Flight Check List

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Pete Higgins - Notes to support the Tick-Off check list.

01: **Check-in and security** – make this part of your holiday.

02: **Board Aircraft**. Make yourself comfortable in seat. Fasten your seat-belt for your comfort and safety. **Observe other passengers.** Remember, prior to boarding the cabin crew will have completed all their safety checks on the equipment they carry on board for your safety and comfort and the Captain and First Officer will have had a pre-flight briefing on their planned route and carried out a walk around the aircraft. They will have also carried out their flight check list to ensure all is normal.

03: **Announcements**. Listen for cabin crew announcements and Captains welcome aboard.

04: **Engine Start**. Be ready for cabin lights to flicker and air conditioning to go off as flight deck crew start the starboard (Right Hand Engine). When engine started, lights flicker and air conditioning comes back on. Aircraft now running on its own power.

05: **Taxiing.** Aircraft will taxi out to departure runway whilst cabin crew carry out mandatory safety demonstration. Sometimes this may be done using the overhead projection system on-board. Whilst taxiing out to departure runway the aircraft will hit every cat's eye on the runway and the overhead bins will rattle. **Lots of noise. This is a good noise and is normal and happens on every take off.**

06: **Bing Bong** – bell sound is for cabin crew to be seated for take-off.

07: **Take Off. The exciting bit**. Make sure you are sitting upright and looking forward or out of the window. This will help with your sense of balance and feeling. Enough power is applied to the engines and the aircraft will accelerate very quickly down the runway. **Lots of noise – this is a good noise.**

08: **Lift-off.** At approximately 160-170 miles per hour, the aircraft will lift off the runway. As the wheels leave the runway you may hear a thud type sound. **Another good noise**, the wheels have left the ground. As you climb the under-carriage will be retracted and stored into the belly of the aircraft. Whilst this is happening you may feel your tummy drop a little. **This is absolutely normal.** As the under-carriage locks into place, you may hear a thud as the under-carriage is stowed away. A**nother good noise. This is fantastic; you are well and truly on your way.**

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09: **Climb Turbulence.** As you now climb up through clouds the aircraft may bump about because of the head winds and different air currents going up and down in the clouds. **This is normal. Exciting. Just like riding the waves in a boat.**

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10: **Noise Abatement** a**t 1500 Feet.** **Normal and exciting.** **For one or 2 minutes** at this level the aircraft will carry out a mandatory noise abatement procedure. They have to reduce the noise people will hear on the ground as the aircraft takes off. The flight deck will lower the nose of the aircraft a few degrees and reduce the power very slightly. This significantly reduces the noise on the ground at this stage of the climb. **Whilst this is going on your senses may tell you that is feels as if the aircraft is going downwards.** This is temporary and is caused by the fluid in your ears. You are not going downwards. The aircraft is still climbing, but at a slightly lower angle and at a slightly reduced speed.

11: **Flaps and Slats. Clean Wing.** As you know we had a huge wing for our low speed take off. To enable the aircraft to go faster, they have to make the wing clean. To do this the Flight Deck will retract the flaps at the back of the wing and retract the slats at the front of the wing. This will give the aircraft a high-speed clean wing. Whilst this procedure is being carried out, you may feel your tummy drop slightly. **This is very normal.** With the clean wing established and under radar control, your aircraft will climb to its cruising altitude and will purr like a pussy cat to your holiday destination. **Sit back in bliss.**

12: **Cruise and any Turbulence.** During your flight, always keep your seat belt on for comfort. If the aircraft experiences any turbulence, the Captain may turn on the seat belt sign and an announcement will be made to ask all passengers to sit down and fasten their seat belts. This is absolutely **normal procedure** for your own comfort and safety. O**ccasionally** the Captain may ask the crew to stop their service, sit down and fasten their seat belts. The Captain has a Duty of Care to all on-board including the Cabin Crew. He does not want them spilling any hot drinks over passengers.

In regards to Turbulence. This is not dangerous just slightly uncomfortable for the duration of the turbulence. But, having said that, it is just about the same feeling as sailing a boat on the sea. The aircraft is riding the airwaves.
Make any turbulence part of your journey and the wonderful experience of flying. Sit back, watch a movie, you are in very safe hands. **Enjoy the magic of flying.**

13: **Approach your destination airport.**
A short while before landing the Captain usually makes an announcement that they will soon start to make their descent. Advice is usually given on the local weather and their expected time of arrival. Here the cabin crew will now start their preparation ready for landing by ensuring the cabin is secure and everyone is seated with their seat in the up-right position and seat belts securely fastened.

14: **Speed Brakes.** Shortly after the Captain's announcement, he/she may deploy the speed brakes, these are flaps that pop up on the wing to dump air and slow the aircraft down. It is here that you may also hear the purring aircraft engines, slow down a little; and you may also feel your tummy drop slightly and the fluid in your ears may give you some popping noises. **This is totally normal**. These feeling are good feelings because you are making your approach to your holiday destination.

15: **Approach Landing Final Stages.** **Now sit back and enjoy the landing.**
If you recall we took off with a very large wing for take of speed. This changed to a high-speed clean wing for the cruise. Now the Captain will reset the wings back to a low-speed wing for the final landing. This will be achieved by deploying the front slats and the rear flaps in stages.
As the first stages of the flaps are deployed, you will feel the aircraft slow down and you may feel your tummy drop and the speed of the aircraft significantly slow down. **These feelings you experience are totally normal on every landing approach.**

When the second and third stages of the flaps are deployed you will again experience the same drop of speed and possible a tummy drop feeling**. Again this is totally normal.**

As you descend through the clouds to the airport runway, you may experience some slight turbulence caused by the different currents and temperatures in the cloud. This slight turbulence can also be caused by hot air coming up from the ground and by wind factors caused by buildings on the ground. **Again, all this is normal.** This part is probably the most exciting part. Think about that for a moment or two. **You are approaching your destination.**

16: **Landing Gear Down.** When the Captain deploys the landing gear a lot of noise will be heard from under the aircraft as the landing gear is lowered using hydraulics. This will cause some immediate drag effect on the aircraft and you may feel a slight sensation in your tummy. **This is totally normal**. This will happen on every landing. When the aircraft touches down, there may be a loud thump as the wheels touch down on the runway. This is normal practice. Captains like to ensure that any moisture is dispersed from under their tyres for a smooth landing. **This is normal practise.**

17: **Reverse Thrust.** **Exciting.** To slow the aircraft down speedily, on touchdown the aircraft Reverse Thrust will be deployed. This causes the air intake into the engines, to be sent in a forward motion, thus slowing the aircraft down quickly. This means less wear and tear on brakes and tyres. Resulting in savings on maintenance costs and cheaper seats for everyone. Now that's a good thing. **Now yell out, "I have arrived, Yipeeee."**

Remember you have completed the safest part of your journey since leaving home.

Check List	Come fly with me, let's fly, let's fly away.	Tick Check
1	Check-in and Security.	
2	Board Aircraft. Make yourself comfortable in seat. Observe other passengers.	
3	**Bing Bong.** Announcements from Flt Deck and Cabin Crew. Safety demo. **Normal.**	
4	**Engine Start.** Cabin lights flicker. Air Con off. Engines being started. Engine now started, cabin lights flicker and air condition comes back on.	
5	**Taxiing to take-off**. **Safety Demo**. Nose wheel hits cats eyes. Overhead Bins rattle.	
6	**Bing Bong.** Cabin Crew seated for take-off. **Large wings deployed for take-off.**	
7	**Take-off. Exciting**. Sit upright look out window. Noisy. Quick acceleration. **Wow**	
8	**Lift-off. U-carriage retracts**. Slight tummy drop. **Lots of good noises. Exciting.**	
9	Climb and turbulence through clouds. **Exciting, like riding waves on a boat.**	
10	Noise Abatement 1500 feet. **Normal and very exciting.**	
11	Wings now reconfigured for **Narrow Clean high speed wings for Cruising.**	
12	**Turbulence.** All normal. Seat belt signs on for comfort. **Ride the air waves.**	
13	During cruise, seat belt on loosly fastened for comfort. Do not be afraid to use the toilets. Take this opportunity to stretch your legs.	
14	**Bing Bong.** Approach Landing. Captain and cabin crew will make announcements.	
15	After announcement Captain may **deploy wing speed brakes.** Tummy drop.	
16	**Approach. Large wings required for landing.** Flaps Slats deployed. Tummy may drop and perhaps some slight popping in your ears. **Normal.**	
17	**Bing Bong.** Cabin Crew please be seated for landing. **Very exciting.**	
18	**Landing Gear down**. Lots of noises. Slight turbulence. Tummy drop. Bumpy. **Normal.** You may hear the engines change pitch as the ac maintains approach speed. You may also feel the ac sway as it is kept on the correct landing approach.	
19	As you approach the runway the ac may descend through clouds. This may cause a slight swaying of ac with slight turbulence. **Great enjoy the moment.**	
20	On touch down you will hear a loud thud as wheels meet runway. **Exciting.**	
21	Landing. Reverse Thrust. Very exciting with lots of noises, good noises. **Normal.**	
	Congratulations, you have just completed the safest part of your journey. Enjoy.	

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Pete Higgins has been helping nervous flyers for many years. He has developed this checklist to help people like you. He can talk you through the stages before a flight to get you ready – he has even accompanied nervous flyers all over the world! He is based in Kenley, Surrey.

His details are:

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