iniBuilds

FOKKER F27 FRIENDSHIP MANUAL

Microsoft Flight Simulator

Preface

FOR SIMULATION USE ONLY - DESIGNED FOR SINGLE-PILOT OPERATIONS

This guide is designed to help provide a straightforward set of instructions to aid in operating the Fokker F27. It has been produced using multiple real-world F27 Operator manuals from various dates, with modifications to various procedures to make them more manageable in-game.

PHOTOSENSITIVE SEIZURE WARNING

A very small percentage of people may experience a seizure when exposed to certain visual images, including flashing lights or patterns that may appear in video games. Even people who have no history of seizures or epilepsy may have an undiagnosed condition that can cause these “photosensitive epileptic seizures” while playing video games.

Immediately stop playing and consult a doctor if you experience any symptoms.

These seizures may have a variety of symptoms, including light-headedness, altered vision, eye or face twitching, jerking, or shaking of arms or legs, disorientation, confusion, or momentary loss of awareness. Seizures may also cause loss of consciousness or convulsions that can lead to injury from falling down or striking nearby objects.

Parents should watch for or ask their children about the above symptoms. Children and teenagers are more likely than adults to experience these seizures.

You may reduce risk of photosensitive epileptic seizures by taking the following precautions:

- Play in a well-lit room.
- Do not play if you are drowsy or fatigued.

If you or any of your relatives have a history of seizures or epilepsy, consult a doctor before playing video games.

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Version 0.1 – February 24th, 2026

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About the Fokker F27

The Fokker F27 stands out as one of Europe's most successful early turboprop airliners, combining post-war innovation with practical reliability. Developed in the Netherlands during the 1950s, it was designed to replace aging piston-engine transports like the Douglas DC-3 with a faster, quieter, and more comfortable aircraft. Its defining features included a pressurized cabin, a high wing for excellent short-field performance, and the dependable Rolls-Royce Dart turboprop engines, which significantly reduced vibration and noise for passengers. The prototype first flew on 24 November 1955, and the type entered commercial service in 1958, quickly proving its value to regional airlines across the world.

Production of the F27 spanned more than three decades, with 586 aircraft built by Fokker and additional units produced under license by Fairchild in the United States, which also developed its own stretched variant, the FH-227. The aircraft evolved into numerous versions tailored for passenger service, cargo operations, and military roles, including troop transport and maritime patrol. Its versatility, rugged construction, and efficient performance made it a favourite among operators on nearly every continent, and it remained in widespread use well into the late 20th century.

Beyond its commercial success, the F27 represented a major technological step for European aviation. Its construction techniques, advanced for the era, reduced weight while maintaining strength, and its pressurized cabin improved comfort on regional routes. The aircraft's legacy continued through its successor, the Fokker 50, but the F27 itself remains an icon of durable, practical design. Many examples still fly today in specialized roles, a testament to the aircraft's longevity and engineering quality

Aircraft Selection and Liveries

To begin flying the Fokker F27, open the Aircraft Selection menu. On the Main Menu, choose FREE FLIGHT, then click the AIRCRAFT SELECTION.

You can either scroll through the list until you find the Fokker F27 or type "F27" into the search bar for quick access.

After selecting the aircraft, press Configure to browse and choose from the different available liveries.

Cockpit Interaction

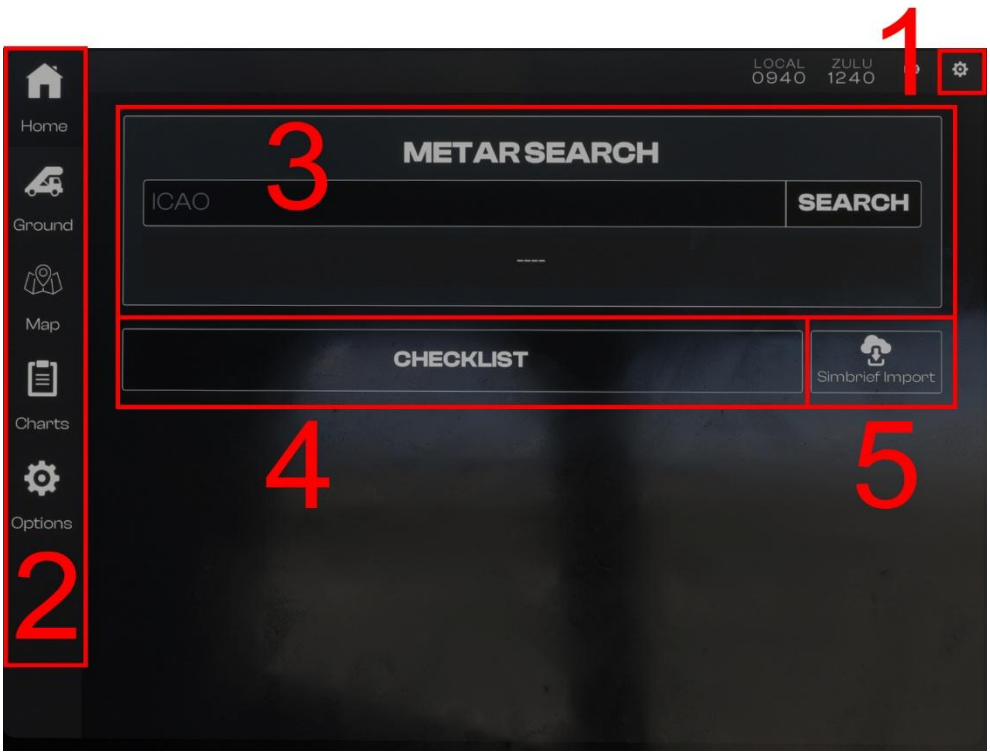
Some switches, levers and knobs within the cockpit have interaction where you can push, pull, or scroll them for certain functions.

On a PC, left click the knob and push the mouse for "push" interaction and pull the mouse for "pull" interaction whilst holding the mouse button down. Some functions also may have middle-mouse button "scroll" or right-mouse click "set" functions.

On the Xbox, press A to interact with the knob and use A to "push", X to "pull", Right Stick to "scroll" and B to finish the interaction.

Electronic Flight Bag (EFB)

There is an Electronic Flight Bag (EFB) located on the left-side console.



Home

1. Settings button: opens the brightness slider and power off button. Tap anywhere in the screen to turn the EFB on
2. EFB Navigation bar
3. Real time Metar search
4. Checklist access
5. Simbrief plan import

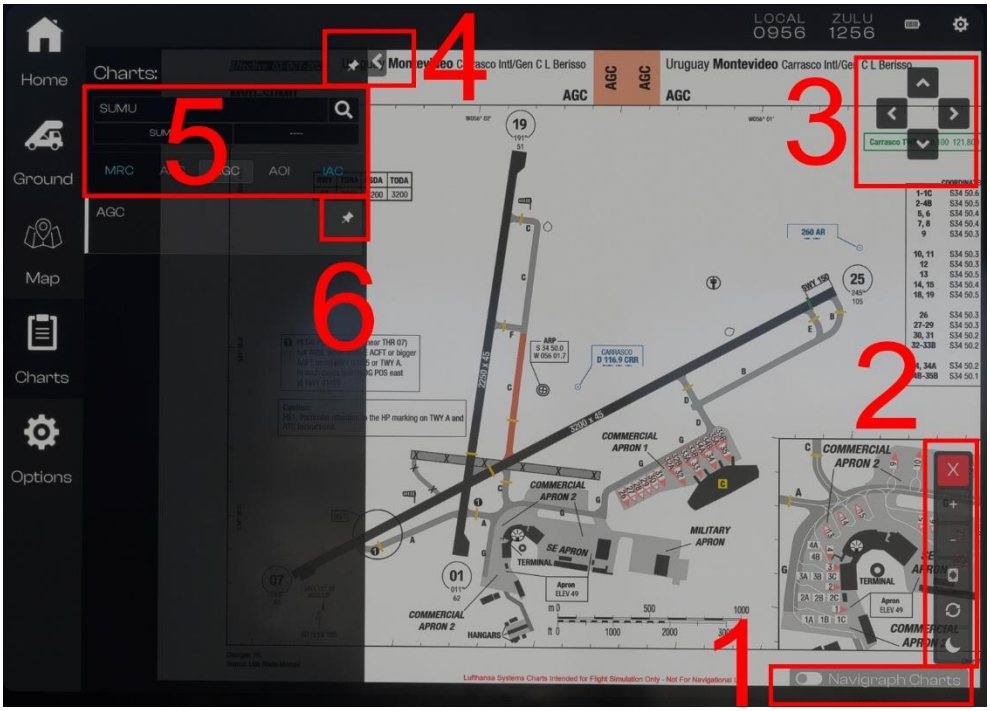
Ground

1. Door control buttons
2. Door control buttons
3. Cabin light slider
4. Ground equipment and close all doors buttons
5. Cover and chocks removal

Map

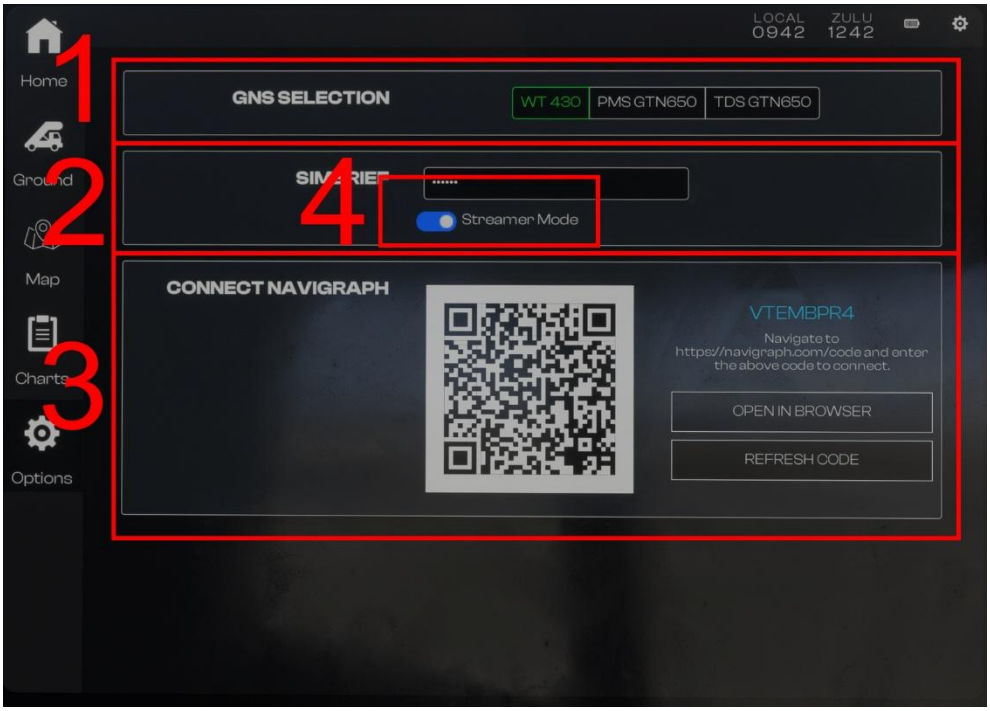
Scroll the map by left clicking and holding as you displace your mouse.

1. Zoom buttons and re-centre button
2. Toggle between default map and Navigraph map



Charts

1. Toggle between default and Navigraph Charts
2. Other controls: Zoom, Zoom to Fit, Rotate, Day/Night toggle
3. Scroll chart. Note: you can also click and drag to scroll using your mouse
4. Pinned charts and menu hide
    - Pin: opens the pinned chart page where the pinned charts are displayed
    - Hide/display chart menu
5. Airport search box
6. Pin chart. Pin symbol turns yellow if the chart is pinned



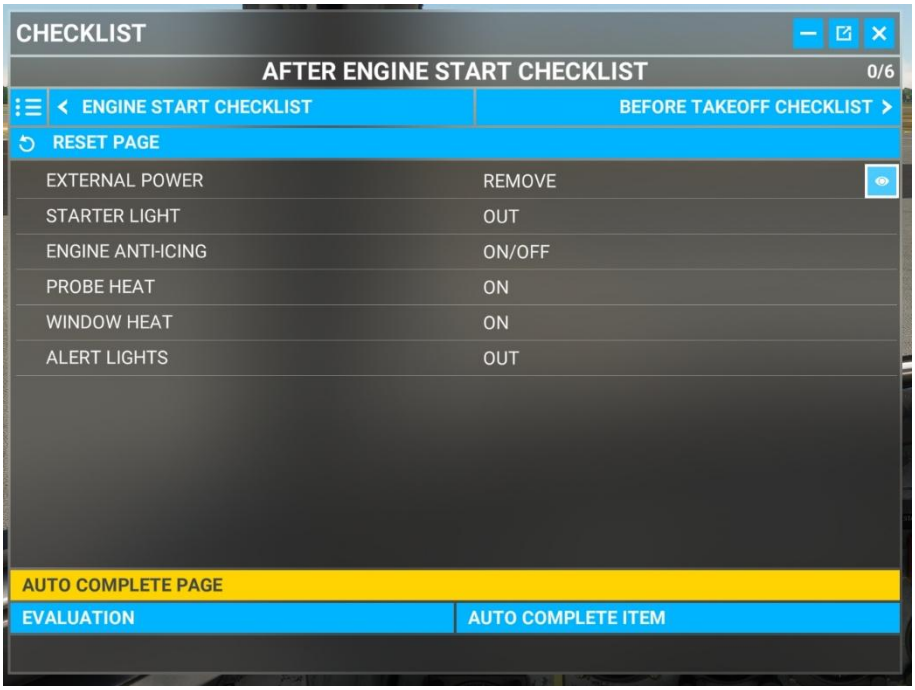
Options

1. GNSS Selector
2. SimBrief user ID
3. Streamer Mode: hide SimBrief user ID
4. Connect Navigraph, required to display Navigraph charts. Note: a Navigraph subscription is required

Checklists (Microsoft Flight Simulator)

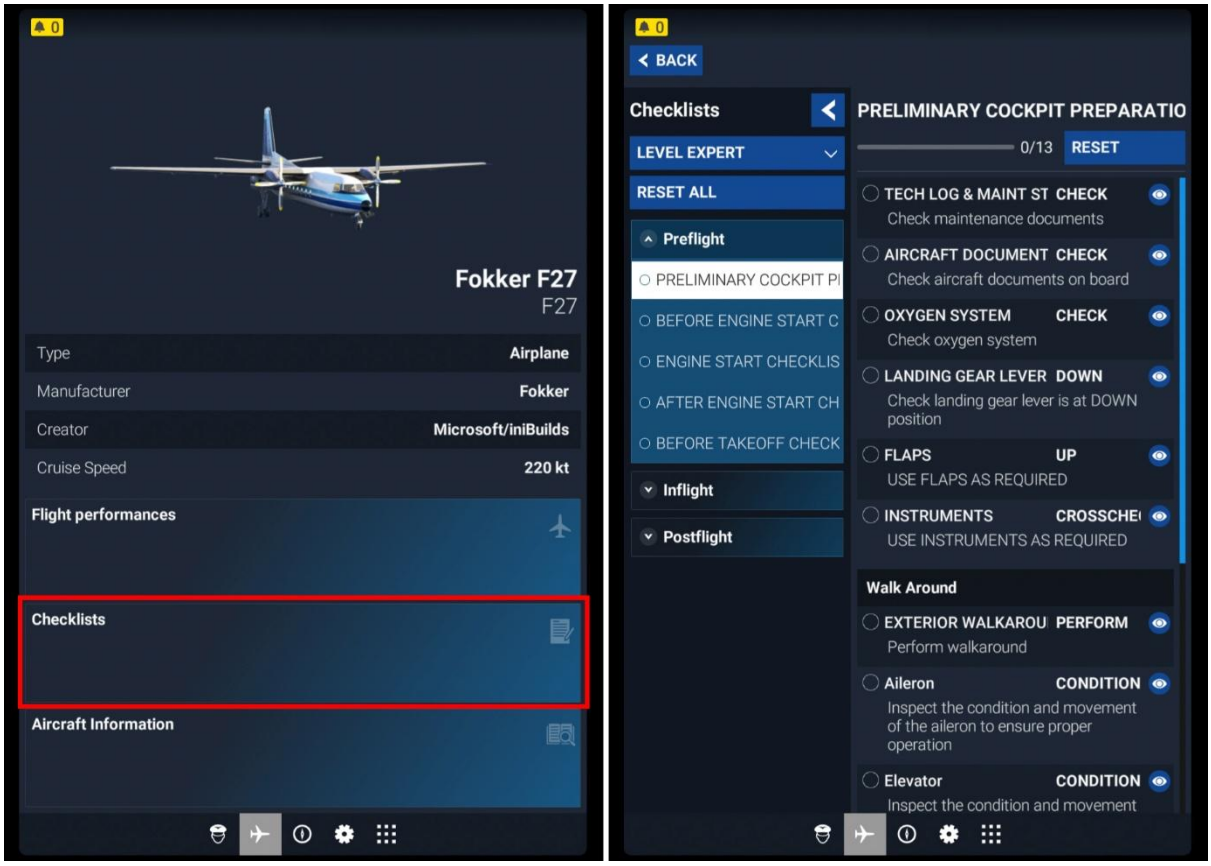
Checklists can be found in the default Checklist window, which is accessible either by selecting the Toolbar icon or using the designated key command.

Clicking the blue eye icon to the right of the checklist item will move your viewpoint to the location of the item. AUTO COMPLETE can be used to automatically action the selected line.



Checklists (Microsoft Flight Simulator 2024)

Checklists can be found in the default Electronic Flight Bag (EFB), which is accessible either by selecting the Toolbar icon or using the designated key command.



Clicking the blue item to the right of an entry moves the camera to its location and highlights it for easy identification.

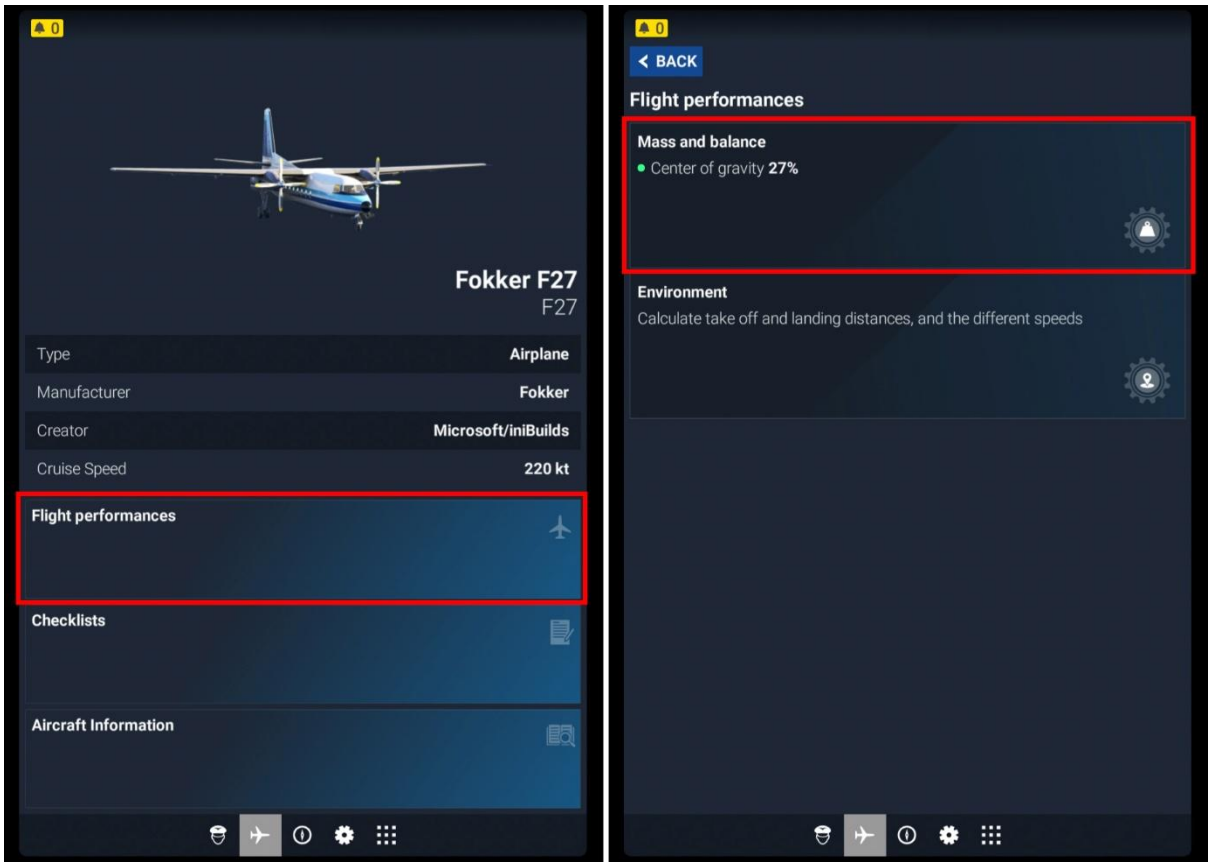
Mass and Balance (Microsoft Flight Simulator 2024)

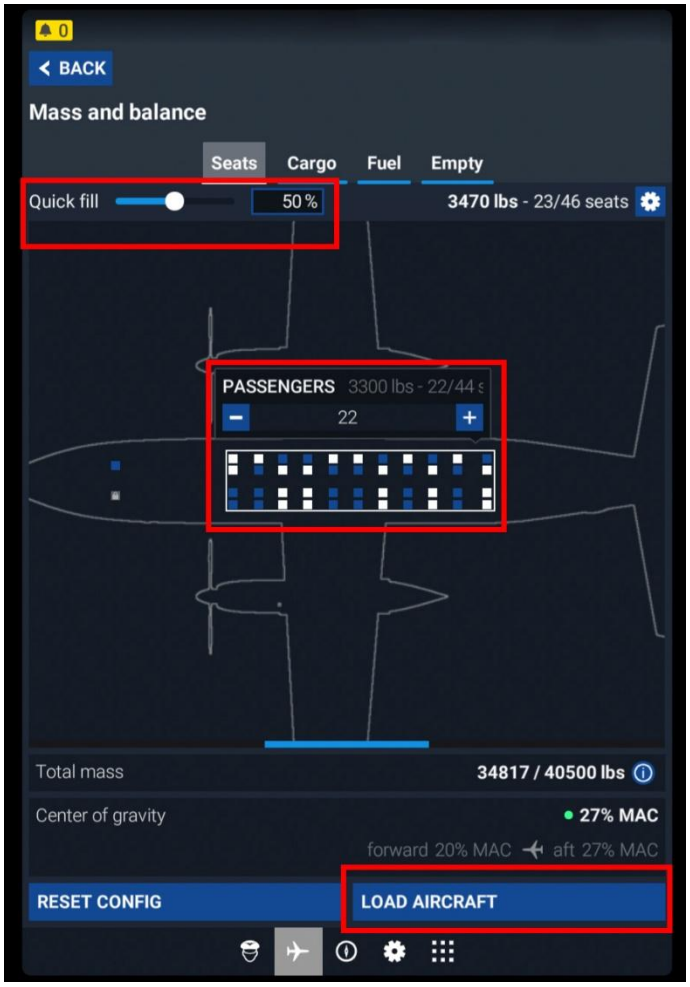
Passengers can be loaded in the aircraft by using the Mass and balance tab in the Electronic Flight Bag, accessible in the Flight performances section.

There are two ways to add passengers to the aircraft once the Seats tab is open:

- Using the Quick fill slider at the top.
- Select the passenger zone in the aircraft outline and then enter the desired number of passengers.

Click "Load Aircraft" once the passenger count has been entered.




0
BACK
Mass and balance
Seats
Cargo
Fuel
Empty
Quick fill
50 %
3470 lbs - 23/46 seats
PASSENGERS 3300 lbs - 22/44 s
22
Total mass
34817 / 40500 lbs
Center of gravity
27% MAC
forward 20% MAC
aft 27% MAC
RESET CONFIG
LOAD AIRCRAFT


EXIT

Fokker F27 Specifications

Cruise Speed: 250 KTAS at 15,000 ft
Service Ceiling: 27,800 ft
Maximum Take Off Weight: 40,500 lb (18,370 kg)
Maximum Landing Weight: 34,000 lb (15,422 kg)
Fuel Capacity: 24,701 lb (5,942 kg)
Maximum Range: 925 NM (1,713 km)
Engines: Rolls Royce Dart 6 MK514-7
Length: 23.6 m (77 ft 5 in)
Wingspan: 29.0 m (95 ft 1.7 in)

Cockpit Layout

1. Overhead panel
2. Main instrument panel
3. Pedestal
4. Left hand side panel
5. Right hand side panel

Other Controls

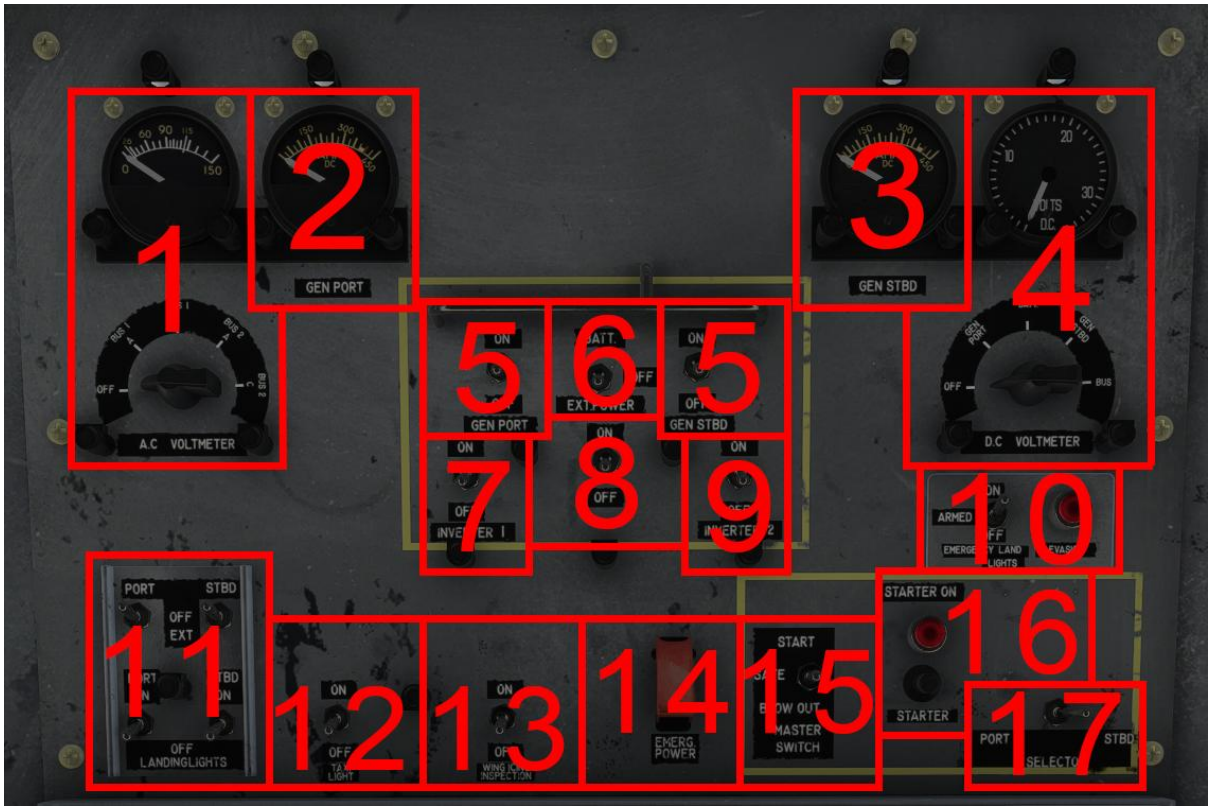
1. Electronic Flight Bag (EFB)
2. Control column hide/show clickspot

Passenger cabin door clickspot.

Main Instrument Panel

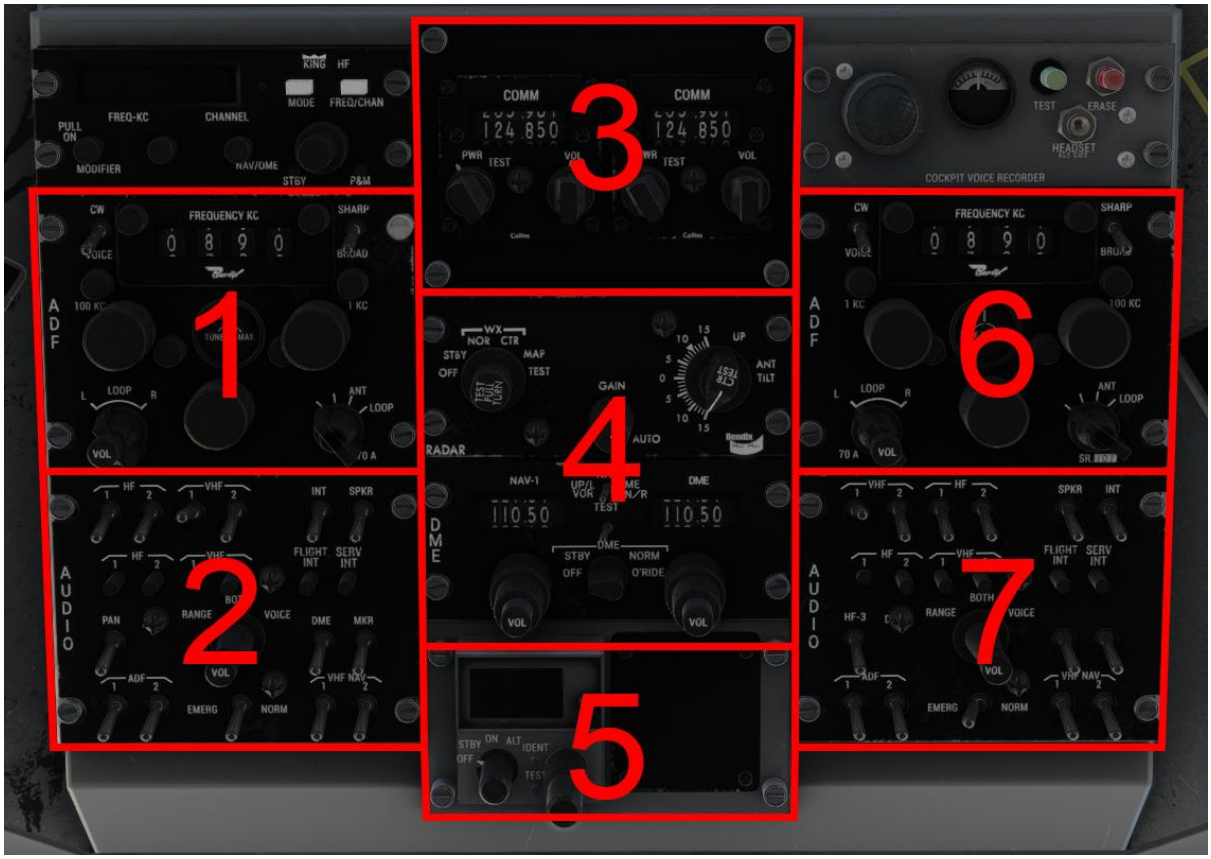
1. GNSS & NAV 1 radio
2. Cargo door open light and generator warning lights
3. Propeller lock unsafe warning lights
4. Propeller feathering buttons
5. Engine fire shutoff levers
6. Engine fire test switches
7. Gyro & autopilot warning lights
8. Standby AH fail warning light
9. Outer marker light
10. Clock
11. Brake pressure indicator
12. Pneumatic system pressure indicators
13. Turn coordinator
14. Primary flight instruments
15. OBS 1 (Linked to GNSS & NAV 1)
16. Standby AH
17. Weather radar
18. Engine instruments & warning lights
19. Landing gear lever & indicator
20. DME (Linked to overhead DME frequency)
21. Altitude preselector
22. AC power fail warning light
23. OBS 2 (Linked to NAV 2)
24. Radio altimeter
25. Flap position indicator
26. Centre wing tank fuel quantity indicators

Upper overhead panel



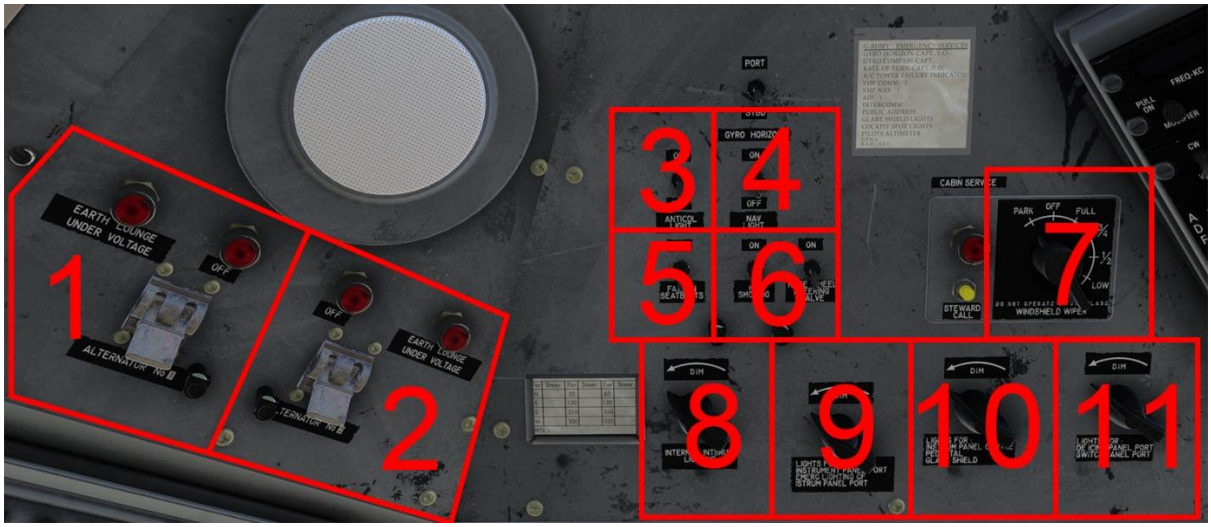
1. AC Voltmeter & selector
2. Left generator load
3. Right generator load
4. DC Voltmeter & selector
5. Generator switches
6. Battery switch
7. Inverter 1 switch
8. External power seitch
9. Inverter 2 switch
10. Emergency landing lights
11. Landing light extension & power switches
12. Taxi light switch
13. Wing light switch
14. Emergency power
15. Engine start master switch
16. Engine starter
17. Engine start selector

Lower overhead panel (Radio panel)



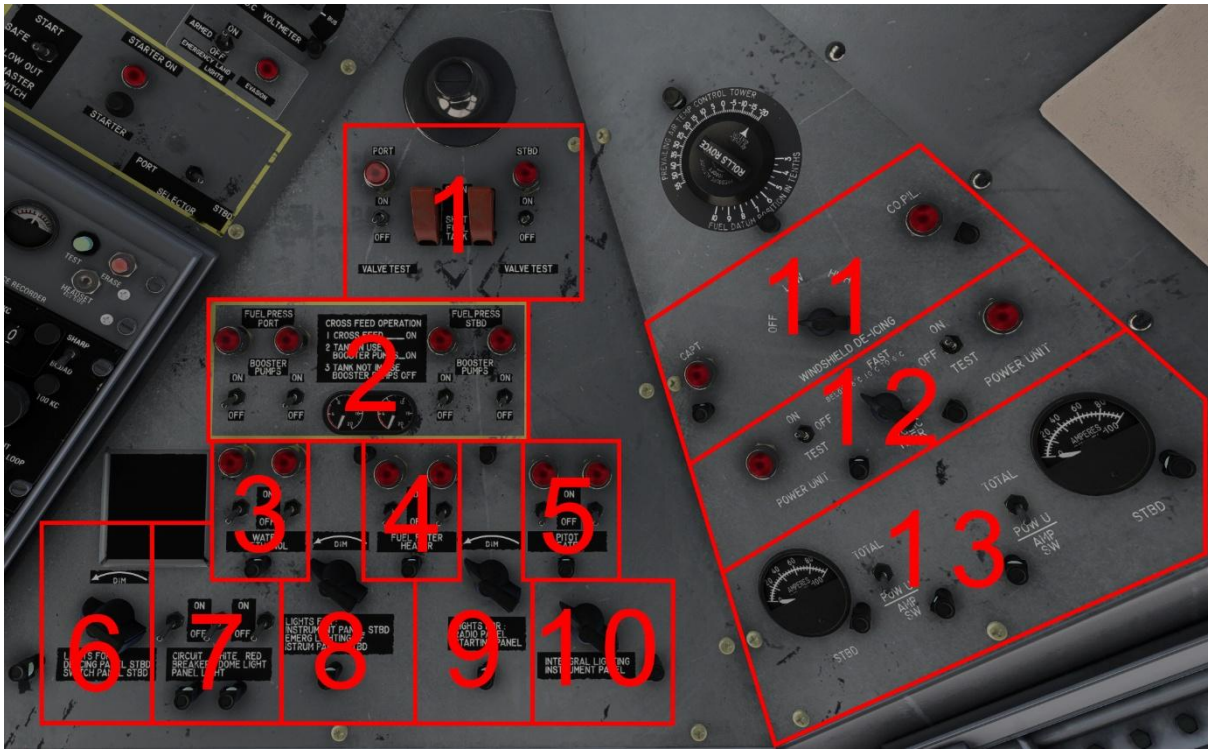
1. ADF 1
2. Captain's audio panel
3. COMM 1 & COMM 2
4. NAV 2 & DME
5. Transponder
6. ADF 2
7. First officer's audio panel

Left overhead panel



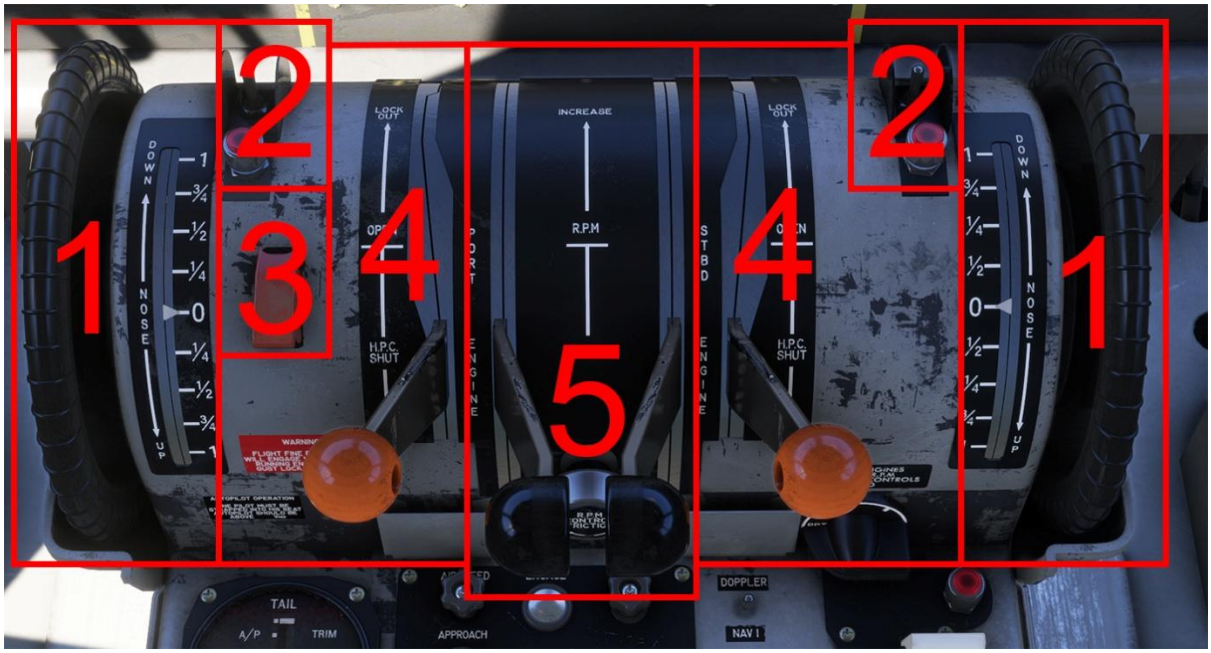
1. Left alternator & warning lights
2. Right alternator & warning lights
3. Anti-collision lights
4. Navigation lights
5. Fasten seatbelts signs
6. No smoking signs
7. Captain's wiper control
8. Captain's instruments integral lights
9. Captain's instrument and left overhead panel flood lights
10. Engine instrument and pedestal flood lights
11. Captain's side panel flood lights

Right overhead panel

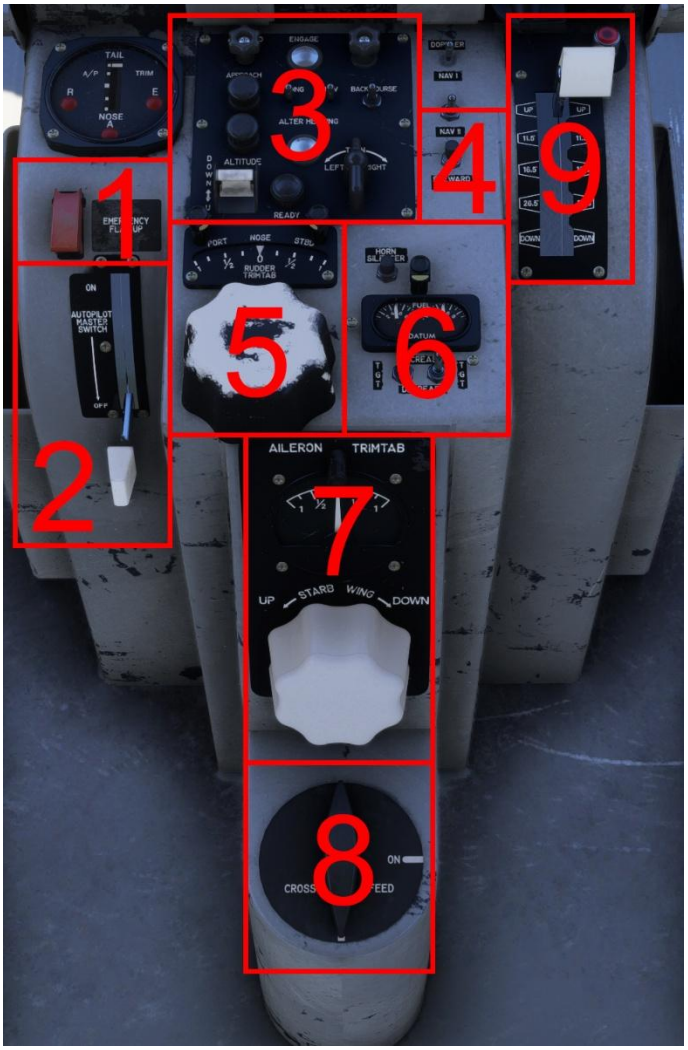


1. Engine fuel tank valve
2. Fuel booster pumps & fuel pressure indication
3. Water/methanol control
4. Fuel heater
5. Pitot heaters
6. Right overhead panel flood lights
7. White & red dome lights
8. First officer's panel flood lights
9. Upper & lower overhead flood lights
10. First officer's instrument integral lights
11. Windshield de-icing
12. Propeller boot de-icing control & speed selector
13. Pneumatic de-icing power source ammeter display

Pedestal

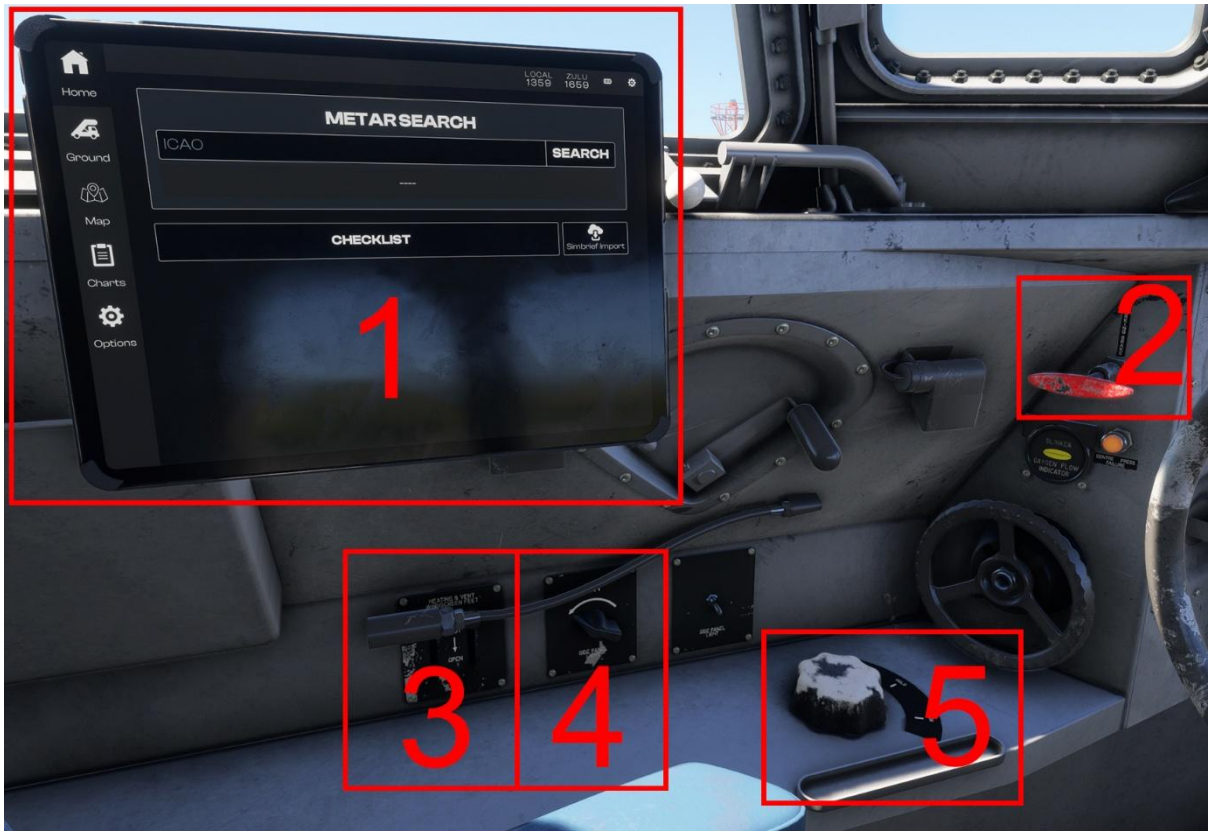


1. Pitch trim wheels & trim position indicators
2. Engine ignition switches (to be used for air-starts only, not required for normal ground engine start)
3. Propeller synchronisation switch
4. High pressure cock levers
5. Power levers



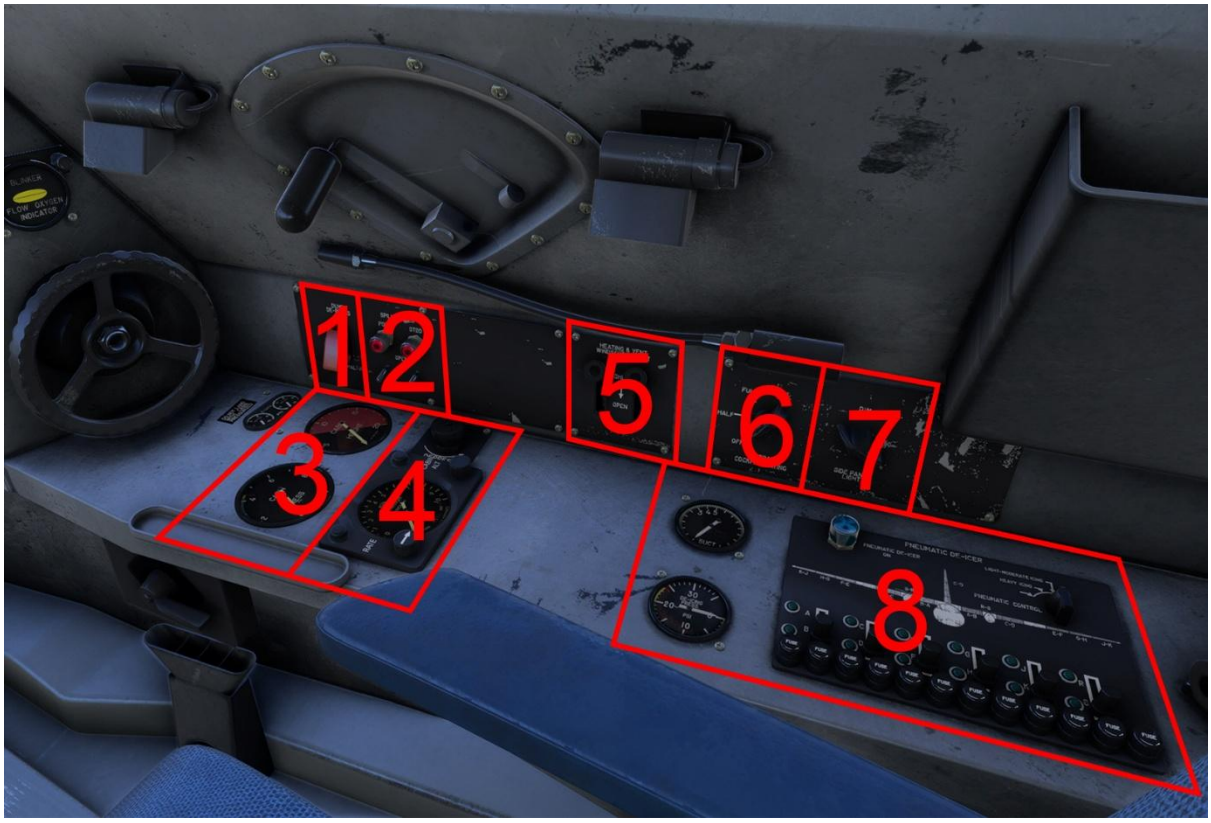
1. Emergency flap retraction switch
2. Autopilot master
3. Autopilot
4. Flight attendant call switch
5. Rudder trim & indicator
6. Fuel trim switches
7. Aileron trim & indicator
8. Fuel crossfeed selector
9. Flap lever

Left side panel



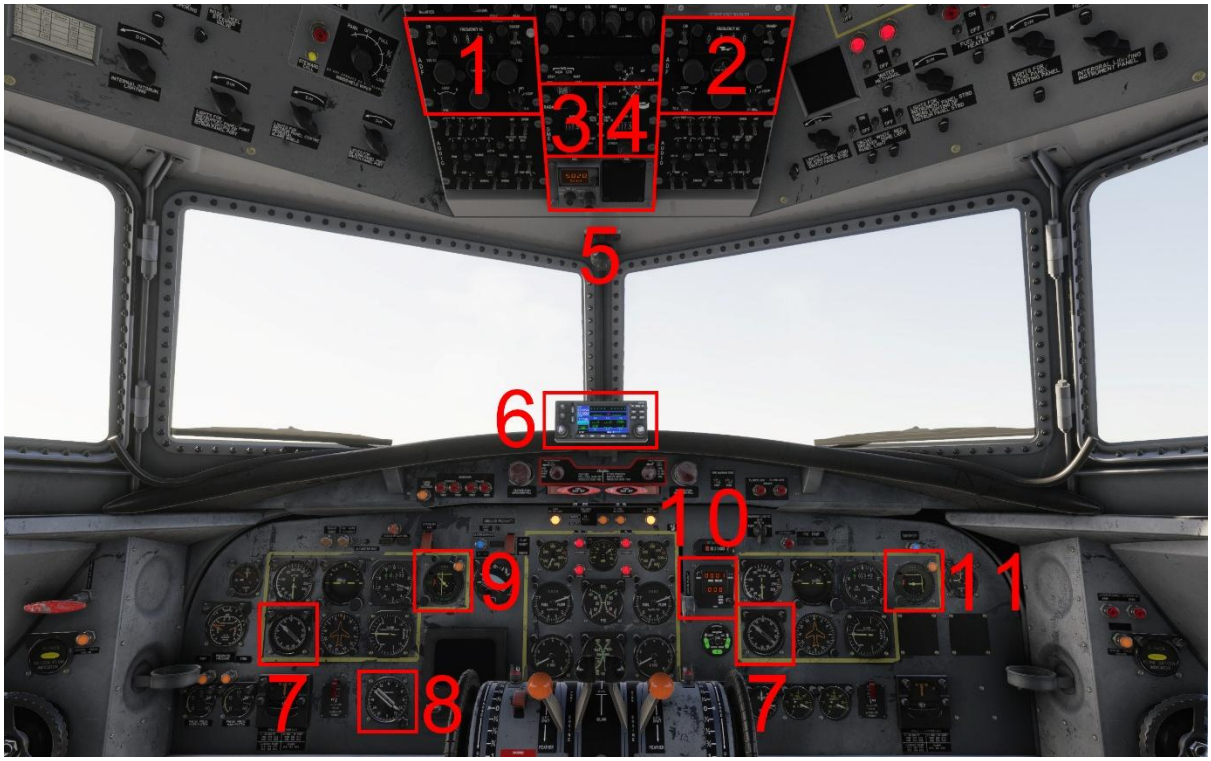
1. Electronic Flight Bag (EFB)
2. Parking brake handle
3. Windscreen & floor heat
4. Left side panel flood light
5. Emergency brake

Right side panel

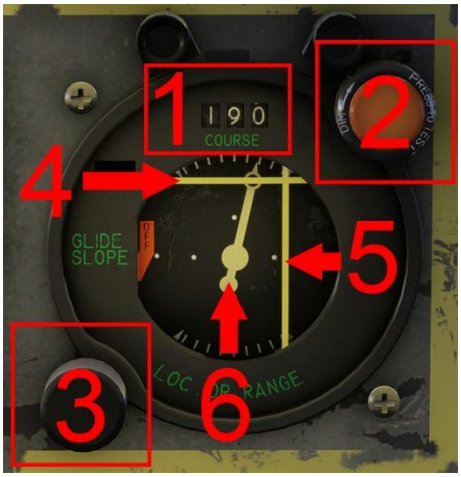


1. Cabin pressure dump switch
2. Blower spill valve switches
3. Cabin pressure & cabin altitude indicators
4. Cabin altitude selector
5. Windscreen & floor heat
6. Extra cockpit heating
7. Right side panel flood light
8. Wing & tail de-icing panel

Navigation



1. ADF 1 radio
2. ADF 2 radio
3. NAV 2 radio
4. DME radio
5. Transponder
6. GNSS & NAV 1 radio
7. Radio Magnetic Indicator (RMI)
8. ADF
9. OBS 1 (Linked to NAV 1 or GNSS guidance)
10. DME unit
11. OBS 2 (Linked to NAV 2



1. Selected course
2. Light illuminates to confirm valid guidance
3. Course selector
4. Glide slope deviation
5. Localizer / VOR radial / GPS deviation
6. VOR bearing indication
   - Bearing indication is limited to 45° from the nose or tail of the aircraft and is used to determine the **TO/FROM** indication
   - Needle pointer in the **upper** hemisphere: **TO** indication
   - Needle pointer in the **lower** hemisphere: **FROM** indication

1. Brightness knob
2. DME distance (in nautical miles)
3. Speed or time indication
4. Test button
5. Mode selector
   - KTS: DME speed
   - MIN: DME time to the station based on DME speed
   - OFF: DME unit off

Autopilot

The aircraft is equipped with a three-axis autopilot, with its control panel located in the pedestal.

Note: this autopilot is not fitted with an altitude preselector. The pilot must gradually reduce the pitch attitude as the desired altitude is reached and engage the altitude hold mode to level off. The altitude alerter will give aural indication in case of target altitude deviation but will not command a level off.

1. Autopilot master
2. Autopilot control panel
3. Altitude alerter
4. Autopilot heading mode knob
    - Note: only the Captain's heading knob controls the autopilot heading mode

1. Altitude hold
2. Heading hold mode
3. Nav 1 / GPS hold mode
4. Back course hold mode
5. ILS approach mode
6. Pitch attitude selector
    - Note: place cursor over the switch to see the selected pitch target in degrees.
7. Angle of bank limiter
    - Note: place cursor over the switch to see the value.

Engaging the autopilot

Engage the autopilot master by moving the lever to the up (ON) position.

The autopilot will now hold the wings level and maintain the current pitch angle until a lateral and vertical mode is engaged.

Engaging Heading Hold

Select the desired heading in the directional gyro using the heading knob.

Note: only the Captain's heading knob controls the autopilot heading mode.

Engage the HEADING mode.

Capturing and tracking a VOR Radial

Tune the desired VOR in the NAV 1 radio in the GPS.

The GPS unit must display VLOC.

If GPS is displayed, press the CDI button to change the guidance to VLOC.

Select the desired course in the Captain's OBS by using the lower left knob.

Engage the NAV mode.

Executing an ILS approach

Tune the desired ILS in the NAV 1 radio in the GPS.

The GPS unit must display VLOC.

If GPS is displayed, press the CDI button to change the guidance to VLOC.

Select the desired course in the Captain's OBS by using the lower left knob.

Engage the APPROACH mode.

Capturing and tracking the GPS Route

In your desired GPS unit, select GPS.

If VLOC is displayed, press the CDI button to change the guidance to GPS.

Engage the NAV mode.

The autopilot will now follow the GPS guidance.

Commencing a Climb/Descend

Set the target altitude in the altitude alerter for warning purposes.

Note: the autopilot does not have an altitude preselect function.

Disengage the Altitude hold mode if it was previously engaged.

Turn the pitch attitude selector to the desired target.

The target will be displayed as a tooltip and can be seen by placing your cursor over the selector.

Engaging Altitude Hold

Set the target altitude in the altitude alerter for warning purposes.

Note: the autopilot does not have an altitude preselect function.

Engage the altitude hold mode when the desired altitude has been reached.

Propeller Controls

The Fokker F27 is equipped with two, four-bladed constant speed propellers, capable of operating across a pitch range from 0 ° (ground fine pitch angle) to 87 ° (feather pitch angle). There is no reverse thrust range.

To prevent excessive aerodynamic drag, the system uses two mechanical pitch locks.

- Flight fine pitch stop: 20 °
- Flight safety pitch stop : 32 °

To understand the significance of these locks, it is important to know how a propeller blade responds to changes in aircraft speed and engine power. A constant speed propeller adjusts its blade angle to maintain a set RPM. The table below summarizes how blade angle varies relative to engine power and aircraft speed.

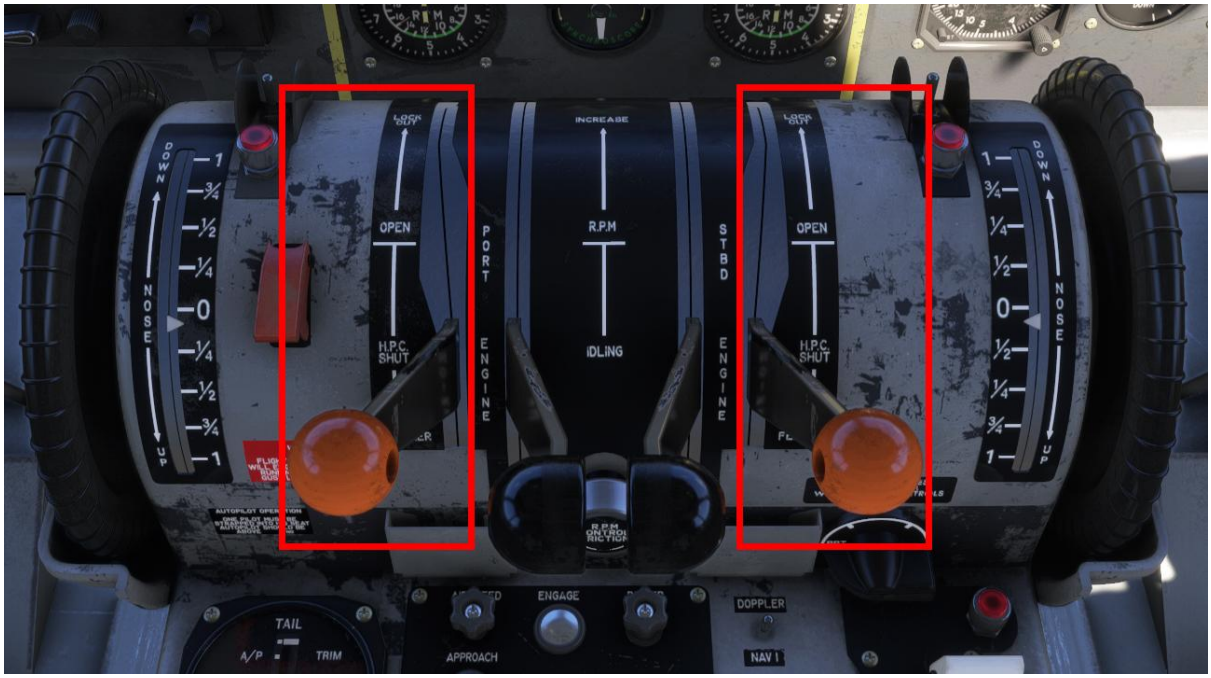
Engine power	Aircraft speed	Propeller blade reaction
Constant	Increasing	Blade angle increases
Constant	Decreasing	Blade angle decreases
Increasing	Constant	Blade angle increases
Decreasing	Constant	Blade angle decreases

Assume an engine fails. The table above shows that when engine power decreases, the propeller blade angle decreases to keep the RPM steady. This response is typical and correct for variable pitch propellers. However, as the blade angle lowers, aerodynamic drag rises; if nothing stops it, the blade could decrease all the way to 0 °, causing excessive drag, vibrations, and severe stress on the engine mounts. That is why pitch stops are fitted on the F27.

There are situations when the blade angle needs to reduce below the flight fine or safety pitch stops for proper acceleration or deceleration—such as during engine start, take-off, go-around, or landing.

These pitch stops are operated either automatically or manually by the two High Pressure Cock control levers found in the pedestal beside the power levers, or sometimes by the power levers themselves.

High Pressure Cock (HPC) control levers



The HPC levers have four positions:

- Lock-out
- Open
- Shut
- Feather

- **Lock-out:** The flight safety pitch stop of 32˚ is disengaged in situations demanding maximum acceleration, such as during take-off or approach if a go-around may be necessary. This adjustment allows the propeller blade pitch to decrease as needed for optimal acceleration, achieving the minimum blade pitch angle of 20˚ (flight fine pitch stop) and ensuring protection should there be a malfunction in the automatic removal of the flight safety pitch stop.

- **Open:** Fuel is supplied to the engine, and the flight safety pitch stop is set at 32˚. The system automatically removes the flight safety pitch stop if **both** propellers simultaneously reach the pitch stop, signifying that blade angle reduction is intentional rather than a result of a single engine failure.

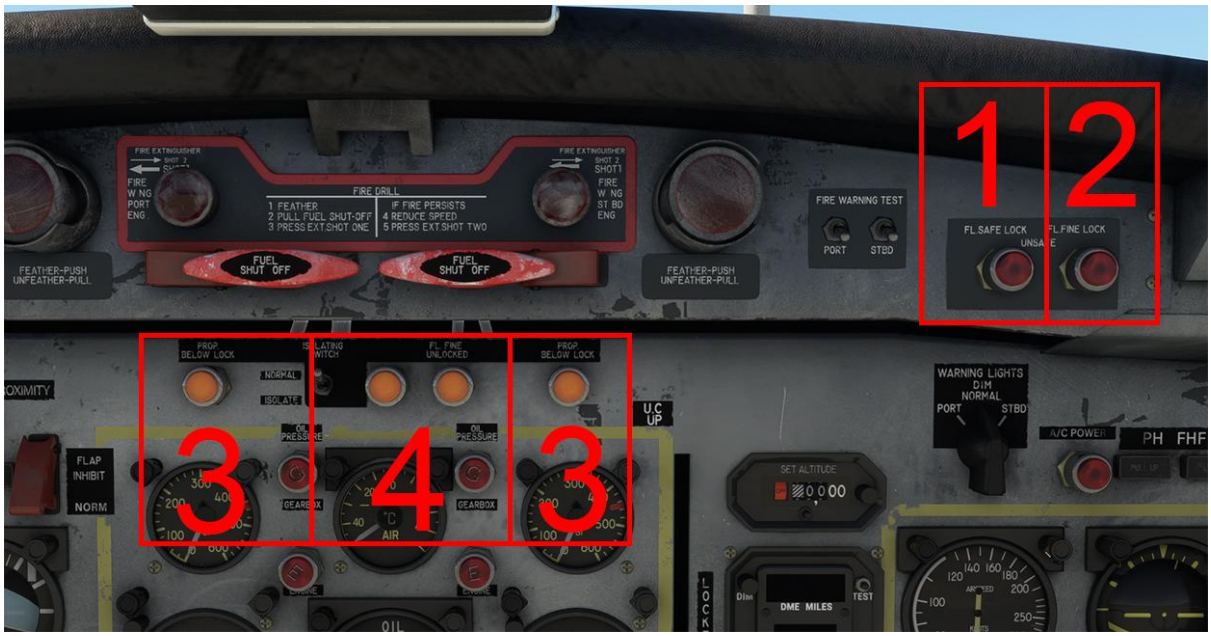
  This configuration ensures that the propeller blade pitch remains above the flight safety pitch stop in the event of an engine failure.

- **Shut:** Fuel is cutoff from the engine, shutting it down.

- **Feather:** Feathers the propeller.

Propeller indications

Lights located in the main panel indicate the state of the mechanical pitch locks and propeller blade angle.



1. Flight safety lock unsafe: Illuminates if the safe is abnormally removed due to a system failure.
2. Flight fine lock unsafe: illuminates if the safe is abnormally removed due to a system failure.
3. Propeller bellow lock: illuminates when the propeller blade angle enters the fine range (below 20°).
4. Flight fine lock unlocked: illuminates when the fine lock is removed by the pilot.

Airspeeds for normal operations

V1:	80-100 KIAS	V_{NE} (0 – 20,000 ft):	254 KIAS
V_R:	80-110 KIAS	V_{NE} (20,000 ft – 27,800):	234 KIAS
V2:	80-110 KIAS	V_A:	167 KIAS
Climb Speed:	140 KIAS	V_{LE}/V_{LO}:	168 KIAS
Approach Speed:	110 KIAS	V_{FE}:	144 KIAS
Target Threshold Speed:	80-100 KIAS	Max speed landing lights extended:	168 KIAS

Operating Procedures

The following section is intended to supplement the Simplified Procedures or in-simulator Checklist. General operating guidelines are provided along with speeds and power settings to be applied per flight phase.

Engine Start

The port engine is started first, followed by the starboard engine.

1. Select the port engine.
2. Starter master switch: START
3. Push and hold the STARTER button until the red light above illuminates, then let go of the switch.
4. When the RPM reaches 1200 to 1500 RPM: HPC lever to the LOCK-OUT position.

Repeat the procedure for the starboard engine.

After Start

Set the starter master switch to SAFE.
Set flaps 16.5 for take-off.

Take-off

Gently apply full power, which will be approximately 15,000 RPM.
Vr speed is between 80-110 KIAS depending on weight.
Rotate gently, especially at high weights. The F27 tail clearance is limited, allow the aircraft to get airborne on its own and avoid the temptation to increase the pitch further if the aircraft does not become airborne immediately. Continuous rotation can lead to a tail strike.

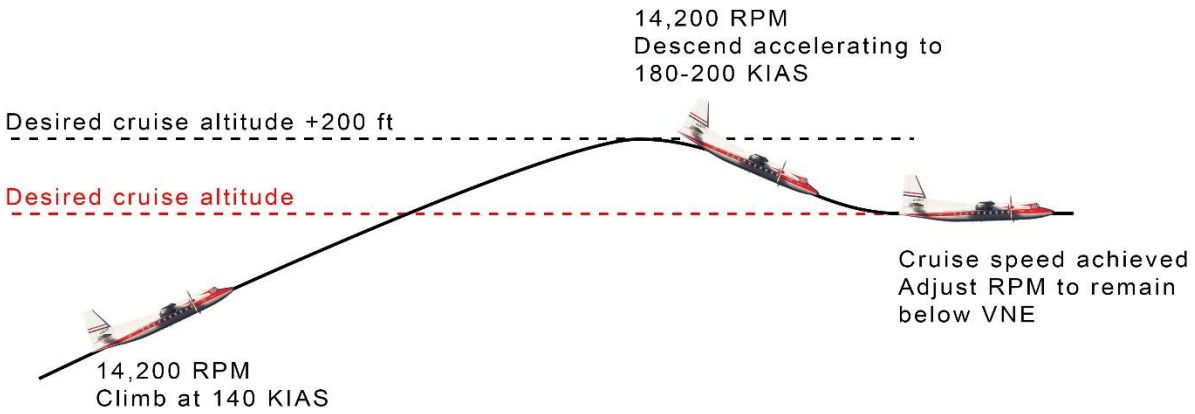
Once airborne, adjust your pitch accordingly to maintain a V2 speed of 80-110 KIAS.
Retract the gear, turn the Landing and Taxi Lights OFF and retract both Landing Lights.
At 1,000 ft AGL lower the pitch of the aircraft to accelerate.
Set 14,200 RPM, retract the flaps and set the HPC levers to the OPEN position.
Establish a climb speed of 140 KIAS.

Climb

Throughout the climb monitor the speed and adjust the vertical speed accordingly to maintain 140 KIAS.
If using the autopilot remember that there is no altitude preselector in this aircraft. Gently reduce the vertical speed and press ALT to engage altitude hold when your desired altitude is reached.

Cruise

A recommended level-off technique for the F27 can enhance acceleration upon reaching cruise altitude. Rather than levelling off precisely at the selected altitude, it is advisable to momentarily overshoot by approximately 200 feet. By maintaining a steady 14,200 RPM during this phase and then descending back to the target altitude, this 200-foot power-on descent significantly aids in achieving the desired cruise speed of approximately 180–200 KIAS.



Note: VNE reduces with altitude. Adjust power accordingly to remain below VNE, this might require less than 14,200 RPM. See airspeeds for normal operation.

Descent

Set power as required to maintain the current cruising speed, targeting a vertical speed of -1,000 to -1,500 FPM.

Approach and Landing

Extend the flaps when below VFE (144 KIAS) and extend the gear below VLO (168 KIAS). 168 KIAS is also the maximum speed for landing lights extension.
Set the HPC levers to LOCK-OUT.
The initial approach speed is 110 KIAS, reducing to a Target Threshold Speed between 80-100 KIAS, depending on weight.

Go Around

Apply full power and select Flaps 16.5 while selecting an initial pitch attitude of 10 degrees.
Retract the gear when a positive rate of climb is achieved. Continue as per the Take-off section, accelerating at 1,000 ft AGL.

Simplified Procedures

PRELIMINARY COCKPIT PREPARATION	
TECH LOG & MAINT STATUS	CHECK
AIRCRAFT DOCUMENTS	CHECK
LANDING GEAR LEVER	DOWN
FLAPS	UP
INSTRUMENTS	CROSSCHECK
Walk around	
EXTERIOR WALKAROUND	PERFORM
AILERON	CONDITION AND MOVEMENT
ELEVATOR	CONDITION AND MOVEMENT
STROBE, NAV LIGHTS	CONDITION
HORIZONTAL AND VERTICAL STABILIZER	CONDITION AND MOVEMENT
PITOT TUBE	COVER REMOVED AND TUBE CLEAR
TIRES	CONDITION, INFLATION AND WEAR

BEFORE ENGINE START	
BATTERIES	ON
EXTERNAL POWER	ON
ENGINE FIRE PANEL	CHECK
AGENT LOW PRESSURE LIGHTS	OUT
FUEL QUANTITY	CHECK
WEIGHT AND BALANCE	CHECK
AIR CONDITIONING	SET
PRESSURIZATION	SET
WINDOWS AND DOORS	CLOSE

CABIN SIGNS	ON
PARKING BRAKE	SET
BRAKE PRESSURE	CHECK
COMM & NAV	SET
TRIMS	NEUTRAL
ANTI COLLISION LIGHT	ON
FUEL PUMPS	ON
POWER AND HPC LEVERS	SHUT

ENGINE START	
HPC LEVERS	BOTH OPEN
BEACON AND NAV LIGHTS	ON
Port engine	
STARTER ENGINE SELECTOR	PORT
ENGINE MASTER SWITCH	START
STARTER BUTTON	PRESS AND HOLD
ENGINE PARAMETERS	WAIT
PORT GENERATOR	ON
ALTERNATOR	ON
Starboard engine	
STARTER ENGINE SELECTOR	STARBOARD
ENGINE MASTER SWITCH	START
STARTER BUTTON	PRESS AND HOLD
ENGINE PARAMETERS	WAIT
STARBOARD GENERATOR	ON
ALTERNATOR	ON

ENGINE MASTER SWITCH	SAFE

AFTER ENGINE START	
EXTERNAL POWER	REMOVE
STARTER LIGHT	OUT
ENGINE ANTI-ICING	ON/OFF
PROBE HEAT	ON
WINDOW HEAT	ON
ALERT LIGHTS	OUT

BEFORE TAKEOFF	
TAXI LIGHTS	ON
BRAKES	CHECK
FLAPS	16.5 DEG
FLIGHT INSTRUMENTS	CHECK
STROBE LIGHTS	ON
WEATHER RADAR	AS REQUIRED
TRANSPONDER	STBY
FLIGHT CONTROLS	CHECK
PITCH TRIM	SET
PARKING BRAKE	OFF
TAXI	PERFORM

LINE UP AND TAKE OFF	
LANDING LIGHTS	ON
TRANSPONDER	ALT

RUNWAY LINE UP	LINE UP
BRAKES	HOLD
THROTTLE	0.5
ENGINE INSTRUMENTS	CHECK
THROTTLE	FULL
BRAKES	RELEASE
ROTATE	80-110 KNOTS
LANDING GEAR	UP

AFTER TAKEOFF AND CLIMB	
LANDING GEAR	UP
FLAPS	UP
TAXI LIGHTS	OFF
LANDING LIGHTS	OFF
SEAT BELTS	AS REQUIRED
ALTIMETERS	SET/XCHECK
PRESSURIZATION	CHECK

DESCENT	
APPROACH AND LANDING BRIEFING	PERFORM
PRESSURIZATION	CHECK
FUEL	CHECK
SEAT BELTS	ON
THROTTLE	REDUCE
ALTIMETERS	SET/CHECK

APPROACH AND LANDING	
LANDING GEAR	DOWN
LANDING AND TAXI LIGHTS	ON
CABIN CREW	ADVICE
FLAPS	40 DEGREES
AIRSPEED	110/80 KNOTS

AFTER LANDING	
FLAPS	RETRACT
LANDING AND TAXI/STROBE LIGHTS	OFF
RADAR AND TRANSPONDER	OFF/STBY
TAXI TO PARKING SPOT	PERFORM

PARKING	
PARKING BRAKE	SET
EXTERNAL POWER	ON
ENGINE HPC LEVERS	SHUT
ANTI-ICE	OFF
PROBE HEAT	OFF
WINDOW HEAT	OFF
EXTERIOR LIGHTS	OFF
FUEL PUMPS	OFF
SEAT BELTS SIGN	OFF
DOORS	OPEN
BATTERIES	OFF