Actions and callouts of the Pilot Monitoring	Trigger	
	voice_control = 1	voice_control = 0
after_start = 1 • Arm the ground spoilers • Set takeoff flaps: *If a performance request is found in the ATSU log, the setting will be taken from there, otherwise the script falls back to the entry on the MCDU PERF page, so make sure it's there if you're not using the ATSU for takeoff performance requests.* • Set the pitch trim	At least one engine running and the engine mode selector switch in the NORM position for at least 4 seconds.	
PM_announces_flight_controls_check = 1 • PM will announce 'full left', 'full right', 'neutral' etc. The aileron and elevator checks need to be performed before the rudder check.	Full left or full right aileron deflection/ full up or full down elevator deflection	
PM_announces_brake_check = 1 • You apply some brakes and the PM announces 'pressure zero' if it is indeed zero.	Saying 'Brake check' during taxi with the ground speed between below 3 knots	The first brake application during taxi with the ground speed below 3 knots
Note: you can do the flight controls check first and then the brake check or you can do the brake check first and then the flight controls check.		
during_taxi = 1 • Weather radar SYS switch 1 or 2 • Weather radar PWS switch AUTO • AUTO BRK MAX • Press TO CONFIG button	As soon as the brake and flight controls checks are completed	
lineup = 1 • Transponder ON/OFF switch ON • Transponder MODE switch TARA	Saying 'Lineup procedure'	Cycling the seat belts sign switch twice within two seconds

• Packs: *If there is a takeoff performance request in the ATSU log, the decision whether to turn off the packs will depend on the PACKS field in the request, otherwise on the packs_on_takeoff option.*		
takeoff_sequence = 1 and **after_landing = 1** • MIP chrono elapsed time switch RUN • Press glareshield CHRONO button on PM's side	Saying 'Takeoff'	Thrust levers set for takeoff and landing lights on
Takeoff roll callouts • 'Thrust set' • 'One hundred' *play_V1 = 1* • 'V1' • 'Rotate' • 'Positive climb'		
• Retract the gear	Saying 'Gear up' not later than one minute after the 'positive climb' callout	Not available

after_takeoff = 1
 	
• Select the packs back on if they were turned off for takeoff
 	
voice_control = 1
 	
• Retract the flaps following your commands:
 	
    ◦ 'Flaps two'
 	
    ◦ 'Flaps one'
 	
    ◦ 'Flaps up' or 'Flaps zero'
 	
When the flaps are retracted:
 	
• Disarm the ground spoilers
	Moving the thrust levers back to the CLB detent.	

ten_thousand_dep = 1
 	
 • Retract the landing lights
 	
 • On PM'S MCDU:
 	
   ◦ Clear the RADNAV page
 	
   ◦ Copy the active flight plan on the SEC F-PLN page
 	
 • On PM's side EFIS:
 	
   ◦ Select ARPT
 	
   ◦ ND range to 160
 	
   ◦ VOR/ADF switches to VOR
	Climbing through 10000

ten_thousand_arr = 1
 	
 • Landing lights ON
 	
 • Seat belts sign switch ON
 	
 • On PM's side EFIS:
 	
   ◦ Select LS if an ILS or LOC approach has been selected in the MCDU
 	
   ◦ Select CSTR
 	
 • On PM's side MCDU:
 	
   ◦ Look at the RADNAV page for 5 seconds
 	
   ◦ Go to the PROG page
	Descending through 10000

• Select gear down and arm the ground spoilers	Your commands: • 'Gear down'	Not available
• Extend the flaps	• 'Flaps one' • 'Flaps two' • 'Flaps three' • 'Flaps full'	

Landing roll callouts • 'Spoilers' or 'No spoilers' • 'Reverse green' or 'No reverse'	

• 'Decel' or 'No decel' • '70 knots'		
after_landing = 1 • Retract the flaps • Transponder mode switch STBY	***after_landing_trigger = 1*** The trigger is you saying: 'After landing' or 'After landing, no APU' Variation of 'After landing': 'Check after landing' Saying 'No APU' can be delayed until the PM is just about to start the APU.	You disarming the ground spoilers
takeoff_sequence = 1 • MIP chrono elapsed time switch STP • Push the chrono button on PM's side glareshield		
• Strobe light switch AUTO • Runway turnoff light switch OFF • Landing lights switches OFF • Nose light switch TAXI • Weather radar SYS switch OFF • Weather radar PWS switch OFF	***after_landing_trigger = 2*** The trigger is you disarming the ground spoilers A few seconds before or after that you can say 'No APU'	
option *FDs_off_after_landing* • Turn off both flight directors if the option value is 1 or turn them back on if the value is 0.	Variations of 'No APU': 'Hold APU' 'Hold the APU' These apply to both trigger options	
• Select LS off on both sides • Disable the 'bird' mode if it's active		
pack2_off_after_landing = 1 • Turn off pack 2		
• Start the APU unless you told not to		

If you chose not to start the APU during the after landing procedure, you can say 'Start APU' at any time until the engines are shut down.

Another command that becomes available following the after landing procedure until engine shut down is 'Taxi light off'.

takeoff_sequence = 1 and **after_landing = 1** • Reset elapsed time on the MIP chrono and the chrono on PM's side glareshield	5 minutes after engine shutdown