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**COCKPIT PREPARATION**

|  |  |  |
| --- | --- | --- |
| **Location/Item** | **Status** | **Comment** |
| *Cockpit* |  |  |
| EMER EQPT | CHECK |  |
| RAIN REPELLENT | CHECK | INOP |
| C/B PANELS | CHECK | INOP |
| GEAR PINS and COVER | CHECK ONBOARD and STOWED |  |
| GRAVITY GEAR EXTN | CHECK STOWED |  |
| *Pedestal* |  |  |
| PARK BRK | OFF |  |
| SPD BRK | CHECK RET AND DISARMED |  |
| WEATHER RADAR | CHECK OFF |  |
| FLAPS | CHECK RETRACTED |  |
| ENG MASTERS 1, 2 | CHECK OFF |  |
| ENG MODE SELECTOR | CHECK NORM |  |
| THRUST LEVERS | CHECK IDLE |  |
| *Main panel* |  |  |
| L/G LEVER | CHECK DOWN |  |
| *Overhead* |  |  |
| Both WIPERS selectors | CHECK OFF |  |
| EXT PWR pb-sw | CHECK AVAIL, then ON |  |
| BAT 1 & 2 | ON/ON | The correct position is: Not Lighted (AUTO) |
| CREW SUPPLY | ON | (Crew emergency oxygen bottles) |
| GND CTL | ON | INOP |
| ADIRS | SET to NAV (1,2 then 3) | Check ON BAT |
| OVH INTEG LIGHT | SET AS REQUIRED |  |
| NAV LIGHTS | ON |  |
| STROBE LIGHT | AUTO |  |
| OTHER EXTERIOR LIGHTS | OFF |  |
| SEAT BELTS SIGN | ON |  |
| NO SMOKING SIGN | ON |  |
| EMER EXIT | ARM |  |
| PROB/WINDOW HEAT | AUTO |  |
| LDG ELEV | AUTO |  |
| PACK FLOW | NORM | (LOW if under 147 PAX, HI if OAT High or Low) |
| AIR COND TEMP | AS REQUIRED | (Set to 12 O’clock position) |
| HYD PÄNEL | AS REQUIRED | (no white lights) |
| FUEL PANEL | AS REQUIRED | (no white lights, Fuel Pumps ON) |
| APU FIRE test | PERFORM | 5 Seconds minimum All lights ON |
| ENG FIRE 1 & 2 test | PERFORM | 5 Seconds minimum All lights ON |
| AUDIO SWITCH | NORM | INOP |
| CARGO FIRE test | PERFORM |  |
| VENT panel | CHECK (no white lights) |  |
| ACP 3 panel | PA (Volume ON and set at 12’ o clock position) | INOP |
| MAINT panel | CHECK | (no white or blue lights) |
| *Center instrument Panel* |  |  |
| ISIS | CHECK | (Set QNH and Brightness) |
| CLOCK | SET | Flight Time on OFF |
| A/SKID & N/W STRG sw | CHECK ON |  |
| ECAM RCL | PRESS |  |
| SWITCHING PANEL | CHECK ALL NORM |  |
| OXY PRESS (DOOR PAGE)/ HYD QTY (HYD PAGE)/ ENG OIL QTY (ENG PAGE) | CHECK | INOP |
| RMP 1 | SET | (ATIS Frequency on ACTIVE and GND Frequency on STBY) |
| ACP 1 | SET (VHF 1) |  |
| RMP 2 | SET |  |
| ACP 2 | SET (VHF2) |  |
| ATC | SET CODE to 2000 and AUTO |  |
| TCAS Mode | STBY |  |
| ATIS | OBTAIN |  |
| *Glareshield* |  |  |
| BARO REFERENCE | SET (EFIS and ISIS) |  |
| FD | ON |  |
| LS | OFF |  |
| VOR /ADF switches | AS REQUIRED | (Usually VOR 1/VOR2) |
| EFIS ND Mode Display | ARC/10/CSTR | (Both sides) |
| FCU | CHECK | Set Initial clearance Alt |
| ND/PFD | CHECK/ADJUST | Adjust Displays Brightness  Crosscheck both PFD/ND |
| *Lateral Console* |  |  |
| LOUDSPEAKER | ADJUST | INOP |
| OXYGEN MASKS | CHECK | INOP |
| *Pedestal* |  |  |
| FUEL QUANTITY | CHECK and REFUEL AS REQUIRED | Call the Fuel truck if needed (Action Specific to the flight sim) |
| LOADSHEET | CHECK | Modify and verify LMC  Compute T/O Performance again if ever LOAD is changed |
| FMGC Preparation | DATA INSERT |  |

**BEFORE PUSHBACK**

|  |  |  |
| --- | --- | --- |
| APU MASTER | ON |  |
| APU START | ON |  |
| *When APU Avail:*  APU BLEED | ON |  |
| EXT POWER | OFF check Avail, then disconnect | (Use ATC menu for disconnect) |
| PUSHBACK & START CLEARANCE | OBTAIN | (Set ATC GND Freq. on RMP1) |
| ATC | SET CODE and AUTO |  |
| WINDOWS/DOORS | CHECK CLOSED |  |
| SLIDES | CHECK ARMED | (ECAM DOOR Page: No AMBER, No DOORS OPEN) |
| CLOCK | SET | Elapsed time |

**BEFORE START**

|  |  |  |
| --- | --- | --- |
| FMS | MCDU PERF TO page | On PF Side |
| FMS | MCDU FPLN page | On PM side |
| FMS T/O DATA | CHECK / REVISE AS RQRD | If the Clearance has changed the departure runway/conditions, the calculations have to be redone and the new speeds inserted in the FMGS |
| **BEFORE START C/L down to the the line** | | |
| BEACON | ON |  |
| THRUST LEVERS | IDLE |  |
| PARK BRAKE | RELEASE |  |
| BRAKE PRESS | CHECKED ZERO | Triple brake indicator: Both brake press needles should display 0PSI |
| **BEFORE START Checklist below the line** | | |

**ENGINE START**

|  |  |  |
| --- | --- | --- |
| ENG MODE SELECTOR | IGN/START |  |
| ENG MASTER 2 | ON | CHECK UPPER ECAM AND SEE THE AVAIL MESSAGE  AROUND N1 19.2% |
| ENG MASTER 1 | ON |  |

**AFTER START**

|  |  |  |
| --- | --- | --- |
| ENG MODE SELECTOR | NORMAL |  |
| GROUND SPOILERS | ARM |  |
| RUDDER TRIM | ZERO |  |
| FLAPS | SET | Usually Set to Flaps 1 position |
| PITCH TRIM | SET | Set Trim Wheel to the computed THS position (UP/DOWN) |
| ECAM STATUS | CHECK |  |
| APU BLEED | OFF |  |
| ANTI-ICE | AS RQRD | In case of Icing conditions on the ground, Use WINGS ANTI-ICE and ENG A-ICE |
| APU MASTER SW | OFF |  |
| **AFTER START Checklist** | | |

**TAXI**

|  |  |  |
| --- | --- | --- |
| NOSE sw | TAXI |  |
| RWY TURN OFF sw | AS REQRD | By night during taxi |
| PARKING BRAKE HANDLE | OFF |  |
| BRAKES PRESSURE TEST | CHECK AT ZERO | Apply Brakes as soon as the aircraft is moving: Triple brake indicator: Both brake press needles should display 0 PSI |
| FLIGHT CONTROLS CHECK | PERFORM | * Full Up/Down/Neutral * Full Left/right/neutral   (With the RUDDER DISC Button Pressed on the Tiller):   * Rudder Full Left/Right/Neutral (Not implemented ATM) |
| RADAR | AS RQRD | SYSTEM 1 |
| PREDICTIVE WINDSHEAR  SYSTEM | ON |  |
| ATC CODE/MODE | CONFIRM/SET FOR TAKEOFF | TCAS Mode set to TA/RA |
| TERR ON ND | AS REQRD | In mountainous areas, consider displaying terrain on ND. |
| AUTO BRK | MAX |  |
| T.O CONFIG | TEST |  |
| T.O MEMO | CHECK NO BLUE |  |
| CABIN REPORT | PRESS CALL ALL | (OVERHEAD) ONLY IN SIM |
| **BEFORE TAKEOFF Checklist down to the line** | | |

**BEFORE TAKEOFF**

|  |  |  |
| --- | --- | --- |
| BRAKE TEMP | CHECK | Check Wheel temp on the ECAM Wheel page. If Temp >300°C delay departure |
| NOSE sw | T.O |  |
| STROBE sw | ON |  |
| LAND LIGHTS sw | ON | Setting the RWY TURN OFF LAND LIGHTS & NOSE sw to ON/T.O  minimizes bird strike hazard during takeoff. |
| **BEFORE TAKEOFF Checklist below the line** | | |

**TAKEOFF**

|  |  |  |
| --- | --- | --- |
| TAKEOFF | PERFORM |  |
| FMA | ANNOUNCE | From left to right all the Modes that appear on the PFD:  MAN FLEX or TOGA /SRS/RUNWAY/A/THR Blue |
| 100 KTS | ANNOUNCE |  |
| V1 | ANNOUNCE |  |
| VR | ORDER THEN PERFORM | Rotate smoothly up to +15° Nose UP (12.5° When One engine inoperative) |

**WHEN POSITIVE CLIMB**

|  |  |  |
| --- | --- | --- |
| POSOTIVE CLIMB | ANNOUNCE |  |
| L/G UP | ORDER |  |
| L/G LEVER | SELECT UP |  |
| AUTOPILOT | AS RQRD | Above 100 ft AGL, AP 1 or 2 may be engaged. |

**AT THRUST REDUCTION ALTITUDE**

|  |  |  |
| --- | --- | --- |
| THRUST LEVERS | CL | Move the thrust levers to the CL detent, when the flashing LVR CLB prompt appears on the FMA.  A/THR is now active. |

**AT ACCELERATION ALTITUDE**

Check the target speed, it should be equal to V2+10 when the CLB prompt appears on the FMA.

**ABOVE ACCELERATION ALTITUDE (OR IN CLIMB PHASE)**

|  |  |  |  |
| --- | --- | --- | --- |
| At S speed :  FLAPS 0 | ORDER THEN RETRACT |  | |
| GND SPLRS | DISARM |  | |
| NOSE sw | OFF |  | |
| RWY TURN OFF sw | OFF |  | |
| **AFTER TAKEOFF / CLIMB Checklist down to the line** | | |

**CLIMB**

|  |  |  |
| --- | --- | --- |
| FMS | MCDU PERF CLB | *PF MCDU should be showing the PERF CLB page (allowing PF to monitor when the aircraft will*  *reach the FCU selected altitude) but he may select other pages such as F-PLN page as may be*  *tactically necessary.* |
| FMS | MCDU F-PLN | *PM MCDU should be showing the F-PLN page (allowing him to enter any ATC long-term revisions to*  *the lateral or vertical flight plan).* |

**At Transition Altitude**

|  |  |  |
| --- | --- | --- |
| BAROMETRIC REFERENCE | SET STD/CROSSCHECK | *At transition altitude (baro setting flashing on PFD) set STD on the EFIS control panel and standby*  *altimeter.*  *Cross-check baro settings and altitude readings.* |
| **AFTER TAKEOFF/CLIMB Checklist below the line** | | |
| RADAR | AS APPROPRIATE |  |
| ENGINE ANTI ICE | AS RQRD | *Engine anti-ice must be set to ON when icing conditions exist or are anticipated, except during climb when the SAT is below - 40 °C (-40 °F).* |

**At 10 000 ft**

|  |  |  |
| --- | --- | --- |
| LAND LIGHT selector | RETRACT |  |
| Seat BELTS sw | AS RQRD | *In case of good weather turn off in turbulence condition keep it on.* |
| EFIS option | AS RQRD | *Select CSTR on one side and ARPT on the other side.* |
| ECAM MEMO | REVIEW |  |
| NAVAIDS | CLEAR | *Clear manually tuned VORs from MCDU RAD NAV page.* |
| SEC F-PLN | AS RQRD | *Recopy the active flight plan in the secondary if an immediate return flight plan has been*  *constructed previously.* |
| OPT / MAX ALT | CHECK |  |

**CRUISE**

|  |  |  |
| --- | --- | --- |
| ECAM MEMO / SD PAGES | REVIEW |  |
| FLIGHT PROGRESS | CHECK |  |
| FUEL | MONITOR |  |
| NAVIGATION ACCURACY | MONITOR |  |
| RADAR | AS APPROPRIATE |  |

**DESCENT PREPARATION**

|  |  |  |
| --- | --- | --- |
| WEATHER AND LANDING  INFORMATION | OBTAIN | *Check weather reports at ALTERNATE and DESTINATION airports. Airfield data should include*  *runway in use for arrival.* |
| NAV CHARTS | PREPARE |  |
| EFB LDG PERFORMENCE | CHECK | Perform an in-flight landing performance assessment if the landing conditions changed compared  with the landing computation at dispatch, or with a previous computation (e.g. runway, weather  conditions, in-flight failure affecting performance, diversion). |
| FMS | PREPARE |  |
| FMS PREPARATION | CHECK |  |
| GPWS LDG FLAP 3 pb-sw | AS RQRD | *If the pilot plans on landing in FLAPS 3 configuration, the GPWS LDG FLAP 3 pb-sw should be set to*  *ON.* |
| LDG ELEV | CHECK | *Check that the LDG ELEV AUTO green is displayed on the ECAM CRUISE page, and check the*  *associated value.* |
| AUTO BRAKE | AS RQRD | *Use of autobrake is preferable.*  *Use of MAX mode is not recommended at landing.*  *On short or contaminated runways, use MED mode.*  *On long runways, LO mode is recommended* |
| APPROACH BRIEFING | PERFORM |  |
| TERR ON ND | AS RQRD | *‐ In mountainous areas, consider displaying terrain on ND.*  *‐ If use of radar is required, consider selecting the radar display on the PF side, and TERR ON ND*  *on the PM side only.*  *‐ If NAV ACCURACY is LOW, do not use TERR on ND.* |
| RADAR | ADJUST AS APPROPRIATE |  |
| ENG ANTI-ICE pb-sw | AS RQRD | *Engine anti-ice must be set to ON before and during descent, even if the SAT is below -40 °C (-40°F).*  *When ENG ANTI ICE is ON, the FADEC selects a higher idle thrust which gives better protection*  *against flame-out.* |
| WING ANTI-ICE pb-sw | AS RQRD | *When icing conditions are encountered:*  *‐ The flight crew may turn on the wing anti-ice to prevent ice accretion on the wing leading edge.*  *‐ The flight crew must turn on the wing anti-ice if there is evidence of ice accretion, such as ice on the visual indicators, or on the wipers, or with the SEVERE ICE DETECTED alert. This is to remove any ice accumulation from the wing leading edge.*  *ANTI ICE ON reduces the descent path angle (when the engines are at idle). The pilot can compensate for this by increasing the descent speed, or by extending up to half speedbrakes* |
| DESCENT CLEARANCE | OBTAIN |  |
| CLEARED ALTITUDE ON FCU | SET | *When clearance is obtained, set the ATC-cleared altitude (FL) on the FCU (also considering what is*  *the safe altitude).*  *If the lowest safe altitude is higher than the ATC-cleared altitude, check with the ATC that this*  *constraint applies.*  *If it is confirmed, set the FCU altitude to the safe altitude, until it is safe to go to the ATC-cleared*  *altitude.* |

**DESCENT**

|  |  |  |
| --- | --- | --- |
| DESCENT | INITIATE | *The normal method of initiating the descent is to select DES mode at the FMGS calculated top of*  *descent (T/D).* |
| MCDU | PROG/ PERF DESCENT |  |
| DESCENT | MONITOR/ADJUST |  |

**When the aircraft approaches the transition level, and when cleared for an altitude**

|  |  |  |
| --- | --- | --- |
| BAROMETRIC REFERENCE | SET/XCHECK | *Set QNH on the EFIS control panel and on the standby altimeter, when approaching the transition*  *level and when cleared for an altitude.*  *Crosscheck BARO settings and altitude readings.* |
| ECAM STATUS | CHECK |  |

**At 10 000 ft**

|  |  |  |
| --- | --- | --- |
| LAND LISGHT sw | SET |  |
| SEAT BELTS sw | ON |  |
| EFIS option pb | CSTR |  |
| LS pb | AS RQRD | *Select LS, if an ILS, GLS or LOC approach is intended.* |
| RAD NAVAIDS | SELECTED/IDENTIFIED | *Ensure that appropriate radio NAVAIDS are tuned and identified.*  *For NDB approaches, manually select the reference NAVAID.* |
| **APPROACH Checklist** | | |

**Approach**

**INITIAL APPRAOCH**

|  |  |  |
| --- | --- | --- |
| F-PLN SEQUENCING | ADJUST | *‐ The NAV mode will be available after GO AROUND if the F-PLN is properly sequenced. A good*  *cue to monitor the proper F-PLN sequencing is the TO waypoint on the upper right side of the*  *ND, which should remain meaningful.*  *‐ In NAV mode, the F-PLN will sequence automatically.*  *‐ In HDG/TRK mode, the F-PLN will sequence automatically only if the aircraft flies close to the*  *F-PLN route.* |
| APPRAOCH PHASE | CHECK/ACTIVATE | *‐ If the aircraft overflies the DECEL pseudo waypoint in NAV mode, the APPR phase activates*  *automatically.*  *‐ If the aircraft is in HDG/TRK mode, approximately 20 NM from touchdown, activate and confirm*  *APPROACH phase on the MCDU (PERF DES page).* |
| MANAGED SPEED | CHECK | *‐ If ATC requires a particular speed, use selected speed. When the ATC speed constraint no*  *longer applies, return to managed speed.* |
| SPEED BRAKES lever | AS RQRD | *If the flight crew uses the speed brakes to increase the rate of deceleration or to increase the*  *rate of descent, the VLS will increase as well:*  *• The flight crew should ensure that appropriate speed margin exists before the extension of*  *the speed brakes*  *• If the speed brakes are extended, the flight crew should ensure that appropriate speed*  *margin exists before the beginning of a turn.*  *This will avoid the activation of the Alpha-Floor protection.*  *Note: In clean configuration, the VLS with speed brakes fully extended may be higher than*  *green dot speed or VFE FLAP 1.* |
| RADAR | ADJUST AS APPROPRIATE |  |

**Intermediate/final approach**

**AT GRENN DOT SPEED**

|  |  |  |
| --- | --- | --- |
| FLAPS 1 | SELECT | *‐ FLAPS 1 should be selected more than 3 NM before the Final Descent Point.*  *‐ Check deceleration toward "S" speed.*  *‐ For decelerated approaches, the aircraft must reach or be established on the final descent with*  *FLAPS 1 and "S" speed at or above 2 000 ft AGL.*  *‐ If the aircraft does not decelerate on the flight path or aircraft speed is significantly higher than*  *“S” speed, extend the landing gear in order to slow down. The use of speedbrakes is possible.*  *The flight crew should be aware that the use of speedbrakes causes an increase in VLS.* |
| TCAS Mode selector | TA or TA/RA | *‐ FAA recommends to select TA only mode:*  *• In case of known nearby traffic which is in visual contact*  *• At particular airports and during particular procedures identified by an Operator as having*  *a significant potential for unwanted or inappropriate resolution advisories (closely spaced*  *parallel runways, converging runway, low terrain along the final approach, etc.).* |

**AT 2 000 FT AGL MINIMUM**

|  |  |  |
| --- | --- | --- |
| FLAPS 2 | SELECT | *‐ Check deceleration toward "F" speed.*  *‐ For ILS , if the aircraft intercepts the flight path below 2 000 ft AGL, select FLAPS 2 at one dot below the flight path.*  *‐ If the aircraft speed is significantly higher than "F" speed on the flight path, or the aircraft does*  *not decelerate on the flight path, extend the landing gear in order to slow down the aircraft. The*  *use of speed brakes is not recommended.*  *‐ When the speed brakes are deployed, extending the flaps beyond FLAPS 1 may induce a*  *slight roll movement, and in calm conditions a small lateral control asymmetry may remain until*  *disturbed by a control input or by an atmospheric disturbance.* |

**WHEN FLAPS ARE AT 2**

|  |  |  |
| --- | --- | --- |
| LANDING GEAR lever | DOWN |  |
| GROUND SPOILERS | ARM |  |
| NOSE sw | TAXI |  |
| RWY TURN OFF sw | ON |  |

**WHEN LADING GEAR IS DOWN**

|  |  |  |
| --- | --- | --- |
| FLAPS 3 | SELECT |  |
| ECAM WHEEL SD page | CHECK | *‐ Check for three green indications on the landing gear indicator panel. At least one green triangle on each landing gear strut on the WHEEL SD page is sufficient to indicate that the landing gear is downlocked.* |
| FLAPS FULL | SELECT |  |
| A/THR | CHECK IN SPEED MODE OR OFF |  |
| WING ANTI-ICE pb-sw | OFF | *‐ Switch the WING ANTI ICE pb-sw to ON, only in severe icing conditions.* |
| SLIDING TABLE | STOW |  |
| CBAIN CALL | PRESS ON “ALL” |  |
| LDG MEMO | CHECK NO BLUE |  |
| **LANDING Checklist** | | |

**APPROACH USING LOC G/S GUIDANCE**

|  |  |  |
| --- | --- | --- |
| APPROACH MINIMUM | DETERMINE |  |
| APPROACH BRIEFING | PERFORM |  |
| APPR pb on FCU | ENGAGE | *Press the APPR pb when:*  *• Cleared for the approach*  *• On the intercept trajectory for the final approach course*  *• LOC deviation is available.*  *This arms the LOC and G/S modes.* |
| LOC | CHECK ARMED |  |
| G/S | CHECK ARMED |  |
| LOC CAPTURE | MONITOR |  |
| G/S CAPTURE | MONITOR |  |
| GO AROUND ALTITUDE | SET |  |
| LAND mode | CHECK ENGAGED |  |

**After Landing**

|  |  |  |
| --- | --- | --- |
| GRND SPLRS | DISARM |  |
| LAND LIGHTS | RETRACT |  |
| RADAR | OFF |  |
| PREDECTIVE WINDSHEAR SYSTEM | OFF | *Switching the radar and predictive windshear system to OFF after landing avoids risk of radiating*  *persons at the gate area.* |
| ENG MODE selector | NORM |  |
| FLAPS | RETRACT |  |
| TCAS | STBY |  |
| ATC | AS RQRD | *ATC is set in accordance with airport requirements.* |
| APU | START |  |
| AFTER LANDING CHECKLIST | | |

**Parking**

|  |  |  |
| --- | --- | --- |
| ANTI-ICE | OFF | *When one brake temperature is above 500 °C (or 350 °C with brake fans ON), avoid applying the parking brake, unless operationally necessary.* |
| PARKING BARKE handle | ON |  |
| ALL ENGINE MASTERS | OFF |  |
| SEAT BELTS sw | OFF |  |
| FUEL PUMPS / CTR XFR VALVES | OFF |  |
| ATC | STBY |  |
| EXTERIOR LIGHTS | OFF | *Turn off the BEACON lights, when all engines are spooled down.* |
| EXT PWR pb | CHECK AVAIL THEN ON |  |
| PARKING CHECKLIST | | |

**Securing the aircraft**

|  |  |  |
| --- | --- | --- |
| PARKING BRAKE handle | CHECK ON | *To reduce hydraulic leak rate in the brake accumulator, keep the parking brake on.* |
| ALL IR MODE selectors | OFF | *After the shutdown of the ADIRS, the flight crew must wait 10 s before the shutdown of the electrical supply. This time ensures that the ADIRS memorize the most recent data.* |
| EXTORIOR LIGHTS | OFF |  |
| APU BLEED pb-sw | OFF |  |
| APU MASTER SW | OFF | *Switch off the APU after the passengers have disembarked.* |
| EMER EXIT LT sw | OFF |  |
| SIGNS sw | OFF |  |
| BAT 1+2 | OFF | *Wait until the APU flap is fully closed (about 2 min after the APU AVAIL light goes out), before switching off the batteries. Switching the batteries off before the APU flap is closed may cause smoke in the cabin during the next flight.*  *If the batteries are off while the APU is running, APU fire extinguishing is not available.* |
| SECURING THE AIRCARFT CHECKLIST | | |