CHECK FLIGHT CERTIFICATE

FALCON 2000 (CFE738) **FALCON 2000EX (PW308)**	**CFS 290 Issue 1**	Registration:

Date:	Crew:	Observer:

Performance	Climb #1	Climb #2	
Average Weight			
Average Altitude			ft
Average Temp.			°C
Speed			KIAS
Achieved Rate			fpm
Scheduled Rate			fpm
Margin			fpm
Permitted Margin	-80	-100	fpm

Airfield:

Start Weight Kg/Lbs*:

Takeoff cg:

Performance:

SATIS/UNSATIS/NOT APPLICABLE*

*(delete as applicable)**

Defects

No.	Defect	-/R/FT	Action?

(use a continuation sheet as necessary)

Conclusions/Comments

I CERTIFY that I have tested the above aircraft and have detailed the deficiencies and unsatisfactory features above. Those items annotated R or FT must be dealt with as shown in the notes on the reverse side.

Name:	Signed:	Date:	Licence No.:
For CAA Use only	Report Logged by:	Date:	Report No.:

NOTES

General

Only CAA personnel or pilots specifically briefed to carry out CAA Check Flights may conduct the test.

General notes on test conduct can be found in the CAA Check Flight Handbook.

Registration: If the aircraft is not on the UK register, add the manufacturers serial number and expected UK registration (if known).

Crew: Captain, co-pilot, Flight engineer (where applicable).

Airfield: Departure airfield.

Start Weight: Actual all up weight at first engine start. Also delete Kg or Lbs as appropriate. *Takeoff cg:* Actual cg at lift-off, preferably as a % of the Mean Aerodynamic Chord.

Performance

A full description of climb analysis is given in the CAA Check Flight Handbook.

Climb#1/Climb#2: Enter in these columns data from the first and second climbs.

Average Weight: The aircraft all up weight at the midpoint of the measured climb.

Average Altitude: The altitude at which the line drawn to average the measured points passes through at the mid time.

Average Temp: The temperature at which the line drawn to average the measured points passes through at the mid time.

Speed: The target climb speed (Indicated Airspeed.)

Achieved Rate: The climb rate as given by the slope of the line drawn to average the measured altitude points in feet per minute.

Scheduled Rate: The expected gross rate of climb read from the appropriate graph in the Flight Manual with any adjustments for configuration differences. For large aircraft, the basic gross data are normally to be found in a separate supplement labelled 'Additional Flight Test Data'.

Margin: The difference between the Scheduled and Achieved rates of climb (negative if achieved is lower than scheduled).

Defects

Enter all defects from the flight. All defects must also be entered in the Technical Log. Procedural items entered in the Technical Log (such as re-stowing oxygen masks) need not be entered here. Items affecting flight safety which were known before the flight, whether or not they were deferred should be entered. In the latter case, the defect should be annotated accordingly after the details.

No.: The first column is to allow the items to be numbered.

Defect: Enter details of the defect.

-/R/FT: Classify each defect according to its impact on safety, regardless of whether it can be deferred according to the MEL. Any deferrals should be dealt with in the normal way in the Technical Log. Items requiring rectification (or deferral under the MEL) before further flight for hire or reward or before the issue of the CofA should be marked 'R'. Additionally, items that require re-checking in-flight following rectification (such as inadequate climb performance) should be marked 'FT'. Items requiring both should be marked 'R/FT'.

Action?: This column should be left blank unless further information is required from the engineers or the item is considered to be of sufficient import that CAA action is considered necessary, then the person/department/agency from whom further action is required should be noted in this column. Annotate accordingly if an MOR or similar report is to be raised.

Conclusions/Comments

Any conclusions, notes or comments useful for tracking defects may be entered.

Name: Only the pilot who carried out the test may sign this sheet.

CAA Check Flight Schedules

All CAA Check Flight Schedules (CFSs) are prepared based on a design standard which, before September 2003, was the UK Type Certificate. Following the creation of EASA there may be different design standards in service within the European Union (EU) - this may include modifications approved in any EU country.

It is the responsibility of the flight crew to ensure that the exercises and limitations in the CFS are correct for the aircraft under test.

The prime source of information will be the aircraft flight manual and in the event of conflict the flight manual should be taken as overriding.

CAA policy is that pilots who conduct airtests on the behalf of the Authority must be acceptable to the Authority, must have been briefed on techniques and safety considerations before carrying out the tests in these schedules and must have carried out an airtest within the last 4 years.

The CAA does not accept responsibility for the use of a CAA CFS on a test flight not directly under their control.

CHECK FLIGHT SCHEDULE

FALCON 2000 (CFE738) **CFS 290, ISSUE 1**
FALCON 2000EX (PW308)

Registration	
Flight Date	

INTRODUCTION

This schedule is applicable only to Falcon 2000 and 2000EX series aircraft.

The schedule is based on the assumption that the everyday operation of the aircraft serves as a continuous check on the functioning of all normal services. On these test flights, however, the crew are expected generally to monitor the behaviour of all equipment and to report any unserviceable items. In addition to completing all the required tests in the schedule, any characteristics which are considered unsafe or undesirable must be recorded.

MINIMUM CREW

The minimum flight crew shall be increased by one observer to record the results of the tests. The pilot conducting the tests shall be acceptable to the CAA(SRG) for airworthiness flight testing of Falcon 2000/2000EX aircraft.

PASSENGERS

While it is legal to carry passengers on a test flight of an aircraft with a valid Certificate of Airworthiness, the practice is not recommended. If passengers are carried, however, they should be informed that the risk is greater than on an ordinary flight. Oxygen shall be available to all persons on board.

FALCON 2000 & 2000EX CLIMB AND STALL SPEEDS (KIAS)

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			FLAPS UP			FLAPS 20			FLAPS 40		
Weight 1000 lb	**V2 Flap 20**	**En-Route**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**
36	126	168	156	138	120	139	116	107	137	114	105
34	123	163	152	134	117	135	113	104	133	110	102
32	119	158	147	130	113	131	110	101	129	107	99
30	115	153	143	126	110	127	106	98	125	104	96
28	111	148	138	122	106	122	103	94	120	100	92
26	108	143	133	117	102	118	99	91	116	97	89
24	108	137	127	113	98	113	95	87	112	93	86

FALCON 2000 TAKEOFF N1 - INFLIGHT

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
10	88.0	88.0	89.8	90.0	88.2	86.4	84.6
9	87.0	87.0	88.8	89.7	88.0	86.2	84.4
8	86.0	86.0	87.7	89.4	87.7	86.0	84.3
7	84.9	84.9	86.6	88.2	87.7	85.9	84.2
6	83.7	83.7	85.4	87.0	87.7	85.9	84.1
5	82.6	82.6	84.2	85.8	87.4	85.8	84.0
4	79.6	81.2	82.8	84.4	86.1	85.7	83.9

FALCON 2000 MAXIMUM CONTINUOUS N1

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
16	84.0	85.4	87.0	-	-	-	-
14	83.5	85.2	86.8	85.4	-	-	-
12	83.1	84.8	86.4	86.2	85.0	-	-
10	82.4	84.1	85.7	87.1	85.6	83.9	82.1
8	81.4	83.0	84.7	86.3	85.6	84.1	82.3

2000

FALCON 2000 & 2000EX CLIMB AND STALL SPEEDS (KIAS)

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			FLAPS UP			FLAPS 20			FLAPS 40		
Weight 1000 lb	**V2 Flap 20**	**En-Route**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**	**Trim**	**Stall Warning**	**Stall**
40	133	177	156	146	127	147	122	113	144	120	111
38	129	172	161	142	124	143	119	110	140	117	108
36	126	168	156	138	120	139	116	107	137	114	105
34	123	163	152	134	117	135	113	104	133	110	102
32	119	158	147	130	113	131	110	101	129	107	99
30	115	153	143	126	110	127	106	98	125	104	96
28	111	148	138	122	106	122	103	94	120	100	92
26	108	143	133	117	102	118	99	91	116	97	89
24	108	137	127	113	98	113	95	87	112	93	86

FALCON 2000EX TAKEOFF N1 - INFLIGHT

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
10	99.1	101.1	100.3	98.3	97.1	96.2	94.9
9	97.8	99.7	100.5	98.5	97.2	96.4	95.0
8	96.0	98.0	99.9	98.8	97.2	96.5	95.1
7	94.3	96.2	98.1	98.7	97.3	96.6	95.1
6	92.5	94.4	96.2	98.0	97.4	96.7	95.2
5	90.8	92.7	94.5	96.3	97.6	96.9	95.4
4	90.1	92.0	93.8	95.5	97.3	97.1	95.7

FALCON 2000EX MAXIMUM CONTINUOUS N1

Altitude	TAT °C						
-1000 ft	-30	-20	-10	0	10	20	30
16	99.3	100.1	98.3	96.3	94.9	93.5	-
14	99.3	100.4	98.9	96.7	95.2	94.1	-
12	99.1	100.7	99.4	97.1	95.6	94.5	-
10	98.9	101.0	99.9	97.5	95.9	95.1	93.1
8	95.8	97.8	99.7	98.1	96.4	95.4	93.6

2000 EX

TEST SCHEDULE

The pilot conducting the tests must be familiar with the contents of this schedule before flight.

The data contained in this schedule is correct at the time of writing, but might not be in agreement with subsequent Flight Manual amendments; in cases of conflict, the Flight Manual is overriding, and CAA (SRG) Flight Test Section must be informed. The altitude conditions in the schedule must be observed to ensure adequate safety and validity of the test results. The tests should, if possible, be carried out in the sequence as written. Unless specified, procedures to be used are those shown in the flight manual.

LOADING AND CALCULATION OF WEIGHT

The aircraft is to be loaded with full fuel, with the C.G. within the Flight Manual limits.

Record:	- zero fuel weight		lb
	- aircraft weight		lb
	- cg		

PRE-FLIGHT INFORMATION

Record:	- total airframe hours	

			Port	Starboard
Record:	- each engine serial	S/N		
	and total hours run	Hrs		

Except where otherwise indicated, the flight techniques are those associated with normal operation of the aircraft (for example yaw damper engaged). Fuel symmetry must be maintained, particularly when aircraft handling is being assessed.

1. PRE-FLIGHT CHECKS - BEFORE ENGINE START

Carry out a comprehensive external and internal pre-flight check.

Flight Control Trims

Standby Hydraulic Pump	Auto
Elevator, aileron and rudder trims	Operate over whole range
Check free and unobstructed movement and indicators show full deflection when appropriate	SAT/UNSAT
Check Emergency Tailplane Trim	SAT/UNSAT
Emergency Trim Circuit Breaker	Reset
Check rudder trim does not move when single switch operated	SAT/UNSAT
Check aileron trim does not move when single switch operated	SAT/UNSAT
Standby Hydraulic Pump	As required

2. PRE-FLIGHT CHECKS - AFTER ENGINE START

Configuration Warning Checks

Parking Brake	Released (a/c chocked as necessary)
Flaps	20
Tailplane Trim	Green Band
Airbrakes	Stowed

Check the following conditions cause the TOCW to sound and red T/O CONFIG light to illuminate by snapping the throttle forward then immediately retarding. Check each throttle triggers at least one warning.

Parking Brake Set	SAT/UNSAT
Flaps less than 10° or beyond 20°	SAT/UNSAT
Airbrakes out	SAT/UNSAT
Autopilot engaged	SAT/UNSAT
Trim outside green band in both directions	SAT/UNSAT
Left Throttle	SAT/UNSAT
RightThrottle	SAT/UNSAT

Stall warning and airbrake auto-stow test, and emergency slat check

Airbrake	Position 1
Stall Test 1	Activate
Confirm light [if fitted],audio,stick shake)	SAT/UNSAT
Airbrake Stows	SAT/UNSAT
Airbrake lever	0 then position 1
Stall Test 2	Activate
Confirm light [if fitted],audio only)	SAT/UNSAT
Airbrake Stows	SAT/UNSAT
Airbrake lever	0
Emergency Slats	Deploy
Confirm Slats deploy	SAT/UNSAT
Emergency Slats	Retract

During taxi

Emergency/Parking brake	Apply gradually to stop aircraft.
Confirm aircraft does not pull to one side.	SAT/UNSAT
APU	Leave running

3. TAKE-OFF

Carry out a normal take-off using full power.

Set LAND ELEV to 8000 ft for a later test.

Record any unusual characteristics :

Recommended FL 40; limits 3000 ft AGL to FL 80

4. ENGINE ACCELERATION CHECKS

With:	Speed	V_{REF}
	Flaps	40°
	Gear	Down
	Anti-ice	OFF
	Air-conditioning	ON

Allow test engine to stabilise at idle using thrust on the other to maintain straight and level. Check and record Flight idle N1 for each engine, and acceleration times to Go Around power by advancing throttle to TO detent.

	TAT: °C	**Target N1:**
	Port	**Starboard**
Idle N1		
Time (8 secs max)		

Recommended Start FL40; Limits 3000 ft AGL to FL 70

5. TAKE-OFF CLIMB AND APR CHECK

Carry out a take-off climb for 5 minutes with one engine idle, on a constant heading, clear of cloud and significant turbulence. Commence the climb from not below 3000 ft above terrain. Start recording when in a stabilised trimmed condition at the scheduled speed using not more than 5 degrees bank towards the operative engine. Aim to maintain IAS within 2 knots of the scheduled speed, and check the scheduled N1 setting is achieved on the live engine.

Check ITT limit shows [F2000: 864°C]/[F2000EX: 875°C] before throttling left engine SAT/UNSAT

Configuration	Flap	20
	Gear	UP
	Speed	V2 for weight (see pages at front of schedule)
	APR O'RIDE	Off
	Left Engine	Idle
	Right Engine	TO Detent
	Both Bleeds	OFF
	Airframe and Engine Anti-icing	OFF
	Captains Altimeter	Set to 1013 mb

[F2000: Check ITT limit increases to 890°C and orange band appears SAT/UNSAT]

Take-off Climb | Recommended start at FL40; lims 3000 ft AGL to FL70

START ZF WEIGHT	
START CLIMB FUEL	
START CLIMB WEIGHT	

TARGET SPEED

TIME	ALTIMETER	ASI P1	IOAT	N1
0				
0.5				
1.0				
1.5				
2.0				
2.5				
3.0				
3.5				
4.0				
4.5				
5.0				

Trim Positions Stab | Aileron | Rudder

ASI COMPARISON AT ONE INSTANT

P1	P2

(Max difference 3 kts)

ENGINE PARAMETERS AFTER 3 MINUTES

N1		FUEL FLOW	
ITT		OIL PRESSURE	
N2		OIL TEMPERATURE	

START ZF WEIGHT		AVE CLIMB WEIGHT	
END CLIMB FUEL			
END CLIMB WEIGHT			

6. EN-ROUTE CLIMB

Lims: 3000 agl to FL180

Allow 3 minutes at idle to cool the right engine before shutting it down (or in accordance with the manufacturers recommendations) then carry out an en-route climb as follows:

Flaps	0
Gear	UP
Speed	Single Engine E-R Climb (see pages at front of schedule)
Left Engine	Max. Climb Detent
Right Engine	Shut down
Left Engine Bleed	AUTO
Right Engine Bleed	OFF
APU Bleed	OFF
Both Air Conditioning units	AUTO
Anti-ice switches	OFF
APR O'RIDE	Off (blank)

En Route Climb

lims: 3000 ft AGL to FL180

START ZF WEIGHT	
START CLIMB FUEL	
START CLIMB WEIGHT	

TARGET SPEED

TIME	ALTIMETER	ASI P1	IOAT	N1
0				
0.5				
1.0				
1.5				
2.0				
2.5				
3.0				
3.5				
4.0				
4.5				
5.0				

Trim Positions Stab Aileron Rudder

ASI COMPARISON AT ONE INSTANT P1 P2 (Max difference 3 kts)

ENGINE PARAMETERS AFTER 3 MINUTES

N_1		FUEL FLOW	
ITT		OIL PRESSURE	
N_2		OIL TEMPERATURE	

START ZF WEIGHT		AVE CLIMB WEIGHT	
END CLIMB FUEL			
END CLIMB WEIGHT			

7. RIGHT ENGINE RELIGHT - STARTER ASSIST

Lims: FL200 maximum

Speed	160 KIAS
Flaps	As required

RECORD:

Altitude		ft.
Time to ITT rise		secs (F2000:lims: 15 sec) (F2000EX:lims: 20 sec)
Maximum ITT		degs C
Time to idle N1		secs
Any abnormality during relight, spool up		

Shut down the APU.

Allow two minutes at idle to warm the right engine before restoring power (or in accordance with the manufacturers recommendations).

8. PRESSURISATION CHECKS

FL 120 to FL200

Pressurization rate knob	Set to white arc
Manual Pressurisation	ON
Cabin Altitude	Set to high altitude
Rate	Adjust as necessary

Check pilot oxygen masks for flow and microphone operation. SAT/UNSAT
Manually reduce cabin pressure to check cabin altitude warning.

Observe cabin altitude at warning [ ] feet

(lims: min 9500 max 10,500)

Further reduce cabin pressure until the passenger oxygen masks deploy.
Bleeds may need to be deselected.

Observe passenger oxygen mask deployment [ ] feet

lims:below 15000 ft

Repressurise and set LDG ALTITUDE to Sea Level for later test.

9. CLIMB CHECKS

Climb to FL350, and carry out the following during the climb.

10. CONTROL

Check elevator aileron, rudder for weight, response backlash, breakout force. SAT/UNSAT

Check trimmers operation. SAT/UNSAT

11. YAW DAMPER

Near the top of the climb, confirm satisfactory yaw damper operation by confirming the yaw damper damps dutch roll.

Yaw Damper SAT/UNSAT

12. PRESSURISATION FL350

Level at FL350 and M0.77 for later test.

WARNING	Do not exceed 9.3 psi

Pressurization rate knob	Set to white arc
Manual Pressurisation	ON
Cabin Altitude	Set to low altitude
Rate	DN to achieve about 1000 fpm

Observe cabin pressure when safety valve opens (indicated by rate rapidly falling to zero)

Cabin Differential		psi (lims: 9.05 to 9.25)
Cabin Altitude		ft (lims: 4,400 to 4,000)

Pressurization rate knob	Set to Green
Manual Pressurisation	OFF

13. HIGH MACH — FL350 to FL300

Note: Flying conditions must not be significantly turbulent for this test. Trim at M0.77 then increase speed in a shallow dive at MCT to M0.89 without use of trim noting the speed at which the overspeed warning occurs and the amount of Mach Trim introduced. Make small control inputs in all three axes then use airbrakes and close the throttles to recover.

	Elevator	Aileron	Rudder
Trims at M0.77			

	P1	P2	
Overspeed Warning			(lims: 0.862 to 0.875)

Elevator Trim at M0.87 [ ] (about 0.4 NU relative to M0.77)

Flying controls for weight and response (use only small control deflections) SAT/UNSAT

Aircraft behaviour on deploying airbrakes SAT/UNSAT

Engine behaviour SAT/UNSAT

14. WINDMILL RELIGHT — FL250

Idle the left engine for three minutes.
Main Buses Tie

F2000: Shutdown the left engine and drift down to achieve FL250 and 320 KIAS ensuring ITT not above 150°C and N2 not less than 11%.

> CAUTION
> If the engine does not windmill start at the first attempt, start engine using crossbleed procedures.

Altitude		ft.
Time to ITT rise		secs (lims: 15 sec max)
Maximum ITT		degs C
Time to idle N1		secs (lims: 195 sec max)
Any abnormality during relight, spool up		

F2000EX: Shutdown the left engine and drift down to achieve FL250 and 280 KIAS ensuring ITT not above 500°C and N2 not less than 10%.

> CAUTION
> If the engine does not windmill start at the first attempt, wait at least 30secs and ITT<500° C before further attempt. Start engine using crossbleed if the second attempt fails.

Altitude		ft.
Time to ITT rise		secs (lims: 20 sec max)
Maximum ITT		degs C (lims: 950)
Time to idle N1		secs
Any abnormality during relight, spool up		

Main Buses Untie
Idle engine for 2 minutes before restoring power.

15. HIGH IAS BELOW FL200

Note: Flying conditions must not be significantly turbulent for this test.

Trim at 370 KIAS. Increase speed using MCT thrust to 390 KIAS without use of trim. Make small control inputs in all three axes then use airbrakes and close the throttles to recover.

Check and record:

	EL	AIL	RUD
Trims at V_{MO}			

	P1	P2	
IAS at warning			KIAS (lims: 370 to 374)

Flying controls for weight and response (use only small control deflections) SAT/UNSAT

Aircraft behaviour on deploying airbrakes SAT/UNSAT

Engine behaviour SAT/UNSAT

16. ANTI-ICE

Altitude for TAT<10°C

Increase test altitude as necessary to ensure TAT is less than 10°C

Decelerate through 250 KIAS with the engines at idle switching on anti-ice to the engines, then additionally the wings noting the ITT changes.

Before reaching 200 KIAS slowly increase power to determine the N_1 at which the wing A/I Green lights illuminate on the overhead panel.

Flaps	UP
Gear	UP
Anti-ice ENG1/WINGS/ENG 2	All off
Throttles	Idle

ITT No.1	ITT No.2	
ENG1/ENG2	Both On	
		About 13C° rise
ENG1/WINGS/ENG2	All On	
		About a further 13C° rise
Throttles N_1 when WING A/I lights green	Slowly increase	
		Below top of N1 orange band
ENG1/WING/ENG2	As required	

17. STALLING WARNING CHECKS

FL100 TO FL150

Prior to each stall warning check, trim the aircraft with throttles closed at 1.3 times the scheduled stall speed. Maintain zero yaw with rudder and/or rudder trim and wings level with ailerons.

Without trimming further, pull back to achieve a speed reduction of about 1 kt per second until the stall warning occurs.

Recover no later than the scheduled stall warning speed -4 kts.

Repeat checks as necessary to confirm results (note one check in each configuration is normally sufficient, however extra boxes in which to record data are provided should repeats be necessary).

Refer to the Dassault structural inspection instructions should a stall occur.

Check and record the following :

Aircraft start weight	
Fuel gone	
Aircraft weight for stalling	

17.1 Flaps Up

Gear UP
Flaps 0

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS

Confirm Autoslat operates near stall warning SAT/UNSAT

Limits: Stall warning ± 4 kts

17.2 Flaps 20

Gear UP
Flaps 20

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS

Limits: Stall warning ± 4 kts

17.3 Landing Flap and Gear Warning Check

Flaps 20
Throttles Idle
Speed 140 KIAS
Flaps Select 40
Observe gear warning
SAT/UNSAT

Gear Select down

Gear DOWN
Flaps 40

1.3 V_S				KIAS Scheduled
V shake				KIAS Scheduled
V stall				KIAS Scheduled
El trim at 1.3 V_S				
P2 ASI at 1.3 V_S				KIAS
V shake				P1 KIAS

Limits: Stall warning ± 4 kts

18. FLAP AND GEAR TIMINGS

FL100 or below

Airspeed	180 KIAS
Gear	Select Down

Time to three greens

(max: 12 sec, reds out about 2 sec later)

Airspeed	150 KIAS
Flap	Select 40

Time to full travel

(approx 22 secs)

Flap	Select 0

Time to fully up and slat light out

(approx 25 secs)

Airspeed	180 KIAS
Gear	Select UP

Time to transit light out

(lims: max 10 sec)

19. CABIN DUMP AND EMERGENCY PRESSURISATION

Cabin differential pressure	Less than 1 psi
DUMP pushbutton	Press
Confirm cabin pressure is dumped	SAT/UNSAT
COND'G EMER switch	Activate
Confirm hot air through conditioning system	SAT/UNSAT
COND'G EMER switch	De-Activate
DUMP pushbutton	Release

20. LANDING

Carry out normal landing using full reverse thrust (if fitted).

Record any unusual characteristics.

21. AFTER LANDING - BEFORE SHUTDOWN

Check Bus Tie as follows with both engines running.

Bus Tie	FLIGHT NORM	
Flaps	10°	
GEN 1	ON	
APU GEN	OFF	
BAT	ON	
GEN 2	OFF	
	Confirm BUS B systems shed (RH Cockpit Reading Light is on BUS B)	SAT/UNSAT
Bus Tie	TIED	
	Confirm BUS B systems restored	SAT/UNSAT
Bus Tie	FLIGHT NORM	
GEN 2	ON	
	Confirm BUS B systems restored	SAT/UNSAT
GEN 1	OFF	
	Confirm BUS A systems remain supplied (LH Cockpit Reading Light is on BUS A)	SAT/UNSAT
Flaps	0	
	Confirm BUS A system powered by battery	SAT/UNSAT
	Confirm ESS systems supplied (APU switches are on the ESS BUS)	SAT/UNSAT

Restore electrics as required

Normal shutdown

22. PLACARDS

Check presence and legibility of all placards, instrument and control markings.

SAT/UNSAT