

SECTION 4 – NORMAL PROCEDURES

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INTRODUCTION

The operating procedures of this section have been developed with specific regard for the design features and operating characteristics of the MYSTERE-FALCON 900 airplane.

They have been approved by the DGAC or EASA for guidance in identifying acceptable procedures for safe operation.

Observance of these procedures is not mandatory and DGAC or EASA approval of such procedures is not intended to prohibit or discourage development and use of improved or equivalent alternate procedures based on operational experience with the airplane. When alternate procedures are used, full responsibility for compliance with applicable airworthiness safety standards rests with the operator.

When an electronic system is used to display all procedures of this Manual or adapted procedures, the operator remains responsible for the content, for use and updating of this system.

The checks preceded by (*) are to be performed once a day.

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INTRODUCTION

The operating procedures of this section have been developed with specific regard for the design features and operating characteristics of the MYSTERE-FALCON 900 airplane.

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The checks preceded by (*) are to be performed once a day.

INTENTIONALLY LEFT BLANK.

PREFLIGHT – EXTERIOR INSPECTION

FORWARD FUSELAGE

- Normal static ports: cover / condition Removed / Checked
- Normal pitot probe: cover / condition Removed / Checked
- Emergency pitot probe: cover / condition Removed / Checked
- Left angle-of-attack sensor: cover / condition Removed / Checked
- Left emergency static port: cover / condition Removed / Checked
- Cockpit windows Clean / Checked
- Windshield wipers Stowed
- Nose landing gear:
 - No hydraulic leaks, wheels and tires condition Checked
 - Shock absorber height Checked
 - Torsion link pin Installed
 - Antiskid tachometer connector Connected
 - Chock Removed
- Taxi light Checked
- Nose wheel well:
 - Maintenance access door Closed
- Nose cone closed and locked Checked
- Temperature probe: cover / condition Removed / Checked
- Right emergency static port: cover / condition Removed / Checked
- Right angle-of-attack sensor: cover / condition Removed / Checked
- Normal pitot probe: cover / condition Removed / Checked
- Normal static ports: cover / condition Removed / Checked
- Belly anticollision light Checked
- Antennas Checked
- Ice detection light Checked
- Landing light Checked
- Parking brake accumulator pressure Checked

PREFLIGHT – EXTERIOR INSPECTION (cont'd)

FORWARD FUSELAGE (cont'd)

- Fuel vent valve: no leaks Checked
- Overwing emergency light Checked
- Emergency exit Checked

RIGHT WING

- Right engine air inlet Cover removed / Checked
- Center engine air inlet Cover removed / Checked
- Ground emergency light Checked
- Leading edge condition Checked
- Gravity filler cap Checked
- No fuel leaks Checked
- Navigation and strobe lights – Wing tip fairing Undamaged / Checked
- Static dischargers (all 4) Checked
- Aileron / flaps / airbrakes Checked
- Right landing gear:
 - No hydraulic leaks, wheels and tires condition Checked
 - Shock absorber height Checked
 - Brake condition Checked
 - Chock Removed

REAR FUSELAGE – REAR CONE – TAIL SURFACES

- Nacelle ventilation – drains Checked
- Right engine tail pipe Checked
- Cowl latches (all 3) Locked and flush
- Engine pylon static discharger Checked
- Pressure fueling access door Closed
- Pressure fueling control door Closed
- Heat exchanger air inlet Checked
- Lavatory drain access door Closed

PREFLIGHT – EXTERIOR INSPECTION (cont'd)

REAR FUSELAGE – REAR CONE – TAIL SURFACES (cont'd)

- External power connector access door Closed
- Hydraulic coupling No 2 access door Closed
- Fire extinguisher pressures Checked
- Rear compartment door Closed
- APU air inlet and exhaust gas outlet Checked
- Center engine tail pipe Checked
 - Center engine static discharger In place
- Thrust reverser, stowed position Checked
- Right tailplane:
 - Leading edge and elevator condition Checked
 - Static dischargers (3) In place
- Vertical stabilizer:
 - Leading edge and rudder condition Checked
 - White navigation light Checked
 - Static dischargers (2) In place
- Left tailplane:
 - Leading edge and elevator condition Checked
 - Static dischargers (3) In place
- Left engine tail pipe Checked
- Cowl latches (all 3) Locked and flush
- Engine pylon static discharger Checked
- Hydraulic coupling No 1 access door Closed
- Baggage compartment door Closed
 - Door control access panel Closed
 - Lock positions (4) Checked
- Water tank filling panel Closed
- Nacelle ventilation – drains Checked

PREFLIGHT – EXTERIOR INSPECTION (cont'd)

LEFT WING

- Left landing gear:
 - No hydraulic leaks, wheels and tires condition Checked
 - Shock absorber height Checked
 - Brake condition Checked
 - Chock Removed
- Flaps / airbrakes / aileron Checked
- Static dischargers (4) Checked
- Navigation and strobe lights – Wing tip fairing Undamaged / Checked
- No fuel leaks Checked
- Gravity fueling plug Checked
- Leading edge condition Checked
- Left engine air inlet Cover removed / Checked

LEFT FORWARD FUSELAGE

- Fuel vent valve: no leaks Checked
- Ice detection light Checked
- Landing light Checked
- Cabin access door Checked

PREFLIGHT – INTERIOR INSPECTION

- Oxygen: pressure – valve Checked
- First aid kit Checked
- Cabin and cockpit fire extinguishers Installed / Checked
- *Emergency exit safety device* *Removed*
- *COND control lever (A/C SN < 163)* *NORM*
- *Crossfeed valve (A/C SN ≥ 163)* *Closed*
- Documents On board
- Crash axe Stowed
- Smoke goggles Checked
- Survival equipment Stowed
- Torch Checked

PREFLIGHT – EXTERIOR INSPECTION (cont'd)

REAR FUSELAGE – REAR CONE – TAIL SURFACES (cont'd)

- External power connector access door Closed
- Hydraulic coupling No 2 access door Closed
- Fire extinguisher pressures Checked
- Rear compartment door Closed
- APU air inlet and exhaust gas outlet Checked
- Center engine tail pipe Checked
 - Center engine static discharger In place
- Thrust reverser, stowed position Checked
- Right tailplane:
 - Leading edge and elevator condition Checked
 - Static dischargers (3) In place
- Vertical stabilizer:
 - Leading edge and rudder condition Checked
 - White navigation light Checked
 - Static dischargers (2) In place
- Left tailplane:
 - Leading edge and elevator condition Checked
 - Static dischargers (3) In place
- Left engine tail pipe Checked
- Cowl latches (all 3) Locked and flush
- Engine pylon static discharger Checked
- Hydraulic coupling No 1 access door Closed
- Baggage compartment door Closed
 - Door control access panel Closed
 - Lock positions (4) Checked
- Water tank filling panel Closed
- Nacelle ventilation – drains Checked

PREFLIGHT – EXTERIOR INSPECTION (cont'd)

LEFT WING

- Left landing gear:
 - No hydraulic leaks, wheels and tires condition Checked
 - Shock absorber height Checked
 - Brake condition Checked
 - Chock Removed
- Flaps / airbrakes / aileron Checked
- Static dischargers (4) Checked
- Navigation and strobe lights – Wing tip fairing Undamaged / Checked
- No fuel leaks Checked
- Gravity fueling plug Checked
- Leading edge condition Checked
- Left engine air inlet Cover removed / Checked

LEFT FORWARD FUSELAGE

- Fuel vent valve: no leaks Checked
- Ice detection light Checked
- Landing light Checked
- Cabin access door Checked

PREFLIGHT – INTERIOR INSPECTION

- Oxygen: pressure – valve Checked
- First aid kit Checked
- Cabin and cockpit fire extinguishers Installed / Checked
- Emergency exit safety device Removed ←
- *COND control lever (A/C SN < 163)* *NORM*
- *Crossfeed valve (A/C SN ≥ 163)* *Closed*
- Documents On board
- Crash axe Stowed
- Smoke goggles Checked
- Survival equipment Stowed
- Torch Checked

PREFLIGHT – COCKPIT CHECK (Electrical power off condition)

- All circuit breakers Engaged
- Park brake Set

LH SIDE CONSOLE

- Oxygen mask Checked
- IRS OFF
- Audio control panel:
 - SPK, ST, audio VHF 1 and VHF 2 Depressed
 - Microphone VHF 1 and C’PIT Depressed
 - All other pushbuttons Released
 - Volume potentiometer Full high

PILOT INSTRUMENT PANEL

- Clock Checked
- Stand-by horizon *Caged*

CENTER INSTRUMENT PANEL

- Brake selector switch # 1 / ASKID ON
- ST-BY PUMP OFF
- Temperature controllers – Selector and knob AUTO / 12 o’clock
- THRUST REVERSER switch NORM / Guard down
- FUEL SHUT OFF switches Guarded
- Fire extinguisher switches 0
- Normal L/G control Down / Latch down
- GEAR PULL handle Pushed in
- MMO switch Guarded
- *ECU A / I pushbutton* *Off*
- Automatic cabin pressure controller PROG or FL
- Emergency pressurization panel box:
 - UP / DN control Fully DN
 - AUTO / MAN selector AUTO
 - NORM / EMERG selector NORM
 - DUMP control Off / Guard down

PREFLIGHT – COCKPIT CHECK (cont'd) (Electrical power off condition)

COPILOT INSTRUMENT PANEL

- Clock Checked
- *ELT switch* *AUTO / Guard down*

RH SIDE CONSOLE

- * – *VHF 3 switch* *ON BAT*
 - *Transmission – Reception* *Checked*
- *VHF 3 switch* *NORMAL / Guard down*
- Passenger oxygen *NORMAL*
- Oxygen pressure *Appropriate*
- Oxygen mask *Checked*
- Audio control panel:
 - SPK, ST, audio VHF 1 and VHF 2 *Depressed*
 - Microphone VHF 1 and C’PIT *Depressed*
 - All other pushbuttons *Released*
 - Volume potentiometer *Full high*
- IRS *OFF*
- *COND control lever* *NORM*
- *NOSE control lever* *NORM*
- *LOAD SHED O’RIDE switch* *NORMAL – Guard down*

* To be performed once a day.

PREFLIGHT – COCKPIT CHECK (cont'd) (Electrical power off condition)

CENTER PEDESTAL

- Power levers Cut-off
- VHF 1 OFF
- Airbrake handle 0
- NORMAL tailplane C/B Engaged
- Slat-flap handle CLEAN
- EMERG SLATS Guard down
- *GPWS FLAPS O'RIDE* *Guard down*
- L/G extension by gravity controls Checked
- NAV / COM / ATC switches OFF

OVERHEAD PANEL

- A – B busses FLIGHT NORM
- APU GEN Depressed
- BAT 1 – BAT 2 switches Off
- GEN 1 – 2 – 3 On
- * – IRS 1 – IRS 2 – IRS 3 battery voltages Checked
- * – *E BATT battery voltage* *Checked*
- Power selector switch NORMAL
- CMPTR 1 – 2 – 3 AUTO
- Start selector switches (all 3) GRD START
- XTK Neutral
- BOOSTER (all 3) OFF
- X-BP (all 3) Closed
- *XTK 2* *AUTO*
- Bleed air HP and PRV (all 3) On

* To be performed once a day.

PREFLIGHT – COCKPIT CHECK (cont'd)

(Electrical power off condition)

- BLEED AIR APU switch Off
- Isolation valve knob Horizontal
- Bleed air CREW and PASSENGER switches AUTO
- BAG switch NORM
- WINDSHIELD (all 3) OFF
- ANTI-ICE (all 4) Off
- PITOT heating Off
- WIPER OFF
- EXTERIOR and INTERIOR LIGHTS switches (all 7) OFF
- Lighting rheostats (all 8) Fully CCW
- LH AV. MASTER and RH AV. MASTER Off
- *FMS MASTER (LH and RH)* *Off*

PRESTART CHECK

- BAT 1 – BAT 2 switches On
 - BAT 1 – BAT 2 lights Out
 - Voltages Checked
- * – HRZN battery voltage Checked
 - *HORIZON EMERG PWR light* *On – Checked*
- A – B busses Tied
- Fire detection Tested
- COND BATT light (*SB F900-125 complied with*) *Checked*
 - *Depressed* *Light on*
 - *Released* *Light out*

If start is made with APU assistance:

- BOOSTER 2 ST-BY
- FUEL 2 light checked Out
- APU MASTER Depressed
- APU START pushbutton Depressed 1 second

* To be performed once a day.

PREFLIGHT – COCKPIT CHECK (cont'd) (Electrical power off condition)

CENTER PEDESTAL

- Power levers Cut-off
- VHF 1 OFF
- Airbrake handle 0
- NORMAL tailplane C/B Engaged
- Slat-flap handle CLEAN
- EMERG SLATS Guard down
- *GPWS FLAPS O'RIDE* *Guard down*
- L/G extension by gravity controls Checked
- NAV / COM / ATC switches OFF

OVERHEAD PANEL

- A – B busses FLIGHT NORM
- APU GEN Depressed
- BAT 1 – BAT 2 switches Off
- GEN 1 – 2 – 3 On
- * – IRS 1 – IRS 2 – IRS 3 battery voltages Checked
- Power selector switch NORMAL
- CMPTR 1 – 2 – 3 AUTO
- Start selector switches (all 3) GRD START
- XTK Neutral
- BOOSTER (all 3) OFF
- X-BP (all 3) Closed
- *XTK 2* *AUTO*
- Bleed air HP and PRV (all 3) On

* To be performed once a day.

PREFLIGHT – COCKPIT CHECK (cont'd)

(Electrical power off condition)

- BLEED AIR APU switch Off
- Isolation valve knob Horizontal
- Bleed air CREW and PASSENGER switches AUTO
- BAG switch NORM
- WINDSHIELD (all 3) OFF
- ANTI-ICE (all 4) Off
- PITOT heating Off
- WIPER OFF
- EXTERIOR and INTERIOR LIGHTS switches (all 7) OFF
- Lighting rheostats (all 8) Fully CCW
- LH AV. MASTER and RH AV. MASTER Off
- *FMS MASTER (LH and RH)* *Off*

PRESTART CHECK

- BAT 1 – BAT 2 switches On
 - BAT 1 – BAT 2 lights Out
 - Voltages Checked
- * – HRZN battery voltage Checked
 - HORIZON EMERG PWR light On – Checked ←
- A – B busses Tied
- Fire detection Tested
- COND BATT light (*SB F900-125 complied with*) *Checked*
 - *Depressed* *Light on*
 - *Released* *Light out*

If start is made with APU assistance:

- BOOSTER 2 ST-BY
- FUEL 2 light checked Out
- APU MASTER Depressed
- APU START pushbutton Depressed 1 second

* To be performed once a day.

PRESTART CHECK (cont'd)

- N1 – T5 indicators – APU generator ammeter Checked

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ **CAUTION** ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

☆☆ **Discontinue start (STOP pushbutton) if ITT does not rise within 10 seconds.** ☆

☆☆ **Wait 5 minutes prior to attempting a second start.** ☆

☆☆

☆☆

- BLEED AIR APU switch As required
- COND BATT switch (SB F900-125 complied with) As required

_____ If the battery conditioning is used:

- COND BATT switch ON
- **COND BATT** light On

_____ If start is made with a ground power unit:

- Power selector switch EXT POWER
- **BAT 1** and **BAT 2** lights On

_____ If start is made without APU assistance and without a ground power unit:

- Start engine No 2 first.

_____ After APU start or engine No 2 start or if a ground power unit is used:

- LH AV. MASTER and RH AV. MASTER On
 - **OFF** lights Out
- FMS MASTER (LH and RH) On
 - **FMS MASTER** lights Out
- Voice recorder Tested
- IRS / FMS NAV / INIT
 - Pos sensors Checked
 - Data base validity Checked
- Cabin and cockpit lighting As required
- Seats and rudder pedals Adjusted / Locked
- Park brake Intermediate detent
 - **#2 P. BK** light On, steady
- Fuel quantity indicators Checked
- Fuel used counters Reset to 0
- Airplane weight Set

PRESTART CHECK (cont'd)

- Warning panel and lights Tested
 - DIM / BRIGHT switch As appropriate
- * - ECU A / I pushbutton Depressed
 - Pushbutton Amber illuminated – Checked
- * - ECU A / I pushbutton Depressed
 - Pushbutton Out – Checked
- Landing gear panel Tested
- Stand-by horizon Uncaged
- Navigation lights: NAV As appropriate
-  and FASTEN BELTS On
 - AFT CABIN ISOL light Off
- EMERG LIGHTS ON / ARMED
- ST BY PUMP light Out
- Hydraulic reservoirs 1 and 2 – Fluid quantity In green
- * - ST-BY PUMP AUTO
 - Hydraulic pressure # 2 1,500 / 2,150 psi
- * - STALL 2 pushbutton Depressed
 - Stall warning and IGN lights Checked
 - Slats light on Green, flashing
- * - ST-BY PUMP OFF
- ADC 1 then ADC 2 pushbuttons Depressed
 - VMO / MMO aural warnings Checked
- ENG 2 FAIL , T/O CONFIG lights and "NO TAKE OFF" Tested
- VHF 1 ON
- Altimeters and ASEL Set
- Index Set
- Cabin access door Closed
 - CABIN light Out
 - DOOR LIFT light Out
- Cabin pressure controller TEST pushbutton Depressed
 - Cabin aural warning Checked
 - CABIN light On
- Battery temperature monitor Tested
- Radioaltimeter TEST and DH set
- GPWS Tested

* To be performed once a day.

PRESTART CHECK (cont'd)

- N1 – T5 indicators – APU generator ammeter Checked

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ **CAUTION** ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆
 ☆
 ☆ **Discontinue start (STOP pushbutton) if ITT does not rise within 10 seconds.** ☆
 ☆ **Wait 5 minutes prior to attempting a second start.** ☆
 ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

- BLEED AIR APU switch As required
- COND BATT switch (SB F900-125 complied with) As required

_____ If the battery conditioning is used:

- COND BATT switch ON

- **COND BATT** light On

_____ If start is made with a ground power unit:

- Power selector switch EXT POWER
- **BAT 1** and **BAT 2** lights On

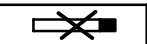
_____ If start is made without APU assistance and without a ground power unit:

- Start engine No 2 first.

_____ After APU start or engine No 2 start or if a ground power unit is used:

- LH AV. MASTER and RH AV. MASTER On
 - **OFF** lights Out
- FMS MASTER (LH and RH) On
 - **FMS MASTER** lights Out
- Voice recorder Tested ←
- IRS / FMS NAV / INIT
 - Pos sensors Checked
 - Data base validity Checked
- Cabin and cockpit lighting As required
- Seats and rudder pedals Adjusted / Locked
- Park brake Intermediate detent
 - **#2 P. BK** light On, steady
- Fuel quantity indicators Checked
- Fuel used counters Reset to 0
- Airplane weight Set

PRESTART CHECK (cont'd)

- Warning panel and lights Tested
 - DIM / BRIGHT switch As appropriate
- * - ECU A / I pushbutton Depressed
 - Pushbutton Amber illuminated – Checked
- * - ECU A / I pushbutton Depressed
 - Pushbutton Out – Checked
- Landing gear panel Tested
- Stand-by horizon Uncaged
- Navigation lights: NAV As appropriate
-  and FASTEN BELTS On
 - AFT CABIN ISOL light Off
- EMERG LIGHTS ON / ARMED
- ST BY PUMP light Out
- Hydraulic reservoirs 1 and 2 – Fluid quantity In green
- * - ST BY PUMP AUTO
 - Hydraulic pressure # 2 1,500 / 2,150 psi
- * - STALL 2 pushbutton Depressed
 - Stall warning and IGN lights Checked
 - Slats light on Green, flashing
- * - ST-BY PUMP OFF
- ADC 1 then ADC 2 pushbuttons Depressed
 - VMO / MMO aural warnings Checked
- ENG 2 FAIL, T/O CONFIG lights and "NO TAKE OFF" Tested
- VHF 1 ON
- Altimeters and ASEL Set
- Index Set
- Cabin access door Closed
 - CABIN light Out
 - DOOR LIFT light Out
- Cabin pressure controller TEST pushbutton Depressed
 - Cabin aural warning Checked
 - CABIN light On
- Battery temperature monitor Tested
- Radioaltimeter TEST and DH set
- GPWS Tested

* To be performed once a day.

PRESTART CHECK (cont'd)

- N1 – T5 indicators – APU generator ammeter Checked

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ **CAUTION** ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆

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☆☆ **Wait 5 minutes prior to attempting a second start.** ☆

☆☆

☆☆

- BLEED AIR APU switch As required
- COND BATT switch (SB F900-125 complied with) As required

_____ If the battery conditioning is used:

- COND BATT switch ON
- **COND BATT** light On

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- Power selector switch EXT POWER
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- LH AV. MASTER and RH AV. MASTER On
 - **OFF** lights Out
- FMS MASTER (LH and RH) On
 - **FMS MASTER** lights Out
- Voice recorder Tested
- IRS / FMS NAV / INIT
 - Pos sensors Checked
 - Data base validity Checked
- Cabin and cockpit lighting As required
- Seats and rudder pedals Adjusted / Locked
- Park brake Intermediate detent
 - **#2 P. BK** light On, steady
- Fuel quantity indicators Checked
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PRESTART CHECK (cont'd)

- Warning panel and lights Tested
 - DIM / BRIGHT switch As appropriate
- * - ECU A / I pushbutton Depressed
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 - Pushbutton Out – Checked
- Landing gear panel Tested
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-  and FASTEN BELTS On
 - AFT CABIN ISOL light Off
- EMERG LIGHTS ON / ARMED
- ST BY PUMP light Out
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- ADC 1 then ADC 2 pushbuttons Depressed
 - VMO / MMO aural warnings Checked
- ENG 2 FAIL , T/O CONFIG lights and "NO TAKE OFF" Tested
- VHF 1 ON
- Altimeters and ASEL Set
- Index Set
- Cabin access door Closed
 - CABIN light Out
 - DOOR LIFT light Out
- Cabin pressure controller TEST pushbutton Depressed
 - Cabin aural warning Checked
 - CABIN light On
- Radioaltimeter TEST and DH set
- GPWS Tested

* To be performed once a day.

PRESTART CHECK (cont'd)

- N1 – T5 indicators – APU generator ammeter Checked

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 - **OFF** lights Out
- FMS MASTER (LH and RH) On
 - **FMS MASTER** lights Out
- Voice recorder Tested ←
- IRS / FMS NAV / INIT
 - Pos sensors Checked
 - Data base validity Checked
- Cabin and cockpit lighting As required
- Seats and rudder pedals Adjusted / Locked
- Park brake Intermediate detent
 - **#2 P. BK** light On, steady
- Fuel quantity indicators Checked
- Fuel used counters Reset to 0
- Airplane weight Set

PRESTART CHECK (cont'd)

- Warning panel and lights Tested
 - DIM / BRIGHT switch As appropriate
- * - ECU A / I pushbutton Depressed
 - Pushbutton Amber illuminated – Checked
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- Landing gear panel Tested
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- Navigation lights: NAV As appropriate
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 - AFT CABIN ISOL light Off
- EMERG LIGHTS ON / ARMED
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 - CABIN light Out
 - DOOR LIFT light Out
- Cabin pressure controller TEST pushbutton Depressed
 - Cabin aural warning Checked
 - CABIN light On
- Radioaltimeter TEST and DH set
- GPWS Tested

* To be performed once a day.

STARTING ENGINES

ENGINE 2 START

- Anticollision lights RED
- BOOSTER 2 ST-BY
 - **FUEL 2** light checked Out
- Power selector switch for:
 - Battery start or APU assist start NORMAL
 - GPU start EXT POWER
- Start button depressed Less than 2 seconds
- At 12 to 15 % N2 speed **and indication of N1 rotation:**
 - Power lever Idle
 - **IGN 2** light On
- ITT, N1, FUEL FLOW, oil pressure Rise
- When N2 reaches 50 %, **IGN 2** light Out
- With N2 stabilized:
 - **PUMP 2** light Out
 - Hydraulic pressure # 2 Green band
 - **OIL 2** light Out
 - **GEN 2** light:
 - If NORMAL start Out
 - If EXT POWER start On
- Idle speed parameters Checked
- Power selector switch NORMAL
- Ground power unit (as applicable) Removed
 - **GEN 2** light Out

ENGINE 3 and 1 START

- BOOSTER On
- GEN 2 ammeter 300 A max.

Use same starting procedure as for engine 2.

STARTING PROBLEMS

DISCONTINUE START WHENEVER:

- ITT does not rise within 10 seconds.
- Oil pressure does not rise within 10 seconds after light-off.
- N1 remains close to zero when N2 = 20 %.
- ITT is rising rapidly and approaching the 952 °C limit.
- N2 speed does not increase smoothly and rapidly to idle after light-off.

Power lever Cut-off

Start selector switch MOTOR START STOP

Perform a dry motoring whenever fuel is suspected to have accumulated in the tail pipe.

- Power lever Cut-off
- Start selector switch MOTOR START STOP
- Start button Held depressed 15 seconds

IGN LIGHT REMAINS ON ALTHOUGH N2 SPEED IS GREATER THAN 50 % (and all idle parameters are within limits)

- Start selector switch MOTOR START STOP
 - **IGN** light Out
(the engine starter stops operating)

_____ If unsuccessful:

- Associated GEN switch Off
- Associated IGNTR circuit breaker Pulled

STARTING ENGINES

ENGINE 2 START

- Anticollision lights RED
- BOOSTER 2 ST-BY
 - **FUEL 2** light checked Out
- Power selector switch for:
 - Battery start or APU assist start NORMAL
 - GPU start EXT POWER
- Start button depressed Less than 2 seconds
- At 12 to 15 % N2 speed **and indication of N1 rotation:**
 - Power lever Idle
 - **IGN 2** light On
- ITT, N1, FUEL FLOW, oil pressure Rise
- When N2 reaches 50 %, **IGN 2** light Out
- With N2 stabilized:
 - **PUMP 2** light Out
 - Hydraulic pressure # 2 Green band
 - **OIL 2** light Out
 - **GEN 2** light:
 - If NORMAL start Out
 - If EXT POWER start On
- Idle speed parameters Checked
- Power selector switch NORMAL
- Ground power unit (as applicable) Removed
 - **GEN 2** light Out

ENGINE 3 and 1 START

- BOOSTER On
- GEN 2 ammeter 300 A max.

Use same starting procedure as for engine 2.

STARTING PROBLEMS

DISCONTINUE START WHENEVER:

- ITT does not rise within 10 seconds.
- Oil pressure does not rise within 10 seconds after light-off.
- N1 remains close to zero when N2 = 20 %.
- ITT is rising rapidly and approaching the 978 °C limit.
- N2 speed does not increase smoothly and rapidly to idle after light-off.

Power lever Cut-off

Start selector switch MOTOR START STOP

Perform a dry motoring whenever fuel is suspected to have accumulated in the tail pipe.

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- Start selector switch MOTOR START STOP
 - **IGN** light Out
(the engine starter stops operating)

_____ If unsuccessful:

- Associated GEN switch Off
- Associated IGNTR circuit breaker Pulled

PRETAXI CHECK

- A – B busses FLIGHT NORM
- Battery voltage – load Checked
- Generator voltage – load Checked
- BOOSTER 2 NORM
 - **FUEL 2** light checked Out
- * – Isolation valve knob ISOLATION
 - **ISOL** light On
- Isolation valve knob Horizontal
 - **ISOL** light Off
- WINDSHIELD PILOT and COPILOT NORM
- WINDSHIELD SIDE On
- All warning panel lights out except:
 - **L. AOA** – **R. AOA** – **L. PITOT** – **ST BY PITOT** – **R. PITOT** On
 - **#2 P. BK** – **MACH TRIM** On
 - **AOA PROBE** On
- Hydraulic pressures, systems 1 and 2 In green
- Hydraulic fluid quantity In green
- ST-BY PUMP AUTO
- Antiskid Tested
- * – Airbrakes Out
- * – STALL 1 test pushbutton Depressed
 - Stall warning and **IGN** lights Checked
 - Slat light on Green and flashing
 - **AIRBRAKE** light Out then amber and flashing
- Airbrakes In
- Slats–flaps Take–off position
- *E. BATT switch (modification M2331 complied with)* Depress / On
- STALL 1 then STALL 2 test buttons Depressed
 - Stall warning and **IGN** lights Checked
 - Slat light on Green and flashing

* To be performed once a day.

PRETAXI CHECK (cont'd)

- Aileron and rudder trims Checked and set to 0
- * – Emergency aileron trim Checked
- M TRIM pushbutton Depressed
- YD pushbutton On / Off
 - No RUDDER NOT CENTERED message in ID 802 Checked
- AP transfer by L AFCS and R AFCS pushbuttons on ID 802 Checked
- Radar / Transponder (A/C **without** M5013 or SB F900–368) STBY
- *Radar (A/C with M5013 or SB F900–368)* STBY
- *Transponder (A/C with M5013 or SB F900–368)* ON
- VHF 2 – ADF 1 and 2 – NAV 1 and 2 – HF 1 and 2 ON / Set
- *Flight recorder* Checked
 - *Date, time* Set
- EFIS display controllers Set
- COND BATT switch (SB F900-125 complied with) OFF
 - light Out
- *Passenger door curtain* Open / Checked
- Chocks Removed

* To be performed once a day.

PRETAXI CHECK

- A – B busses FLIGHT NORM
- Battery voltage – load Checked
- Generator voltage – load Checked
- BOOSTER 2 NORM
 - **FUEL 2** light checked Out
- * - Isolation valve knob ISOLATION
 - **ISOL** light On
- Isolation valve knob Horizontal
 - **ISOL** light Off
- WINDSHIELD PILOT and COPILOT NORM
- WINDSHIELD SIDE On
- All warning panel lights out except:
 - **L. AOA** – **R. AOA** – **L. PITOT** – **ST BY PITOT** – **R. PITOT** On
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- Hydraulic pressures, systems 1 and 2 In green
- Hydraulic fluid quantity In green
- ST-BY PUMP AUTO
- Antiskid Tested
- * - Airbrakes Out
- * - STALL 1 test pushbutton Depressed
 - Stall warning and **IGN** lights Checked
 - Slat light on Green and flashing
 - **AIRBRAKE** light Out then amber and flashing
- Airbrakes In
- Slats–flaps Take–off position
- *E. BATT switch (modification M2331 complied with)* *Depress / On*
- STALL 1 then STALL 2 test buttons Depressed
 - Stall warning and **IGN** lights Checked
 - Slat light on Green and flashing

* To be performed once a day.

PRETAXI CHECK (cont'd)

- Aileron and rudder trims Checked and set to 0
- * – Emergency aileron trim Checked
- M TRIM pushbutton Depressed
- YD pushbutton On / Off
 - No RUDDER NOT CENTERED message in ID 802 Checked
- AP transfer by L AFCS and R AFCS pushbuttons on ID 802 Checked
- Radar / Transponder (A/C **without** M5013 or SB F900–368) STBY
- *Radar (A/C with M5013 or SB F900–368)* STBY
- *Transponder (A/C with M5013 or SB F900–368)* ON
- VHF 2 – ADF 1 and 2 – NAV 1 and 2 – HF 1 and 2 ON / Set
- *Flight recorder* Checked
 - *Date, time* Set
- EFIS display controllers Set
- *COND BATT switch (SB F900-125 complied with)* OFF
 - light Out
- *Passenger door curtain* Open / Checked
- Chocks Removed

* To be performed once a day.

PRETAXI CHECK

- A – B busses FLIGHT NORM
- Battery voltage – load Checked
- Generator voltage – load Checked
- BOOSTER 2 NORM
 - **FUEL 2** light checked Out
- * - Isolation valve knob ISOLATION
 - **ISOL** light On
- Isolation valve knob Horizontal
 - **ISOL** light Off
- WINDSHIELD PILOT and COPILOT NORM
- WINDSHIELD SIDE On
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 - Slat light on Green and flashing
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- Slats–flaps Take–off position
- *E. BATT switch (modification M2331 complied with)* *Depress / On*
- STALL 1 then STALL 2 test buttons Depressed
 - Stall warning and **IGN** lights Checked
 - Slat light on Green and flashing

* To be performed once a day.

PRETAXI CHECK (cont'd)

- Aileron and rudder trims Checked and set to 0
- * – Emergency aileron trim Checked
- M TRIM pushbutton Depressed
- YD pushbutton On / Off
 - No RUDDER NOT CENTERED message in ID 802 Checked
- AP transfer by L AFCS and R AFCS pushbuttons on ID 802 Checked
- Radar / Transponder (A/C **without** M5013 or SB F900–368) STBY
- *Radar (A/C with M5013 or SB F900–368)* STBY
- *Transponder (A/C with M5013 or SB F900–368)* ON
- VHF 2 – ADF 1 and 2 – NAV 1 and 2 – HF 1 and 2 ON / Set
- *Flight recorder* Checked
 - *Date, time* Set
- EFIS display controllers Set
- COND BATT switch (SB F900-125 complied with) OFF
 - light Out
- Passenger door curtain Open / Checked
- Chocks Removed

* To be performed once a day.



TAXIING (cont'd)

- APU STOP pushbutton Depressed 1 second
 - When **OIL** light on, APU MASTER Off
- BLEED AIR APU switch Off
- Pilot sliding window Closed / Checked
- * - ANTI-ICE: WING (or WING-BRK) On 10 seconds max.
 - Observe 3 ITT's rising.
- * - ANTI-ICE: WING (or WING-BRK) Off
- * - ANTI-ICE: ENG 1 – ENG 3 switches On
 - Observe engine 1 and engine 3 ITT's rising.
- * - ANTI-ICE: ENG 1 – ENG 3 switches Off
- * - ANTI-ICE: ENG 2 switch On
 - Observe engine 2 ITT rising.
- * - ANTI-ICE: ENG 1 – ENG 2 – ENG 3 switches Off or as required
- All flags Out of view
- Flight controls Free
- Before airplane is aligned, passengers briefing relative to emergency evacuation, including exit signs, must be performed.
- A/C with M5971:

NOTE

The green man running pictorial replaces the word "EXIT", and indicates the location of the emergency exit.

BEFORE TAKE-OFF

- YD Off – Checked
- Landing lights On
- Anticollision lights ALL
- Radar / Transponder (A/C **without** M5013 or SB F900-368) ON
- Radar (A/C with M5013 or SB F900-368) ON
- PITOT heating On
- All warning lights Out
- Start selector switches (if necessary) AIR START
 - **IGN..** lights (all 3) On
- Headings and bugs Checked

TAKE-OFF

NOTE

Rapid displacement of the power levers on ground may cause the **ENG 2 FAIL light to illuminate temporarily during engine acceleration.**

* To be performed once a day.



CRUISE

- Engine parameters Checked
- If necessary, fuel quantities Equalized
 - X-BP 2-1 and 2-3 Open
 - Fuel quantity indicators Monitored
 - X-BP 2-1 and 2-3 Closed

DESCENT

- Pressure controller Set
- Landing parameters Called out – Set
- **FASTEN BELTS** light pushbutton On
- Anti-icing As required

CAUTION

**To minimize possible flaps asymmetry during approach,
extend the flaps one notch at a time.**

APPROACH

(40° FLAPS + SLATS LANDING)

- Passenger door curtain Open
- Before airplane is aligned, passengers briefing relative to emergency evacuation, including exit signs, must be performed.
- *A/C with M5971:*

NOTE

***The green man running pictorial replaces the word “EXIT”, and indicates the
location of the emergency exit.***

-  light pushbutton On
 - **AFT CABIN ISOL** light Off
- Altimeters Set
- Radioaltimeter DH Set
- X-BP (all 3) Closed
- Landing lights On
- Slats-flaps handle Approach position

TAKE-OFF (cont'd)

- Prior to brake release:
 - Throttles Full forward
 - Take-off ITT Checked
- #2 P. BK light:
 - Without SB F900-42 Out
 - With SB F900-42 On
- Just after brake release:
 - Take-off N1 Checked
- #2 P. BK light Out
- Acceleration Checked
- Use steering system As necessary
- At 100 KIAS:
 - Time Checked
 - Airspeed indicators Cross-checked
- When a positive rate-of-climb is established: landing gear Up
- YD As required
- ANTI-ICE: WING (or WING-BRK) As required
- Mid cabin partition door Closed as required
- At V2 + 25 kt:
 - Slats-flaps handle CLEAN

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ **CAUTION** ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆
 ☆
 ☆
To minimize possible flaps asymmetry during take-off,
retract the flaps one notch at a time.
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AFTER TAKE-OFF

- Start selector switches GRD START
 - IGN.. lights (all 3) Out
-  and FASTEN BELTS light pushbuttons As required
- Climb power Set
- Cabin pressure and temperature controllers Checked
- Landing and taxi lights Out
- Altimeters Set



CRUISE

- Engine parameters Checked
- If necessary, fuel quantities Equalized
 - X-BP 2-1 and 2-3 Open
 - Fuel quantity indicators Monitored
 - X-BP 2-1 and 2-3 Closed

DESCENT

- Pressure controller Set
- Landing parameters Called out – Set
- **FASTEN BELTS** light pushbutton On
- Anti-icing As required

CAUTION

To minimize possible flaps asymmetry during approach,
extend the flaps one notch at a time.

CAUTION

When landing at a curfewed Australian airport
use of thrust reverser should not be planned.

APPROACH

(40° FLAPS + SLATS LANDING)

- Passenger door curtain Open
- Before airplane is aligned, passengers briefing relative to emergency evacuation, including exit signs, must be performed.
- A/C with M5971:

NOTE

The green man running pictorial replaces the word "EXIT", and indicates the location of the emergency exit.

-  light pushbutton On
 - **AFT CABIN ISOL** light Off
- Altimeters Set
- Radioaltimeter DH Set
- X-BP (all 3) Closed
- Landing lights On
- Slats-flaps handle Approach position

CRUISE

- Engine parameters Checked
- If necessary, fuel quantities Equalized
 - X-BP 2-1 and 2-3 Open
 - Fuel quantity indicators Monitored
 - X-BP 2-1 and 2-3 Closed

DESCENT

- Pressure controller Set
- Landing parameters Called out – Set
- FASTEN BELTS light pushbutton On
- Anti-icing As required

CAUTION

**To minimize possible flaps asymmetry during approach,
extend the flaps one notch at a time.**

APPROACH

(40° FLAPS + SLATS LANDING)

- Passenger door curtain Open
- Before airplane is aligned, passengers briefing relative to emergency evacuation, including exit signs, must be performed.
- *A/C with M5971:*

NOTE

***The green man running pictorial replaces the word “EXIT”, and indicates the
location of the emergency exit.***

-  light pushbutton On
- Altimeters Set
- Radioaltimeter DH Set
- X-BP (all 3) Closed
- Landing lights On
- Slats-flaps handle Approach position

TAKE-OFF (cont'd)

- Prior to brake release:
 - Throttles Full forward
 - Take-off ITT Checked
- #2 P. BK light:
 - Without SB F900-42 Out
 - With SB F900-42 On
- Just after brake release:
 - Take-off N1 Checked
- #2 P. BK light Out
- Acceleration Checked
- Use steering system As necessary
- At 100 KIAS:
 - Time Checked
 - Airspeed indicators Cross-checked
- When a positive rate of climb is established: landing gear Up
- YD As required
- ANTI-ICE: WING (or WING-BRK) As required
- Mid cabin partition door Closed as required
- At V2 + 25 kt:
 - Slats-flaps handle CLEAN

☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆ CAUTION ☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆☆
 ☆
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To minimize possible flaps asymmetry during take-off,
retract the flaps one notch at a time.
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AFTER TAKE-OFF

- Start selector switches GRD START
 - IGN.. lights (all 3) Out
-  and FASTEN BELTS light pushbuttons As required
- Climb power Set
- Cabin pressure and temperature controllers Checked
- Landing and taxi lights Out
- Altimeters Set



CRUISE

- Engine parameters Checked
- If necessary, fuel quantities Equalized
 - X-BP 2-1 and 2-3 Open
 - Fuel quantity indicators Monitored
 - X-BP 2-1 and 2-3 Closed

DESCENT

- Pressure controller: **FL or LDG mode** Set
- **Cabin rate of descent** - 200 ft / minute max.
- Landing parameters Called out - Set
- **FASTEN BELTS** light pushbutton On
- Anti-icing As required

CAUTION

To minimize possible flaps asymmetry during approach,
extend the flaps one notch at a time.

APPROACH

(40° FLAPS + SLATS LANDING)

- Passenger door curtain Open
- Before airplane is aligned, passengers briefing relative to emergency evacuation, including exit signs, must be performed.
- *A/C with M5971:*

NOTE

The green man running pictorial replaces the word "EXIT", and indicates the location of the emergency exit.

-  light pushbutton On
 - **AFT CABIN ISOL** light Off
- Altimeters Set
- Radioaltimeter DH Set
- X-BP (all 3) Closed
- Landing lights On
- Slats-flaps handle Approach position

THREE-ENGINE GO-AROUND FROM 40° FLAPS + SLATS LANDING CONFIGURATION

- Take-off thrust Set
- Go-around attitude Set
- Airbrake handle 0
- Slats-flaps handle 20° FLAPS + SLATS
- When a positive rate-of-climb is established: landing gear Up
- Indicated airspeed VREF minus 5 kt

40° FLAPS + SLATS LANDING

NOTE

**Airbrakes may be used during landing approach
provided airspeed is at least VREF + 10 kt.
Increase landing distance (and landing field length) by 15 %.**

- Landing gear Down / Checked
- Hydraulic pressure Checked
- Antiskid Checked
- Airbrake handle In
- Start selector switches (if necessary) AIR START
 - **IGN..** lights (all 3) On
- CAT 2 mode armed As required
- Slat-flap handle 40° FLAPS + SLATS
- Approach speed Established
- Autopilot Disengaged
- Indicated airspeed VREF

AFTER TOUCH-DOWN

- Airbrake handle Position 2
- Thrust reverser As required
 - Reverser lever Reverser idle
 - **TRANSIT** light on then out Checked
 - **DEPLOYED** light on Checked
 - Reverser lever As required

AFTER LANDING

- Thrust reverser stowage:
 - Reverser lever Reverser idle
 - Engine 2 at idle power Checked
 - Reverser lever Stowed
 - **TRANSIT** and **REV UNLOCK** lights on then out Checked
- ANTI-ICE: WING (*or WING-BRK*) OFF
- WINDSHIELD SIDE / COPILOT / PILOT OFF
- PITOT COPILOT / ST-BY / PILOT Off
- Start selector switches GRD START
 - **IGN..** lights (all 3) Out
- Landing lights Off
- Taxi light On
- Anticollision lights RED
- Radar / Transponder (A/C **without** M5013 or SB F900–368) STBY
- *Radar (A/C with M5013 or SB F900–368)* STBY
- Airbrake handle Position 0
- Slat-flap handle CLEAN
- All trims Take-off position
- A – B busses Tied
- APU (as applicable) On
 - BLEED AIR APU switch As required

THREE-ENGINE GO-AROUND FROM 40° FLAPS + SLATS LANDING CONFIGURATION

- Take-off thrust Set
- Go-around attitude Set
- Airbrake handle 0
- Slats-flaps handle 20° FLAPS + SLATS
- When a positive rate-of-climb is established: landing gear Up
- Indicated airspeed VREF minus 5 kt

40° FLAPS + SLATS LANDING

NOTE

**Airbrakes may be used during landing approach
provided airspeed is at least VREF + 10 kt.
Increase landing distance (and landing field length) by 15 %.**

- Landing gear Down / Checked
- Hydraulic pressure Checked
- Antiskid Checked
- Airbrake handle In
- Start selector switches (if necessary) AIR START
 - **IGN..** lights (all 3) On
- CAT 2 mode armed As required
- Slat-flap handle 40° FLAPS + SLATS
- Approach speed Established
- Autopilot Disengaged
- Indicated airspeed VREF

TOUCH AND GO LANDINGS

Intentional touch and go landings may be conducted during training exercises only, provided that the following procedure is respected.

CAUTION

- **Take-off run available from the touch down point, must be greater than 1.25 times the balanced field length required for current operating conditions.**
- **After touch down, do not use airbrakes or thrust reverser.**
- **After advancing thrust levers to full forward position, the **ENG 2 FAIL** light illuminates until the N1 rotation reaches 84 %.**

Cont'd next page

TOUCH AND GO LANDINGS (cont'd)

After touch down:

- Pitch trim to take-off position Set
- Slat-flap handle 20° FLAPS + SLATS
- Before IAS drops below V1:
 - Thrust levers Full forward
 - Take-off N1 / ITT Checked

Continue the normal take-off procedure.

AFTER TOUCH-DOWN

- Airbrake handle Position 2
- Thrust reverser As required
 - Reverser lever Reverser idle
 - **TRANSIT** light on then out Checked
 - **DEPLOYED** light on Checked
 - Reverser lever As required

AFTER LANDING

- Thrust reverser stowage:
 - Reverser lever Reverser idle
 - Engine 2 at idle power Checked
 - Reverser lever Stowed
 - **TRANSIT** and **REV UNLOCK** lights on then out Checked
- ANTI-ICE: WING (or WING-BRK) OFF
- WINDSHIELD SIDE / COPILOT / PILOT OFF
- PITOT COPILOT / ST-BY / PILOT Off
- Start selector switches GRD START
 - **IGN..** lights (all 3) Out
- Landing lights Off
- Taxi light On
- Anticollision lights RED
- Radar / Transponder (A/C **without** M5013 or SB F900-368) STBY
- Radar (A/C with M5013 or SB F900-368) STBY
- Airbrake handle Position 0
- Slat-flap handle CLEAN
- All trims Take-off position
- A – B busses Tied
- APU (as applicable) On
 - BLEED AIR APU switch As required

THREE-ENGINE GO-AROUND FROM 40° FLAPS + SLATS LANDING CONFIGURATION

- Take-off thrust Set
- Go-around attitude Set
- Airbrake handle 0
- Slats-flaps handle 20° FLAPS + SLATS
- When a positive rate-of-climb is established: landing gear Up
- Indicated airspeed VREF minus 5 kt

40° FLAPS + SLATS LANDING

NOTE

**Airbrakes may be used during landing approach
provided airspeed is at least VREF + 10 kt.
Increase landing distance (and landing field length) by 15 %.**

- Landing gear Down / Checked
- Hydraulic pressure Checked
- Antiskid Checked
- Airbrake handle In
- Start selector switches (if necessary) AIR START
 - **IGN..** lights (all 3) On
- CAT 2 mode armed As required
- Slat-flap handle 40° FLAPS + SLATS
- Approach speed Established
- Autopilot Disengaged
- Indicated airspeed VREF

AFTER TOUCH-DOWN

- Airbrake handle Position 2
- Thrust reverser As required
 - Reverser lever Reverser idle
 - **TRANSIT** light on then out Checked
 - **DEPLOYED** light on Checked
 - Reverser lever As required

AFTER LANDING

- Thrust reverser stowage:
 - Reverser lever Reverser idle
 - Engine 2 at idle power Checked
 - Reverser lever Stowed
 - **TRANSIT** and **REV UNLOCK** lights on then out Checked
- ANTI-ICE: WING (*or WING-BRK*) OFF
- WINDSHIELD SIDE / COPILOT / PILOT OFF
- PITOT COPILOT / ST-BY / PILOT Off
- Start selector switches GRD START
 - **IGN..** lights (all 3) Out
- Landing lights Off
- Taxi light On
- Anticollision lights ALL ←
- Radar / Transponder (A/C **without** M5013 or SB F900-368) STBY
- *Radar (A/C with M5013 or SB F900-368)* STBY
- Airbrake handle Position 0
- Slat-flap handle CLEAN
- All trims Take-off position
- A – B busses Tied
- APU (as applicable) On
 - BLEED AIR APU switch As required

AT THE RAMP

- Taxi light Off
- Park brake Intermediate detent
 - #2 P. BK light On, steady
- ST-BY PUMP OFF
- Radar / Transponder OFF
- IRS OFF
- VHF 1 OFF
- LH AV. MASTER and RH AV. MASTER Off
 - OFF lights Illuminated
- *FMS MASTER (LH and RH)* Off
 - FMS MASTER lights Illuminated
- Stand-by horizon Caged
- ANTI-ICE: ENG Off
- After 2 minutes of engine operation at idle speed:
 - Power levers Cut-off
- BOOSTER (all 3) OFF
- EXTERIOR and INTERIOR LIGHTS OFF
- Passengers' ordinance signs Out
- APU (as applicable) Shutdown
- *E. BATT switch (modification M2331 complied with)* Depress / Off
- BAT 1 – BAT 2 Off
- Chocks In place
- Park brake As required