction. I would put these pages at the rear of the book under a tabbed section called introduction. Once read, they will not be re-read and they consume valuable real estate that should be replaced with an alphabetic index and numeric page numbers in addition to the E-1 and A-1 page indexing e.g.:

Air Conditioning/Presurrization Emergency Descent - Page 15  
Boost Pump Failure - Page 23  
Engine-Failure on the ground - page 1  
Engine-Failure after liftoff-unable to climb - page 1  
Engine -Failure after liftoff - able to climb - page 2  
Flight Controls - Pitch Trim Runaway - Page 9  
Flight Controls - Trim Aireron Tab Failure - Page 10  
Etc.

The first pages of Emergency and Abnormal are identical and therefore redundant.

Pages that apply to a single aircraft e.g. serial number 321SA should be deleted from other than that airplane's manual.

The Flight Safety Emergency Manual had schematics e.g. electrical system that made it very easy to visualize what you lose with any given failure.

Having descriptive tabs for each type of emergency would be great e.g. Engine, Fuel, Electrical, Ldg Gear, AC/Press, Flt Controls, Ice, Misc, etc.

Have each section's pages would be limited to those items.

Use of electronic checklists that mirror the SFAR 108 Checklists should be specifically permitted and encouraged.

Hopefully others will weigh in

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