DESCENT [1]

		PF	PM
	MCDU	PROG / PERF DES	F-PLN
	Speeds	Managed – If Not then: ○ 0.78 / 300 till FL100 ○ 250 below FL100	
T	**Twenty Thousand Feet**	WX Radar – Adjust Gain [2]	
T	**Tilt / Terrain**	Tilt – Adjust WX Radar	Terrain ON ND [3]
T	**Ten Thousand Feet**	Call – "Ten Thousand Ft Checks"	Call – "Ten Thousand Feet"
		EFIS – CSTR LS [4] – As Required NAV Accuracy – Check [5]	Landing Lights – Set Seat Belts – ON EFIS – CSTR LS – As Required RAD NAV – Selected / Identified ENG MODE – As Req
T	**Transition Level**	Set QNH [6]	
	Checklist	**APPROACH** BARO REF..... _____(BOTH) SEAT BELTS.....ON MINIMUM..... _____ AUTO BRAKE..... _____ ENG MODE SEL..... _____	

1. Approaching assigned level, monitor ROD (reduce to 1000 fpm or less). For a change of 1000 feet or less, descent rate not more than 500 fpm. Max ROD: 2000 fpm when descending below 5000 feet AGL and 1000 fpm below 2000 feet AGL.

*2. **For MSN 02155-03097:** GAIN +4 below FL200, if MULTISCAN is set to AUTO. If weather display is ambiguous or unexpected, use manual tilt in order to better analyze the weather situation. Particularly below FL 200, for situations with low-level weather, weather with low reflectivity or in front of suspected active cells, switch to manual mode and adjust tilt setting downward until weather is detected or ground clutter appears on upper part of display. During approach keep tilt at +4º to avoid ground clutter. **For MSN 04392-07792:** Adjust radar as required.*

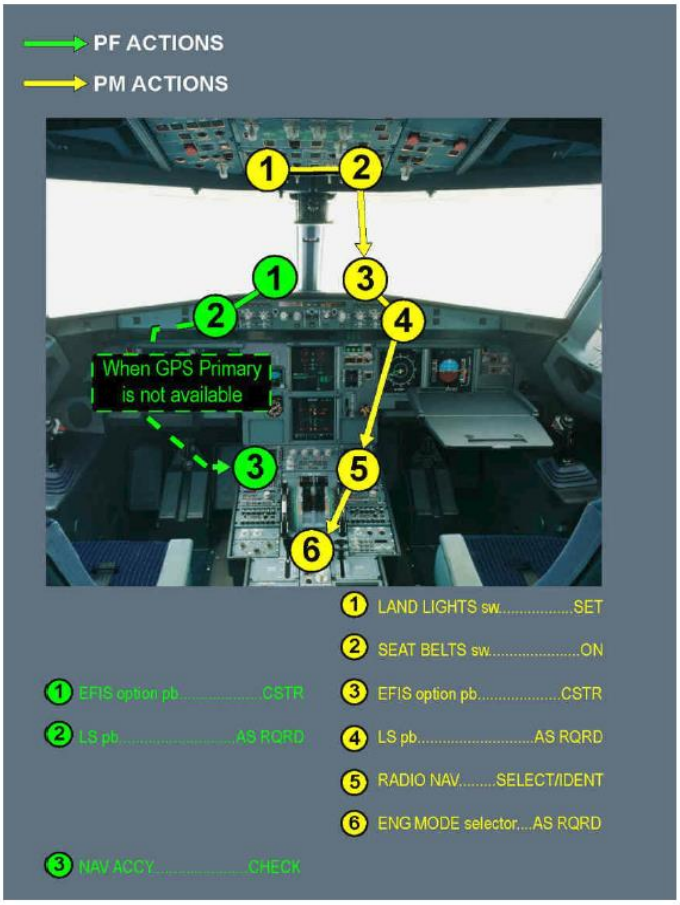
3. Select at 10,000 feet or MSA whichever is higher. If NAV ACCURACY LOW – Do not use TERR ON ND.

4. Check LOC/GS scales & deviations and also IDENT on PFD. If wrong or no ident, check the audio ident.

5. If GPS Primary function is not available, crosscheck NAV ACCURACY using the PROG page (BRG /DIST computed data), and the ND (VOR /DME raw data).

6. Approaching TL & when cleared for an altitude.

10 000 ft FLOW PATTERN



HOLDING SPEEDS: See Jeppesen – Air Traffic Control – Flight Procedures (Doc 8168) – Holding Procedures.