

# AFTER LANDING – PARKING – SECURING THE A/C

Common LR



LR - Version 03b

PF

PNF

1.a. AFTER LANDING

Depending on the taxi position :

ANNOUNCE....."LANDING LIGHTS"

LAND LIGHTS.....OFF

GRND SPLRS.....DISARM

STROBE.....AUTO

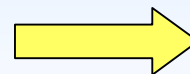


Signal for PNF actions





➤ Observe the ECAM MEMO :

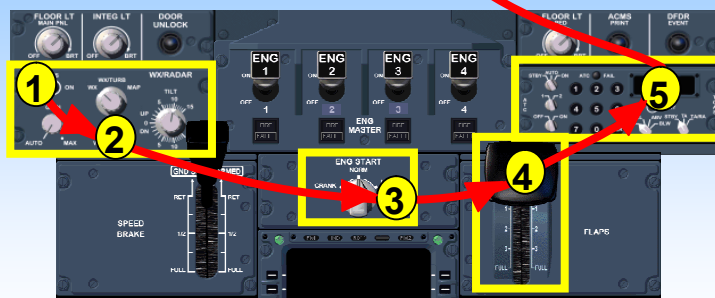
SEAT BELTS  
NO SMOKING  
GND SPLRS ARMED



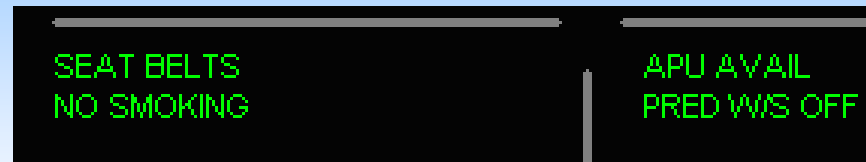
SEAT BELTS  
NO SMOKING

1.b. AFTER LANDING

- 1- RADAR.....OFF/STBY
- 2- PREDICTIVE WINDSHEAR.....OFF
- 3- ENG START SEL.....NORM
- 4- FLAPS.....RETRACT 
- 5- { TCAS MODE SEL.....STBY  
ATC.....AS RQRD 
- 6- APU.....START
- 7- ANTI ICE.....AS RQRD



➤ Observe the ECAM MEMO :



PF

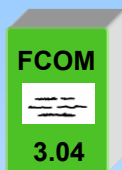
PNF

1.c. AFTER LANDING

BRAKE TEMP.....CHECK

*AFTER LDG C/L*

➤ Brake temperature Limitations :



➤ Use of brake fans :



PF

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2.a. PARKING

PARKING BRK ACCU PRESS.....CHECK

PARKING BRK.....ON 

ENG MASTER (all).....OFF 

GROUND CONTACT.....ESTABLISH

BEACON .....OFF

SEAT BELTS.....OFF

ANTI - ICE.....OFF

APU BLEED.....ON 

SLIDE DISARMED.....CHECK

ELAPSED TIME.....STOP

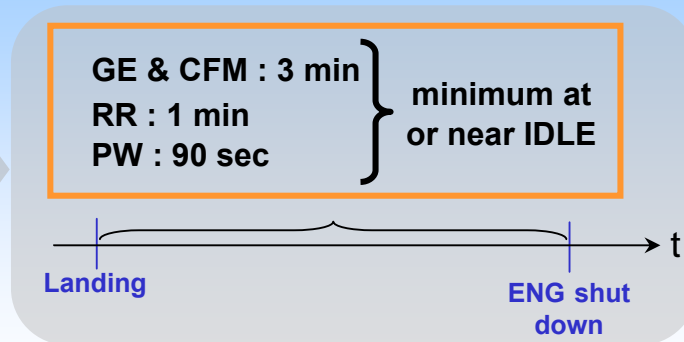
FUEL PUMPS.....OFF

ATC.....STBY

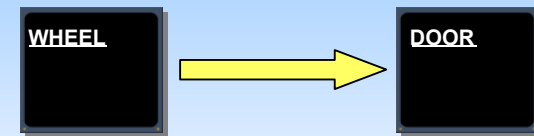
IRS PERFORMANCE.....CHECK 

STATUS.....CHECK 

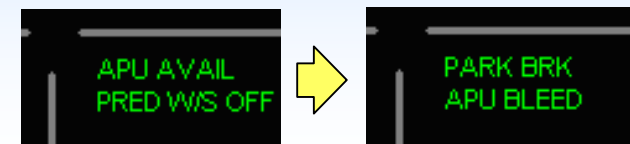
➤ To stabilize engine hot section temperature :



➤ ECAM SD auto - switching (when last Engine is shut down)



➤ Observe the ECAM MEMO :



PF

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2.b. PARKING

PARKING BRK.....AS RQRD

BRAKE FAN.....OFF

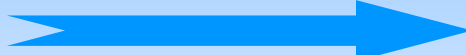
Dus.....DIM

Dus.....DIM

*PARKING C/L*

REPORT SEVERE ICING CONDITIONS

If one brake temperature > 300°C  
(or >150°C with brake fans ON)



Release parking brakes  
after chocks are in place


If operational conditions  
permits (no slippery tarmac).

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### 3. SECURING THE AIRCRAFT

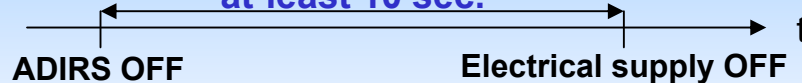
PARKING BRK.....CHECK ON  
 ADIRS (1+2+3).....OFF

OXY CREW SUPPLY.....OFF  
 EXTERIOR LIGHTS.....OFF  
 MAINT BUS switch.....AS RQRD   
 APU BLEED.....OFF  
 EXT PWR.....AS RQRD  
 APU MASTER SW.....OFF  
 EMER EXIT LIGHT.....OFF  
 NO SMOKING.....OFF  
 BAT 1 + 2 + APU.....OFF

### SECURING THE AIRCRAFT C/L

➤ To ensure the ADIRS memorize the last data:

at least 10 sec.



➤ Observe the ECAM MEMO :



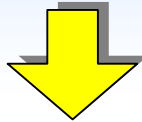
➤ To prevent smoke entering the cabin during next start :

2 min





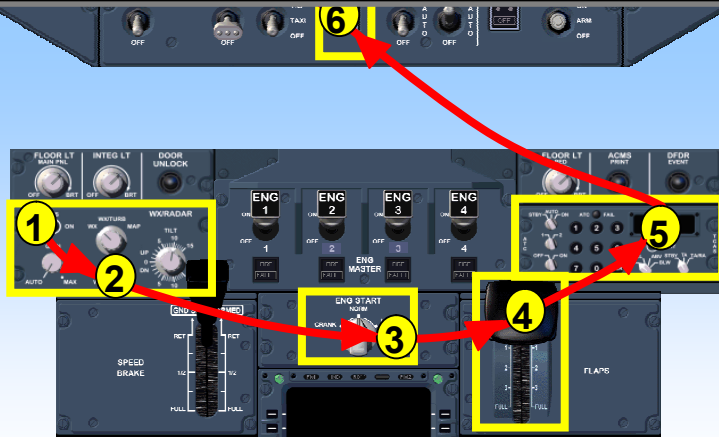
1.b. AFTER LANDING

Icing conditions  
Slush or snow on the runway

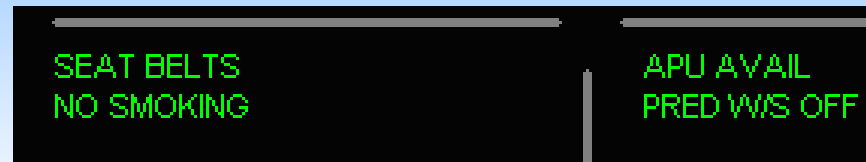


Wait until engine shutdown and ground confirmation that flaps & slats are cleared of obstructing ice

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- 3- ENG START SEL.....NORM
- 4- FLAPS.....RETRACT 
- 5- { TCAS MODE SEL.....STBY  
ATC.....AS RQRD 
- 6- APU.....START
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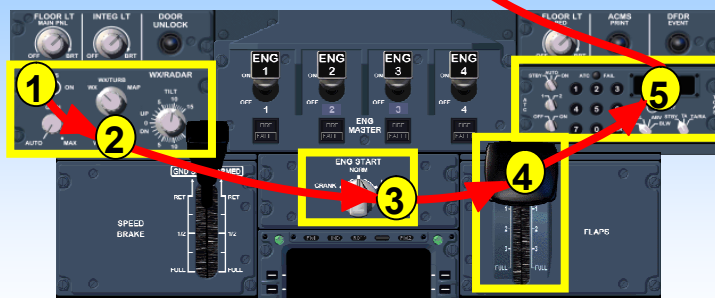




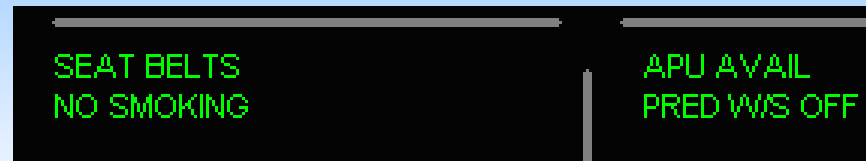
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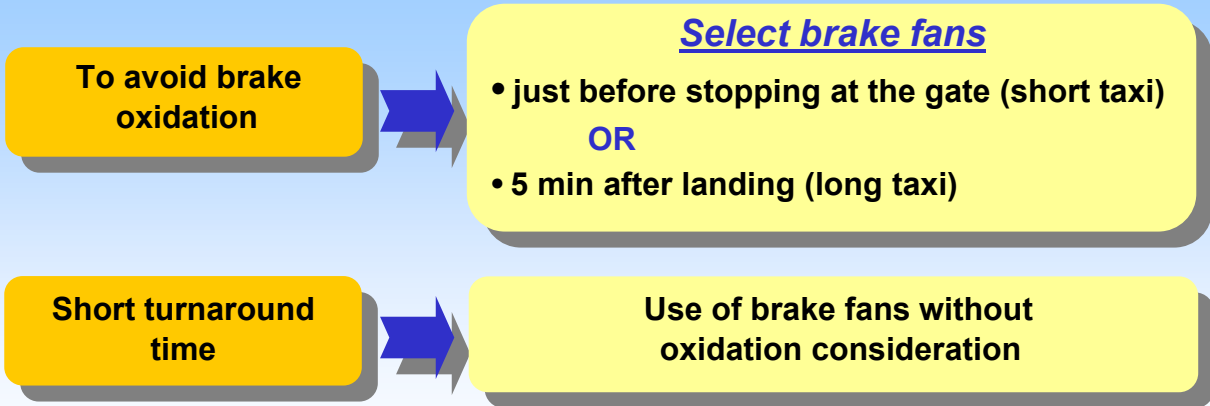
Depending on local regulations, ATC transponder may be operated in mode S



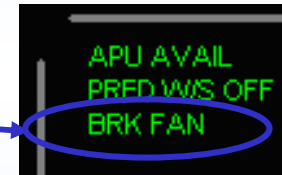
➤ Observe the ECAM MEMO :



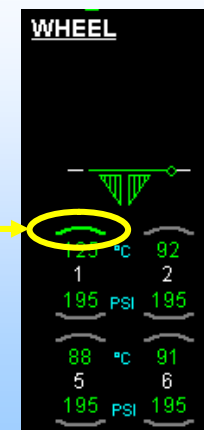
# USE OF BRAKE FANS



➤ Observe the ECAM memo if the brake fans are selected



➤ Select brake fans as soon as a green arc appears (temperature > 100°C)



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2.a. PARKING

PARKING BRK ACCU PRESS.....CHECK

PARKING BRK.....ON 

ENG MASTER (all).....OFF 

GROUND CONTACT.....ESTABLISH

BEACON .....OFF

Above 500 °C, parking brake application should be avoided, unless operationally necessary.

SEAT BELTS.....OFF

ANTI - ICE.....OFF

APU BLEED.....ON 

SLIDE DISARMED.....CHECK

ELAPSED TIME.....STOP

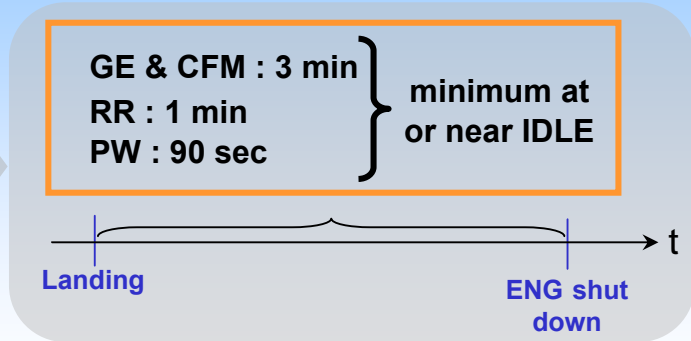
FUEL PUMPS.....OFF

ATC.....STBY

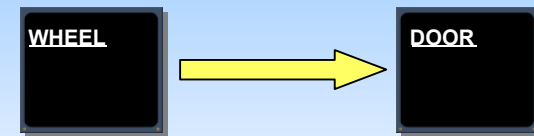
IRS PERFORMANCE.....CHECK 

STATUS.....CHECK 

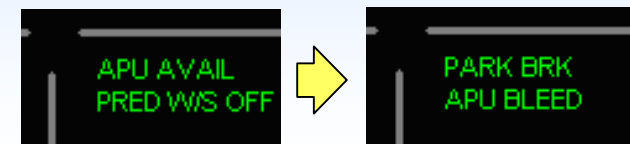
➤ To stabilize engine hot section temperature :



➤ ECAM SD auto - switching (when last Engine is shut down)



➤ Observe the ECAM MEMO :



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2.a. PARKING

PARKING BRK ACCU PRESS.....CHECK

PARKING BRK.....ON 

ENG MASTER (all).....OFF 

GROUND CONTACT.....ESTABLISH

BEACON .....OFF

Switch ON the APU BLEED as later as possible to avoid ingestion of exhaust gases from the engines.

SEAT BELTS.....OFF

ANTI - ICE.....OFF

APU BLEED.....ON 

SLIDE DISARMED.....CHECK

ELAPSED TIME.....STOP

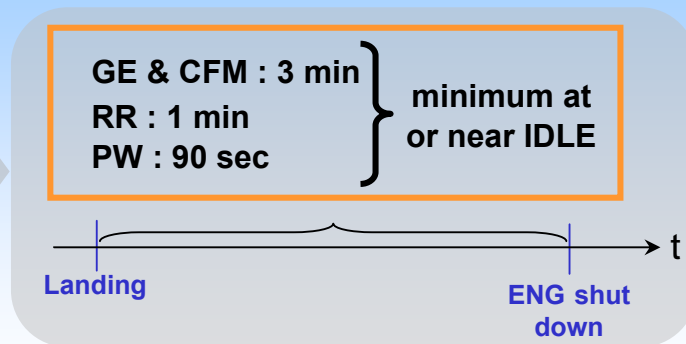
FUEL PUMPS.....OFF

ATC.....STBY

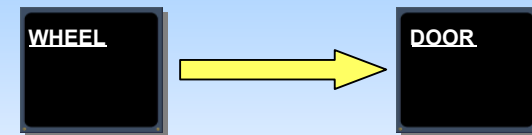
IRS PERFORMANCE.....CHECK 

STATUS.....CHECK 

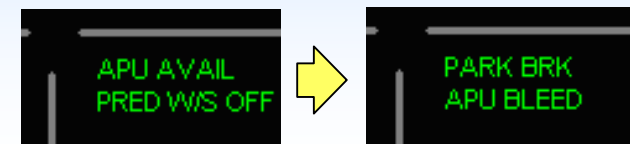
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2.a. PARKING

PARKING BRK ACCU PRESS.....CHECK

PARKING BRK.....ON 

ENG MASTER (all).....OFF 

GROUND CONTACT.....ESTABLISH

BEACON .....OFF

SEAT BELTS.....OFF

ANTI - ICE.....OFF

APU BLEED.....ON 

SLIDE DISARMED.....CHECK

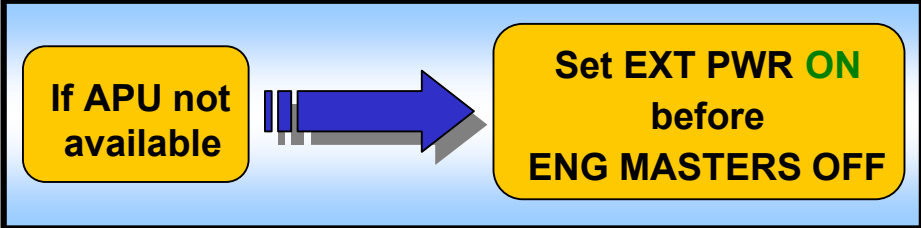
ELAPSED TIME.....STOP

FUEL PUMPS.....OFF

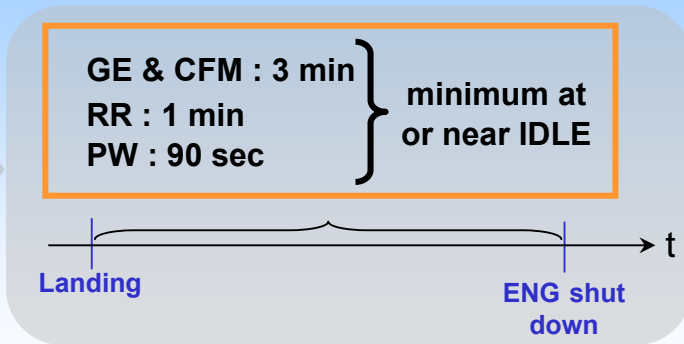
ATC.....STBY

IRS PERFORMANCE.....CHECK 

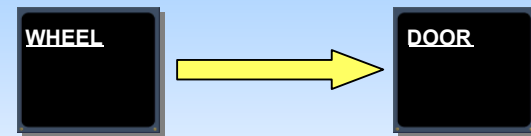
STATUS.....CHECK 



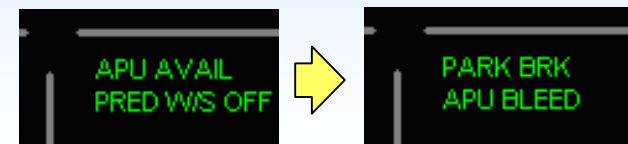
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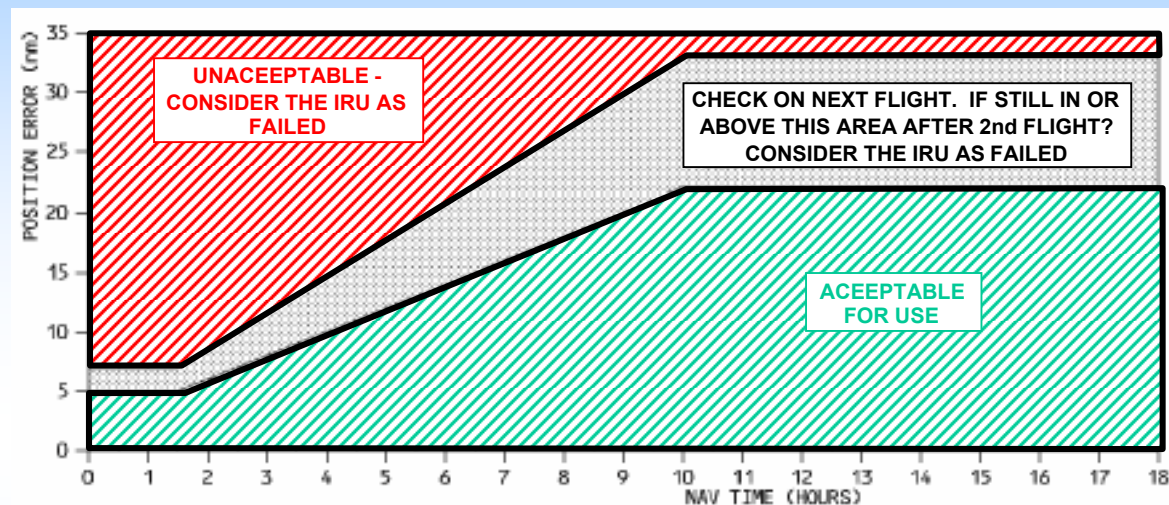


## IRS PERFORMANCE



➤ Drift check: → POSITION MONITOR page

Check that the drift is in the acceptable margins defined in Fcom 3.03.25



➤ Residual ground speed check:

**Ground Speed  $\geq$  15 kts  
&  
Excessive deviation occurred  
after 2 consecutive flights**

**OR**

**Ground Speed  $\geq$  21 kts**

**Consider IR as failed**

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2.a. PARKING

PARKING BRK ACCU PRESS.....CHECK

PARKING BRK.....ON 

ENG MASTER (all).....OFF 

GROUND CONTACT.....ESTABLISH

BEACON .....OFF

SEAT BELTS.....OFF

ANTI - ICE.....OFF

APU BLEED.....ON 

SLIDE DISARMED.....CHECK

ELAPSED TIME.....STOP

FUEL PUMPS.....OFF

ATC.....STBY

IRS PERFORMANCE.....CHECK 

STATUS.....CHECK 

**If maintenance status messages are displayed:**

- ***At transit : disregard.***
- ***At main base or airport with repairs available: report for maintenance analysis.***

PF

PNF

### 3. SECURING THE AIRCRAFT

PARKING BRK.....CHECK ON

ADIRS (1+2+3).....OFF

OXY CREW SUPPLY.....OFF

EXTERIOR LIGHTS.....OFF

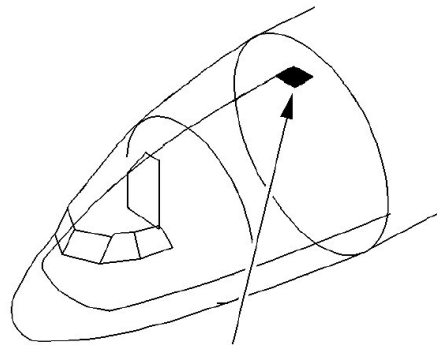
MAINT BUS switch.....AS RQRD



Electrical power required for crew or servicing personnel



Consider setting MAINT BUS switch to ON prior setting aircraft power to off.



MAINT BUS SWITCH

