

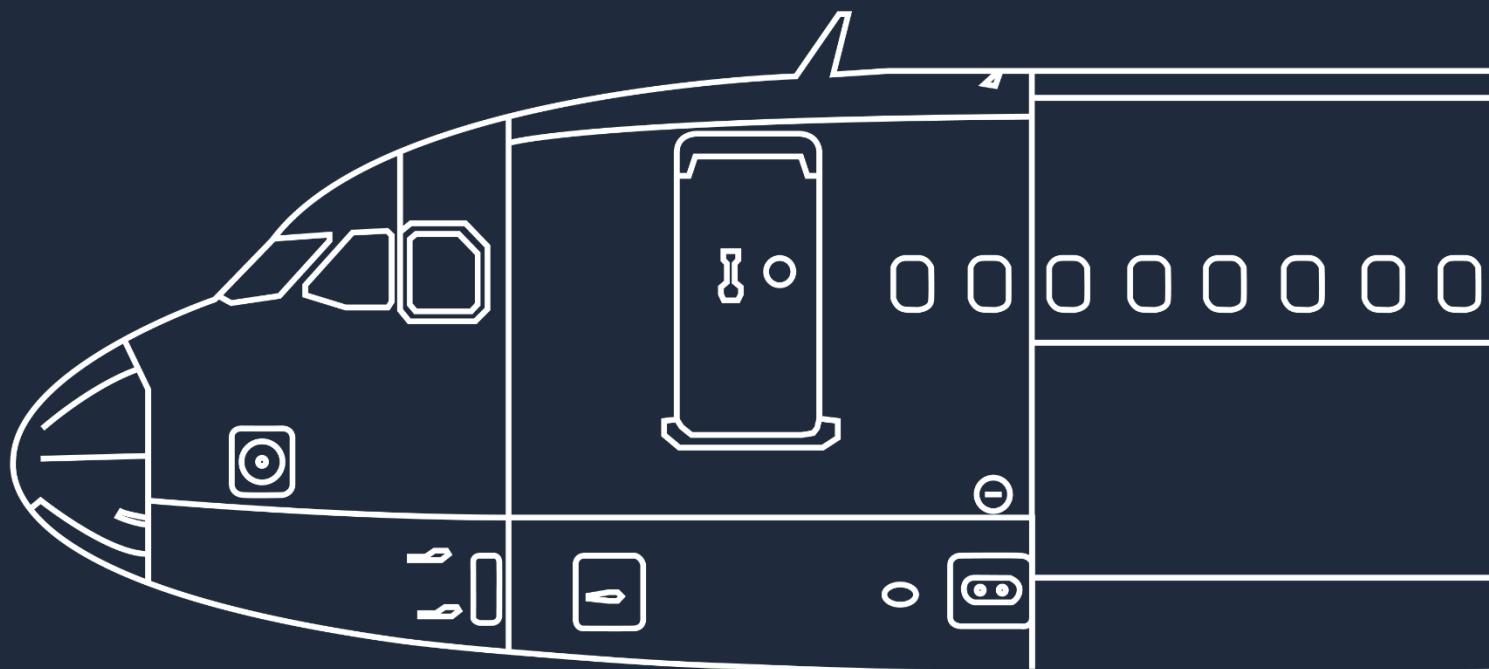


Standard Operations Procedures

For Simulation Purposes

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Preliminary Cockpit Preparation

For Simulation Purposes

Aircraft Setup

Engines

ENGINE MASTER 1,2 switch	OFF
ENGINE MODE selector	NORM

Weather Radar

RADAR switch	OFF
WINDSHEAR / PWS switch	OFF
GAIN knob	AUTO/CAL
MODE selector	AS REQUIRED

Landing Gear

LANDING GEAR lever	VERIFY DOWN POSITION
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Wipers

WIPERS selector	OFF
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Battery Verification

- **If the aircraft hasn't been electrically supplied for 6 hours or more**

BATTERY 1 AND 2 pushbuttons	VERIFY OFF
BATTERY 1 AND 2 voltages	VERIFY ABOVE 25.5 V

The battery voltage should be above 25.5 volts.

- **If battery voltage is below 25.5 Volt :**

BATTERY 1 AND 2 pushbuttons	AUTO
EXTERNAL POWER pushbutton	ON

Verify on the ECAM ELEC PAGE that the battery contactor is closed, and the battery is charging.

- **After 20 minutes :**

BATTERY 1 AND 2 pushbuttons	OFF
BATTERY 1 AND 2 voltages	VERIFY ABOVE 25.5 V
BATTERY 1 AND 2 pushbuttons	AUTO

- **If battery voltage is above 25.5 Volt:**

BATTERY 1 AND 2 pushbuttons	AUTO
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If the flight crew decides to start the APU using the batteries only, it is recommended to start the APU 30 minutes within the selection of the batteries to AUTO.

- **If the aircraft has been electrically supplied during the last 6 hours**

BATTERY 1 AND 2 pushbuttons	AUTO
EXTERNAL POWER pushbuttons	ON

APU Fire test / APU Start

APU Fire Test

- | | |
|------------------------------------|----------------|
| APU FIRE pushbutton | In and Guarded |
| AGENT lights | VERIFY OFF |
| APU FIRE TEST Pushbutton | PRESS |
- Verify that the APU Fire warning is displayed on the ECAM, the APU Fire pushbutton is illuminates in red, the SQUIB and DISCH lights are on, the master warning light is on, and there is an audible continuous repetitive chime.

APU Start

- **If external power AVAIL light is on:**

APU MASTER pushbutton	PRESS
APU START pushbutton	ON

It is recommended to wait 3 seconds before pressing the APU START pushbutton.

EXTERNAL POWER pushbutton AS REQUIRED
It is recommended to keep the external power ON to reduce the load on the APU.
- **If external power AVAIL light is out:**

APU MASTER pushbutton	ON
APU START pushbutton	ON

It is recommended to wait 3 seconds before pressing the APU START pushbutton.

Air Conditioning

Air Conditioning

- **When the APU is available:**

APU BLEED pushbutton.	ON
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The flight crew should ensure that there is no low-pressure or high-pressure ground air unit connected to the aircraft. In case of a connection to a lp or hp ground air unit, do not use the APU bleed.

Cargo Heat

Cargo Heat

TEMPERATURE selector AS REQUIRED

Cockpit Lightning

Cockpit Lights

COCKPIT LIGHTS AS REQUIRED

Set the integral light, standby compass light, dome light, floodlight switches as required. It is recommended to set the dome light to ON, due to it being the only light source in the EMER ELEC configuration. It is also recommended to set the dome light to the OFF position for takeoff.

EFB / ACARS Initialization

EFB Start

EFB START

ACARS Initialization

ACARS INITIALIZE

FMGS Pre-initialization

ENGINE & AIRCRAFT TYPE VERIFY

FM DATABASE VALIDITY VERIFY

Verify the database validity and stored waypoints, navaids, runway, and routes, if any.

FLIGHT NUMBER INSERT / VERIFY

It is recommended to not insert the flight number if the flight plan is received by ACARS.

FROM/TO INSERT / VERIFY

It is recommended to not insert the FROM/TO if the flight plan is received by ACARS.

ECAM / Logbook Verification

RCL pushbutton PRESS FOR 3 SECONDS

This action will recall all the warnings that the flight crew cleared or cancelled during the last flight.

LOGBOOK VERIFY

MEL/CDL ITEMS VERIFY DISPATCH CONDITION

AIRCRAFT ACCEPTANCE PERFORM

Preliminary Performance Determination

AIRFIELD DATA..... **OBTAİN**

The airfield data should include the following information: the runway in use, the altimeter settings, and the weather data.

- **If the loadsheet application is used:**
PRELIMINARY LOADING..... **COMPUTE AND CROSSCHECK**
- **If dispatch under MEL and in accordance with the logbook:**
MEL/CDL ITEMS..... **VERIFY ACTIVATED**

PRELIMINARY TAKEOFF DATA..... **COMPUTE**

PRELIMINARY TAKEOFF DATA..... **CROSSCHECK**

The flight crew should compare both preliminary takeoff data results and ensure that the computations are the same.

Operation Engineering Bulletins

OEB..... **VERIFY**

Before Walkaround

ECAM pages

- **On the DOOR system display page:**
OXYGEN..... **VERIFY PRESSURE**
 - **If the oxygen pressure is half boxed in amber:**
MIN FLT CREW OXY CHART..... **VERIFY PRESSURE**
- **On the HYD system display page:**
RESERVOIR FLUID LEVEL..... **VERIFY WITHIN NORMAL RANGE**

The volume of the hydraulic fluid level in the reservoirs may be altered due to the outside air pressure. It is recommended to verify with the maintenance crew to validate the issue and resolve the situation.
- **On the ENG system display page:**
ENGINE OIL QUANTITY..... **VERIFY WITHIN NORMAL RANGE**

If there is no indication of the engine oil quantity on the engine system display page, push the ENG 1 and 2 FADEC GND PWR to the ON position. The indication will then appear. After verification, set the ENG 1 and 2 FADEC GND PWR to the OFF position. The oil quantity should indicate at or above 8.9 qt + estimated consumption and not below 10.6 qt. The estimated consumption is 0.45 qt/h.

Flight Controls

FLAPS lever **VERIFY POSITION**

Ensure that the upper ECAM displays the same position as the flap lever position.

SPEEDBRAKES lever **VERIFY RETRACED AND DISARMED**

Parking Brake

ACCU PRESS indicator **VERIFY**

The ACCU PRESS indicator should indicate within the green band. If it is not in the green band, the flight crew may turn the electric pump on the yellow hydraulic system to recharge the brake accumulator.

PARKING BRAKE handle **ON**

It is recommended to avoid applying the parking brake when one or multiple brake temperature is above 500°C.

BRAKE PRESS indicator **VERIFY**

Alternate Braking System

Y ELECTRIC PUMP pushbutton **VERIFY OFF**

CHOCKS **VERIFY IN PLACE**

PARKING BRAKE handle **OFF**

BRAKE Pedals **PRESS MAXIMUM PRESSURE**

BRAKE PRESSURE **VERIFY**

The flight crew should ensure that the pressure builds up symmetrically without delay. With full pedal deflection, the pressure must be within 2000 and 2700 psi.

BRAKE Pedals **RELEASE**

PARKING BRAKE handle **ON**

The parking brake must be set for the exterior inspection. This allows the flight crew to verify the brake wear indicators.

Emergency Equipment

EMERGENCY EQUIPMENT **VERIFY ONBOARD**

Ensure that the following emergency equipment is found onboard the aircraft: life jackets, axe, smoke hoods or portable oxygen equipment and full-face masks, portable fire extinguisher, smoke googles, oxygen masks, flashlights, and escape ropes.

Rain Repellent

RAIN RPLNT indicators **VERIFY PRESSURE AND QUANTITY**

It is not recommended to use rain repellent to wash the windshield. It is also not recommended to use it on a dry windshield.

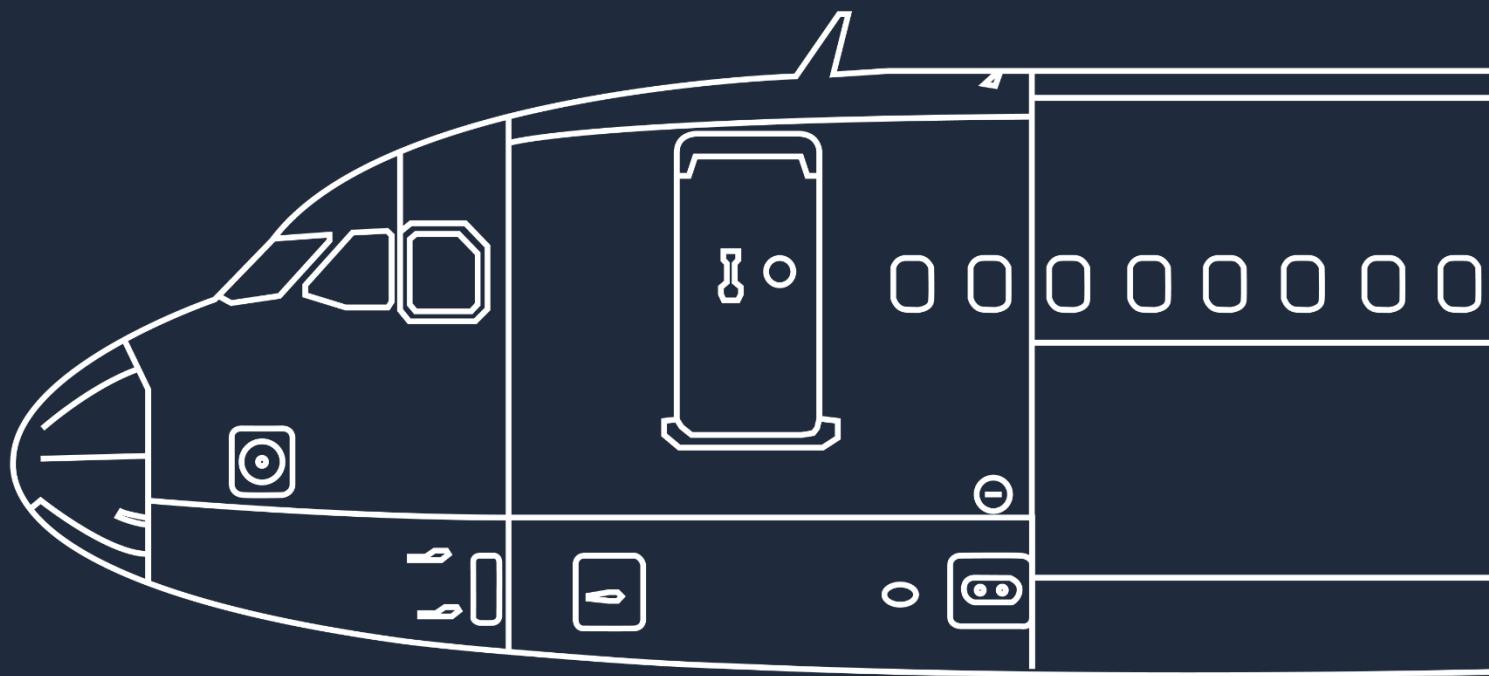
Circuit Breakers Panels

REAR AND OVERHEAD CIRCUIT BREAKER panels. **VERIFY**

Ensure that all the breakers are set. Flight crew may reset as necessary.

Landing gear pins and covers

GEAR PINS AND COVERS. **VERIFY ONBOARD AND STOWED**



Exterior Inspection

For Simulation Purposes

Left Forward Fuselage

AOA probes	VERIFY CONDITION
F/O AND CAPT static ports.....	VERIFY CLEAR
AVIONICS EQUIPMENT VENT AIR INLET VALVE	VERIFY CONDITION
OXYGEN BAY.....	CLOSED
OXYGEN OVERBOARD DISCHARGE indicators	GREEN
TOILET SERVICING DOOR	CLOSED

Nose section

PITOT probes	VERIFY CONDITION
STANDBY static ports	CLEAR
TOTAL AIR TEMPERATURE probes	VERIFY CONDITION
RADOME AND LATCHES	VERIFY CONDITION /LATCHED
FORWARD AVIONICS COMPARTMENT door	CLOSED
GROUND ELECTRICAL POWER DOOR (If not required)	CLOSED

Nose Landing Gear

NOSE WHEEL CHOCKS	IN PLACE
WHEEL AND TIRES	VERIFY CONDITION
NOSE GEAR STRUCTURE	VERIFY CONDITION
TAXI, TO, TURN-OFF lights.....	VERIFY CONDITION
HYDRAULIC LINES AND ELECTRICAL WIRES	VERIFY CONDITION
WHEEL WELL	VERIFY
SAFETY PIN	REMOVE

Right Forward Fuselage

RH + AFT AVIONICS COMPARTMENT doors	CLOSED
AVIONICS EQUIPMENT VENT AIR OUTLET VALVE	VERIFY CONDITION
F/O AND CAPT static ports	CLEAR
AOA probe	VERIFY CONDITION
FWD CARGO DOOR AND SELECTOR PANEL	VERIFY

Lower Center Fuselage

POTABLE WATER DRAIN panel	CLOSED
ANTENNAS	VERIFY CONDITION
DRAIN MAST	VERIFY CONDITION
EMERGENCY RAM AIR INLET FLAP	VERIFY CONDITION

LP AND HP GROUND CONNECTION doors	CLOSED
ANTICOLLISION light	VERIFY
CENTER TANK MAGNETIC fuel level	FLUSH
PACK AIR INTAKES AND OUTLETS	CLEAR

Right Center Wing

YELLOW HYDRAULIC BAY door	CLOSED
FUEL panel	CLOSED
INNER TANK MAGNETIC FUEL LEVEL	FLUSH
FUEL WATER DRAIN VALVE INNER TANK	NO LEAK
LANDING lights	VERIFY CONDITION
SLAT 1	VERIFY CONDITION

Engine 2 Left Side

OIL FILL ACCESS DOOR	CLOSED
FAN COWL doors	CLOSED/LATCHED
DRAIN MAST	VERIFY CONDITION/NO LEAK
ENGINE INLET AND FAN BLADES	VERIFY

Engine 2 Right Side

PRESSURE RELIEF/START VALVE HANDLE ACCESS DOOR	CLOSED
PYLON ACCESS PANEL	VERIFY CONDITION/CLOSED

Right Wing Leading Edge

SLAT 2, 3, 4, 5	VERIFY CONDITION
INNER AND OUTER CELLS MAGNETIC FUEL LEVEL	FLUSH
FUEL WATER DRAIN VALVES (outer cell, surge tank)	NO LEAK
REFUEL COUPLING	CLOSED
SURGE TANK AIR INLET	CLEAR
FUEL VENTILATION OVERPRESSURE DISC	INTACT
NAVIGATION light	VERIFY CONDITION
WING TIP	VERIFY CONDITION

Right Wing Trailing Edge

STATIC DISCHARGERS	VERIFY
CONTROL SURFACES	VERIFY CONDITION
FLAPS AND FAIRING	VERIFY CONDITION

Right Landing Gear and Fuselage

CHOCKS	REMOVED
WHEEL AND TIRES	VERIFY CONDITION
BRAKES AND WEAR INDICATION	VERIFY CONDITION
TORQUE LINK DAMPER	VERIFY CONDITION
HYDRAULIC lines	VERIFY
LANDING GEAR STRUCTURE	VERIFY
DOWNLOCK SPRINGS	VERIFY
SAFETY PIN	REMOVED
GROUND HYDRAULIC CONNECTION YELLOW	CLOSED
WATER DRAIN MAST	VERIFY CONDITION
SHROUD FUEL DRAIN	VERIFY CONDITION

Right Aft fuselage

CARGO DOOR AND SELECTOR PANEL	VERIFY
BULK door	VERIFY
TOILET SERVICE ACCESS DOOR	CLOSED
OUTFLOW VALVE	VERIFY CONDITION
DRAIN	VERIFY CONDITION
FLIGHT RECORDER ACCESS DOOR	CLOSED

Tail

STABILIZER, ELEVATORS, FIN AND	VERIFY CONDITION
STATIC DISCHARGERS	VERIFY
LOWER FUSELAGE STRUCTURE	VERIFY CONDITION

APU

APU ACCESS DOORS	CLOSED
AIR INTAKE	VERIFY CONDITION
DRAIN	VERIFY CONDITION /NO LEAK
OIL COOLER AIR OUTLET	CLEAR
EXHAUST	CLEAR
NAVIGATION light	VERIFY CONDITION
FIRE EXTINGUISHER OVERPRESSURE INDICATION	IN PLACE

Left AFT Fuselage

STABILIZER, ELEVATOR, FIN, AND RUDDER	VERIFY CONDITION
POTABLE WATER SERVICE DOOR	CLOSED

GROUND HYDRAULIC CONNECTION BLUE AND GREEN DOORS .. **CLOSED**
HYDRAULIC RESERVOIR FILLING **CLOSED**

Left Landing Gear

CHOCKS.....	REMOVED
WHEEL AND TIRES	VERIFY CONDITION
BRAKES AND BRAKE WEAR indicator	VERIFY CONDITION
TORQUE LINK.....	VERIFY CONDITION
HYDRAULIC lines	VERIFY
LANDING GEAR STRUCTURE	VERIFY
DOWNLOCK SPRINGS	VERIFY
SAFETY PIN	REMOVED

Left Wing Trailing Edge

FLAPS AND FAIRING.....	VERIFY CONDITION
STATIC DISCHARGERS	VERIFY
CONTROL SURFACES	VERIFY CONDITION
STATIC DISCHARGERS	VERIFY

Left Wing Leading Edge

WING TIP	VERIFY CONDITION
NAVIGATION light	VERIFY CONDITION
SURGE TANK AIR INLET	CLEAR
FUEL VENTILATION OVERPRESSURE DISC	INTACT
FUEL WATER DRAIN VALVES (outer cell, surge tank)	NO LEAK
INNER AND OUTER CELLS MAGNETIC FUEL LEVEL	FLUSH
SLAT 2, 3, 4. 5	VERIFY CONDITION

Engine 1 LEFT Side

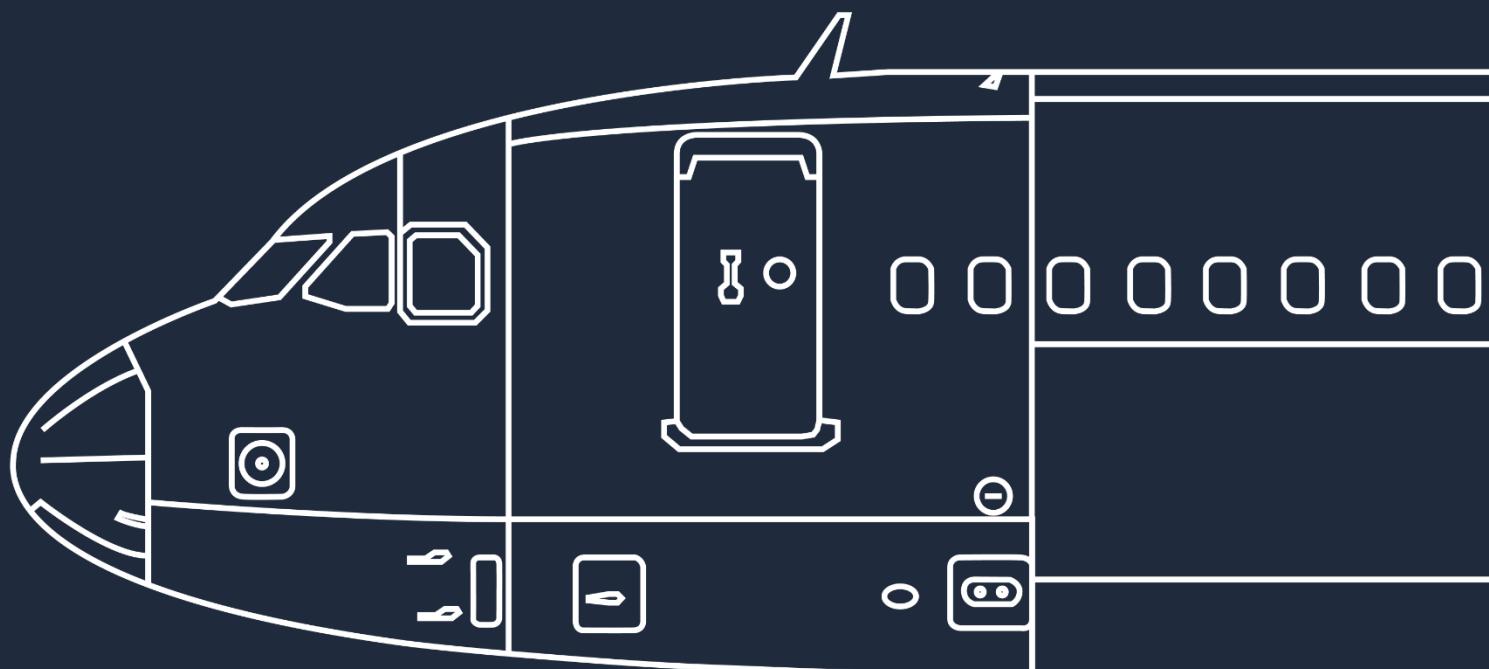
OIL FILL ACCESS DOOR	CLOSED
FAN COWL doors	CLOSED/LATCHED
DRAIN MAST	VERIFY CONDITION/NO LEAK
ENGINE INLET AND FAN BLADES.....	VERIFY

Engine 1 Right Side

PRESSURE RELIEF/START VALVE HANDLE ACCESS DOOR	CLOSED
PYLON ACCESS PANEL	VERIFY CONDITION/CLOSED

Left Center Wing

SLAT 1	VERIFY CONDITION
WING LEADING EDGE VENTILATION INTAKE	CLEAR
FUEL WATER DRAIN VALVES.....	NO LEAK
INNER TANK MAGNETIC VALVES	FLUSH
LANDING lights	VERIFY CONDITION
HYDRAULIC RESERVOIR pressurization door	CLOSED
RAT doors	CLOSED



Cockpit Preparation

For Simulation Purposes

Overhead Panel

White lights on the overhead panel

- In the passing flow the overhead panel:

ALL WHITE LIGHTS OFF

Recorder

RCDR GND CTL pushbutton. ON

LOUDSPEAKER VOLUME knob. BOTH SIDES – OFF

ACP INT/RAD switch. SET TO INT

INTERPHONE VOLUME RECEPTION KNOB. RELEASE

CVR TEST pushbutton. PRESS AND MAINTAIN

To know the CVR result, the flight crew should hear an audio test signal through the loudspeakers. The audio test signal depends on the CVR model installed on the aircraft. A CVR 30 minutes will emit a continuous tone or a short tone, while the CVR 120 minutes will emit a short tone, or a short tone and a beep at every 4 seconds, or two short tones and a beep every 4 seconds.

EVAC

CAPT & PURS/CAPT switch. AS REQUIRED

This depends on the company policy.

ADIRS

All IR MODE selectors. NAV

It is recommended to align the inertial references as soon as possible. The initialization may take some time. It is also recommended to complete a full alignment if this is the first flight of the day, the flight crew has changed, the GPS is not available to all segments in the flight and the pilot expects long segments with low NAVAID coverage, or if the GPS is not available during a flight with an expected flight time that is over 3 hours. It is recommended to perform a fast alignment for all other flight conditions.

Exterior lights

STROBE switch. AUTO

BEACON switch. OFF

NAV & LOGO switch. AS REQUIRED

REMAINING EXTERIOR LIGHTS. AS REQUIRED

SIGNS

SEAT BELTS sign	ON / AUTO
NO SMOKING sign.....	AUTO
Leaving the SEAT BELTS sign or NO SMOKING sign prevents the emergency batteries from charging.	
EMER EXIT LT selector	ARM

Probe / Window Heat

PROBE/WINDOW HEAT pushbuttons.....	VERIFY AUTO
------------------------------------	-------------

Cabin Pressure

LDG ELEV knob.....	AUTO
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Air Conditioning

PACK FLOW selector	AS REQUIRED
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It is recommended to set the PACK FLOW to NORM. The flight crew can select LO if the flight has less than 141 passengers. The flight crew can also select HI for abnormally hot and humid conditions.

Note: If the APU is supplying, the pack controllers will select HI flow automatically, no matter what the selector position is.

Electrical

ECAM ELEC PAGE.....	PRESS
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BAT 1 & 2 pushbuttons.....	OFF THEN ON
----------------------------	-------------

After 10 seconds, the flight crew should ensure that the battery charge is below 60 A and is decreasing.

Fuel

- **If the fuel level in the center tank is less than 200 kg / 440 lbs. for the flight:**
FUEL MODE SEL pushbutton..... MAN
CTR TK PUMP 1 & 2 pushbuttons..... OFF
- **If the fuel level in the center tank is not less than 200 kg / 440 lbs. for the flight:**
FUEL MODE SEL pushbutton..... VERIFY AUTO

Engine Fire Tests

ENG 1 FIRE & ENG 2 FIRE pushbuttons.....	VERIFY IN AND GUARDED
--	-----------------------

AGENT 1 & 2 lights..... **VERIFY OFF**
ENG 1 TEST & ENG 2 TEST..... **PRESS AND MAINTAIN**

The pilots hold the TEST pushbutton pressed throughout the test. The test result should be the following items:

- a constant repetitive chime sound;
- the master warning light flashes on the glareshield;
- the ECAM displays the engine fire alert messages (ENG 1 FIRE, ENG 2 FIRE);
- All engine fire pushbutton, the squib light of the engine agent pushbuttons are illuminated;
- the disch light of the engine unit agent pushbutton illuminates; and
- all fire lights on the engine master panel illuminates.

Audio Switching Panel

AUDIO SWITCHING selector..... **NORM**

Ventilation

ALL LIGHTS..... **VERIFY OFF**

ACT Control Panel

ACT XFR rotary selector..... **OFF**

Third Occupant Audio Control Panel

PA knob..... **RECEPT**

It is recommended to set the volume at or above medium range. This allows the cabin announcements to be recorded on the cockpit voice recorder.

Maintenance Panel

ALL LIGHTS..... **VERIFY OFF**

Center Instrument Panel

Center Instrument Panel – ISIS

ISIS..... **VERIFY**

The flight crew can adjust the brightness, the altimeter readings, and setting, and the attitude display. Ensure that no flags are shown. If necessary, reset the attitude.

Note: The use of the ISIS bugs functions is not recommended.

Clock

CLOCK..... **VERIFY / SET**

The flight crew must ensure that the date is correct. If it is not correct, the flight crew can set the date manually and keep the clock mode in the internal mode for the flight.

Nosewheel Steering

A/SKID & N/W STRG switch.....ON

Pedestal

ACP

INT knob.....PRESS OUT / VERIFY VOLUME

VHF.....VERIFY

HF.....VERIFY

Verify the transmission and the reception of the VHF and HF. It is prohibited to transmit on HF when the aircraft is refueling.

Cockpit door

ANN LT selector.....TEST

On the pedestal, ensure that the OPEN, FAULT, and the three LED lights on the overhead panel illuminate.

ANN LT selector.....BRT

Ensure that all lights go off.

CKPT DOOR.....VERIFY CORRECT OPERATION

CKPT DOOR MECHANICAL OVERRIDE.....VERIFY

Switching Panel

ALL SELECTORS.....VERIFY NORM

Engine

THRUST lever.....IDLE

ENG MASTER switches.....OFF

ENG MODE selector.....NORM

Parking Brake

ACCU PRESS indicator.....VERIFY

If the ACCU PRESS indicates outside of the green band, the flight crew may use the electric pump on the yellow hydraulic system to recharge the brake accumulator.

PARK BRK handle.....VERIFY ON

If the brakes are hot, and chocks are in place, the flight crew may leave the parking brakes off.

BRAKES PRESS indicator.....VERIFY

Gravity Gear Extension

GRAVITY GEAR EXTN. **VERIFY STOWED**

Air Traffic Control

ATC..... **STBY**
ALT RPTG..... **ON**
ATC SYS 1..... **SELECT**

It is recommended to select SYS 1 if AP 1 is used, and SYS 2 if AP 2 is used in RVSM operations.

Radio Management Panel

RMP **VERIFY ON**
GREEN NAV light..... **VERIFY OFF**
SEL light..... **VERIFY OFF**
COM FREQUENCIES..... **TUNE**

It is recommended to use the VHF in the following ways to ensure the optimal operation of the system:

- VHF selected for the active Air Traffic Control communications and emergency frequencies.
- VHF 2 for the Automatic Terminal Information Service (ATIS)
- VHF 3 for the ACARS

ATC Datalink Communication

MSG RECORD..... **ERASE**

To erase the message record, press the ATC COMM button on the MCDU and display the MSG RECORD page. Then, you can erase the MSG RECORD file.

FMGS Preparation

ENGINE & AIRCRAFT TYPE..... **VERIFY**

To display the status page, press the DATA key.

FM database validity..... **VERIFY**

Verify the database validity and the stored waypoints, navaids, runway, and routes.

On the Honeywell FMS, the AIRAC has one day in common to the previous AIRAC. It is then recommended on the first day of the AIRAC cycle to select the new AIRAC cycle on the first flight of the day.

NAVAID DESELECTION..... **AS REQUIRED**

FLIGHT PLAN INITIALIZATION.....COMPLETE

The flight crew should insert the company route or FROM/TO airport, verify ALTN/CO RTE, insert the flight number, enter the cost index, insert the estimated flight cruise level, verify the cruise flight level temperature, insert the expected ground temperature, and verify the alignment with the latitude and longitude.

ADIRS POSITION INITIALIZATION.....AS APPROPRIATE

F-PLN A page.....COMPLETE AND VERIFIED

First, perform a verification to the waypoints, routes, departure, arrival, and vertical climb speed limit or constraint. Then, modify the flight plan if appropriate. Verify the total distance calculated by the flight plan, and ensure that it is similar to the projected flight plan.

WINDS.....AS APPROPRIATE

The flight crew can choose between using the trip wind and the forecast wind for climb, cruise, and descent phase.

F-PLN.....VERIFY

Verify the total distance calculated by the flight plan using the DIST TO DEST function, and ensure that it is similar to the projected flight plan.

SECONDARY FLIGHT PLAN.....AS APPROPRIATE

It is recommended the use of secondary flight plans. Secondary flight plan should be used to anticipate a runway change, an immediate return, or an emergency landing to the nearest airport. However, the pilot must ensure that any past secondary flight plans are deleted.

RADIO NAV.....VERIFY

Verify the VOR, ILS/GLS, MLS, and ADF chosen by the FMGC. If they are erroneous, modify them, and ensure the correct identifier is displayed on the navigation display and primary flight display.

Gross Weight Insertion (INIT B page)

ZFWCG/ZFW.....INSERT

BLOCK FUEL.....INSERT

If the data is not available yet, the pilot can insert the expected values to enable performance predictions and the optimal fuel distribution.

Takeoff Data Insertion (PERF TAKEOFF page)

T.O SHIFT.....INSERT AS REQUIRED

It is recommended to insert a T.O Shift value if the flight crew plan to take off from an intersection.

V1, VR, V2.....INSERT

FLX TO TEMP.....INSERT

THR RED/ACC altitude.....SET OR VERIFY

ENG OUT ACC altitude.....SET OR VERIFY

FLAPS/THS reminder.....INSERT

Climb, Cruise, Descent, Speed Preselection

PRESET SPEEDS..... AS REQUIRED

FMGS Preparation Verification

FMS PREPARATION..... VERIFY

Verify all the data inserted in the FMS.

Glareshield

EFIS Control Panel

BAROMETRIC REFERENCE..... SET

Ensure to set the barometric on the EFIS control panel and on the standby altimeter. The flight crew must also verify that the difference in altitude of both PFDs are 20 feet, and the difference between a PFD and ISIS is no more than 100 feet.

FD..... VERIFY ON

ILS/LS..... AS REQUIRED

ND MODE AND RANGE..... AS REQUIRED

ADF/VOR switch..... AS REQUIRED

FCU

SPD MACH window..... DASHED

HDG V/S – TRK FPA pushbutton..... HDG V/S

ALT window..... SET INITIAL EXPECTED CLEARANCE ALTITUDE

Lateral Console

Oxygen Mask Test

CREW SUPPLY pushbutton..... VERIFY ON

LOUDSPEAKERS..... ON

INT reception knob..... PRESS OUT-ADJUST

INT/RAD switch..... INT

- **On the mask stowage box:**

RESET/TEST pushbutton..... PRESS IN DIRECTION OF THE ARROW

Ensure that the blinker turn yellow, and after a short time goes black.

RESET/TEST pushbutton..... MAINTAIN

EMERGENCY PRESSURE selector..... PRESS

Ensure that the blinker turn yellow and remain yellow. The flight crew must also notice an oxygen flow through the loudspeakers.

REGUL LO PR message..... **VERIFY OFF**

Instrument Panel

PFD and ND brightness knob..... **AS REQUIRED**

LOUDSPEAKER knob..... **SET**

It is recommended to set the LOUDSPEAKER knob to the 1 o'clock position.

PFD..... **VERIFY**

Ensure that the PFD displays the ATT and HDG when available, and the IAS, FMA, initial targeted altitude, altimeter readings, vertical speed indicator, heading and attitude.

ND..... **VERIFY**

Ensure that the ND displays the heading, initial waypoint, and VOR ADF indications.

ECAM Control Panel

ECAM Control Panel

PRESS pushbutton..... **PRESS**

Ensure that the CAB PRESS page displays the LDG ELEV AUTO to verify the correct position of the LDG ELEV knob.

STS pushbutton..... **PRESS**

Ensure that the INOP SYS displayed are compatible with the MEL.

ADIRS

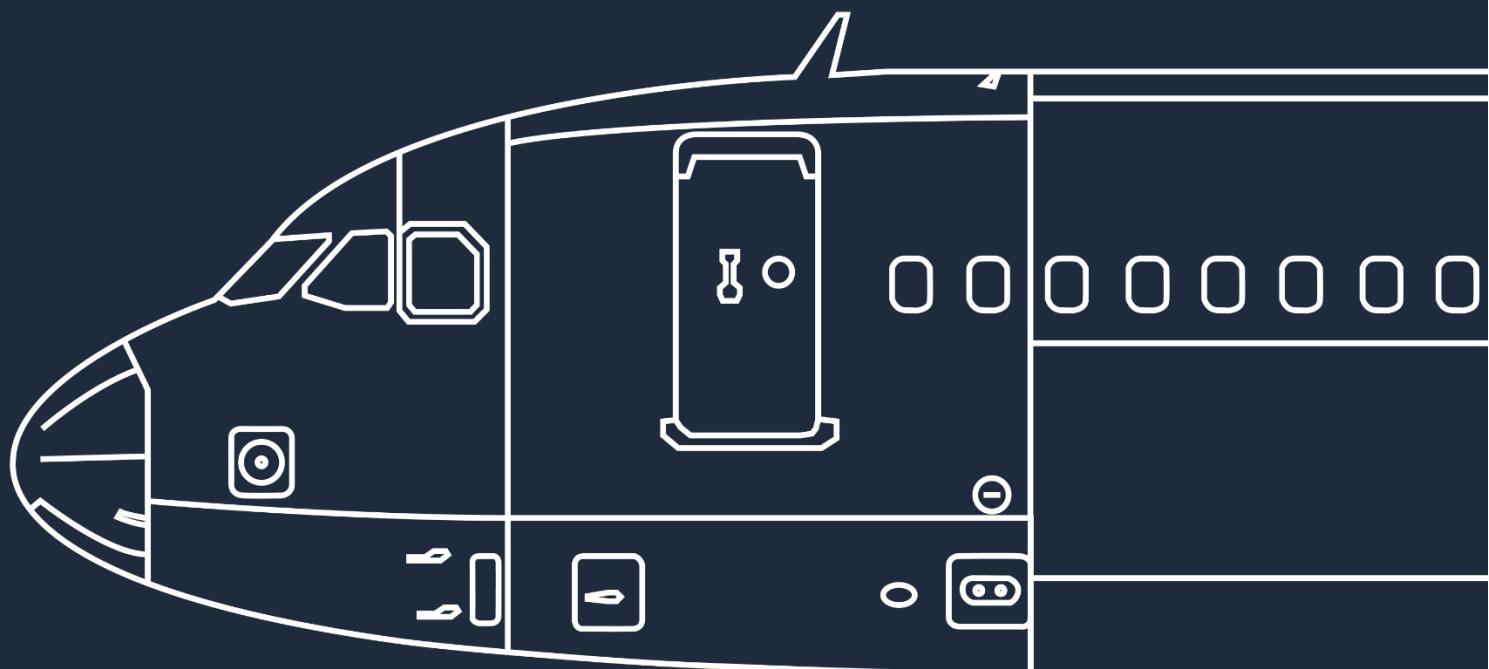
IRS ALIGN..... **VERIFY**

Ensure that the IRS are in the NAV mode, and that the aircraft position is consistent with the airport position.

Takeoff Briefing

TAKEOFF BRIEFING..... **PERFORM**

The takeoff briefing should contain information about any adverse weather, the runway condition, the crew coordination in case of a rejected takeoff, a discussion of any unusual conditions that can affect the safety of the flight, the SID if the aircraft has one engine out, and any other operational risks.



Before Pushback or Start

For Simulation Purposes

Before Start Clearance

Loadsheets

FINAL LOADSHEET.....	VERIFY
Ensure that the loadsheet is accurate.	
ZFW/ZFWCG.....	VERIFY/REVISE
The flight crew compare the ZFW and ZFWCG data with the previously entered data. If different, the flight crew must reinsert the data.	
ZFW/ZFWCG.....	CROSSCHECK
The pilot verify on both flight management system the values of the ZGW/ZFWCG.	
FOB.....	VERIFY
Verify the fuel on board (FOB) on the system display. Ensure that it corresponds to the flight plan and to the loadsheet.	

Takeoff Data

- If takeoff conditions have changed:

FINAL TAKEOFF PERF DATA.....	RECOMPUTE
The flight crew members independently recomputes the takeoff performance data.	
FMS TAKEOFF DATA.....	REVISE
Verify the takeoff speeds, flexible temperature, and takeoff configuration.	
FMS REVISED TAKEOFF PERF DATA.....	CROSSCHECK
The PF ensures the PNF got the same performance data on the T.O page.	

Seating Position

SEATING POSITION.....	ADJUST
The pilot eyes should be in line with the red and white balls.	

MCDU

FMS PERF TO page.....	SELECT
It is recommended to set the PERF TO page on the PF MCDU.	
FMS F-PLN page.....	SELECT
It is recommended to set the F-PLN page on the PM MCDU.	

ELEC

EXT PWR.....	VERIFY AVAIL
EXT PWR DISCONNECTION.....	REQUEST

Before Start Checklist

BEFORE START CHECKLIST down to the line. **COMPLETE**

At Start Clearance

Pushback/Start Up Clearance

PUSHBACK/START CLEARANCE..... **OBTAIN**

ATC. **SET FOR OPERATION**

Windows and Doors

WINDOWS AND DOORS. **VERIFY CLOSED**

Verify on the ECAM DOOR page that the doors are closed.

SLIDES. **VERIFY ARMED**

Verify on the ECAM DOOR page that the slides are armed.

Exterior Lights

BEACON switch. **ON**

Thrust Levers

THRUST LEVERS. **IDLE**

Ensure that the thrust levers are at the idle position. If the lever is beyond the idle detent, it can cause a hazardous situation at start-up.

ACCU Pressure

ACCU PRESS indicator. **VERIFY**

The ACCU PRESS must indicates within the green band. If this is not the case, use the electric pump of the yellow hydraulic system.

Parking Brake and Nosewheel Steering

- **If pushback is not required:**

PARK BRK handle. **VERIFY ON**

BRAKES PRESS indicator. **VERIFY**

BEFORE START CHECKLIST below the line. **COMPLETE**

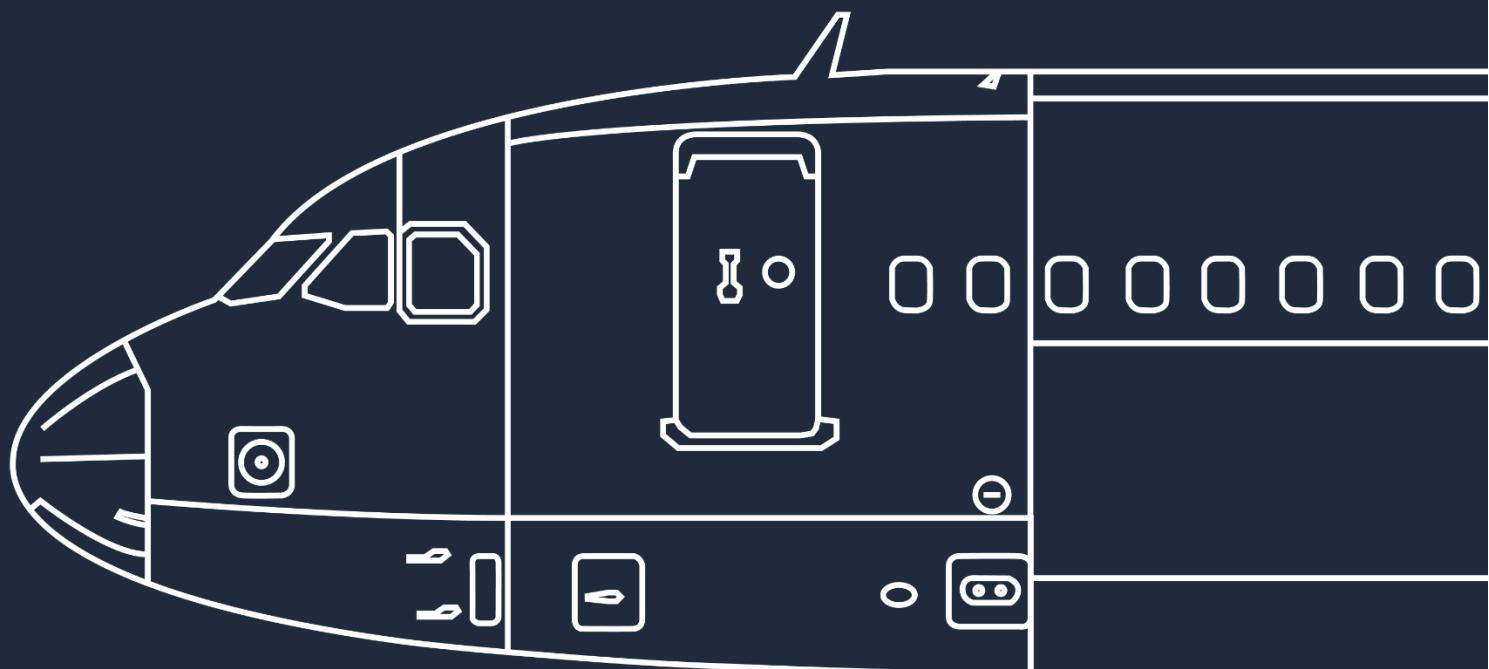
- **If pushback is required:**

N/W STRG DISC MEMO. **VERIFY DISPLAYED**

BEFORE START CHECKLIST below the line..... **COMPLETE**
PARK BRK handle. **OFF**

- **When the pushback is completed:**

PARK BRK handle..... **ON**
BRAKE PRESS indicator..... **VERIFY**



Engine Start

For Simulation Purposes

Automatic Engine Start

ENG MODE selector..... IGN/START

The flight crew should look at the engine warning display for the indication of "COOLING".

ENGINE 2 START..... ANNOUNCE

The engine 2 is usually started first. This will add the ability to pressurize the yellow hydraulic system.

ENG MASTER 2..... ON

It is recommended to wait until all amber crosses and messages have disappeared from the upper ECAM display before setting the ENG MASTER 2 switch to ON.

- When engine idle is reached (AVAIL indication is displayed)

ENG IDLE PARAMETERS..... VERIFY

At ISA sea level, the engine parameters should indicate the following:

- 19% N1
- 68% N2
- 520°C EGT
- 290 kg/h FF

ENGINE 1 START..... ANNOUNCE

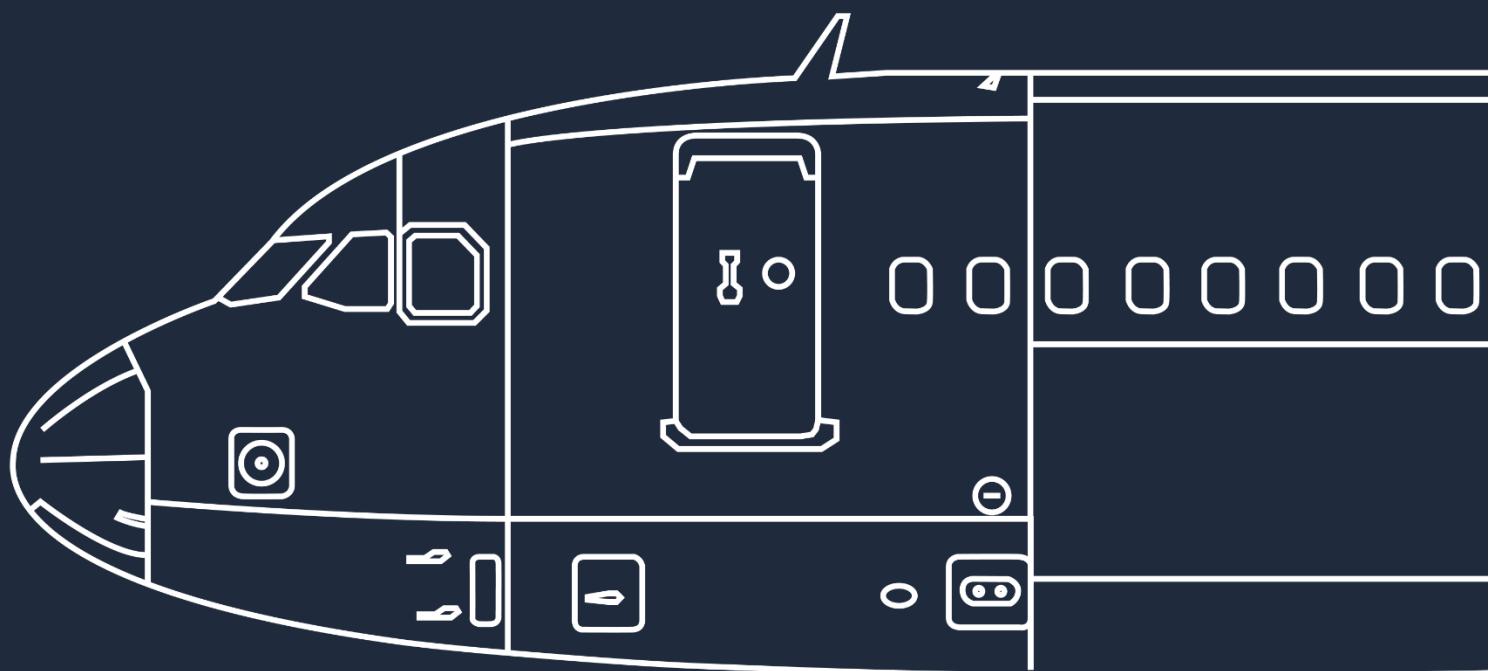
ENG MASTER 1..... ON

- When engine idle is reached (AVAIL indication is displayed)

ENG IDLE PARAMETERS..... VERIFY

At ISA sea level, the engine parameters should indicate the following:

- 19% N1
- 68% N2
- 520°C EGT
- 290 kg/h FF



After Start

For Simulation Purposes

After Start

Engine Mode

ENG MODE selector **NORM**

It is recommended to wait 5 minutes before taking off to prevent a thermal shock. The taxi time can be included in the waiting period.

APU Bleed

APU Bleed pushbutton **OFF**

The auxiliary power unit bleed valves close. All engine bleed valves automatically open.

Anti-Ice

ENG ANTI-ICE pushbutton **AS REQUIRED**

The engine anti-ice must be set to on during all ground operations if there is an icing condition. If ground surface and the environment allow, the flight crew can proceed to an engine de-icing run-up.

To proceed to an engine de-icing runup, set the parking brakes to ON, then accelerate the engines N1 to a minimum of 50% for 5 seconds.

WING ANTI-ICE pushbutton **AS REQUIRED**

The flight crew should turn the wing anti-ice ON when icing conditions are encountered. After 30 seconds, the valve will close itself as a self-test is passed.

APU

- **If the APU is not required:**

APU MASTER pushbutton **OFF**

Ground Spoilers

GROUND SPOILERS **ARM**

Rudder Trim

RUD TRIM position indication **VERIFY ZERO**

- **If the RUD TRIM position indication does not indicates at zero:**
RESET pushbutton **PRESS**

Flaps

FLAPS lever **SET TAKEOFF POSITION**

FLAPS **VERIFY POSITION**

If taxiing in icing condition, delay the flaps extension until the runway holding point. This prevents contamination in the mechanism.

Pitch Trim

PITCH TRIM handwheel. **SET**
Verify that the pitch trim is set to the takeoff trim position.

ECAM Status

STATUS REMINDER. **VERIFY NOT DISPLAYED**
• If STS reminder is displayed:
STS pushbutton. **PRESS**

N/W STEER DISC Memo

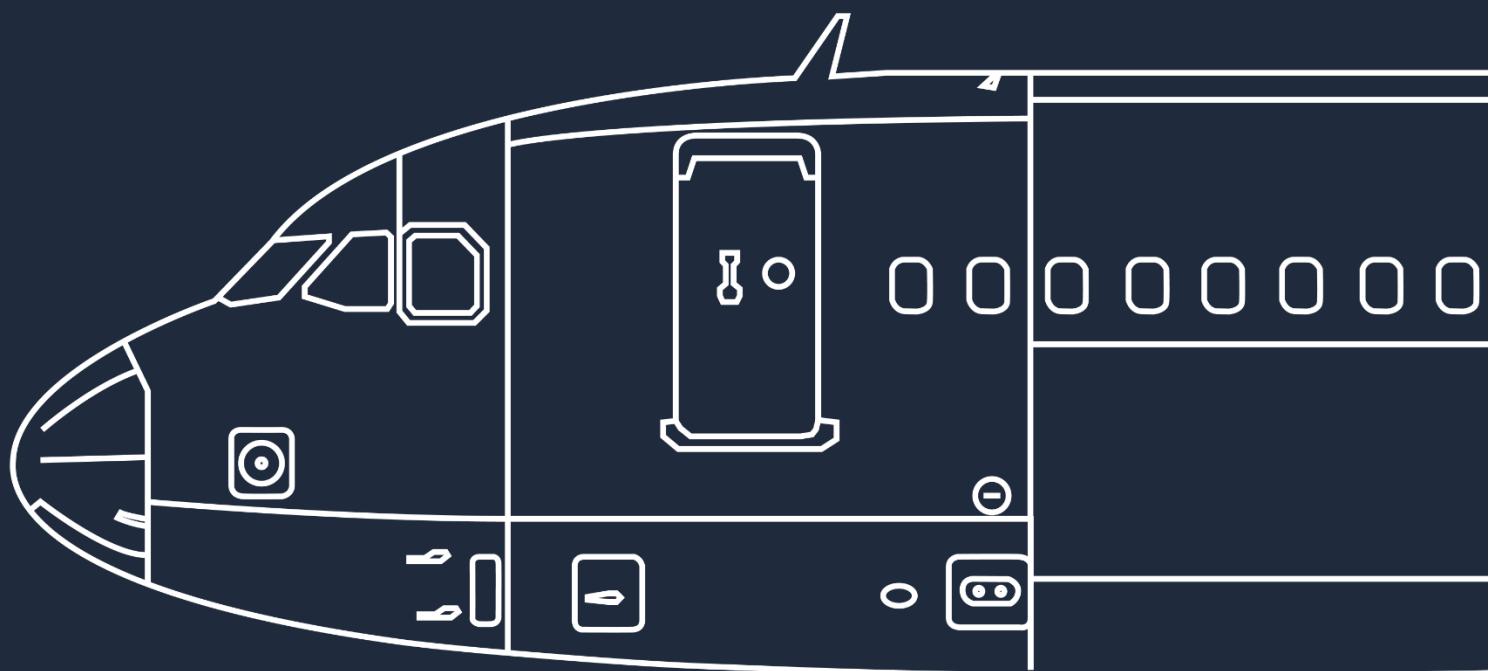
N/W STEER DISC MEMO. **VERIFY NOT DISPLAYED**

Ground Crew

CLEAR TO DISCONNECT. **ANNOUNCE**
When the clearance to disconnect is given, the ground crew should remove the chocks, remove the tow pin, disconnect the interphone and make a hand signal on one side of the aircraft.

After Start Checklist

AFTER START Checklist. **COMPLETE**



Taxi

For Simulation Purposes

Taxi

Taxi Clearance

TAXI clearance..... OBTAIN

Exterior Lights

NOSE switch..... TAXI

- **When crossing a runway:**

STROBE switch..... ON

RWY TURN OFF switch..... ON

Parking Brakes

PARK BRK handle..... OFF

BRAKES PRESSURE..... VERIFY AT ZERO

Thrust Lever

THRUST lever..... AS REQUIRED

Brakes

BRAKE PEDALS..... PRESS

BRAKES..... VERIFY

The flight crew should monitor the WHEEL SD page on the ECAM display. If an arc is displayed above the brake temperature, it is recommended to set the brake fans to ON.

Nosewheel Steering

TILLER or RUDDER PERDALS..... USE AS REQUIRED

Flight Controls

FLIGHT CONTROLS..... VERIFY

ATC Clearance

ATC Clearance..... CONFIRM

Takeoff Data/Conditions

- If takeoff conditions have changed:
 - FINAL TAKEOFF PERF DATA..... **RECOMPUTE**
The flight crew should independently compute the takeoff performance data again.
 - FMS TAKEOFF DATA..... **REVISE**
The flight crew should revise the takeoff data in the FMS. It is recommended to pay attention to the changes at the slats/flaps configuration at takeoff.
 - FMS REVISED TAKEOFF PERF DATA..... **CROSSCHECK**
FLAPS lever..... **AS APPROPRIATE**

AFS/Flight instruments

- F-PLN (SID, TRANS) **REVISE or VERIFY**
Ensure that the ATC clearance is the same as with the inserted flight plan in the FMS.
- INITIAL CLIMB SPEED AND SPEED LIMIT..... **MODIFY or VERIFY**
It is recommended to use VERT REV at departure, or at a CLB waypoint.
- CLEARED ALTITUDE ON FCU..... **SET**
- HDG ON FCU..... **RESET**
Preset the heading if the air traffic control require a radar vector departure. However, please note that the RWY TRK mode maintains the aircraft on the runway heading until the heading mode engage.
- BOTH FD..... **VERIFY ON**
- PFD/ND..... **VERIFY**
- TAKEOFF BRIEFING..... **CONFIRM**
- RADAR..... **ON**
It is recommended to set the MULTISCAN switch to MAN. This allows the flight crew to verify the radar and the departure path. The flight crew can then set the radar to the AUTO position.
- PREDICTIVE WINDSHEAR SYSTEM..... **AUTO**

ATC

- ATC code mode..... **CONFIRM & SET FOR TAKEOFF**

Terrain Radar

- TERR ON ND..... **AS REQUIRED**
It is recommended to set the weather radar display on the PF side, and the terrain radar on the PM side.

Autobrakes

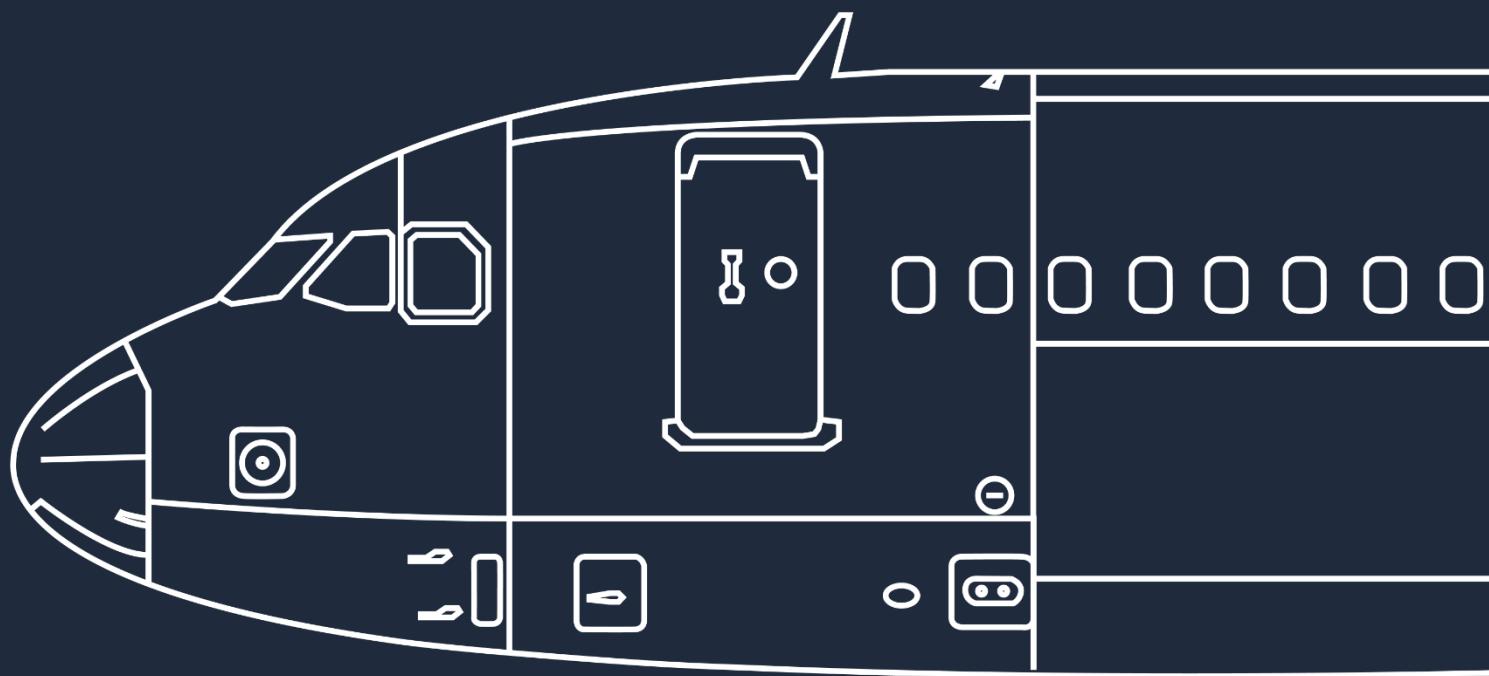
- AUTO BRK MAX pushbutton..... **ON**

Final Verification

- T.O CONFIG pushbutton..... **TEST**
Ensure that the upper ECAM display shows the message "T.O CONFIG NORMAL".
- T.O MEMO..... **VERIFY NO BLUE**
- CABIN REPORT..... **RECEIVE**
Verify on the engine warning display the display of the message "CABIN READY" or obtain the report from the chief flight attendant "Cabin ready for takeoff".

Before Takeoff Checklist

- BEFORE TAKEOFF CHECKLIST down to the line..... **COMPLETE**



Before Takeoff

For Simulation Purposes

Before Takeoff

Brake Fans

- If the brake fans are currently running:

BRAKE TEMPERATURE **VERIFY**

If the brake temperature is below 150°C, the flight crew can select the brake fans OFF. If the brake temperature is above 150°C, it is recommended to delay the takeoff.

Line-Up Clearance

LINE-UP CLEARANCE **OBTAIN**

Exterior Lights

STROBE switch **ON**

The flight crew can turn off the strobe lights if it causes any visual trouble.

TCAS

TCAS mode selector **TA or TA/RA**

It is recommended the use of **TA/RA** for normal situations. If it is inappropriate, such as converging runways or parallel runways, the use of **TA ONLY** mode is recommended.

Approach Path

APPROACH PATH **CLEARED OF TRAFFIC**

Ensure there is no traffic incoming, both from visual confirmation and using the TCAS display on the ND.

Cabin Crew **ADVISE**

Sliding Table/EFB

SLIDING TABLE **STOW**

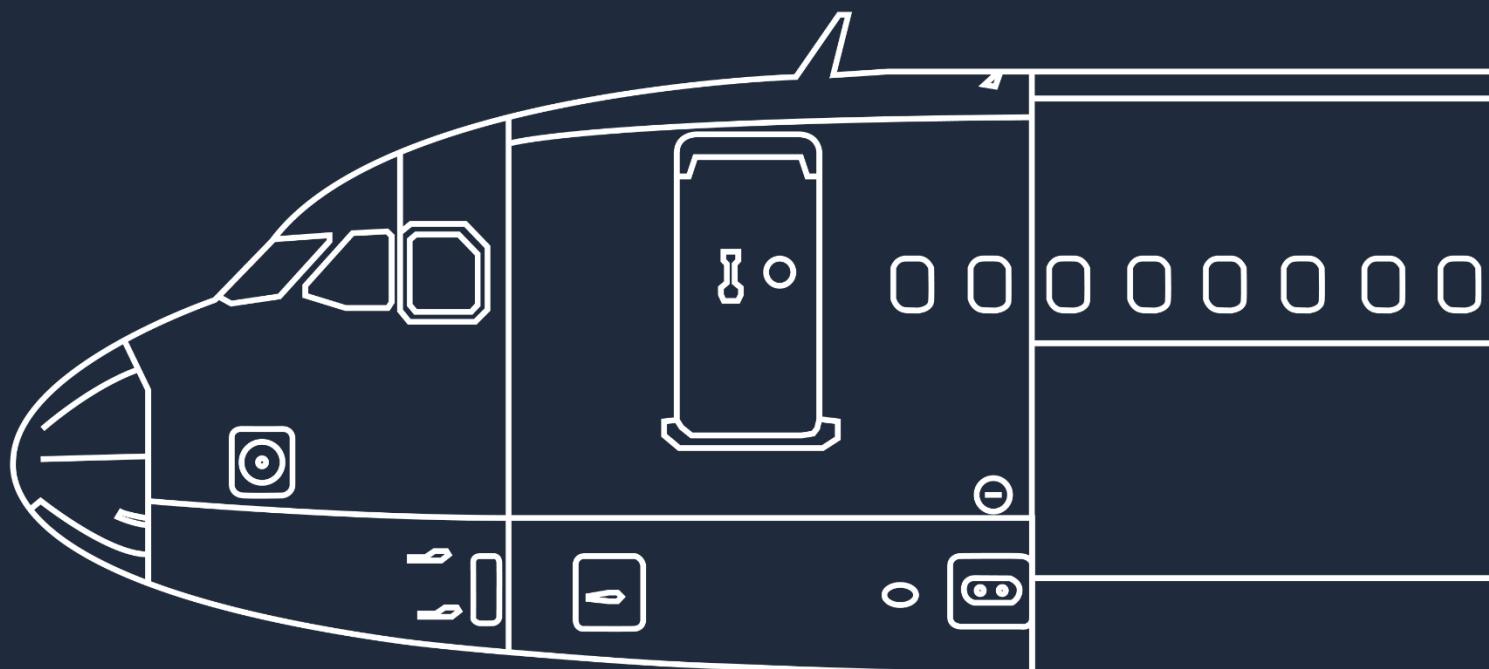
ALL EFB transmitting mode **AS REQUIRED**

TAKEOF^N RUNWAY **CONFIRM**

PACK 1 and 2 **AS REQUIRED**

It is recommended to select the packs OFF or put the APU bleed ON. This should improve performance when using TOGA thrust. Furthermore, it can reduce maintenance cost due to the takeoff EGT reduction. However, if the wing anti-ice is used, it is not recommended to use the APU bleed.

BEFORE TAKEOFF CHECKLIST below the line **COMPLETE**



Takeoff

For Simulation Purposes

Takeoff

Takeoff Clearance

TAKEOFF CLEARANCE OBTAINED

Exterior Lights

NOSE switch	T.O
RWY TURN OFF switch	ON
LAND LIGHTS switch	ON

Thrust Setting

TAKOFF	ANNOUNCE
THRUST LEVERS	50% N1

- **If the crosswind is at or below 20 knots and there is no tailwind:**
It is recommended to apply half forward sidestick until the aircraft reach the airspeed of 80 knots to counter the nose-up effect. At 80 knots, release gradually the sidestick. The sidestick must be neutral at 100 knots.

BRAKES RELEASE
THRUST LEVERS FLX or TOGA
- If the crosswind is greater than 20 knots, or there is tailwind:
It is recommended to apply full forward sidestick until the aircraft reach the airspeed of 80 knots. At 80 knots, release gradually the sidestick. The sidestick must be neutral at 100 knots.

BRAKES RELEASE
THRUST LEVERS FLX or TOGA

Note: Expect the ENG SD page to replace the WHEEL SD page on the lower ECAM display.

DIRECTIONAL CONTROL RUDDER

Once the wheel reach 130 knots, there is an automatic disconnection between the nosewheel steering and the rudder pedals.

CHRONO..... START

PFD/ND..... MONITOR

Ensure that either of the following modes are displayed on the FMA: MAN TOGA (or MAN FLX xx) / SRS / RWY / A/THR / Blank. Also, verify the FMS position on the ND.

FMA..... ANNOUNCE

Below 80 knots

TAKEOFF N1.....VERIFY

Ensure that the actual N1 of each engine has reached the N1 rating limit before the aircraft reach the airspeed of 80 knots.

THRUST SET.....ANNOUNCE

PFD/ENG indications.....MONITOR

Reaching 100 knots

ONE HUNDRED KNOTS.....ANNOUNCE

It is recommended rejecting the takeoff under 100 knots. However, rejecting takeoff above 100 knots is a more serious case.

At V1

V1.....ANNOUNCE

At VR

ROTATION.....ORDER

ROTATION.....PERFORM

It is recommended to have a rotation speed of 3°/s until the aircraft is at a pitch attitude of 15°. It is recommended to minimize any lateral inputs as it can extend spoilers. After lift-off, it is recommended to follow the SRS pitch command bar.

Note: In case of an engine failure, the recommended pitch attitude is 12.5°.

When Positive Climb

POSITIVE CLIMB.....ANNOUNCE

LANDING GEAR UP.....ORDER

LANDING GEAR.....SELECT UP

AUTOPILOT.....AS REQUIRED

The autopilot can be engaged above 100 feet AGL.

At Thrust Reduction Altitude

THRUST LEVERS.....CL

On the FMA, when the message "LVR CLB" appear flashing, move the thrust levers to the CL detent. The autothrottle will activate.

PACK 1 & 2.....ON

It is recommended to select PACK 2 at least 10 seconds after PACK 1 has been selected. This is for passenger comfort.

At Acceleration Altitude

TARGET SPEED..... **MODIFIED**
Ensure that the speed target changes from V2 +10 to the first CLB speed.

Above Acceleration Altitude / Climb Phase

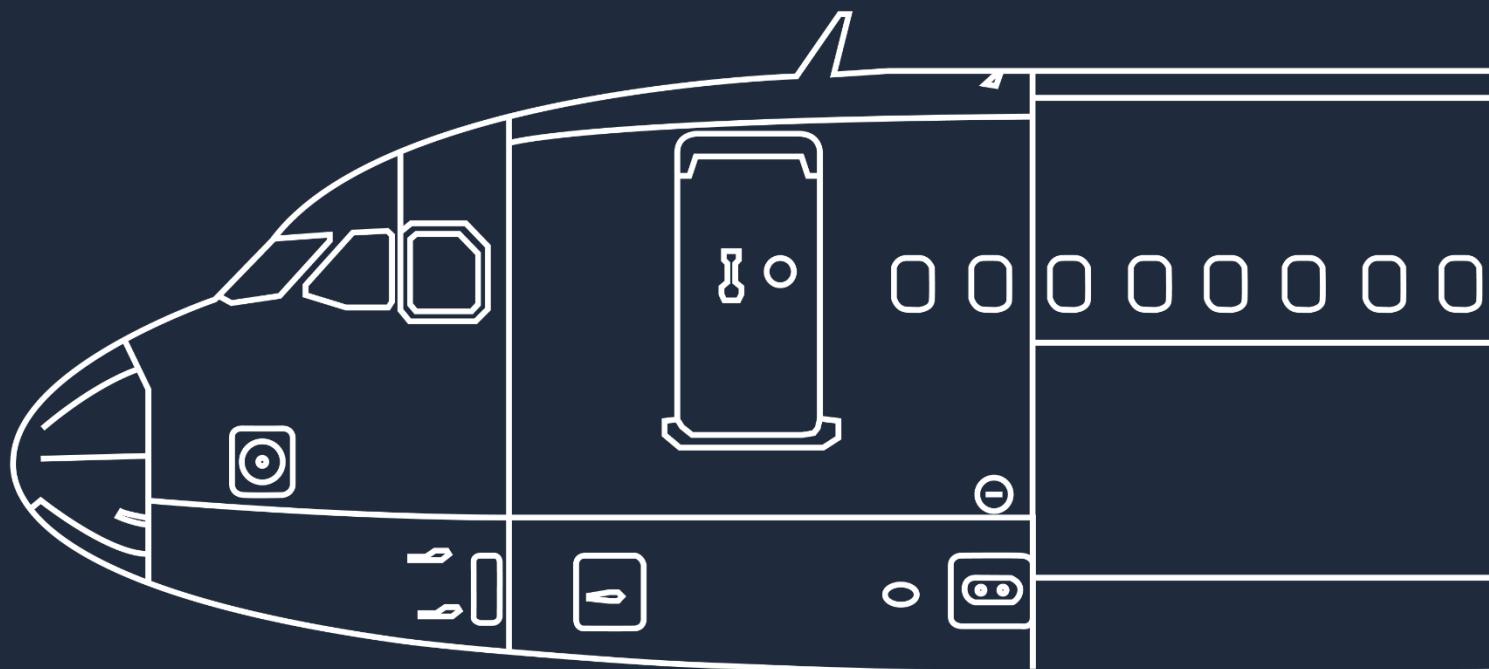
- **At F speed:**

The F speed will only appear if the aircraft is in a higher configuration than 1+F.

FLAPS 1..... **ORDER**
FLAPS 1..... **SELECT**

- **At S speed:**

FLAPS 0..... **ORDER**
FLAPS 0..... **SELECT**
GND SPLRS..... **DISARM**
NOSE switch..... **OFF**
RWY TURN OFF switch..... **OFF**
EXTERIOR LIGHTS..... **AS REQUIRED**

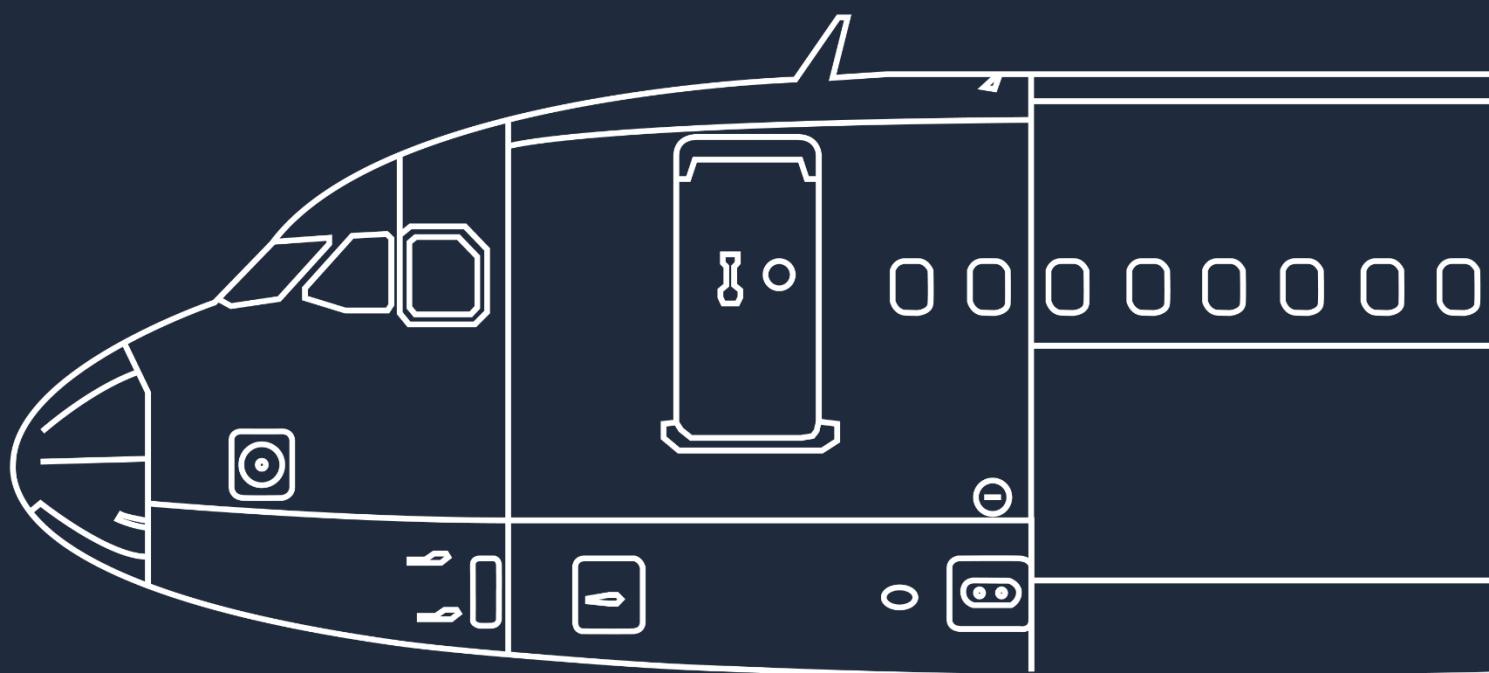


After Takeoff

For Simulation Purposes

After Takeoff

- APU BLEED pushbutton. **AS REQUIRED**
- APU MASTER pushbutton. **AS REQUIRED**
- TCAS mode selector. **TA/RA**
If the takeoff was performed using TA only, select the TA/RA mode.
- ENG ANTI-ICE pushbutton. **AS REQUIRED**
It is recommended to set the engine anti-ice to ON when flying through icing condition, or anticipated icing condition, except when the SAT is below -40°C.
- WING ANTI-ICE pushbutton. **AS REQUIRED**
It is recommended to set the wing anti-ice to ON when flying through icing conditions. It prevents ice accretion on the wing leading edge.
- AFTER TAKEOFF/CLIMB CHECKLIST down to the line. **COMPLETE**



Climb

For Simulation Purposes

Climb

PF MCDU..... **PERF CLB**

It is recommended for the PF MCDU to display the PERF CLB page. This allows the PF to monitor the aircraft when it reaches the FCU selected altitude.

PM MCDU..... **F-PLN**

It is recommended for the PM MCDU to display the F-PLN page. This allows the PM to enter a long-term revision to the lateral or vertical flight plan.

Climb Speed Modifications

FCU SPD..... **SELECT AND PULL**

By pulling the FCU SPD knob, the speed target is in the selected mode. To return in managed speed mode, push the FCU SPD knob.

Expedite Climb

- If the ATC requires a rapid climb through a particular level:
EXP pushbutton..... **PUSH**

By pushing the EXP pushbutton, the aircraft enters the expedite climb mode. To return to the ECON CLB mode, push the ALT knob.

BAROMETRIC REFERENCE..... **SET STD/CROSSCHECK**

Once the aircraft reach the transition altitude, set STD on the EFIS control panel and on the ISIS.

CRZ FL..... **SET AS REQUIRED**

Checklist

AFTER TAKEOFF/CLIMB CHECKLIST below the line..... **COMPLETE**

ENG ANTI-ICE pushbutton..... **AS REQUIRED**

It is recommended to set the engine anti-ice to ON when icing conditions are present or are anticipated.

RADAR..... **AS APPROPRIATE**

At 10 000 Feet

LAND LIGHTS selector..... **RETRACT**

SEAT BELTS switch..... **AS REQUIRED**

EFIS options..... **AS REQUIRED**

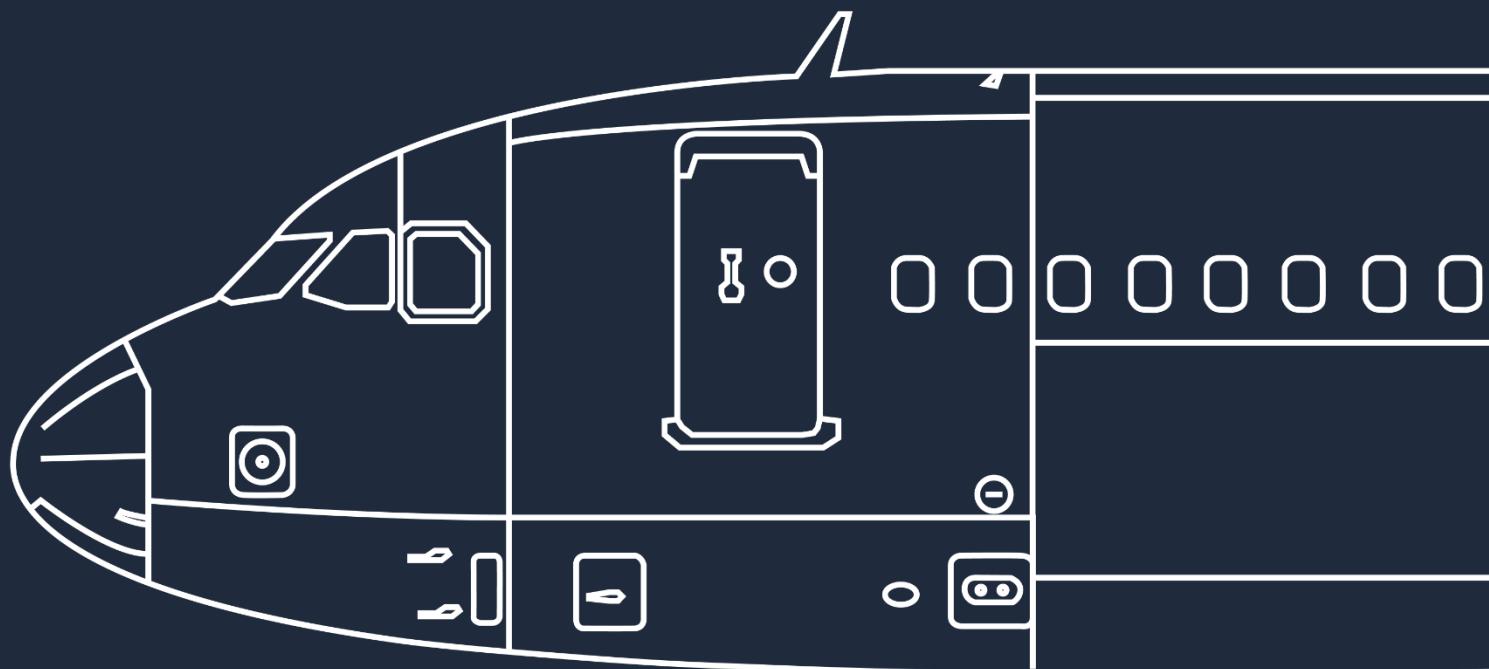
It is recommended to select CSTR on one ND and ARPT on the other ND.

ECAM MEMO..... **REVIEW**

NAVAIDS..... **CLEAR**
It is recommended to clear the manually tuned VORs from the MCDU RAD NAV page.

SEC F-PLN page..... **AS REQUIRED**
It is recommended to recopy the active flight plan in the secondary flight plan.

OPT/MAX ALT..... **VERIFY**



Cruise

For Simulation Purposes

Cruise

ECAM MEMO REVIEW
ECAM SD PAGES REVIEW

It is recommended to review regularly the following pages: ENG, BLEED, ELEC, HYD, FUEL, COND, FLT CTL, and DOOR.

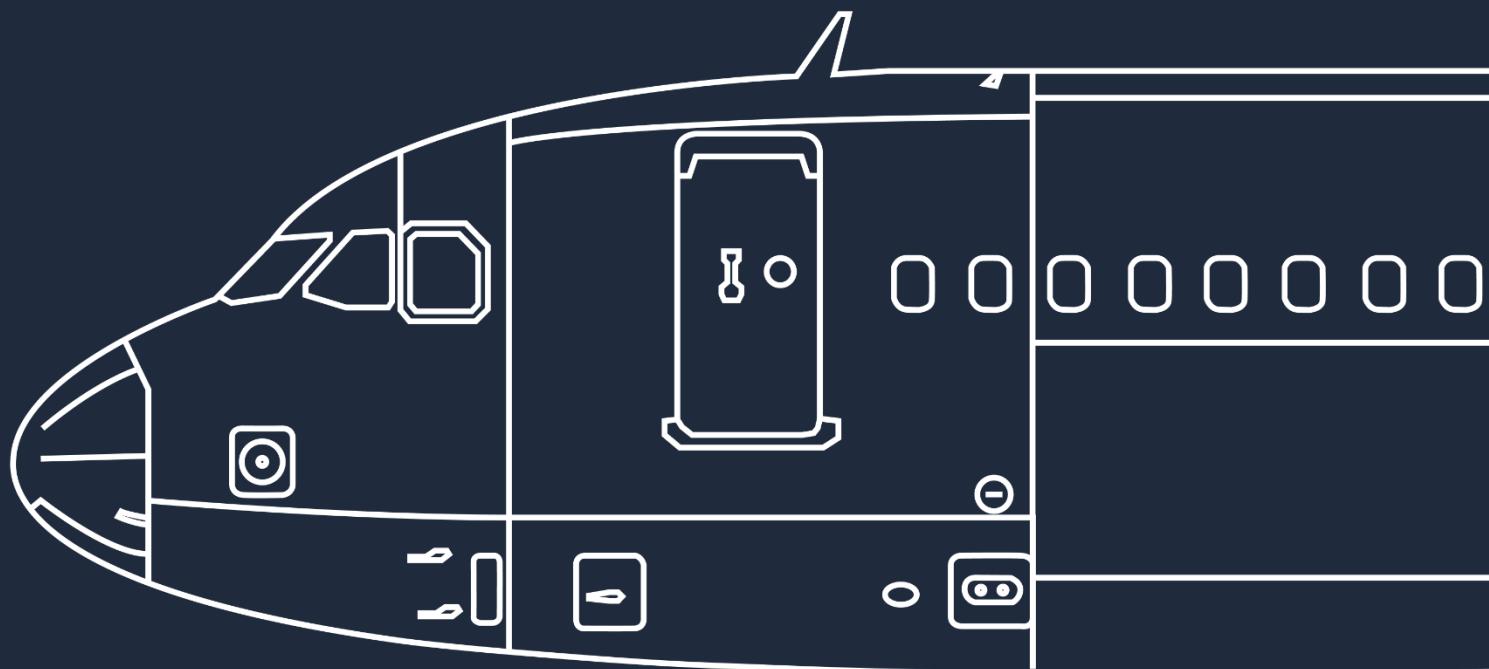
FLIGHT PROGRESS VERIFY

It is recommended to monitor the flight progress. When overflying a waypoint, verify the track and distance to the next waypoint. Each 30 minutes, verify the fuel on board from the ECAM, the fuel prediction from the FMGC, and compare the data with the flight plan. Ensure that the fuel on board and fuel consumed is consistent with the fuel on board at departure.

STEP FLIGHT LEVEL AS APPROPRIATE
RADAR AS APPROPRIATE

- If the oxygen mask has been used:

OXYGEN MASK VERIFY



Descent Preparation

For Simulation Purposes

Descent Preparation

WEATHER AND LANDING INFORMATION..... **OBTAI**N

Verify the weather reports at the destination and the alternate airport. This should include the runway in use for the arrival.

NAV CHARTS..... **PREPARE**

LDG PERFORMANCE..... **COMPUTE**

It is recommended to perform an in-flight landing performance calculation in case the landing conditions has changed since departure. If the landing conditions are expected to change, it is recommended to compute with the worst possible runway conditions. Furthermore, the selection of REV MAX is the standard practice for landing.

LDG PERFORMANCE..... **VERIFY**

ARRIVAL page..... **COMPLETE/VERIFY**

If possible, insert the APPR, STAR, APPR VIA and TRANS.

F-PLN A page..... **VERIFY**

Ensure that the inserted flight plan agrees with the planned and missed approach. Ensure that they respect the restrictions from the charts. The flight crew may require adding a new speed or altitude constraint.

It is not recommended to modify the final approach fix (FAF to runway or MAP).

In case of a "TOO STEEP PATH" message appearing, do not use the FINAL APP guidance for approach.

DES WIND page..... **VERIFY**

PERF CRUISE page..... **VERIFY**

PERF DES page..... **VERIFY**

Before starting the descent, it is recommended to access the PERF DES page and verify the ECON MACH/SPD. If any other speed is required other than the ECON speed, insert that MACH or SPD into the ECON field. This allows the system to calculate the descent path and the top of descent.

Note: The default speed limit is 250 knots below 10 000 feet. The flight crew may modify on the VERT REV at the DEST page.

PERF APPR page..... **COMPLETE/VERIFY**

Insert the QNH, the temperature, the wind at destination and the minimum. It is not recommended to insert gust values.

Note: If there is a change of runway or a change in the approach type, it will automatically erase the inserted minimum.

PERF GO-AROUND page..... **VERIFY/MODIFY**

Verify the thrust reduction altitude and the acceleration altitude. The flight crew may modify if necessary.

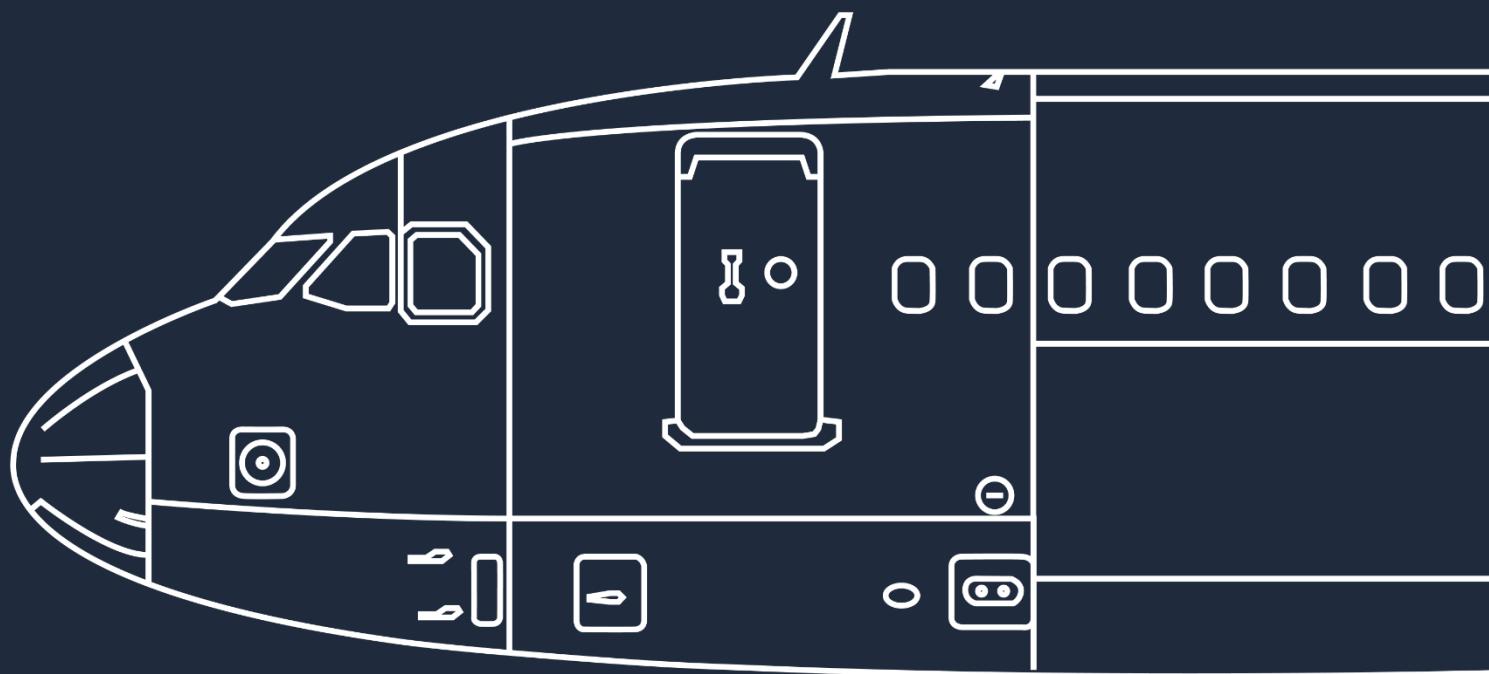
RAD NAV page..... **VERIFY**

Set the navaids as required. Verify the idents on the navigation display and on the primary flight display. If a VOR/DME exists close to the airfield, it is recommended to select it and enter its ident in the BRG/DIST field of the PROG page. This allows the monitoring of NAV ACCY during descent.

SEC F-PLN page..... **AS REQUIRED**

It is recommended to set the secondary flight plan to the alternate runway for destination, or to the landing runway in case of a circling approach.

GPWS LDG FLAP 3 pushbutton.	AS REQUIRED
If the flight crew plans on landing with the FLAPS 3 configuration, the GPWS LDG FLAP 3 must be set to ON.	
LDG ELEV.	VERIFY
Ensure that the LDG ELEV AUTO displays in green on the ECAM CRUISE page and verify the associated value.	
AUTO BRK.	AS REQUIRED
It is recommended to use the autobrakes. For short or contaminated runways, the MED mode is recommended. For long runways, the LO mode is recommended. It is not recommended to use the MAX mode.	
APPROACH BRIEFING.	PERFORM
TERR ON ND.	AS REQUIRED
It is recommended to set the weather radar to the PF side and the TERR ON ND on the PM side. It is not recommended to use the TERR ON ND if the nav accuracy is low.	
RADAR.	ADJUST AS APPROPRIATE
ENG ANTI-ICE pushbutton.	AS REQUIRED
It is recommended to set the engine anti-ice to ON, even if the SAT is below -40°C. This ensures a better protection against flame-out.	
WING ANTI-ICE pushbutton.	AS REQUIRED
Note:	When turning the anti-ice on, it reduces the descent path angle. The pilot can therefore compensate by increasing the descent speed or by extending up to half speedbrakes.
DESCENT CLEARANCE.	OBTAIN
CLEARED ALTITUDE ON FCU.	SET
Ensure that the cleared altitude is lower than the ATC-cleared altitude.	



Descent

For Simulation Purposes

Descent Initiation

DESCENT.....INITIATE

It is recommended to select the DES mode at the top of descent.

Descent Monitoring

PF MCDU.....PROG/PERF DES

It is recommended for the PF to display the PROG page to get the VDEV or RQD DIST TO LAND/DIRECT DIST TO LAND information. The PF can also select the PERF DES page to get predictions to any inserted altitude in the DES/OP DES and EXP mode.

PM MCDU.....F-PLN

DESCENT.....MONITOR/ADJUST

It is recommended to use the DES mode when flying in the NAV mode. This allows the aircraft to descend along the descent flight path, considering all constraints.

Note: When the aircraft is flying in HDG or TRK mode, the DES mode is not available.

Descent Adjustment

To increase the rate of descent, it is recommended to increase the descent speed using selected speed. It allows better fuel economy than other techniques.

BAROMETRIC REFERENCE.....SET

Set the QNH on the EFIS control panel and on the ISIS at the transition altitude.

ECAM STATUS.....VERIFY

Ensure that there is no status reminder on the upper ECAM display. Note any degradation in landing capability or affecting approach and landing.

At 10 000 feet

LAND lights.....SET

SEAT BELTS switch.....ON

EFIS options.....CSTR

It is recommended to select CSTR on both sides.

ILS/LS pushbutton.....AS REQUIRED

It is recommended to turn on the ILS/LS if an ILS, GLS, MLS, ILS G/S out, LOC only, LOC/BC or FLS approaches. The flight crew must ensure that the deviation scales and IDENT are displayed on the PFD.

RAD NAVAIDS.....SELECTED/IDENTIFIED

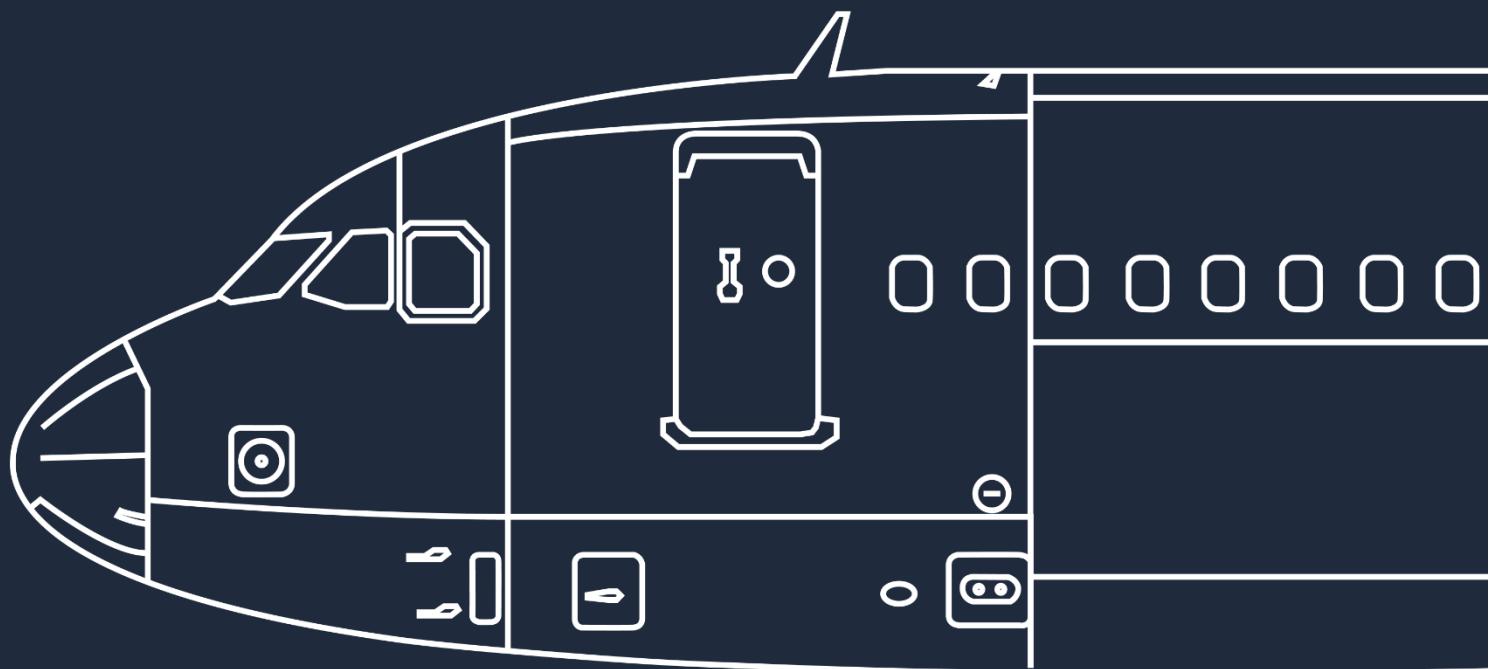
The flight crew must ensure that the appropriate NAVAIDS are tuned and identified.

NAV ACCURACY.....VERIFY

If the GPS PRIMARY function is available, there is no accuracy check required.

Approach Checklist

APPROACH CHECKLIST..... **PERFORM**



Approach - General

For Simulation Purposes

Guidance Mode per Approach Types

	LOC G/S	FINAL APP	LOC FPA	NAV FPA	TRK FPA
ILS / MLS / GLS	Refer to APPR using LOC/GS	N/A	N/A	N/A	N/A
LOC ONLY ILS G/S OUT	N/A	N/A	Refer to APPR using FPA Guidance	N/A	N/A
LOC B/C	N/A	N/A	N/A	N/A	Refer to APPR using FPA Guidance
RNAV (GNSS) with LNAV/VNAV minima	N/A	Refer to APPR using FINAL APP	N/A	Not authorized	Not authorized
RNAV (GNSS) with LNAV minima	N/A	Refer to APPR using FINAL APP	N/A	N/A	Not authorized
RNAV (GNSS) with LPV minima	N/A	Not authorized	N/A	Not authorized	Not authorized
VOR VOR-DME NDB NDB-DME	N/A	Refer to APPR using FINAL APP	N/A	Refer to APP using FPA Guidance	Refer to APPR using FPA Guidance
RNAV (RNP)	N/A		N/A	Not Authorized	Not Authorized

Initial Approach - General

Initial Approach

F-PLN SEQUENCING.....ADJUST

The NAV mode will be automatically available after go-around if the flight plan is properly sequenced. If flying in nav mode, the F-PLN will sequence automatically. In HDG/TRK mode, the F-PLN will only sequence automatically if flying close to the F-PLN route.

APPROACH PHASE	VERIFY/ACTIVATE
If flying in NAV mode, the approach phase will automatically activate itself if the aircraft overlies the DECEL pseudo waypoint. If flying in HDG/TRK mode, it is recommended to activate the approach phase 15 NM from touchdown.	
MANAGED SPEED.....	VERIFY
It is recommended to remain in managed speed mode. If, for any reasons, the ATC requires a different speed, use the selected speed mode.	
FLIGHT PATH.....	MONITOR
If flying in NAV mode, it is recommended to use the VDEV information on the PFD and PROG MCDU page. If flying in HDG/TRK mode, it is recommended to use the energy circle on the ND.	
SPEED BRAKES lever.....	AS REQUIRED
It is recommended to avoid the use of the speed brakes. In the case of the use of the speedbrakes, the flight crew should ensure that there is an appropriate speed margin before the extension of the speed brakes. The flight crew should also ensure that there is an appropriate speed margin before the beginning of a turn. This is to ensure that the Alpha-Floor protection doesn't activate.	
RADAR.....	ADJUST AS APPROPRIATE
NAV ACCURACY.....	MONITOR
If the GPS PRIMARY function is available, there is no accuracy check required.	

Intermediate/Final Approach - General

At Green Dot Speed

FLAPS 1.....	ORDER
FLAPS 1.....	SELECT
It is recommended to select the FLAPS 1 3 NM before the final descent point. The aircraft should also decelerate. If the aircraft does not decelerate, the flight crew should consider the extension of the landing gear before the extension of speedbrakes. The extension of the speedbrakes at this point will cause an increase in VLS.	
TCAS MODE selector.....	TA or TA/RA

It is recommended the use of **TA/RA** for normal situations. If it is inappropriate, such as converging runways or parallel runways, the use of TA ONLY mode is recommended.

At 2 000 Feet AGL Minimum

FLAPS 2.....	ORDER
FLAPS 2.....	SELECT
The flight crew must notice a deceleration toward the F speed. The flight crew should consider extending the landing gear to reduce the airspeed. The use of speedbrakes is not recommended.	

When Flaps Are At 2

L/G DOWN.....	ORDER
---------------	--------------

L/G lever.....	SELECT DOWN
AUTO BRK.....	CONFIRM
GROUND SPOILERS.....	ARM

Exterior Lights

NOSE switch.....	T.O
RWY TURN OFF switch.....	ON

When Landing Gear is Down

FLAPS 3.....	ORDER
FLAPS 3.....	SELECT
ECAM WHEEL SD page.....	CHECK
L/G lights.....	CONFIRM THREE GREEN
FLAPS FULL.....	ORDER
FLAPS FULL.....	SELECT

It is recommended to retract the speedbrakes before selecting the FLAPS full. This prevents the aircraft to pitch down when the speedbrakes retracts automatically.

A/THR..... **VERIFY IN SPEED MODE OR OFF**

WING ANTI-ICE pushbutton..... **OFF**

Only turn the wing anti-ice ON when there are severe icing conditions.

SLIDING TABLE..... **STOW**

ALL EFB..... **STOW**

LDG MEMO..... **VERIFY NO BLUE**

CABIN REPORT..... **RECEIVE**

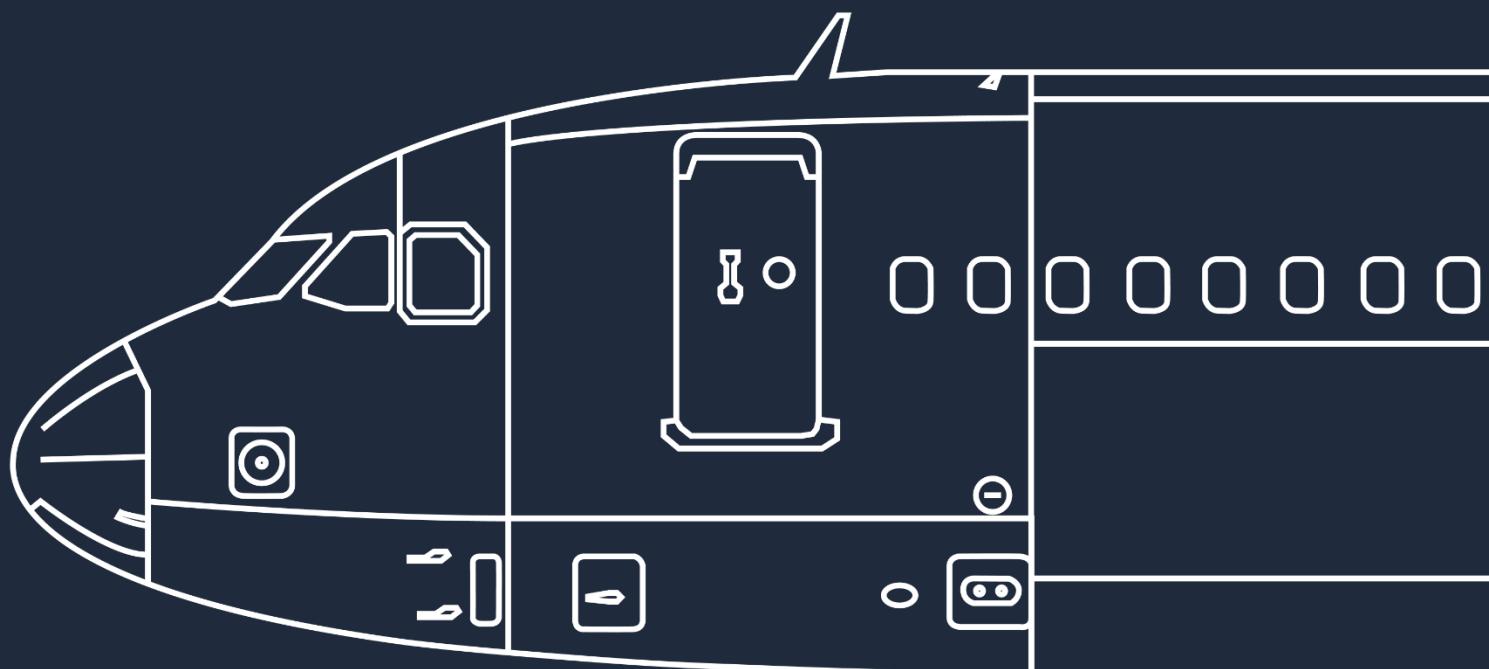
CABIN CREW..... **ADVISE**

LANDING CHECKLIST..... **COMPLETE**

FLIGHT PARAMETERS..... **MONITOR**

The PF should announce any FMA modification. The PM should call out in the following conditions:

- the speed goes lower than the speed target -5 kt, or greater than the speed target +10 kt;
- The pitch attitude is lower than -2.5° or greater than 7.5°;
- The bank angle is greater than 7°;
- The descent rate is greater than 1 000 ft/min.



Approach - LOC G/S Guidance

For Simulation Purposes

Approach Using LOC G/S Guidance

Descent Preparation

APPROACH MINIMUM DETERMINE

It is recommended to insert "NO" in the DH field of the MCDU to avoid any false auto callouts for a CATIII approach.

APPROACH BRIEFING PERFORM

Initial/Intermediate Approach

APPR pushbutton PRESS

The APPR should be activated when the aircraft is cleared for the approach, the aircraft is on the intercept trajectory for the final approach course and the LOC deviation is available.

BOTH APs ENGAGE

It is recommended to engage the AP1 and AP2 when the APPR mode is selected. The FMA will display CAT 1 above 5 000 feet AGL. Below 5 000 feet AGL, the FMA will display the intended approach.

LOC VERIFY ARMED

G/S VERIFY ARMED

LOC CAPTURE MONITOR

G/S CAPTURE MONITOR

GO-AROUND ALTITUDE SET

Glide Interception from Above

APPR mode ARM / VERIFY ARMED

FCU altitude SET ABOVE A/C ALTITUDE

V/S MODE SELECT

It is recommended to select a V/S of 1 500 ft/min. If the V/S is above 2 000 ft/min, the airspeed will increase toward VFE.

Final Approach

FLIGHT PARAMETERS MONITOR

The PM should call out if $\frac{1}{2}$ dot of LOC or GLIDE deviation.

At 350 ft RA

LAND mode VERIFY ENGAGED/ANNOUNCE

If there is no LAND mode, the Autoland function is not authorized.

For CAT I, CAT II, CAT III with DH Approach

At entered minimum + 100 ft

ONE HUNDRED ABOVE MONITOR OR ANNOUNCE

At entered minimum

MINIMUM MONITOR OR ANNOUNCE

- If visual references are sufficient:

CONTINUE ANNOUNCE
AP AS REQUIRED

- If visual references are not sufficient:

GO AROUND ANNOUNCE

For CAT III Without DH Approach

At 100 ft (Alert height) if no failure

CONTINUE ANNOUNCE

Degraded Guidance Procedures

For CAT II, CAT III Operations

- In case of:

- Amber caution, or
- Landing capability degradation.

Above 1 000 ft:

ECAM / QRH PROCEDURE COMPLETE
REQUIRED EQUIPMENT VERIFY
APPROACH AND LANDING CAPABILITY VERIFY

If required:

RVR VERIFY
DH ADJUST
BRIEFING CONFIRM

- If the flight crew does not complete all the above actions above 1000 feet:

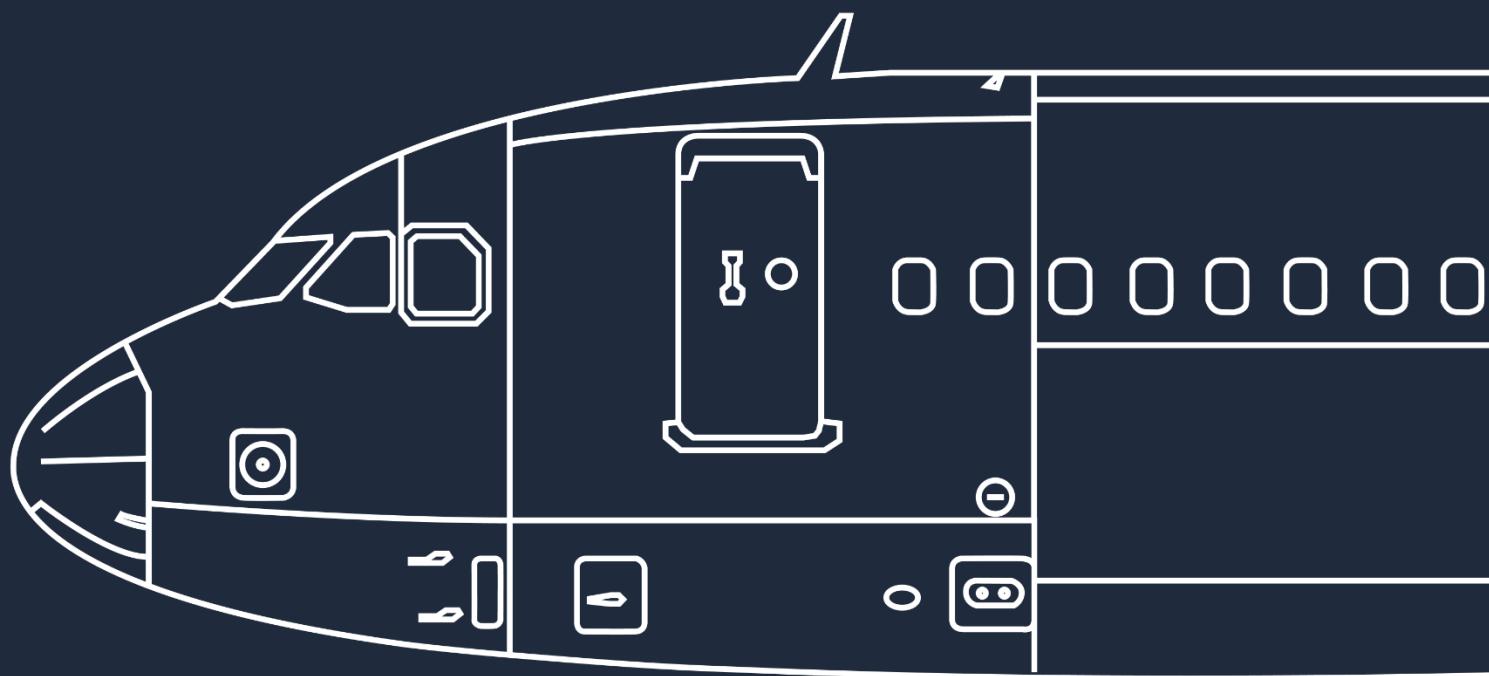
GO AROUND PERFORM

Below 1 000 ft:

- If external visual is not sufficient:
GO AROUND..... **PERFORM**

Below 100 feet (Alert height) for CAT 3 DUAL:

- In the case of Autoland warning light:
 - Visual references not sufficient:
GO AROUND..... **PERFORM**
 - Visual references are sufficient:
LANDING..... **PERFORM**



Approach - Final APP Guidance

For Simulation Purposes

Approach Using Final APP Guidance

Descent Preparation

WEATHER AND LANDING INFORMATION	OBTAIN
It is not recommended to use the vertical managed guidance if the OAT is below the minimum temperature indicated on the chart or when the temperature corrections are required.	
F-PLN A page.....	VERIFY
It is not recommended to use FINAL APP guidance if a TOO STEEP PATH is displayed after the Final Descent Point.	
PROG page.....	COMPLETE
Insert the reference runway threshold in the BRG/DIST field. This allows the monitoring of position during approach.	
GO-AROUND STRATEGY.....	REVIEW

Descent

At 10 000 feet:

NAV ACCURACY.....	VERIFY
If the nav accuracy is low, it is recommended to use TRK FPA mode for approach.	
• For RNAV (GNSS) approach:	
GPS PRIMARY.....	VERIFY
The GPS PRIMARY must be available on at least one FMS.	

BARO REF.....	SET
---------------	------------

Initial/Intermediate/Final Approach

POSITION.....	MONITOR
APPR pushbutton.....	PRESS
Turn the on the APPR mode only when the aircraft is cleared for approach and the TO waypoint is the Final Descent Point.	
APP NAV.....	VERIFY ARMED or ENGAGED
FINAL.....	VERIFY ARMED
Verify that the V/DDEV scale is displayed on the PFD. Ensure the display of a blue arrow on ND. This indicates that FINAL APP engagement conditions are fulfilled.	

At the Final Descent Point

FINAL APP.....	VERIFY ENGAGED
GO AROUND ALTITUDE.....	SET
FLIGHT PARAMETERS.....	MONITOR

At Entered Minimum +100 feet

ONE HUNDRED ABOVE. **MONITOR OR ANNOUNCE**

At Entered Minimum

MINIMUM. **MONITOR OR ANNOUNCE**

- **If visual references are sufficient:**

CONTINUE. **ANNOUNCE**

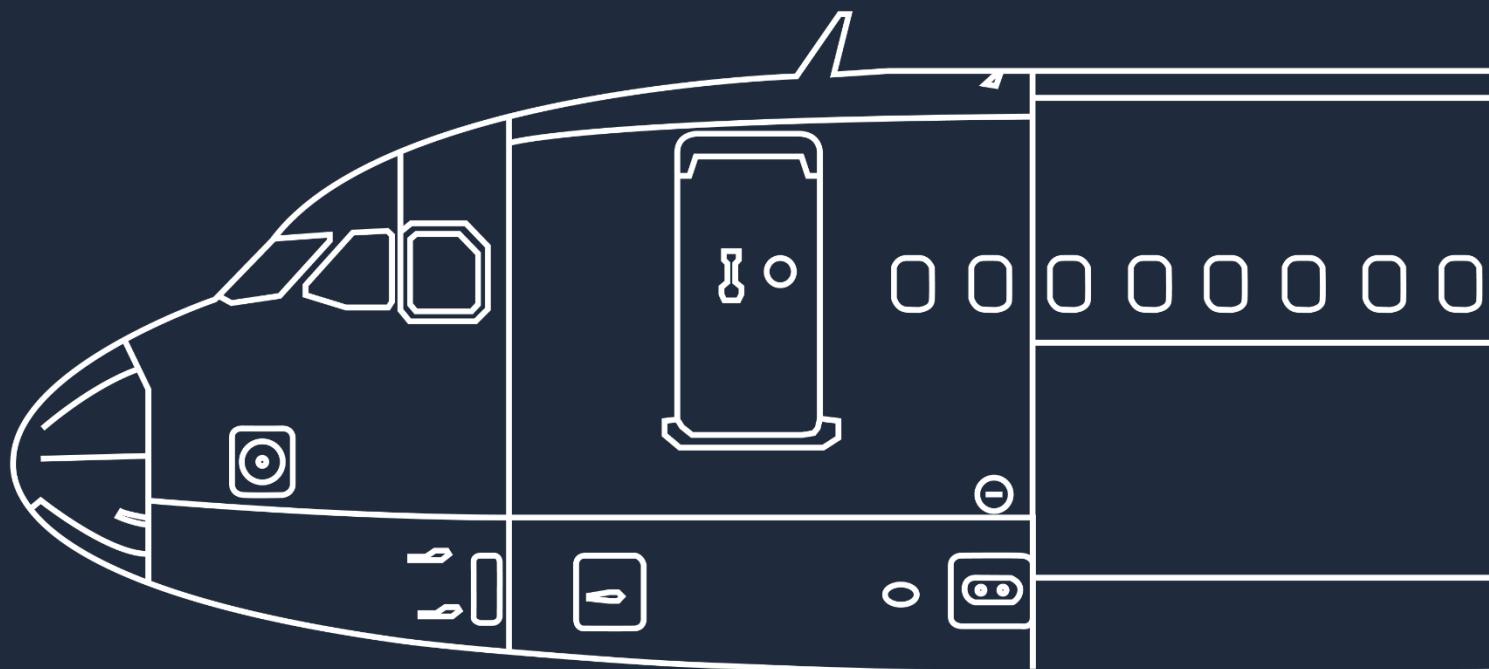
- At the latest at the MAP or Minimum Use Height of the AP (Whichever occurs first):

AP. **OFF**

FD. **AS REQUIRED**

- **If visual references are not sufficient:**

GO AROUND. **ANNOUNCE**



Approach - FPA Guidance

For Simulation Purposes

Approach Using FPA Guidance

Descent Preparation

F-PLN A page.....	VERIFY
It is recommended to disregard the V/DEV information on the PFD if the message TOO STEEP PATH is displayed after the Final Descent Point. For the approaches using the NAV FPA mode, 1 degree of difference between the MCDU and the charted final lateral track is acceptable. For conventional radio NAVAID approach, 3 degrees of difference between the MCDU and the charted final lateral track is acceptable. For all other cases, it is recommended to use TRK FPA mode.	
PROG page.....	COMPLETE
Insert the reference runway threshold in the BRG/DIST field. This allows the monitoring of position during approach.	
GO AROUND STRATEGY.....	REVIEW

Descent

At 10 000 feet :

NAV ACCURACY.....	VERIFY
If the nav accuracy is low, it is recommended to use TRK FPA mode for approach.	
• For RNAV (GNSS) approach: GPS PRIMARY.....	VERIFY

The GPS PRIMARY must be available on at least one FMS.

Initial/Intermediate/Final Approach

LATERAL GUIDANCE MODE.....	SET FOR APPROACH
Arm the NAV or LOC mode as appropriate.	

- **For LOC ONLY and ILS G/S OUT:**
LOC pushbutton..... **PRESS**
It is recommended to press the LOC pushbutton when cleared for approach and the aircraft is on the intercept trajectory for the final approach course.
LOC..... **VERIFY ARMED**
- **For back course localizer approaches:**
TRK FPA MODE..... **USE FOR APPROACH**

LATERAL PATH.....	INTERCEPT
The flight crew should monitor the NAV or LOC engagement.	

TRK FPA pushbutton.....	SELECT
FPA FOR FINAL APPROACH.....	SET

At 0.3 NM from the Final Descent Point

FPA selector.....	PULL
FPA MODE.....	VERIFY ENGAGED
POSITION/FLIGHT PATH.....	MONITOR/ADJUST
GO AROUND ALTITUDE.....	SET
FLIGHT PARAMETERS.....	MONITOR

At Entered Minimum + 100 Feet

ONE HUNDRED ABOVE.....	MONITOR OR ANNOUNCE
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At Entered Minimum

MINIMUM.....	MONITOR OR ANNOUNCE
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- **If visual references are sufficient:**

CONTINUE..... ANNOUNCE

AP..... OFF

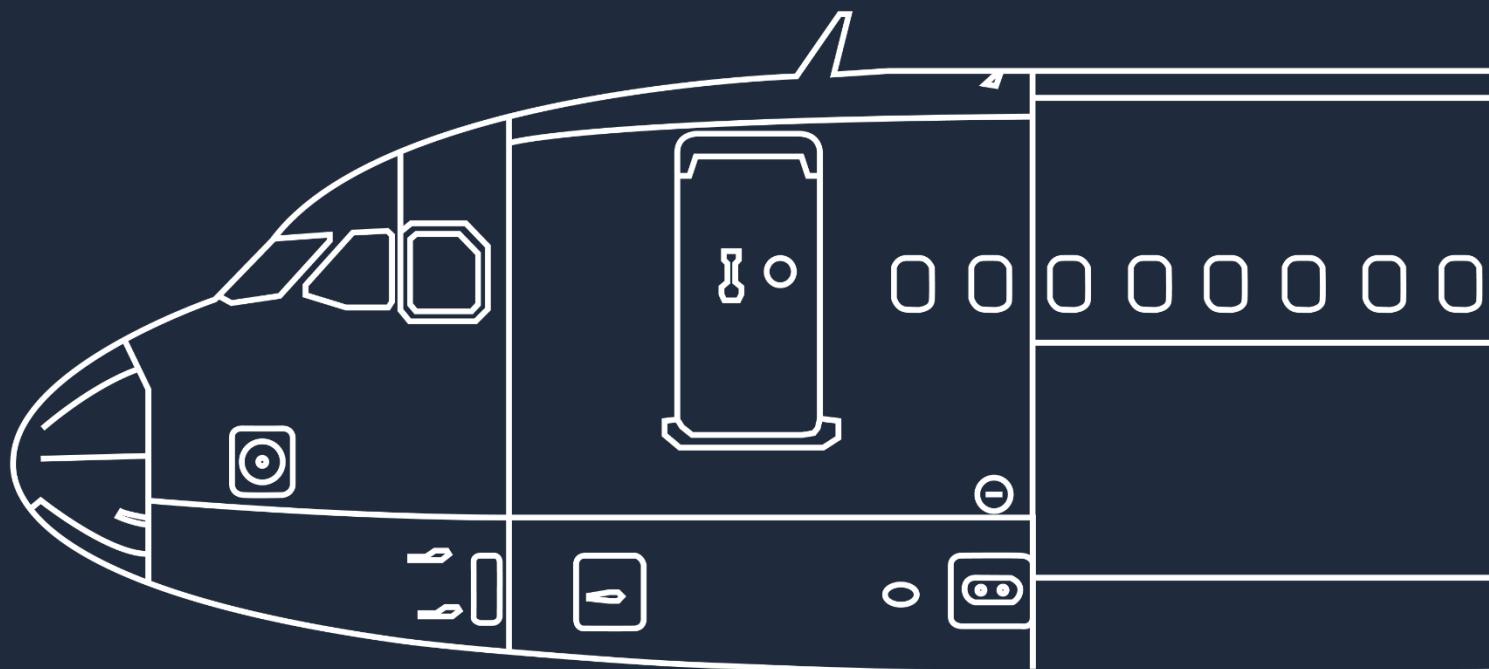
If the autopilot is still engaged at minimum – 50 feet, the FMA will display the message
DISCONNECT AP FOR LDG.

FD..... OFF

RUNWAY TRACK..... VERIFY/SET

- **If visual references are not sufficient:**

GO AROUND..... ANNOUNCE



Landing

For Simulation Purposes

Manual Landing

Flare

- In stabilized approach conditions, the flare height is approximately 30 feet:

FLARE..... **PERFORM**
ATTITUDE..... **MONITOR**
THRUST levers..... **IDLE**

The autopilot will automatically disengage when the thrust levers are set to IDLE.

At Touchdown

DEROTATION..... **INITIATE**
ALL THRUST LEVERS..... **REV MAX or REV IDLE**

The flight crew must select the reverse thrust immediately after the main landing gear touches the ground.

GROUND SPOILERS..... **VERIFY/ANNOUNCE**
Verify the ground spoilers on the WHEEL SD page.

REVERSERS..... **VERIFY/ANNOUNCE**
Ensure that the ECAM E/WD displays the reverse deployment (REV in green).

DIRECTIONAL CONTROL..... **MONITOR/ENSURE**
It is recommended to use the rudder until reaching taxi speed.

BRAKES..... **AS REQUIRED**
If there are no ground spoilers extended, the autobrakes are not activated. The use of manual braking is therefore recommended in this situation.

DECELERATION..... **VERIFY/ANNOUNCE**

At 70 knots

SEVENTY KNOTS..... **ANNOUNCE**
BOTH THRUST LEVERS..... **REV IDLE**

It is recommended to reduce thrust when passing 70 knots. Keeping a high level of reverse thrust may result in an engine stall due to excessive EGT.

At Taxi Speed

REVERSERS..... **STOW**

On snow-covered ground, it is recommended to stow the reversers when the aircraft reaches 25 knots. It is not recommended to use the reversers on taxiways. This may ingest fine sand, debris, or snow.

Before 20 Knots

AUTO BRK..... **DISENGAGE**

Autoland

At 350 feet RA

ILS/GLS/MLS COURSE ON PFD..... **VERIFY**

At 40 feet RA

FLARE mode..... **VERIFY ENGAGED/ANNOUNCE**

At 30 feet RA

THRUST IDLE..... **VERIFY**

The flight crew should notice a thrust reduction.

At 10 feet RA

BOTH THRUST LEVERS..... **IDLE**

Retard the thrust levers at the "RETARD" auto-callout.

LATERAL GUIDANCE..... **MONITOR**

At Touchdown

ROLL OUT mode..... **VERIFY ENGAGED/ANNOUNCE**

BOTH THRUST LEVERS..... **REV MAX or REV IDLE**

GROUND SPOILERS..... **VERIFY/ANNOUNCE**

Verify the ground spoilers on the WHEEL SD page.

REVERSERS..... **VERIFY/ANNOUNCE**

Ensure that the ECAM E/WD displays the reverse deployment (REV in green).

DIRECTIONAL CONTROL..... **MONITOR/ENSURE**

It is recommended to use the rudder until reaching taxi speed.

BRAKES..... **AS REQUIRED**

If there are no ground spoilers extended, the autobrakes are not activated. The use of manual braking is therefore recommended in this situation.

DECELERATION..... **VERIFY/ANNOUNCE**

At 70 knots

SEVENTY KNOTS..... **ANNOUNCE**
BOTH THRUST LEVERS..... **REV IDLE**

It is recommended to reduce thrust when passing 70 knots. Keeping a high level of reverse thrust may result in an engine stall due to excessive EGT.

Before 20 Knots

AUTO BRK..... **DISENGAGE**

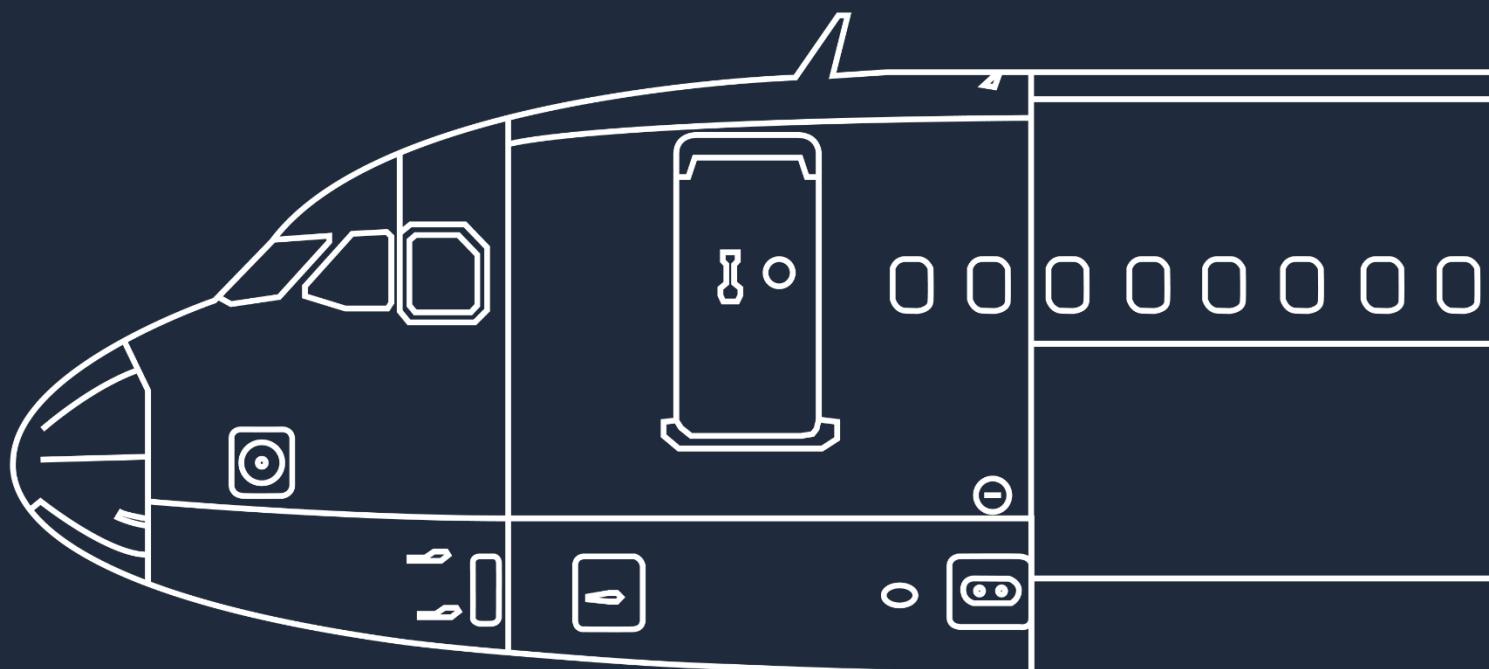
End or Roll Out

REVERSERS..... **STOW**

On snow-covered ground, it is recommended to stow the reversers when the aircraft reaches 25 knots. It is not recommended to use the reversers on taxiways. This may ingest fine sand, debris, or snow.

AP..... **OFF**

It is recommended to disengage the AP at the end of the roll out, before leaving the runway.



Go-Around

For Simulation Purposes

Go Around With FD

Apply the following three actions simultaneously:

THRUST LEVERS..... **TOGA**

The flight crew must set the thrust levers to the TOGA detent. This ensures the engagement of SRS GA mode. The flight crew can then set the thrust levers to FLX/MCT to engage the GA SOFT mode.

ROTATION..... **PERFORM**

It is recommended to have an initial rotation to 15°. When getting a positive rate of climb, follow the SRS Flight Director.

GO AROUND..... **ANNOUNCE**

FLAPS lever..... **SELECT AS REQUIRED**

It is recommended to retract one step of flaps.

FMA..... **VERIFY/ANNOUNCE**

In case the FMA does not display MAN GA SOFT or MAN TOGA, set the thrust levers to the TOGA detent.

POSITIVE CLIMB..... **ANNOUNCE**

L/G UP..... **ORDER**

L/G..... **SELECT UP**

NAV or HDG mode..... **AS REQUIRED**

AP..... **AS REQUIRED**

At Go Around Thrust Reduction Altitude

THRUST levers..... **CL**

At Go Around Acceleration Altitude

- If the target speed does not increase to green dot:
ALT knob..... **VERIFY AND PULL**

- At F speed:
FLAPS 1..... **ORDER**
FLAPS 1..... **SELECT**

- At S speed:
FLAPS 0..... **ORDER**
FLAPS 0..... **SELECT**

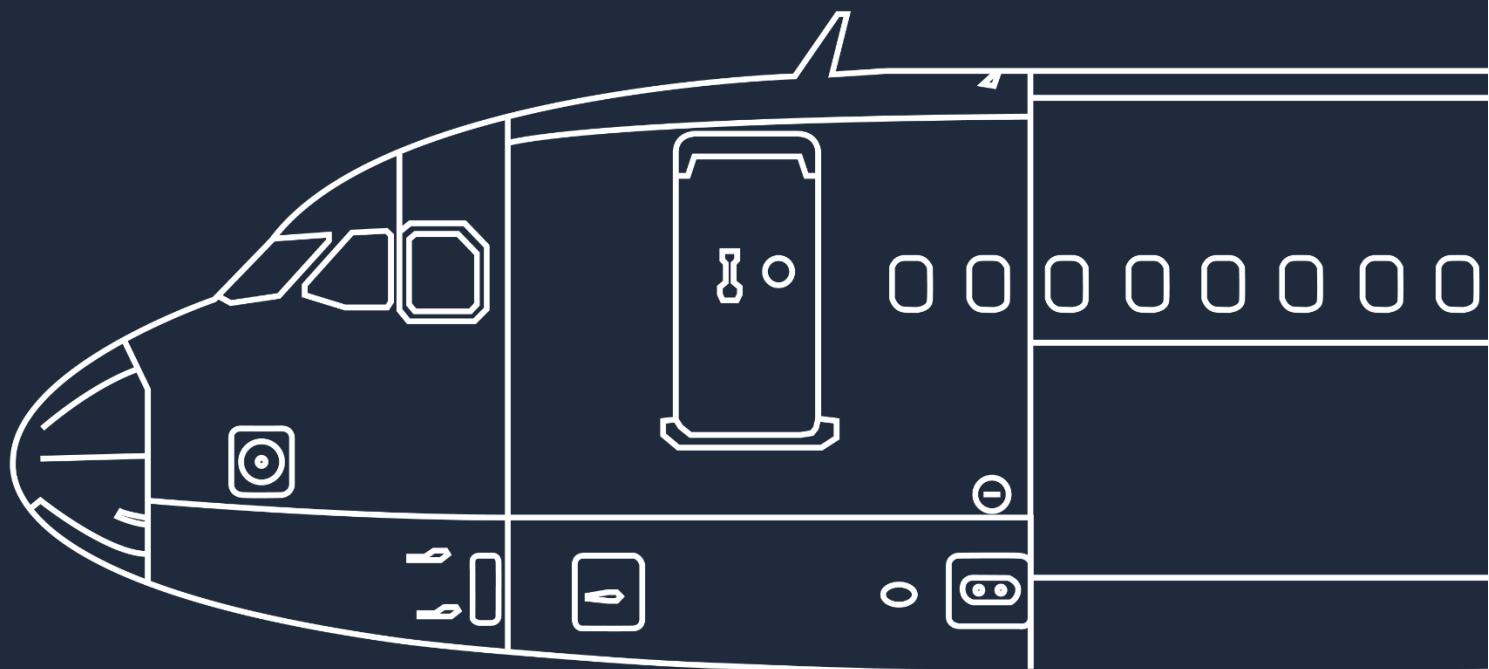
GND SPLRS..... **DISARM**

NOSE switch..... **OFF**

RWY TURN OFF switch..... **OFF**

OTHER EXTERIOR LIGHTS..... **AS REQUIRED**

AFTER TAKEOFF/CLIMB CHECKLIST down to the line. **COMPLETE**



After Landing

For Simulation Purposes

After Landing

GRND SPLRS DISARM

Exterior lights

LAND lights RETRACT

- **When leaving the runway:**

STROBE switch AUTO

NOSE switch TAXI

- **When crossing a runway:**

STROBE switch ON

OTHER EXTERIOR LIGHTS AS REQUIRED

RADAR OFF

PREDICTIVE WINDSHEAR SYSTEM OFF

It is highly recommended to turn the radar and predictive windshear system to off to avoid any risk of radiating the ground crew.

ENG MODE selector NORM

FLAPS RETRACT

If the approach was made in icing conditions, do not retract the flaps or slats until the ground crew confirms the flaps and slats are cleared of ice.

TCAS STBY

ATC AS REQUIRED

APU START

Note: The use of the APU for a prolonged time may cause a fuel imbalance.

ANTI-ICE AS REQUIRED

It is recommended to pay close attention when taxiing. The N1 ground idle is increased if the anti-ice is on.

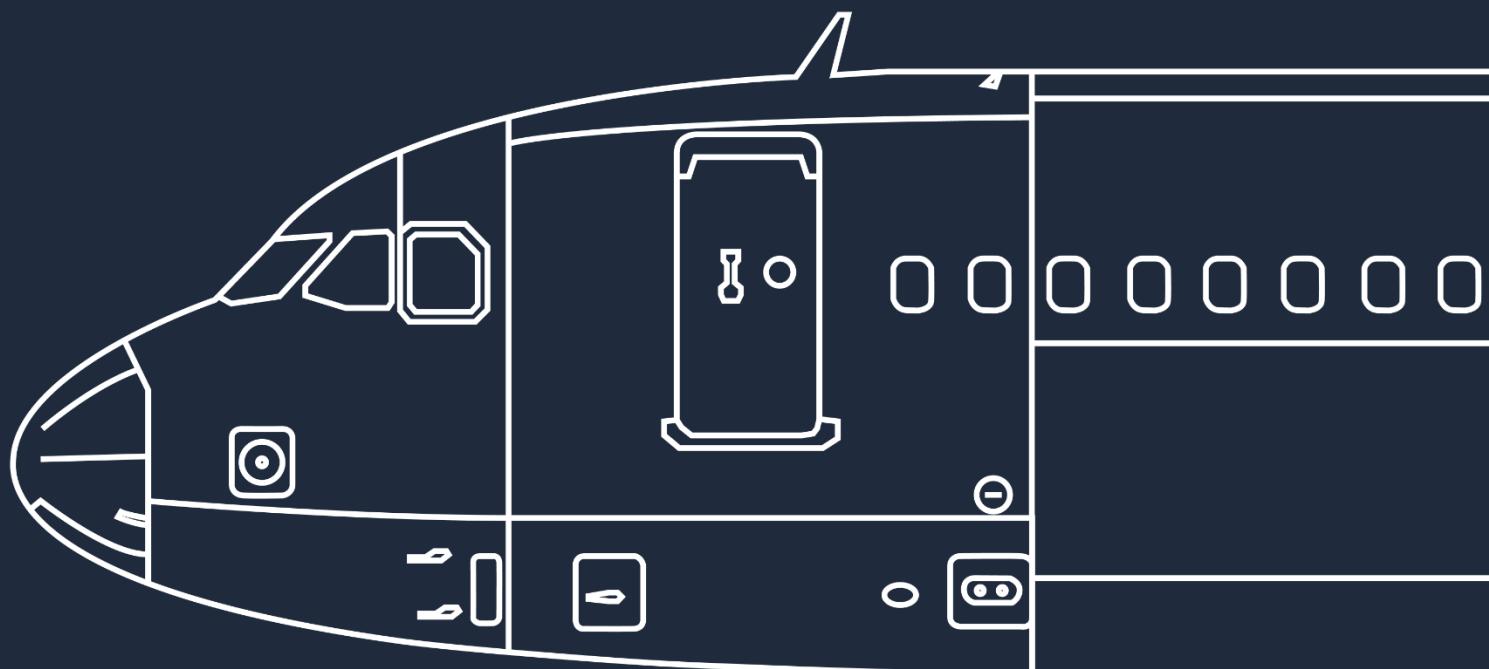
BRAKE TEMPERATURE VERIFY

Verify the brake temperature on the WHEEL SD page. If temperature difference between two brakes of a gear is more than 150°C, and the temperature of one of these brakes is above or equal to 600°C, or the temperature difference between two brakes of a gear is more than 150°C, and the temperature of one of these brakes is equal to 60°C or the difference between the average temperature of the left gear brakes and the right brakes are above or equal to 200°C, or the temperature of one brake exceeds 800°C, maintenance is due.

BRK FAN pushbutton AS REQUIRED

It is recommended to delay the use of fan brakes to 5 minutes after landing.

AFTER LANDING CHECKLIST COMPLETE



Parking

For Simulation Purposes

Parking

ACCU PRESS indicator..... **VERIFY**

Ensure that the ACCU PRESS indicates in the green band. If this isn't the case, chocks are required before engine 1 shutdown.

PARKING BRAKE handle..... **ON**

It is not recommended to set the parking brakes if one brake temperature is above 500°C or above 350°C if the brakes fan is on.

BRAKE PRESS indicator..... **VERIFY**

Ensure that the BRAKE PRESS indicates within normal range.

ANTI-ICE..... **OFF**

APU BLEED pushbutton..... **ON**

It is recommended to set the APU BLEED to ON before the engine shutdown. This minimizes the odors of engine exhaust fumes in the air conditioning.

- **If the APU is not available:**

EXT PWR pushbutton..... **ON**

- **No less than 3 minutes after high thrust operations:**

ALL ENG MASTERS..... **OFF**

It is recommended to operate the engines at or near idle for 3 minutes before shutting down the engines. This stabilizes the engine thermal performance. The use of normal thrust for taxi or idle reverse thrust is not considered high thrust operations.

SLIDES..... **VERIFY DISARMED**

Ensure that the slides are disarmed by looking at the DOOR/OXY SD page. If any slide is not disarmed, warn the cabin crew.

SEAT BELTS switch..... **OFF**

BEACON lights..... **OFF**

When the engines are spooled down, turn off the beacon lights.

OTHER EXTERIOR LIGHTS..... **AS REQUIRED**

GROUND CONTACT..... **ESTABLISH**

Ensure that the chocks are in place.

FUEL PUMPS/CTR XFR VALVES..... **OFF**

ATC..... **STBY**

IRS PERFORMANCE..... **VERIFY**

Verify the NAV accuracy in the MCDU POSITION MONITOR page.

FUEL QUANTITY..... **VERIFY**

Ensure that the sum of fuel on board and the used fuel quantity is consistent with the fuel on board at departure.

STS pushbutton..... **PRESS**

Verify the STATUS page.

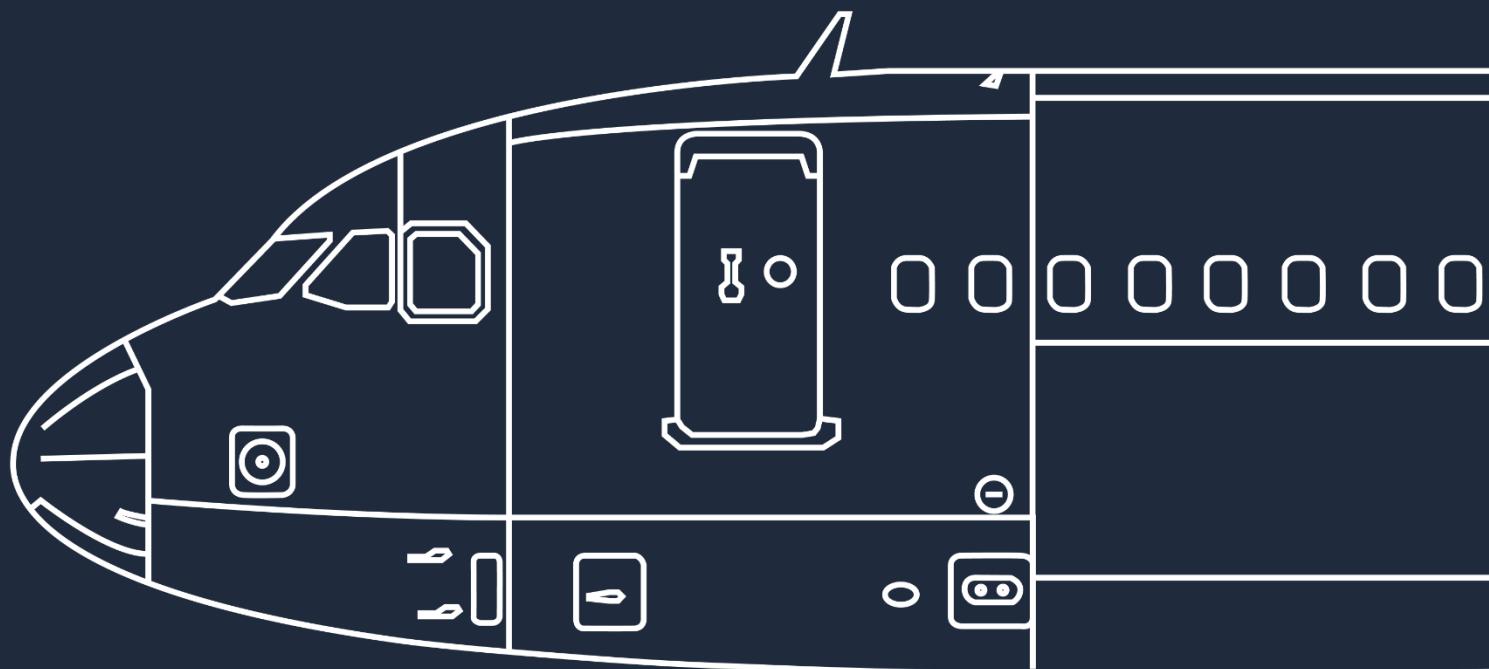
BRAKE FAN.....**OFF**

PARKING BRAKE.....**AS REQUIRED**

It is recommended to release the parking brakes when the chocks are in place.

Display Unit.....**DIM**

PARKING CHECKLIST.....**COMPLETE**



Securing the Aircraft

For Simulation Purposes

Securing the Aircraft

Parking Brake

PARKING BRAKE handle.....ON

It is recommended to keep the parking brake to ON to reduce the hydraulic leak.

Oxygen Crew Supply

OXYGEN CREW SUPPLY pushbutton.....OFF

ADIRS

ALL IR MODE selectors.....OFF

Exterior Lights

EXTERIOR LIGHTS.....OFF

Maintenance Bus

MAINT BUS switch.....AS REQUIRED

APU

APU BLEED pushbutton.....OFF

APU MASTER switch.....OFF

Switch the APU to off only when all the passengers have disembarked.

EMER EXIT LT switch.....OFF

SIGNS switch.....OFF

External Power

EXT PWR pushbutton.....AS REQUIRED

Batteries

BAT 1 & 2 pushbuttons.....OFF

Securing the aircraft

SECURING THE AIRCRAFT CHECKLIST.....COMPLETE