

FLY CARAVELLE

Division de Qualification du Personel Navigant

SE_210

Pilot Training Folder

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DQ-NQ 001.080616

Preliminary Edition
Released October 11th 2016

NOTICE

This document is intended for personal training
in preparation for a Caravelle III simulator session.
It is based entirely on official documents.

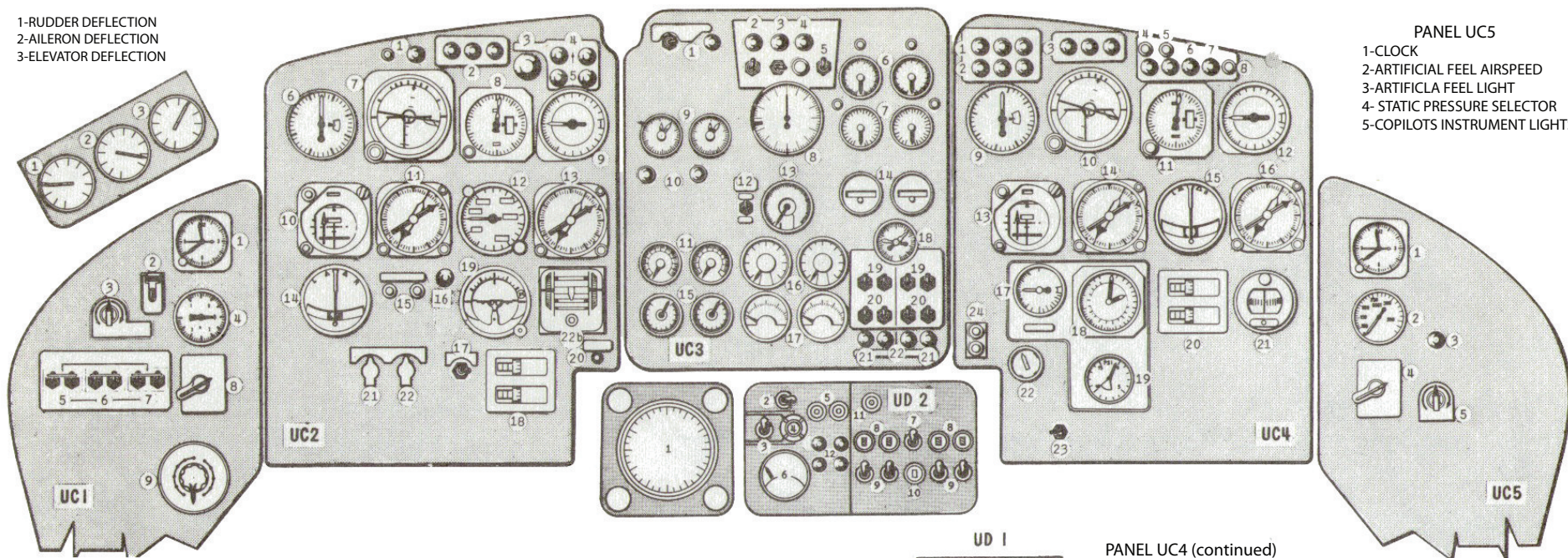
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- 1-RUDDER DEFLECTION
- 2-AILERON DEFLECTION
- 3-ELEVATOR DEFLECTION



PANEL UC5

- 1-CLOCK
- 2-ARTIFICIAL FEEL AIRSPEED
- 3-ARTIFICIAL FEEL LIGHT
- 4- STATIC PRESSURE SELECTOR
- 5-COPILOTS INSTRUMENT LIGHTS

PANEL UC1

- 1-CLOCK
- 2-PITCH TRIM DISCON.
- 3-INSTRUMENT LIGHTS
- 4-g-METER
- 5-AP YAW SERVO DISCON:
- 6-AP ROLL SERVO DISCON:
- 7-AP PITCH SERVO DISCON:
- 8-ALTERNATE STATIC
- 9-MINIMA SELECTOR

PANEL UC1

- 1-TEST & TRIM DISCON.
- 2-ILS MARKER LIGHTS
- 3-SPEED BRAKE WARNING LT
- 4-SPEED BRAKE IN MOTION LT
- 5-SPEED BRAKE EXTENDED LT
- 6-AIRSPEED
- 7-HORIZON HZ4
- 8-ALTIMETER
- 9-VARIOMETER
- 10-PDI -ILS/VOR
- 11-ADF RMI
- 12-RADIO ALTIMETER
- 13-VOR RMI
- 14-TURN AND BANK
- 15-GYRO QUICK ALIGN
- 16-MINIMA LIGHT
- 17-VOR / ILS Switch
- 18-DME
- 19-STAND BY HORIZON
- 20-AURAL WARNING CUT OFF
- 21-VERTICAL GYROS
- 22-HORIZONTAL GYROS

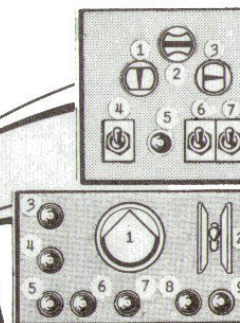
PANEL UC3

- 1-ENGINE SYNCHRONIZER
- 2-STAND BY INVERTER & LT
- 3-NORMAL INVERTER 1 & 2
- 4-INVERTER RESET
- 5-INVERTER #2 SWITCH
- 6-FUEL QUANTITY MAIN TANKS
- 7-FUEL QUANTITY AUX TANKS
- 8-MACHMETER
- 9-ENGINE RPM
- 10-NOZZLE LIGHT
- 11-EXHAUST GAS TEMPERATURE
- 12-JPT switch (Max EGT 670°)
- 13-OUTSIDE AIR TEMPERATURE
- 14-FUEL TOTALIZER
- 15-FUEL FLOW
- 16-OIL PRESSURE
- 17-OIL TEMPERATURE
- 18-FUEL PRESSURE
- 19-FUEL PUMPS No.2
- 20-FUEL PUMPS No.1
- 21-FUEL LOW LEVEL
- 22-FUEL LOW PRESSURE

PANEL UC4

- 1-GEAR IN MOTION LIGHTS
- 2-GEAR DOWN LIGHTS
- 3-GEAR DOORS UNLOCKED
- 4-TEST CABIN DOORS CLOSED
- 5-TEST CARGO DOORS CLOSED
- 6-PARKING BRAKE LIGHT
- 7-EXTERNAL POWER LIGHT
- 8-MACHMETER
- 9-TEST BRAKES & GROUND POWER
- 10-HORIZON HZ4
- 11-ALTIMETER

UD 1



PANEL UC4 (continued)

- 12-VARIOMETER
- 13-PDI (ILS / VOR)
- 14-RMI ADF
- 15-TURN & BANK
- 16-RMI VOR
- 17-CABIN VERTICAL SPEED
- 18-CABIN ALTIMETER
- 19-CABIN DIFFERENTIAL PRESS
- 20-RESERVED FOR DME
- 21-MAGNETIC COMPASS
- 22-FLAP INDICATOR
- 23-VOR / ILS switch
- 24-HORN CUT OUT / TEST

PYLON

- 1-HIGH PRESSURE FUEL COCKS
- 2- LOW PRESSURE FUEL COCKS
- 3-SPEED BRAKES
- 4-PARKING BRAKE
- 5-THROTTLE LOCK
- 6-RUDDER TRIM
- 6B-UD1 PANEL
- 7-FLAP LEVER
- 8-GEAR LEVER
- 9-AUTOPILOT
- 10-GEAR OVERRIDE
- 11-AILERON TRIM
- 12-PITCH TRIM
- 13-GREEN OVERHEAT LIGHT-
- 14-BLUE LOW PRESSURE LIGHT
- 15-LIGHT TEST
- 16-HYDRAULIC SYSTEM ISOLATOR
- 17-YELLOW SELECTOR
- 18-ARTIFICIAL FEEL
- 19-BLUE OVERHEAT LIGHT
- 20-GREEN LOW PRESSURE LIGHT

PANEL UD2

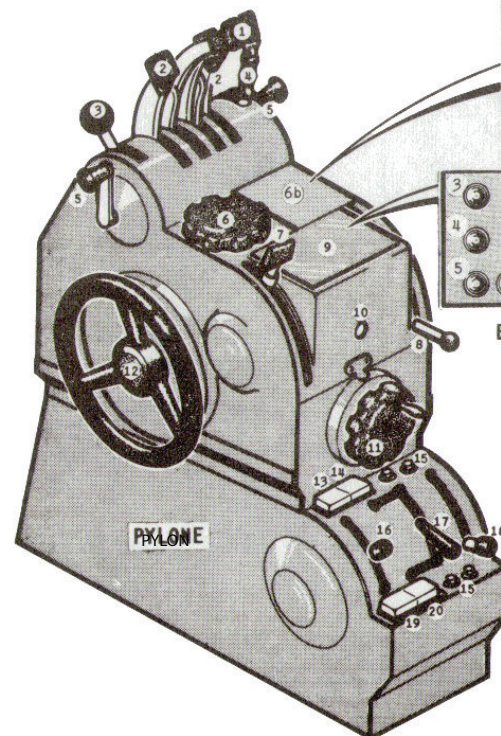
- 1-RADAR
- 2-START SELECTOR
- 3-START / CRANK
- 4-START BUTTON
- 5-ENGINE RELIGHT
- 6-VOLMETER 112V DC
- 7-CROSSFEED VALVE
- 8-MAGNETIC INDICATORS
- 9-FUEL TANK SHUT OFF VALVES
- 10-MAGNETIC INDICATOR CROSSFEED
- 11-AUTOMATIC RELIGHT
- 12-IGNITER LIGHTS

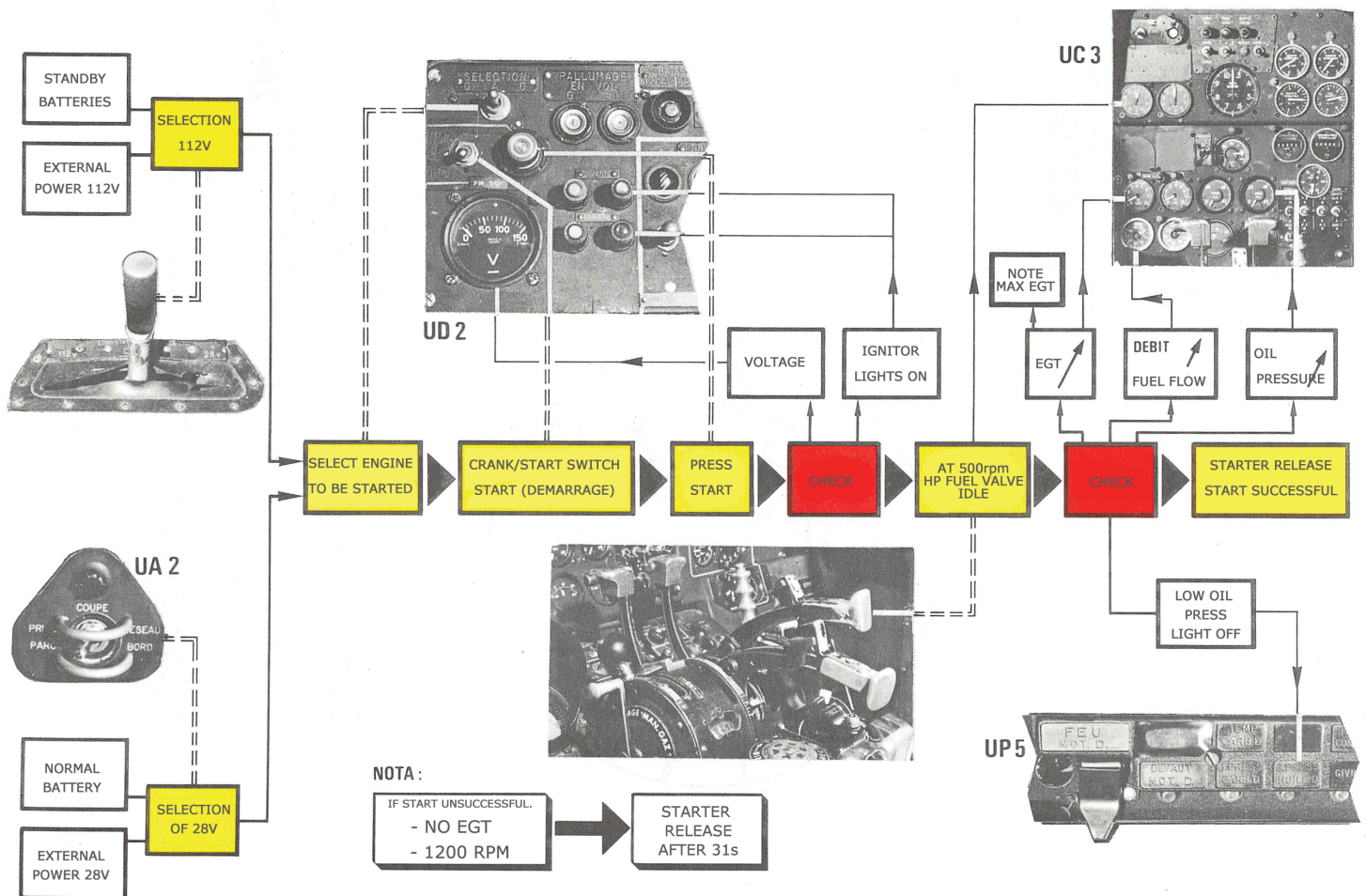
PANEL UD1

- 1-AP YAW INDICATOR
- 2-AP ROLL INDICATOR
- 3-AP PITCH INDICATOR
- 4-AP MAIN SWITCH
- 5-AP READY TO ENGAGE
- 6-BATTERIES CUT OUT
- 7-GENERATORS CUT OUT

AUTOPILOT PANEL

- 1-TURN KNOB
- 2-PITCH LEVER
- 3-ENGAGE
- 4-HEADING
- 5-LOC -VOR CAPTURE
- 6-LOC-VOR HOLD
- 7-GLIDE SLOPE
- 8-ALTITUDE HOLD
- 9-ALTITUDE SOFT





* Engines can be started using battery power (connecting 5 batteries in series) or using ground power (112V DC)

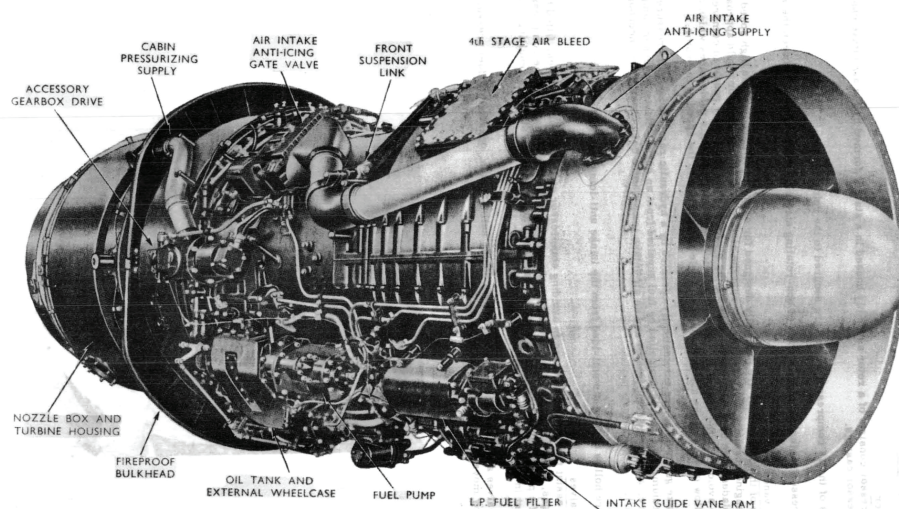
* The flight engineer starts the engines on captain's order.

* Engine start procedures:

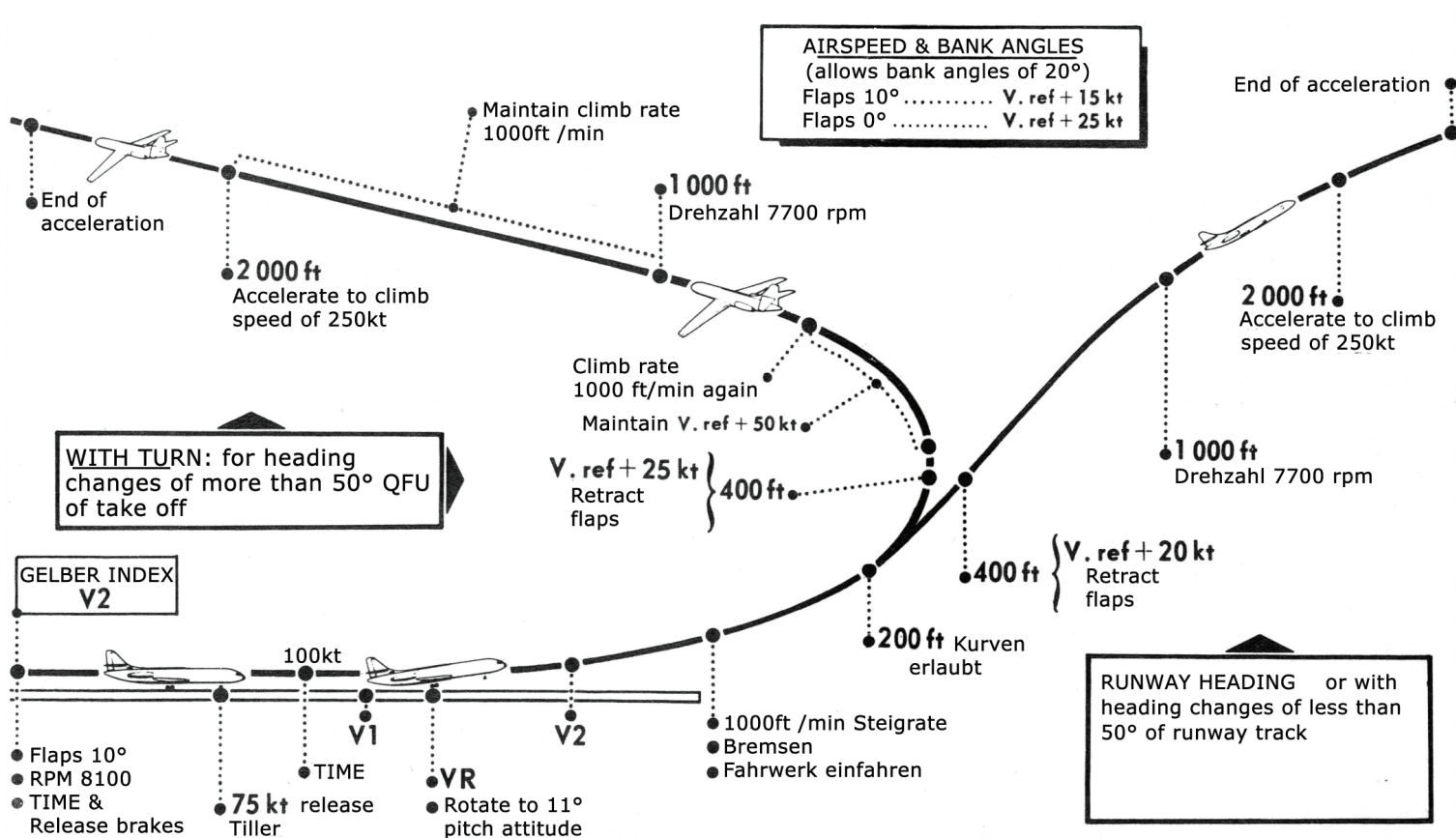
- Procedure 1: At 500-800rpm set fuel lever to idle.
- Procedure 2: Press start button and simultaneously set fuel lever to idle (for engines known difficult to start)

* Abort engine start if EGT exceeds 700°C

* After first engine start set flaps to 10°. Flaps 10 increases visibility of the push back truck driver and is equivalent to flaps 20° regarding FOD (foreign object damage) protection. Engine 2 may be started meanwhile flaps are extending.

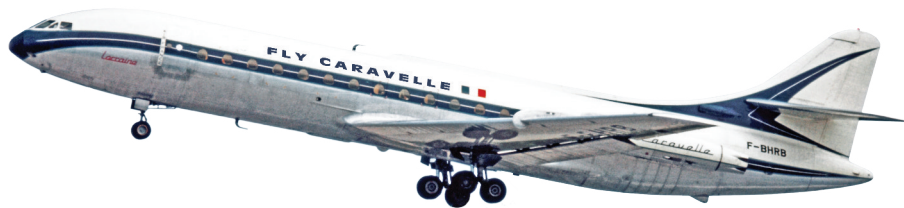


- * Normal takeoff flaps setting is 10° but flaps 5 will give better climb performance in the second segment. Flaps 5 is only used in exceptional cases only if it increase fuel and payload.
- * Standing take off is standard procedure.
- * Bring thrust levers rapidly to their vertical position (~7500rpm).
- * Check fuel temperature between 10°-25°.
- * Slowly increase thrust. Check the green lights come on at ~7975rpm.
- It may be necessary to increase thrust up to the temporary rpm between 8150-8400 for the nozzle flaps to open. Do not exceed 20 seconds in this engine regime.
- * Slowly release brakes and check green and red pressure 0
- * Both pilot start their stop watch
- * Commander steers aircraft on ground with tiller up to 75kts.
- * At 80kt the captain checks airspeed indications.
- * The handling pilot (!) keeps hand on throttles up to V1.
- * The Non Handling Pilot calls out his airspeed after the calculated time.
- * If the difference is greater than 10 knots at 100kts abort take off.
- * During take off exceed 680° for 10 seconds only.
- * Engine rpm between 8150-8400 are allowed up to maximum 20 seconds even several times during the same flight.. If these seconds are exceeded however the engine has to be shut down.
- * Do not use engine synchronization during take off.
- * Before retracting landing gear apply brakes



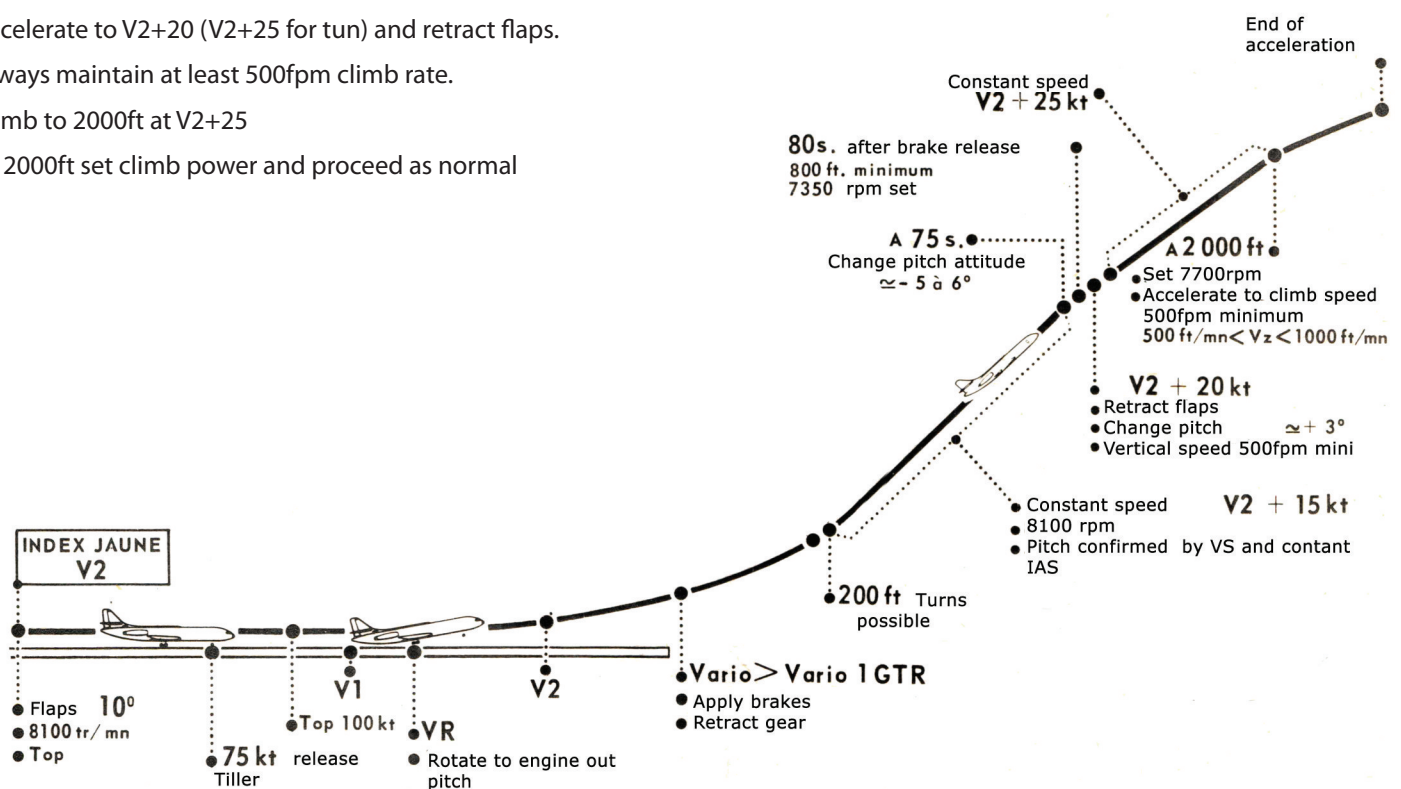
Normal climb

- * During non noise abatement procedure take off bank angles up to 20° are allowed above 200ft if speed is above $V_{ref} + 15$ (Flaps 10) or $V_{ref} + 25$ (flaps 0)
- * Non handling pilot calls out flaps retraction altitude and MSA
- * Passing 400ft retract flaps
- * Acceleration is achieved through maintaining the VS at 1000ft/min
- * A lower vertical speed may be flown considering ATC, MSA and other operational factors.
- * Passing 1000ft handling pilot sets climb power.
- * Accelerate to climb speed 250kts while maintaining VS at 1000ft/min



Noise abatement procedure take off

- * Keep $V_2 + 15$ (VS ~ 2200ft/min)
- * Pitch 14,24° and 2500 ft/min
- * Non handling pilots calls out 75 seconds after brake release. Aircraft must have attained at least 800ft if not delay until passing it: Reduce pitch by 5-6°
- * VS should be reduced from about 2200fpm to 1000-1200fpm
- * After 80 seconds reduce power to 7350rpm after reducing pitch attitude. FE fine tunes rpm and announces opening of nozzle flaps after green light extinction.
- * Accelerate to $V_2 + 20$ ($V_2 + 25$ for tun) and retract flaps.
- * Always maintain at least 500fpm climb rate.
- * Climb to 2000ft at $V_2 + 25$
- * At 2000ft set climb power and proceed as normal



Normal cruise

- * 7550rpm is normal cruise setting
- * During level off maintain climb rpm setting until 4-5kt below cruise speed
- * Reducing the rpm by 100 will decrease fuel consumption by 5% and speed by 3%
- * Engine stalls may occur after long cruise flights and initial thrust reduction in the 6500rpm range.

LONG RANGE

Poids (t.)	32		34		36		38		40		42		44															
	STD	STD + 10	STD	STD + 10	STD	STD + 10	STD	STD + 10	STD	STD + 10	STD	STD + 10	STD	STD + 10														
Alt.(feet)	Te (°c)																											
37000	202 366 7010 1740		374 7160 1830		205 370 7110 1830		378 7250 1900		207 373 7170 1910		381 7300 1980		209 376 7260 2020		384 7400 2090		IAS TAS RPM setting Fuel Flow	CAS (kt) Vp (kt) Régime moteur RPM Cons.(kg/h)										
35000	207 359 6940 1780		367 7100 1850		210 364 7050 1880		372 7200 1940		213 367 7130 1950		375 7230 2070		216 373 7200 2070		381 7380 2140				219 379 7330 2200		387 7470 2270		222 382 7380 2320		390 7500 2380			
33000	206 346 6840 1760		353 6980 1830		211 354 6920 1890		361 7050 1950		215 360 6900 1990		367 7190 2040		218 365 7100 2090		372 7260 2150		223 372 7210 2230		379 7350 2290		226 377 7280 2340		384 7420 2400		228 380 7340 2470		387 7490 2540	
31000	205 332 6760 1740		339 6900 1810		213 345 6870 1920		352 7000 1970		218 353 6950 2030		360 7090 2080		222 360 7030 2130		366 7200 2180		226 365 7120 2240		372 7260 2360		230 370 7200 2350		377 7350 2410		232 374 7250 2480		381 7400 2560	
29000	203 318 6700 1730		324 6830 1800		212 333 6820 1910		339 6950 1970		219 342 6890 2030		348 7010 2080		223 349 6950 2130		355 7100 2200		228 356 7020 2260		362 7150 2320		232 362 7100 2370		368 7240 2430		235 365 7150 2520		371 7300 2570	
27000					210 316 6730 1860		321 6880 1930		216 327 6820 2000		332 6950 2030		221 334 6870 2100		340 7000 2170		225 340 6940 2230		352 7090 2290		230 348 6990 2350		364 7150 2430		234 352 7030 2470		358 7170 2550	
25000									210 309 6720 1920		315 6860 1960		215 315 6920 2000		322 6920 2090		222 324 6840 2180		330 7000 2250		226 330 6910 2300		336 7050 2380		230 336 6950 2400		342 7100 2480	

N- 01. NORMAL DESCENT

Descent

- Normal descent

1. CAS 295kts / Mach 0,77
2. Cruising altitude to FL300 use VS 1000ftpm
3. FL300 down to 3000ft and below use idle

Pay particular attention not to exceed VNE and MNE Airspeed increasing rapidly.

- Economic descent:

1. From cruising level down to 3000ft
2. CAS 215kts
3. Engines at Idle

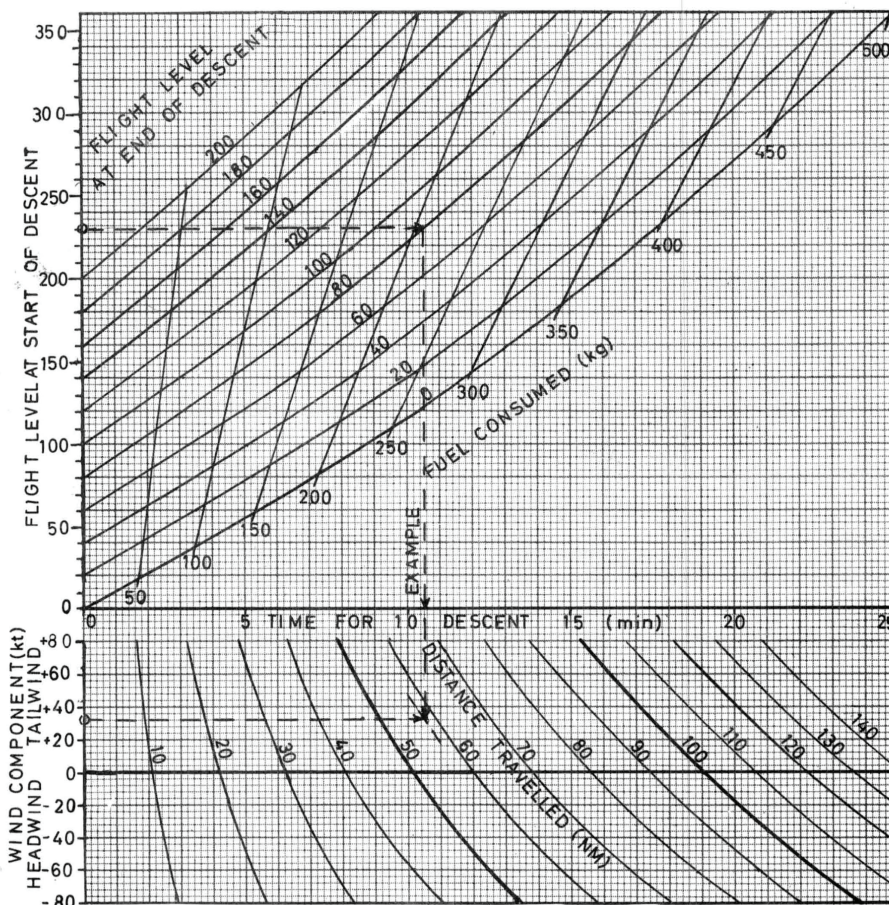
Holding:

SET RPM TO KEEP IAS = 170 kt

FLIGHT LEVEL	2 ENGINE FUEL FLOW (kg/h)							
	200	190	180	170	160	150	140	130
STD. TEMP. (°C)	-25	-23	-21	-19	-17	-15	-13	-11
GROSS WEIGHT (1000 kg)	41-39 1940	1960	1990	2020	2045	2075	2105	2130
	39-37	1810	1840	1870	1900	1930	1960	1990
	37-35	1725	1750	1780	1805	1835	1865	1895
	35-33	1655	1675	1700	1725	1755	1780	1810
	33-31	1605	1630	1650	1675	1700	1720	1750

FLIGHT LEVEL	2 ENGINE FUEL FLOW (kg/h)							
	120	110	100	90	80	70	60	50
STD. TEMP. (°C)	-9	-7	-5	-3	-1	+1	+3	+5
GROSS WEIGHT (1000 kg)	41-39	2160	2185	2210	2230	2250	2270	2290
	39-37	2045	2070	2100	2125	2150	2170	2190
	37-35	1950	1980	2005	2030	2060	2080	2105
	35-33	1865	1895	1920	1950	1980	2010	2035
	33-31	1800	1830	1855	1885	1910	1940	1970

(1) Conditions:
IAS = 265 kt Engine rpm = 6000 Speed brakes retracted.



EXAMPLE: Fl at start of descent = 230. Fl at end of descent = 80. Wind component = +32 kt (tailwind). Result = Fuel consumed = 205kg. Time = 10.5 min. Distance travelled = 58 NM.

Use of speed brakes:

For passenger comfort use speed brake only in exceptional cases to loose altitude and at speeds below 280kts.

Switch fasten seat belt signs ON before extending speed brakes. In case of emergency disregard the recommendations above.

Approach

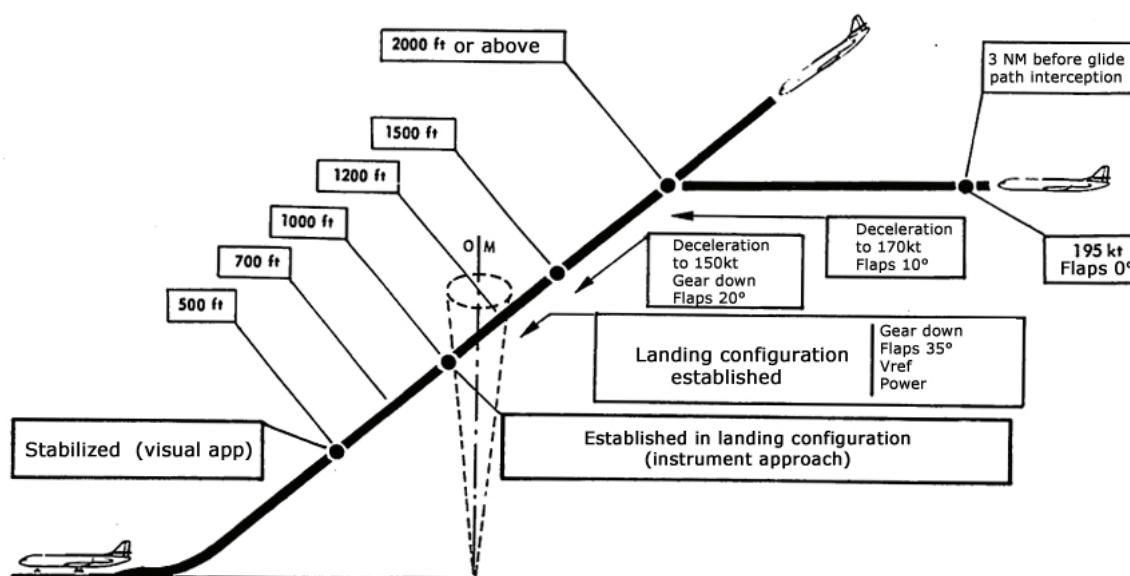
- * At 10.000 switch on the taxi lights. Landing lights use as required at speeds below 215kts.
- * Extend gear when green hydraulic pressure has recovered after flap extension.
- * Engine rpm should be kept at above 4600 rpm with engine anti ice off and 6000 rpm with engine anti ice on.
- * It is not recommended to use speed brakes during approach.
Their extension increases pitch further (by 2°) reducing forward visibility which already critical.
- * Final approach speed must be Vref (Flaps 35°, speedbrakes retracted). This speed can be increased up to 20kts for half of headwind (0 for tailwind) Gusts (difference between steady wind and peak gusts)
- * Vref maybe reduced in case of emergency below Vref -10 maximum

CAT 1 approach:

RVR = or > 600m

RVR = or > 400m with center line lights. Flight director required on at least 1 HZ4.

For a CAT 1 approach all three horizons and 2 ILS and 1 RA must be operative.



Landing

- * Check brakes by pressing the brake pedals. Check green brake pressure rising.
- * At touch down do not apply brake pressure. Keep the feet on the lower side of the pedals until all three wheels are firmly on the ground. Wait 4-5 seconds after nose wheel touch down and speed below 85kts before applying brakes. Hydraulic pressure needs to build up after speed brake extension.
- * FE calls out the minimum pressure for braking.
- * Start braking with about **300psi** initially. It is important to announce the initial brake values. Slowly increase braking pressure to 600 psi when approaching 60kts and keep 600psi until reaching taxi speed. In case of emergency max braking pressure is allowed.
- * After main gear touch down quickly extend speed brakes and land the nose gear. Keep elevators neutral until 50-60kt. At speeds below 50-60kt the contact of the nose gear with the runway must be assured by keeping a slight forward pressure on the yoke.

Brake chute

Use of brake chute compulsory when runway:

- is shorter than 2.200m and if braking action is reduced.
- On dry runway shorter than 1800m

- * Its effect is still noticable at 40-50kt.
- * Advise tower when using brake chute. Idle power is enough to keep the parachute afloat.
- * Dump chute in case of control problems and before reaching parking position.
- * Shutting down engines during landing reduces landing distance by 10-20 on dry runways.

Note: Brake chute and speed brakes are extended by the pilot sitting in the left seat.

BEFORE START

C P M	COCKPIT VOICE RECORDER	<i>CHECKED</i>
M	GEAR PINS – PITOTS	THREE ON BOARD - <i>CHECKED</i>
	PARACHUTE	<i>REMOVED</i>
C P M	EMERGENCY CHECKLIST	<i>CHECKED</i>
M	«GRD PWR - OFF - PLANE BATT» SELECTOR	GRD PWR (<i>LIGHT ON</i>)
C M	EMERGENCY LIGHTS	<i>ON</i>
C	NAVIGATION LIGHTS DAY	<i>OFF</i>
	NIGHT	<i>STEADY</i>
M	CIRCUIT BREAKERS, EXCEPT ANGLE OF ATTACK	<i>CHECKED</i>
M	AVIONICS RACK HATCH	<i>OPEN</i>
P M	NO SMOKING SIGNS	<i>ON</i>
M	RADIO RACK VENTILATION	<i>AUX</i>
C P M	INVERTERS	<i>ON set «1» – 2 set ON, Stand by set «NORMAL»</i>
C M	BATTERY SELECTOR	<i>28V (or 112V)</i>
C P M	OXYGEN MASK TEST	<i>PERFORMED, ON, 100%</i>
C M	AP – IIS SUPPLY	<i>CHECKED - ON</i>
C	AUTOPILOT SERVOS 3 AXIS	<i>NORMAL</i>
C P	STATIC PORTS	<i>NORMAL</i>
C	G METER INDICATOR	<i>INDEX A 1</i>
C P	CLOCKS	<i>SET</i>
C P M	ADI HZ4 et SFENA	<i>SET</i>
C P M	ALTIMETERS	<i>QFE SET</i>
C P	QFU TAKE OFF RUNWAY	<i>SET</i>
C	TADG SELECTOR	<i>NORMAL</i>
C P	VOR SELECTOR	<i>LEFT 1, RIGHT 2</i>
C M	ENGINE SYNCHRONISER	<i>OFF</i>
C M	T4 REGULATOR	<i>OFF</i>
M	FUEL QUANTITY ON BOARD	<i>CHECKED</i>
M	FUEL GAUGES	<i>CHECKED</i>
M	FUEL TOTALIZERS	<i>ZERO SET</i>
P M	AUXILIARY PUMPS	<i>NORMAL</i>
P M	FUEL VALVES	<i>4 OPEN</i>
P M	HYDRAULIC ISOLATION VALVES	<i>4 OPEN</i>
P M	EMERGENCY SELECTOR: GEAR, FLAPS BY PASS	<i>CHECKED</i>
P M	RED PUMP	<i>SET 1</i>
P M	PARKING BRAKE	<i>500 PSI</i>
C M	RADAR – TILT : MAXI HIGH – STAB : ON	<i>ON – STAND BY</i>
C P	VHF, HF	<i>ON - SET</i>
M	DEFOG FAN	<i>ON</i>
M	CABIN PRESSURE REGULATOR	<i>SET</i>
M	AIR CONDITIONING	<i>CLOSED</i>
M	ENGINE AND WING ANTI ICE	<i>OFF</i>
M	DEICING HALF CAPACITY SWITCH	<i>FULL</i>
M	PAX VENTILATION	<i>AS REQUIRED</i>
C M	VENT OUTLETS	<i>CABIN CREW ADVISE, OPEN</i>
P M	CARGO HOLD LIGHTS (UP2, UC4)	<i>OFF</i>

ENGINE START (CLEARANCE RECEIVED)
--

- M BEACON (when clearance received).....ON
M MAIN FUEL PUMPS.....4 to ON
C M SELECTOR VENTIL./START AND
START SELECTOR.....START AND L OR R
C M AREA CLEAR.....CLEAR
M START ENGINE 1.....PERFORM
M HYDRAULIC SYSTEM
(Pressure – Low flow – Low level).....CHECKED
M FLAPS (After 1st engine start).....20°
M START ENGINE 2.....PERFORM
M VOLTAGE WITHOUT GENERATOR LOAD.....CHECKED

BEFORE TAXI

- C P M SEAT BELTS AND SHOULDER HARNESS.....CHECKED and SET
M FASTEN SEAT BELT SIGNS.....ON
M BATTERY SELECTOR.....28V
M SELECTOR «GRD PWR - OFF - PLANE BATT».....PLANE BATT
M SYMETRIC FLAP EXTENSION (Indicator).....CHECKED
M YELLOW PUMP SELECTOR.....NEUTRAL
C M FLIGHT CONTROLS.....CHECKED
C M MAIN HYDRAULIC SELECTOR.....BLUE + GREEN
M ARTIFICIAL FEEL.....ON
M ARTIFICIAL FEEL FAULT DETECTOR.....REARMED
C P M TRIM CONTROLS.....CHECKED
C M GROUND POWER – CHOCKS – INTERPHONE.....REMOVED
P M RED LIGHTS (CABIN – CARGO – BRAKES – GROUND POWER).....OFF
C M NAVIGATION LIGHTS DAY.....OFF
NIGHT.....FLASHING
C P M BRAKE PRESSURE (N and EMERGENCY).....CHECKED
C P M BRAKE CHECK (RESIDUAL RED = 0).....NORMAL

TAXI

- C M BRAKE EFFICIENCY (300 PSI).....NORMAL
M SERVODYNE HEATING.....AUTO. TO L.
M RELAY LOAD SHED.....CHECKED
M GENERATOR LOAD.....CHECKED
M AIR CONDITIONING.....OPEN
M WINDOW HEAT.....NORMAL
M JPT (T4).....ON
M START & IGNITION SELECTOR – CRANK/START.....
.....OFF and CRANK
M FUEL PUMPS 8 TESTED, THEN P1 P2.....ON
C RADIO ALTIMETER.....ON
C M AIR BRAKE SAFETY.....REMOVED
P M VOR, ADF, MARKER.....ON - SET
P M TRANSPONDER ATC/RADAR if not – enroute.....ON - STAND BY
M FUEL TEMPERATURE WARNING.....OFF
M FUEL HEATER.....CHECKED - SET

BEFORE TAKE OFF

- M DEICING HALF CAPACITY SWITCH**.....LOW
M AIR CONDITIONING.....CLOSED
M PITOT HEAT (and water seperator).....ON
C P M ANNUNCIATOR PANEL.....CHECKED
C P M WINDOWS.....CLOSED
C M FLAPS.....10° (or 5°)
C P M TAKE OFF DATA – CARDBOARD.....ANNOUNCED - SET
C P YELLOW V2 INDEXSET
M CIRCUIT BRAKER ANGLE OF ATTACK INDICATOR.....CHECKED
C P M HEADINGS – HORIZONS.....CHECKED
C P ALTIMETERS.....SET - HEIGHT ZERO
C P M PARAMETERS – ENGINE – HYDRAU – ELEC. - PACKS.....CHECKED

CLIMB

- C M GEAR**.....UP & NEUTRAL
C M LANDING LIGHTS.....RETRACTED - OFF
C M FLAPS.....RETRACTED
C M AIR CONDITIONING.....OPEN
M AVIONICS RACK VENTILATION.....NORMAL
M RED PUMP.....OFF
P M NO SMOKING SIGNS.....OFF
M FUEL HEATER.....CHECKED
C M EMERGENCY LIGHTS.....OFF
C M ENGINE SYNCHRONISER.....ON
M FUEL PUMPS P2 (FM522).....NORMAL
M PARAMETERS: ENGINE-HYDRAULIC-ELEC.-AIR COND-DE ICING.....CHECKED

ABOVE TRANSITION ALTITUDE

- C P ALTIMETERS**.....1013.2
C RADIO ALTIMETER.....OFF
P M FASTEN SEAT BELT SIGNS.....OFF

END OF CLIMB

- C M NAVIGATION LIGHTS DAY**.....OFF
NIGHT.....STEADY
M DEICING HALF CAPACITY SWITCH (FM 569).....FULL

DESCENT

M	PRESSURISATION AND FIELD ELEVATION	.....	<i>SET</i>
M	SERVODYNE HEATING	.....	<i>2 VALVES - ON</i>
P M	FASTEN SEAT BELT SIGNS	.....	<i>ON</i>
M	FUEL TEMPERATURE	.....	<i>SET</i>
M	WINDOW HEAT	.....	<i>HIGH</i>
C M	EMERGENCY LIGHTS	.....	<i>ON</i>
C M	NAVIGATION LIGHTS DAY	.....	<i>OFF</i>
	NIGHT	.....	<i>FLASHING</i>
P M	FEET VENTILATION - WINDOWS	.....	<i>SET</i>
C M	ENGINE SYNCHRONISER	.....	<i>OFF</i>
C	RADIO ALTIMETER	.....	<i>ON</i>
	SCALE 0-5000 ft.	.....	<i>SELECTED</i>
	PRE SELECTED HEIGHT	.....	<i>MDA</i>
C P M	MARKER	.....	<i>HIGH</i>
C P	STATIC SELECTORS	.....	<i>NORMAL</i>

APPROACH

C M	ENGINE ACCELERATION	.....	<i>CHECKED</i>
C P	ALTIMETERS	.....	<i>QFE OR (QNH)</i>
	M RADIO ALTIMETER(à 2000 ft)	.....	<i>IN ACCORDANCE WITH ALTI</i>
C P M	LANDING DATA-CARD	.....	<i>ANNOUNCED - SET</i>
C P	YELLOW INDEX V ref.	.....	<i>SET</i>
C M	FLAPS	.....	<i>10°</i>
C M	GEAR	.....	<i>DOWN AND LOCKED</i>
P M	RED PUMP	.....	<i>SET 1 ON- PRESSURE CHECKED</i>
C	BRAKES	.....	<i>CHECKED</i>
	M AVIONICS RACK VENTILATION ($\Delta P \leq 2PSI$)	.....	<i>AUX</i>
P M	NO SMOKING SIGNS	.....	<i>ON</i>
	M FUEL HEATER	.....	<i>=>+ 5°C</i>
	M WINDOW HEAT	.....	<i>NORMAL</i>
C M	LANDING LIGHTS	.....	<i>EXTENDED AND CHECKED</i>
	M FUEL PUMPS - P2 (FM522)	.....	<i>ON</i>
C M	FLAPS	.....	<i>20°</i>
C P	VOR SELECTOR	.....	<i>LEFT 1 RIGHT 2</i>
C P	AP (except AUTO APP) at 1500 ft.	.....	<i>OFF</i>

LANDING

C P ALTIMETERS.....CHECKED & QFE
C RADIO ALTIMETER (passing 1000 ft.).....1000 ft SCALE
M AIR CONDITIONING.....CLOSED
M ANNUNCIATOR PANEL.....CHECKED
C P M GEAR – FLAPS.....CHECKED - EXTENDED
C P M AP – SELECTOR PEDESTAL.....OFF

AFTER LANDING

M GREEN PRESSURE RISING.....ANNONUNCE
M FUEL PUMPS.....CHECKED, P2 ON
C **M** INVERTER 2 – STANDBY.....OFF
M ENGINE FIRE WARNINGS.....Checked
C **M** RADAR.....OFF
C P M ADF – VOR – ATC TRANSP. MARKER – HF.....OFF
M PITOT HEAT.....OFF
M AIR CONDITIONING.....OPEN
M SERVODYNE HEATING.....OFF
M CIRCUIT BREAKER ANGLE OF ATTACK.....PULLED
C SPEED BRAKES.....IN – SECURED
C RADIO ALTIMETER – FRS.....OFF - NORMAL
C **M** FLAPS.....20°
M CARGO HOLD LIGHTS.....ON

PARKING

C M	PARKING BRAKE	<i>SET</i>
C M	FASTEN SEAT BELT SIGNS	<i>OFF</i>
C P M	COCKPIT VOICE RECORDER	<i>DELETE</i>
C M	FLAPS except icing conditions.....	<i>0°</i>
C M	LANDING LIGHTS	<i>RETRACTED - OFF</i>
C	NAVIGATION LIGHTS DAY	<i>OFF</i>
	NIGHT	<i>STEADY</i>
C M	INVERTER 1	<i>OFF</i>
C M	JPT (T4)	<i>OFF</i>
C M	HP FUEL COCKS	<i>CLOSED</i>
M	INTERPHONE CONNECTED	<i>PERFORMED</i>
C P M	CHOCKS	<i>IN PLACE</i>
C M	PARKING BRAKE	<i>RELEASED</i>
M	EXTERNAL BATTERY	<i>CONNECTED</i>
M	SELECTOR «GND PWR – OFF – PLANE BATT»	<i>GND PWR</i>
M	AVIONICS RACK VENTILATION	<i>OFF</i>
P M	REAR DOOR SWITCH	<i>ON</i>
C M	ANTI-COLLISION LIGHT	<i>OFF</i>
C M	EMERGENCY LIGHTS	<i>OFF</i>
C M	AP.IIS. SUPPLY (turn arounds >30min).....	<i>OFF</i>
C P M	OXYGENE REGULATOR	<i>CLOSED</i>
M	BATTERY SELECTOR	<i>OFF</i>
M	FUEL PUMPS P2 (300 rpm)	<i>OFF</i>
C M	VHF	<i>OFF</i>
C P M	PERSONAL OBJECTS AND	
M	EMERGENCY CHECKLIST	<i>CHECKED</i>

BEFORE LEAVING AIRCRAFT

M	RED PUMP	<i>OFF</i>
M	PAX SIGN – ALL SWITCHES	<i>OFF</i>
M	FUEL HEATERS	<i>CLOSED</i>
M	AIR CONDITIONING	<i>OFF</i>
M	ANTI FOG FAN	<i>OFF</i>
M	PAX VENTILATION	<i>OFF</i>
M	WINDOW HEAT	<i>OFF</i>
M	SELECTOR «GRD PWR - OFF - PLANE BATT»	<i>OFF</i>
M	OXYGEN BOTTLE	<i>CLOSED</i>
M	CHOCKS ON NOSEWHEEL AND LH MAIN	<i>CHECKED</i>