



TUTORIAL REQUIREMENTS:

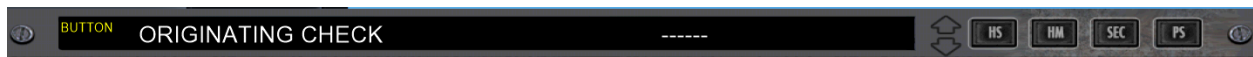
- FS2Crew for the Aerosoft CRJ available at <https://www.fs2crew.com/>
- If using Voice Control, a microphone. If not using Voice Control, you can use Button Control.
- For information on setting up Voice Control, please consult the FS2Crew Main OPS Manual.
Note that unlike some older version of FS2Crew, your speech recognizer can be set to ENGLISH either US, UK, AU, Canada, or India. You are not limited to ENGLISH US.

TUTORIAL NOTES:

- You are the Captain and the Pilot Flying.
- The computer simulates the role of the First Officer and Pilot Monitoring.
- Your commands (spoken if using Voice Control), are marked in **RED TEXT**.
- If using Button Control, using the Main and Secondary Button (See the Main OPS Manual) to action the commands described in this tutorial.
- If using VOICE CONTROL, for many of the actions/checklists to work, the MODE on the FS2Crew Main Panel must match the action/checklist you are verbalizing. You cannot, for example, call for the DESCENT CHECK while the mode indicates ORIGINATING CHECK.
- Additional voice commands are listed at the bottom of this tutorial.
- If you get stuck on a voice checklist response not being detected, speak: **"SET AND CHECKED"**
- If you require support, please visit the [FS2Crew Support Forum](#) at Avsim.com
- All lights are controlled by you (the Captain) since they are on the left side of the cockpit.
- Since the CRJ already has built in Cabin PAs, FS2Crew did not add Cabin PAs to the simulation.

HOW TO OPEN THE FS2CREW MAIN PANEL:

- Assign a key to **AUTOFEATHER ARM/OFF** in the **FS CONTROLS ASSIGNMENTS** menu. We suggest using the “N” key.



BUTTON ASSIGNMENTS AT A GLANCE:

- The following key assignments are made in the FS Controls Menu. Note that Voice and Button share the same key assignments. That is not a mistake in the manual.

Open FS2Crew Main Panel: **AUTOFEATHER ARM/OFF** (Recommended key: “N”)

VOICE CONTROL:

Soft Mute: **PROPELLER SYNC (ON/OFF)** (Recommended key: “C”)

Hard Mute: **ALTERNATE STATIC SOURCE (ON/OFF)** (Recommended key: “V”)

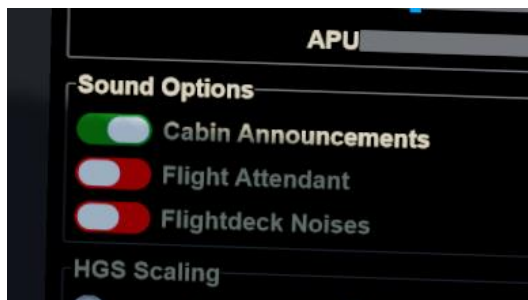
BUTTON CONTROL:

Main Button: **ALTERNATE STATIC SOURCE (ON/OFF)** (Recommended key: “C”)

Secondary Button: **PROPELLER SYNC (ON/OFF)** (Recommended key: “V”)

SETTING UP THE CRJ AIRCRAFT:

- It is recommended you disable the built in FA sounds in the CRJ to avoid conflicts with the FS2Crew FA. Be sure to ‘SAVE’ your settings. If you want to use Cabin Announcements, enable the CRJ’s built-in cabin announcements. To avoid redundancy, FS2Crew does not use its own cabin PA’s in this version.



- Your Barometer Units should be Synchronized. Also, FS2Crew uses Mbar's or InHG for altimeter setting audio based on your associated selection in the EFB as shown below:



PHASE: PREFLIGHT EVENTS RUNNING

MODE: ORIGINATING CHECK

Note: Running the Pre-Flight Events is OPTIONAL. You can start the Pre-Flight events routine via the PF page on the SECONDARY FS2Crew Panel.

The Time remaining counter starts at 35 minutes.

We will assume the aircraft is **COLD AND DARK**.

Note: If you want to use the IRS, you should set them to align during the originating flow after the aircraft powers up.

TIME REMAINING:

- **+35 Minutes** before Departure: The FO will drop his/her bags in the cockpit and head outside to do the walkaround. The Captain (that is you!) performs the **SAFETY CHECK FLOW** if the aircraft is cold and dark, and then silently reads the **SAFETY CHECKLIST**. If the aircraft is already powered, you can skip this procedure.

- **CAPTAINS SAFETY CHECK FLOW:**

- Nose Wheel Steering: Off
- Hydraulic Pumps: Off
- Landing Gear: Down
- Flap Lever: 0
- Spoilers: 0
- Radar: Off
- Parking Brake: Set
- ADG Manual Release: Stowed
- Emergency Flaps: Normal
- Battery Master Select: On
- Fire Monitor Test: Push Test (First flight of the day only)
- Establish GPU/APU Power
- When SAFETY CHECK FLOW finished, SILENTLY read the SAFETY CHECKLIST to ensure all items complete

SAFETY CHECKLIST (READ SILENTLY BY CAPT)

CIRCUIT BREAKERS... CHECKED
EMERGENCY EQUIPMENT... CHECKED
NOSE WHEEL STEERING... OFF
HYDRAULIC PUMPS... OFF
LDG GEAR... DOWN
FLAPS... SET 0
SPOILERS... 0
RADAR... OFF
PARKING BRAKE... SET
ADG MANUAL RELEASE... STOWED
EMER FLAP SWITCH... NORM

- **+30 Minutes** before Departure. Captain performs his/her **ORIGINATING CHECK FLOW**:
 - Electrics Panel: All three generators on. All other lights and switches to Off/Normal
 - IRS align
 - Hydraulic SOV: Open/Guarded
 - Lights: Nav/Logo as appropriate
 - Fuel Panel: All switches deselected
 - Bleeds: Set/Auto
 - Start Panel switches: deselected
 - Hydraulics Test: Hydraulic Pumps on to Test, then return all to Auto and 3A off
 - Pressurization panel: All normal, lights out
 - Air Conditioning: Packs on if APU on
 - Anti-Ice: Set (Set Windshield Heat on if Temps below 30C)
 - Ice Detector Test: Push and wait for caution advisory (*first flight of day only*)
 - Emergency Lights: Armed
 - Stall Test: Trim to 6, push and hold stall button (*first flight of day only*)
 - Clocks: Set
 - EFIS: RA test then Normal
 - CVR: Test. Hold for 5 seconds (*first flight of the day only*)
 - Standby Instruments: Checked
 - O2 Pressure: Within limits
 - Upper pedestal: Check
 - MLG Overheat Test: Hold until complete (*first flight of day only*)
 - Thrust Lever Quadrant: Check
 - Thrust reversers: Armed
 - Lower Pedestal: Checked
 - Radar Test: (Radar to test, wait for graphics on MFD (*first flight of day only*))
 - At the end of the flow, speak: **“SAFETY CHECK COMPLETE ORIGINATING CHECK”**. This is the trigger for the First Officer to start their ORIGINATING FLOW and then run the Originating checklist. If desired, you can just say **“ORIGINATING CHECK”** as the trigger

- **FO’S ORIGINATING CHECK FLOW**:
 - DCU Panel: Deselected and extinguished
 - EFIS: RA Test then Normal
 - CLOCK: Set. Ensure matches Captain’s side.
 - Run the Originating Checklist. See further down for information on the expected checklist responses.

- **+30 to + 20 Minutes:** FA asks if ready to start boarding. Allowed responses: “**YES**”, “**AFFIRMATIVE**”, “**OKAY**”, “**GO FOR IT**”, “**YES PLEASE**”.
- **Any time after originating flow and before pre-start check:** Run the Departure Brief.
- **+19 Minutes (Approx.),** perform the Captain’s PRE START FLOW, then call for the Pre-Start Checklist: “**PRE START CHECK**”.

- **CAPTAIN’S PRE-START FLOW:**

- Landing Elevation in Pressurization Panel: Set
- Anti-Skid Test: Parking brake off, hold test button up to two seconds (*first flight of day only*)
- Yaw Dampers: Engaged
- Oxygen Flow: Test
- Speak: “**PRE-START CHECK**”.

- **FO’s PRE-START FLOW:**

- Oxygen Flow: Test

- **+15 Minutes:** If ACARS not selected in the Config Options, final loadsheet arrives. Allowed responses: “**THANK YOU**”, “**OKAY THANKS**”, “**THANKS**”. The loadsheet is audio only. Enter the final Zero Fuel Weight into the CDU. (*Normally the pilots would cross confirm the numbers prior to entering them into the CDU, but FS2Crew cannot simulate that conversation*).
- **When desired:** Optional: “**REQUEST ATC CLEARANCE**”. Note: For this option to appear in Button Control, an ATC callsign must be selected other than “None”.
- **+6 Minutes:** If the APU is not running, turn it on now it on now. If using Voice Control, you can say “**SELECT APU ON**” or start it manually. If using button control, you will need to turn the APU on manually.
- **+4 Minutes:** FA asks if she can close the flight deck door. Speak: “**CLEARED TO CLOSE**” or “**YES**”.
- **+3 Minutes:** Captain performs his/her **ENGINE START FLOW**, then calls for the Engine Start Checklist.

- **CAPTAIN’S ENGINE START FLOW:**

- Fuel Pumps: Left/Right Boost Pumps On
- Hydraulic 3A: On
- Beacon: On
- Nosewheel Steering: Verify Off if doing a pushback
- Doors: Verify all closed on Doors Synoptic Page
- Speak: “**ENGINE START CHECK**”

- **FO's ENGINE START FLOW:**

- After checklist called for, set Transponder to the Pilot Flying's side (that is your side).

- **+3 Minutes:** Optional: "REQUEST START CLEARANCE" or "REQUEST PUSHBACK AND START CLEARANCE" as required.
- **+0 Minutes:** Pushback / Engine Start. We recommend using [Ultimate Ground Crew X](#).

PHASE: PRE-ENGINE START

MODE: ORIGINATING CHECK

CAPT ACTIONS:

- Command: "ORIGINATING CHECK" or "SAFETY CHECK COMPLETE ORIGINATING CHECK".

FO: MAINTENANCE STATUS

CAPT: COMPLETE LEFT

FO: COMPLETE RIGHT

FO: GEAR PINS

CAPT: STOWED

FO: REMOVED

FO: HYDRAULIC TEST

CAPT: COMPLETE

FO: ICE DETECTOR TEST (*FIRST FLIGHT OF DAY ONLY*)

CAPT: COMPLETE

FO: STALL TEST (*FIRST FLIGHT OF DAY ONLY*)

CAPT: COMPLETE

FO: CLOCK

CAPT: XX: XX SET LEFT (Example: ONE NINE ZERO THREE SET LEFT)

FO: XX: XX SET RIGHT

FO: CVR TEST (*FIRST FLIGHT OF DAY ONLY*)

CAPT: COMPLETE

FO: MLG OVERHEAT TEST (*FIRST FLIGHT OF DAY ONLY*)

CAPT: COMPLETE

FO: RADAR TEST (*FIRST FLIGHT OF DAY ONLY*)

CAPT: COMPLETE

PHASE: PRE-START CHECK

MODE: PRE START CHECK

NOTES: The FO will perform his Oxygen test immediately after you call for the checklist.

CAPT ACTIONS:

- Command: “**PRE-START CHECK**”.

FO: FUEL QUANTITY:

CAPT: RELEASED WITH XXXX... XXXX ON BOARD (Trigger phrase “**XXXX ON BOARD**” where XXXX is the fuel quantity in pounds or kilograms. Example: “8100 On Board”. Speak the trigger phrase *distinctly* from the preceding phrase to ensure it is cleanly detected. Try to speak the fuel numbers individually).

FO: XXXX CONFIRMED

FO: CABIN SIGNS:

CAPT: ON

FO: PRESSURIZATION:

CAPT: SET

FO: ALTIMETERS:

CAPT: XXXX SET LEFT AND CENTER (XXXX = The local altimeter setting. Example: 2992).

FO: XXXX SET RIGHT AND CROSSCHECKED

FO: FLIGHT INSTRUMENTS:

CAPT: AUTOPILOT SET MY SIDE... XXXXX IN THE PRE SELECT... HEADING SET FOR XXX... SET LEFT.

(Trigger phrase IS “SET LEFT”. First XXXXX refers to altitude set in the autopilot. 2nd XXX refers to the runway the autopilot heading value is set to (Example: 26 Left). Ensure “**SET LEFT**” is spoken separately from the preceding phrases to ensure it is detected).

FO: SET RIGHT

FO: ANTI-SKID TEST (FIRST FLIGHT OF DAY ONLY):

CAPT: COMPLETE

FO: OXYGEN FLOW:

CAPT: CHECKED LEFT

FO: CHECKED RIGHT

FO: FMS:

CAPT: VERIFIED

FO: RADIOS:

CAPT: SET LEFT

FO: SET RIGHT

FO: TAKEOFF BRIEF:

CAPT: COMPLETE

FO: PRE START CHECK COMPLETE

PHASE: ENGINE START CHECK

MODE: ENGINE START CHECK

NOTES: The FO will set the transponder to the Pilot Flying's side (1) after calling for the checklist.

CAPT ACTIONS:

- Command: "ENGINE START CHECK".

FO: APU:

CAPT: ON

FO: TAKEOFF DATA... SET FOR XXXXX LBS/KGS. V SPEEDS ARE: V1, VR, V2, VFTO. FLAP X. SET RIGHT

CAPT: SET LEFT

FO: TRIMS... ENGAGED, CENTERED X POINT X

FO: SEATBELT SHOULDER HARNESS:

CAPT: CHECKED LEFT

FO: CHECKED RIGHT

FO: HYDRAULIC PUMPS:

CAPT: AUTO AND ON

FO: BEACON:

CAPT: ON

FO: NOSE WHEEL STEERING:

CAPT: OFF

FO: DOORS:

CAPT: CLOSED

FO: ENGINE START CHECK COMPLETE

PHASE: ENGINE START PROCEDURE

MODE: <ENGINE START PROCEDURE>

CAPT ACTIONS:

- Command: “**START ENGINE 1**” / “**START ENGINE 2**”

FO ACTIONS:

- Press Engine Start button on overhead.
- Introduce fuel at approximately 20% N2.
- Announce: “**ENGINE 1 / 2 START COMPLETE**”.

Note: Unlike the 737s, the FO introduces the fuel, not the Captain. The Captain (that is you!) just monitors the start.

The mode will automatically change to AFTER START PROCEDURE after both engines have been started.

PHASE: AFTER START PROCEDURE

MODE: <AFTER START PROCEDURE>

CAPT ACTIONS:

- APU: For a two-engine taxi, turn it off.
- Press the **F/CTL** Synoptic button. **Pressing the Synoptic button is the trigger for the FO to start the 1st part of his After Start procedure. THIS IS EASY TO MISS!**



- Perform the Rudder test: Full left rudder. Then full right rudder. DO NOT FORGET TO PERFORM THE RUDDER TEST. It is the trigger for the FO to perform his/her flight control test.
- After the FO completes his flight control check, call for the “**PRE-TAXI CHECK**”.

FO ACTIONS:

- Packs: On
- Probes: On
- Flaps: Set for Takeoff
- Flight Controls: Check the yoke after the Captain completes his/her rudder check. To trigger the FO’s flight control check, move the rudder full left then full right while the FS2Crew mode displays <AFTER START PROCEDURE>.

PHASE: PRE-TAXI CHECK

MODE: PRE TAXI CHECK

CAPT ACTIONS:

- Command: “**PRE TAXI CHECK**”.

FO: APU:

CAPT: **SET**

FO: ANTI ICE... SET

FO: ELECTRICS:

CAPT: CHECKED

FO: NOSE WHEEL STEERING:

CAPT: ARMED

FO: FLAPS:

FO: 8 / 20 SET

CAPT: FLAPS 8 CONFIRMED / FLAPS 20 CONFIRMED

FO: FLIGHT CONTROLS:

CAPT: CHECKED LEFT

FO: CHECKED RIGHT

FO: PRE TAXI CHECK COMPLETE

PHASE: TAXIING TO THE RUNWAY

MODE: BEFORE TAKEOFF CHECKLIST TO THE LINE

CAPT ACTIONS:

- Taxi light: On
- Announce: "CLEAR LEFT".

PHASE: BEFORE TAKEOFF CHECK TO THE LINE

MODE: BEFORE TAKEOFF CHECK TO THE LINE

NOTES: After calling for the checklist, the FO will immediately perform his flow:

- PA: Cabin Announcement
- Manual XFlow Inhibit: Select
- FMS: Legs Page

CAPT ACTIONS:

- Command: “**BEFORE TAKEOFF CHECK TO THE LINE**”.

FO: CABIN CREW... NOTIFIED

FO: CROSSFLOW... MANUAL

FO: THRUST REVERSERS... ARMED

FO: TAKEOFF DATA... SET FOR RUNWAY XXX, RNAV FIRST FIX, XXXXX PRE SELECTED*

CAPT: **SET**

FO: FUEL... MINIMUM FUEL CONFIRMED

FO: TAKEOFF CONFIG:

CAPT: **CHECKED**

FO: CHECKED

FO: BEFORE TAKEOFF CHECK TO THE LINE COMPLETE

*NOTE: For “Runway” in Takeoff Data, the FO guesses the runway based on the Heading value selected in the autopilot panel.

PHASE: BEFORE TAKEOFF CHECK BELOW THE LINE

MODE: BEFORE TAKEOFF CHECK BELOW THE LINE

NOTES: After calling for the checklist, the FO will immediately perform his flow:

- CAS and STAT Button: Press

CAPT ACTIONS:

- Command: “**BEFORE TAKEOFF CHECK BELOW THE LINE**”.

FO: ANTI ICE:

CAPT: SET

FO: CAS:

CAPT: CHECKED

FO: CHECKED

FO: BEFORE TAKEOFF CHECK BELOW THE LINE COMPLETE

PHASE: TAKEOFF

MODE: <TAKEOFF>

CAPT ACTIONS:

- Set exterior lights as desired.
- When lined up on runway, announce: "RUNWAY HEADING CHECK".
- Set Takeoff Thrust. Announce: "SET THRUST". FO replies: "THRUST SET".
- At 80 knots, reply "CHECK" to FO's 80 Knots call.
- FO announces V1, Rotate, V2 and Positive Rate.

PHASE: REJECTED TAKEOFF

MODE: <REJECTED TO>

CAPT ACTIONS:

- Read the problem. (Abort for Master Warnings).
- Announce: “**ABORT**”.
- Stop the aircraft.
- FO informs ATC.
- If you want to return to the runway, command: “**LETS TAXI BACK TO THE RUNWAY**”. Wait 15 minutes for the brakes to cool down, then run the BEFORE TAKEOFF CHECKLIST again.
- If you want to return to the gate, command: “**LETS RETURN TO THE GATE**”.

PHASE: INITIAL CLIMB AND AFTER TAKEOFF CHECK

MODE: AFTER TAKEOFF CHECK

CAPT ACTIONS:

- Command: “**GEAR UP**”.
- As desired, command: “**SPEED MODE HEADING MODE**”, or “**SPEED MODE NAV MODE**” if flying a RNAV departure.
- If you want the autopilot on, command: “**AUTOPILOT ON**”. If you are using Button Control and you do not want to engage the autopilot, use the arrow button on the Main Panel to skip over this command.
- At 1000 AGL, command: “**CLIMB SEQUENCE**”. The FO will retract the flaps on schedule by himself. The FO will select Flaps 8 passing through V2 + 12, V2 + 20 for Flaps 1, and VFTO -15 for flaps 0. Important point: You do not manually command the FO to retract each notch of flap. He will do it by himself uncommanded. **THIS IS DIFFERENT** from other FS2Crew’s and most other airlines, but it’s the way this airline does it in an effort to help keep the cockpit quiet so ATC calls aren’t missed. Once the flaps are at 0, the FO will announce: “FLAPS UP”.

Note: If for some reason you ever get stuck in CLIMB SEQUENCE (mostly likely due to having hardware assigned to your flaps), click the Down Arrow icon on the FS2Crew Main Panel to manually advance to the next level.

- At 1500 AGL, command: “**AFTER TAKEOFF CHECK**”. The FO will silently perform the After Takeoff flow and checklist. The FS2Crew Mode will then change to ‘Cruise’.

- **FO’S AFTER TAKEOFF FLOW:**

- Cross flow: Auto
- APU: Verify Off
- Ignition: Off
- Landing Gear: Verify Up
- Flaps: Up
- Thrust Reversers: Off

PHASE: CLIMB AND CRUISE

MODE: CRUISE

CAPT ACTIONS:

- Set exterior lights as desired.
- The airline we modelled does not model a callout when passing the Transition Altitude. They perform the altimeter change silently.
- If making a change in the FMS that requires pressing the EXEC button, speak: “**CONFIRM**”. The FO will reply “CONFIRMED”. Then you can hit EXEC.
- Command: “**ARE YOU READY FOR THE APPROACH BRIEF?**” Complete the brief by speaking: “**ANY QUESTIONS?**” If desired, you can also run the Approach Briefing on the APPROACH BRIEF screen on the FS2CREW SECONDARY PANEL. This action also triggers FS2Crew to advance to the next mode: DESCENT CHECK.
- **Do NOT forget** to run the approach brief because it puts FS2Crew into DESCENT MODE. You will see flashing DM text on the FS2Crew main panel. This mode is required for many descent actions to trigger.

PHASE: DESCENT

MODE: DESCENT CHECK

FO ACTIONS:

The FO will perform his/her Descent Check flow at 18,000 feet. Note that at the airline we modeled, there is no approach checklist, and no specific Transition Level callouts. The Altimeter transition is done silently. FS2Crew MUST be in Descent Mode for this flow to trigger (do not forget to run the Approach Briefing as it is the trigger).

- **FO'S DESCENT CHECK FLOW AT 18,000**

- Seatbelt Sign: On
- Thrust Reversers: Armed

CAPT ACTIONS:

- Set exterior lights as desired.
- Set your altimeter to local pressure when passing the Transition Level. There is no callout for this procedure. FS2Crew will not update the FO's altimeters, so ensure your altimeters are set to automatically sync.
- After the FO has completed his descent flow, and when ready, command: "**DESCENT CHECK**". If you are flying in Europe and you want to delay the Descent Check until you have crossed the Transition Level, that is no problem.

FO: PRESSURIZATION... SET

FO: FUEL... CHECKED

FO: ALTIMETERS:

CAPT: **XXXX SET LEFT** (EXAMPLE: **2992 SET LEFT**)

FO: XXXX SET RIGHT

FO: LANDING DATA... SET FOR XXXXX POUNDS

FO: THRUST REVERSERS:

CAPT: **ARMED**

FO: LIGHTS:

CAPT: **SET**

FO: SEAT BELT SIGN:

CAPT: **ON**

FO: SEAT BELT SHOULDER HARNESS:

CAPT: CHECKED LEFT

FO: CHECKED RIGHT

FO: APPROACH BRIEFING:

CAPT: COMPLETE

FO: DESCENT CHECK COMPLETE

PHASE: APPROACH AND LANDING

MODE: APPROACH AND LANDING

CAPT and FO ACTIONS:

- When the course / localizer comes alive, announce: "**COURSE ALIVE**". The FO will respond: **ROGER**.
- If shooting an ILS approach, announce: "**GLIDESLOPE ALIVE**" when the glideslope comes alive.
- Make the following commands as desired: "**FLAPS 1**", "**FLAPS 8**", "**FLAPS 20**", "**GEAR DOWN**", "**FLAPS 30**" and "**FLAPS 45**".
- The FO will press the CHIME button prior to selecting gear down.
- The final landing flap is always Flaps 45, unless you are flying a single-engine approach, in which case you would use Flaps 20 as your final landing flap.
- The FO will initiate the BEFORE LANDING CHECK by himself after the final landing flap has been selected. You do NOT call for the checklist. This is different from other FS2Crew's and what you may be expecting, but it is the way this airline does it.

FO: BEFORE LANDING CHECK

FO: LANDING GEAR:

CAPT: DOWN THREE GREEN

FO: SPOILERS... ZERO

FO: FLAPS... 45

FO: BEFORE LANDING CHECK COMPLETE

- Announce: “**500 ABOVE MINIMUMS**”.
- Announce: “**100 ABOVE**”.
- If shooting a visual approach (MDA and DH set to 0 in the CRJ), the PM will call **500 TO GO** at 500 feet RA.
- The FO will announce **STABLIZED / NOT STABILIZED** at 500.
- At minimums, announce: “**MINIMUMS**”.
- Speak: “**LANDING**” if you have the required visual reference.

PHASE: GO AROUND

MODE: CLIMB SEQUENCE

CAPT and FO ACTIONS:

- If a go-around is required, announce: “**MISSED APPROACH**”.
- Push the power up and command: “**GO AROUND THRUST FLAPS 8**”.
- Command: “**GEAR UP**” after the FO announces **POSITIVE RATE**.
- As desired, command: “**SPEED MODE HEADING MODE**”, or “**SPEED MODE NAV MODE**” if flying a RNAV departure.
- At 1000 feet, command: “**CLIMB SEQUENCE**”.
- Fly to your alternate or fly another approach.

PHASE: ROLLOUT

MODE: ROLLOUT

CAPT and FO ACTIONS:

- The FO will announce **90 KNOTS**. As Captain reply: “**ROGER**”.
- Ensure the reversers are at least idle by 90 knots.

PHASE: AFTER LANDING CHECK

MODE: ROLLOUT

CAPT and FO ACTIONS:

- When exiting the runway, set the lights. The Captain always controls the lights since the controls on their side of the plane.
- Command: “**AFTER LANDING CHECK**” or “**LIGHTS SET AFTER LANDING CHECK**”.
- The After Landing flow and checklist is performed **SILENTLY** by the FO.

CAPT: AFTER LANDING CHECK / LIGHTS SET AFTER LANDING CHECK

FO: RADAR... OFF

FO: TRIMS... CENTERED & 7.0

FO: FLAPS... UP

FO: ANTI-ICE... SET

FO: IGNITION... OFF

FO: APU... AS REQUIRED

FO: AFTER LANDING CHECK COMPLETE

PHASE: SHUTDOWN CHECK

MODE: SHUTDOWN CHECK

CAPT and FO ACTIONS:

- When stopped at the gate or stand, the following flows are performed.
- The FO's flow is triggered when the engines are shut down.
- Command: "**SHUTDOWN CHECK**" when you have completed the Captain's flow.

- **CAPTAIN'S SHUTDOWN FLOW:**

- Thrust Levers: Shutoff
- Seat Belt Sign: Off
- Anti-Ice: Off
- Packs: Set
- Fuel Pumps: Off
- Hyd 3A: Off
- Beacon: Off
- Nose Wheel Steering: Off

- **FO'S SHUTDOWN FLOW:**

- Transponder: Standby

CAPT: SHUTDOWN CHECK

FO: CHOCKS AND BRAKES:

CAPT: IN AND ON / OUT AND ON / IN AND OUT / OUT AND OUT

FO: SEAT BELT SIGN:

CAPT: OFF

FO: ANTI-ICE:

CAPT: OFF

FO: PACKS:

CAPT: SET

FO: FUEL PUMPS:

CAPT: OFF

FO: HYD 3A:

CAPT: OFF

FO: BEACON:

CAPT: OFF

FO: NOSE WHEEL STEERING:

CAPT: OFF

FO: TRANSPONDER... OFF

FO: SHUTDOWN CHECK COMPLETE

PHASE: TERMINATING

MODE: NONE

CAPT:

- The Terminating Flow and Checklist are performed SILENTLY by the Captain.
- This procedure would typically be done once the last passenger is off the aircraft and it is the last flight of the day or the next flight is more than an hour away.

- **CAPTAIN'S TERMINATING FLOW AND CHECK:**

- Parking Brake: Off
- Thrust Reversers: Off
- Standby Attitude: Cage
- Emergency Lights: Off
- Windshield Heat: Off
- Fans: Off
- Hydraulic Pumps: Off
- Lights: Off
- APU: Off
- Packs: Off
- A/C Power: Off
- Batter Master: Off

SUPPLEMENTARY VOICE COMMANDS

AUTOPILOT PANEL:

- SET HEADING XXX
- SET ALTITUDE XXX
- SET MISSED APPROACH ALTITUDE
- SET FLIGHT LEVEL XXX
- SET COURSE ON MY SIDE XXX
- SET COURSE ON YOUR SIDE XXX
- SELECT AUTOPILOT ON
- SELECT FLIGHT DIRECTORS ON / OFF
- SPEED MODE HEADING MODE
- SPEED MODE NAV MODE
- HEADING MODE
- NAV MODE
- ARM APPROACH

OVERHEAD (Checklist Mode must be greater than Originating Check for these commands to work. FO will not acknowledge all responses since you can visibly see the action.)

- SELECT WIPERS ON
- SELECT WIPERS OFF
- SELECT COWLS ON
- SELECT COWLS OFF
- SELECT WINGS AND COWLS ON
- SELECT WINGS AND COWLS OFF
- SELECT STROBES ON
- SELECT STROBES OFF
- SELECT TAXI LIGHT ON
- SELECT TAXI LIGHT OFF
- SELECT LANDING LIGHTS ON
- SELECT LANDING LIGHTS OFF
- SELECT APU ON
- SELECT APU OFF

FLIGHT ATTENDANT:

- ONE COFFEE PLEASE
- ONE TEA PLEASE
- A COFFEE AND A TEA PLEASE
- SOME LUNCH PLEASE
- SOME DINNER PLEASE
- SOME BREAKFAST PLEASE
- ONE JUICE PLEASE
- ONE WATER PLEASE
- I WILL KEEP YOU UPDATED
- I WILL KEEP YOU IN THE LOOP
- I'LL KEEP YOU UPDATED
- I'LL KEEP YOU IN THE LOOP
- I WILL KEEP YOU INFORMED

GROUND CREW:

- GROUND FROM COCKPIT
- PLEASE (CONNECT / REMOVE) EXTERNAL POWER (THE GPU)
- OXYGEN TEST

MANUAL END