A300-600

Checklist & Procedures for MS Flight Simulator

IMPORTANT

FOR FLIGHT SIMULATOR ONLY - NUR FÜR DEN FLUGSIMULATOR

ENGLISH

This checklist is designed for a efficient operation flow in the flight simulator, so some things are intentionally altert from the real world procedures.
Making these checklists has become very time consuming for me, if you really like them, please consider a donation via flightsim.to. Many Thanks

DEUTSCH

Die Checkliste ist für einen effiziente Bedienungs im Flugsimulator gemacht, daher sind eine Prozduren absichtlich anders, als die echten Prozeduren.
Das Erstelen der Checklisten ist sehr zeitaufwendigen geworden, falls du sie wirklich magst, ziehe bitte eine Spende via flightsim.to in Betracht. Vielen Dank.

CHECKLIST LEGEND

(MP / MP-L / MP-R)	Main Panel (Left & Right)
(GS)	Glare Shield Panel
(OH) (OHP)	Overhead Panel
(CC/CP)	Center Console/Center Pedestal
(LP) (RP)	Left Panel / Right Panel
(BP)	Back Panel
abcdefg (bold)	most important items for a quick start
abcdefg	**Navigation & ATC**
abcdefg	Gameplay / EFBs / UI Features
abcdefg	usually done by F/O or Pilot Not Flying
abcde	not modelled/simulated yet or not possible
AS REQ / DES	as required / desired
(d.o.w)	depending on aircraft actual gross weight

NOTES

This checklist is designed for a efficient operation flow for one pilot, but I tried to keep it as close as possible to the real procedures. The procedures are intentionally simplified in some regards, to make this guide accessible for beginners

TRP	Thrust Rating Panel (on Main panel, right of Engine Instruments)
FCU/FCP	Flight Control Unit/Panel (Autopilot Panel on Glareshiled)
FMA	Flight Mode Annunciator (Upper Area of the PFD)
PFD	Primary Flight Display
ND	Navigation Display
ECAM	Electronic Centralized Aircraft Monitor
EFIS	Electeonic Flight Instrument System
TAT	Total Air Temperatur

IGNITION

- A or B for Engine Start
- CONT RELIGHT for Operation in Turbulence, Icing Conditions or Heavy Precipitation

ANTI-ICE

- ON if TAT below 10°C and visible Moisture
- Wing Anti-Ice OFF after Landing

FLYING WITH INGAME ATC

- if you want to use the ingame atc, you have to enter/load the exact same flightplan into the world map, before you load the flight

QUICK COLD & DARK START

EFB - Payload, Ground Equipment	**AS DES**

PREFLIGHT

Batteries	**all 3 successively ON**
External Power	**ON**
APU	**START**
IRS MSU 1, 2 & 3	**all 3 successively to NAV**
Passenger Signs	**ON**
Nav & Logo Lights	**ON (1 or 2)**
Fuel Pumps	**ALL ON**
Probe Heat CPT, STBY & F/O	**all ON**
Window Heater L & R	**ON**
Emer Exit Lights	**ARM**
APU Bleed	**ON**
External Power	**OFF**
MCDU	**SETUP**
→ INIT Page 1 → FPL → INIT Page 2 → TO/APR Page	
Pitch Trim 1 & 2	**ON**
Yaw Damper 1 & 2	**ON**
ATS 1 & 2	**ON**
ALT SEL	**SET TO CRZ or CLEARED ALTITUDE**
SPD/MACH	**verify / SET TO V2**
AP MODES	**PROFILE & NAV**
Altimeter	**ALL SET TO LOCAL**
Landing Elevation	**SET DEP ELEV**
TRP (Thrust Rating Panel)	**SET**
- select FLX TO or TOGA (use AUTO if you are unsure)	
- if FLX TO → set FLEX TO TEMP according to EFB	
- verify Thrust Gauge Limit Bugs agree with TRP	
EFB - Ground Equipment, Doors	**REMOVED & CLOSED**

ENGINE START

Beacon	**ON**
Ignition Selector	**A or B**
Engine 2 (Right Engine)	**START**
- Start 2 Switch → Press	
- @ 15 min. % N2 → Fuel Lever 2 → ON	
Engine 1 (Left Engine)	**START**

AFTER START / BEFORE TAXI

Ignition	**AS REQ / OFF**
APU Bleed	**OFF**
APU Master	**OFF**
Anti-Ice	**AS REQ**
Spoilers	**ARM**
Flaps	**SET FOR TAKEOFF (15/10 , 15/15 or 15/20)**
Elevator Trim	**SET (according to EFB Calculations)**
Nose Lights	**TAXI**

BEFORE TAKEOFF

Autobrakes	**MAX**
TRP	**verify SET**
Speedbrakes	**verify ARMED**
Flaps	**verify SET FOR T.O.**
WX Radar	**ON / 2**
Terrain on ND (CPT Side)	**AS REQ / ON**
T.O. Config Tets	**PERFORM**
Anti-Ice	**AS REQ**
Strobe Lights	**ON**
RWY Turn Off Lights	**ON**
Nose Light	**TO**
Landing Lights	**ON**
Transponder/TCAS	**TA or TA/RA**

NORMAL PROCEDURES

COCKPIT PREPARATION

EFB SETUP

Ground Equip	**AS REQ / DES**
SimBrief Data Import	**AS DES**
Payload/Fuel	**AS DES (or later)**
Settings	**AS REQ / DES**
Throttle Calibration	**CHECK**

SAFETY CHECK

WX Radar	OFF
Transponder	STBY
Parking Brake	SET
Fuel Levers	OFF
Throttle Levers	IDLE
Reverse Levers	STOWED
Flap Lever	IN AGREEMENT
Landing Gear Lever	DOWN
Ignition	OFF
Electrical Hydraulic Pump	OFF
Wipers	BOTH OFF
Fuel Pumps	ALL OFF
Probe Heat	ALL OFF
Engine Fire Handles	UP, WIRED & PROTECTED
APU Fire Handle	UP & WIRED

POWER UP

Batterie 1,2,3 Voltage	CHECK
Batteries	**all 3 successively ON**
External Power	**AS REQ / ON**
APU Fire Test	PERFORM
APU	**START**

- APU Master → ON
- APU START → ON
- right ECAM → APU Page (optional)

@ APU „AVAIL“

APU Bleed	**ON**
External Power	**OFF**

OVERHEAD PANEL SCAN

IRS MSU 1,2, & 3	**all 3 successively to NAV**
Hydraulic Panel	CHECK
Passenger Signs	**ON**
Engine 1 Fire Test	PERFORM
Electrical Panel	CHECK
Galley	**AS REQ / ON**
Pitch Trim 1 & 2	**ON**
- will spring back if IRS is not aligned	
Yaw Damper 1 & 2	**ON**
ATS 1 & 2	**ON**
Anti-Ice Panel	CHECK
Exterior Lights Panel	AS DES / REQ
Strobe Lights	AUTO
Beacon	OFF
Nav & Logo Lights	**ON (1 or 2)**
Cockpit Voice Recorder	TEST
Landing Gear Lights	3 GREEN
Fuel Panel	CHECK
X-FEED	CLOSED (NOT IN LINE)
ISOL VALVES	OPEN (IN LINE)
Fuel Pumps	**ALL ON (if not refueling)**
ENG Start Panel	CHECK
Vent Panel	CHECK
Engine 2 Fire Test	PERFORM
Oxygen Panel	CHECK
Probe Heat CPT, STBY & F/O	**all ON**
Window Heater L & R	**ON**
Cabin Pressurization Panel	CHECK
Auto Press Rate Limit	NORM
Man Press	OFF
Pack & Com Temp Panels	SET
Air Bleed Panel	SET
X-FEED	OPEN (IN LINE)
APU Bleed	ON
Emer Exit Lights	**ARM**
Annunciator Lights	TEST & SET

MCDU & EFB SETUP

ATC / ATIS (IFR CLEARANCE)	**AS REQ/DES**

MCDU SIMBRIEF IMPORT (optional)

EFP Settings → enter SimBrief Username
MCDU → MENU → ACARS
- press REQUEST SIMBRIEF

MCDU SETUP

INIT Page 1 (MCDU → MENU → FMS → INIT)
- enter FROM/TO (if not importet via ACARS/SimBrief)
- press ALIGN IRS
  - verify „GPS PRIMARY“ Message
  - verify „NAV ACCUR UPGRADED“ Message a few sec. later
- enter CRZ FL (Cruise Flight Level)
- enter CI (Cost Index) - use 15 if unsure
- enter FLT ID (Flight Number)

OVERHEAD PANEL (after ALIGN IRS!)

Pitch Trim Levers	**both ON**
Yaw Damper Levers	**both ON**
ATS Levers	**both ON**

MCDU FLIGHTPLAN

F-PLN Page
- press the LSK for the Departure Airport
  - press SID and select Takeoff Runway & SID
  - press *INSERT
- press the LSK for the Destination Airport (optional later)
  - press STAR and select Approach & STAR
  - press *INSERT
- enter Enroute Waypoints (if not importet via ACARS/SimBrief)
- verify Flightplan and delete all Discontinuities
  - press CLR and click the LSK of the Discontinuity

EFB W&B AND TAKEOFF PERFORMANCE

Weight & Balance Page — SET
- enter Data manually or Update from SimBrief
- Apply Load to Aircraft (starts the Refueling & Boarding)

Performance Page — CALCULATE T.O. DATA
- if unsure what Config you should use, set:
  Flaps 15/15, Air Cond ON, Anti-Ice OFF, Force TOGA ON
  - press CALCULATE

MCDU PERFORMANCE

INIT Page 2 (→ INIT → NEXT PAGE)
- enter BLOCK & ZFW (click the LSK next to it once)

TO/APPR Page
- enter V1 and VR according to EFB Calculation
- set V2 at FCP Speed Control Selector
- *if FCU Panel is not ready yet - verify ART, Pitch Trim & Yaw Damper Switches are set to ON in Overhead Panel*
- *use V1 = 160, VR = 160 KIAS and V2 = 180 if you don´t want to use the EFB Calculator*

RESUME COCKPIT PREPARATION

GLARESHIELD PANEL

CPT EFIS Brightness & Modes	SET AS REQ / DES
Flight Director/FPV	**ON & AS DES**
VOR/NAV/ILS	**NAV**
DH	SET -5, then OFF
ALT SEL	**SET TO CRZ or CLEARED ALTITUDE**
SPD/MACH	**verify / SET TO V2**
- verify V2 is shown in PFD	
SPD/MACH	**PUSH to „PRE SET“**
SPAD/MACH	**SET INITIAL CLIMB SPEED**
HDG SEL	SET AS DES / RWY HDG
AP MODES	**PROFILE & NAV**
AP 1 & 2	verify OFF
F/O EFIS Brightness & Modes	SET AS REQ / DES

MAIN PANEL

Altimeter	**ALL SET TO LOCAL**
Clock	SET/CHECK
GPWS Button	PUSH TO TEST
- this is the Button adjecent to the altimeter	
- verify „G/S“ and „GPWS“ illuminates after a few seconds	
- verify GPWS-Callout Tests after a few more seconds	
STBY ADI	UNCAGE
Flaps/Slats Indicator	verify IN AGREEMENT
Brakes / Anti-Skid	NORM/ON
Landing Elevation	**SET DEP ELEV**
TRP (Thrust Rating Panel)	**SET**
- select FLX TO or TOGA (use AUTO if you are unsure)	
- if FLX TO → set FLEX TO TEMP according to EFB	
- verify Thrust Gauge Limit Bugs agree with TRP	
Landing Gear Warning Test	PUSH
- verify audible Warning Tone	
Brake Fan	AS REQ / OFF
Landing Gear Lever	DOWN & 3 GREEN

CENTER CONSOLE / PEDESTAL

VOR / ILS Frequencies	AS REQ / DES
Speed Brakes	RETRACTED & DISARMED
Flap Lever	IN AGREEMENT
Parking Brake	**SET**
Takeoff Warning Test	PERFORM
- move Throttle No.1 fully forward	
- verify audible Warning Tone & Master Warning Light = ON	
- move Throttle No.1 to IDLE	
- repeat for Throttle No.2	
Transponder/TCAS	**SQUAWK SET & STBY**
ECAM	CHECK RECALL
AIL & RUD Trim	ZERO
WX Radar	TEST
- WX Radar → ON (1 or 2)	
- verify Test Screen on ND	
WX Radar	1 or 2, TEST, then OFF

SIDE PANELS

Oxygen Mask	TEST FLOW

BEFORE STARTING ENGINES

APU	**verify ON, else START**
APU Bleed	**verify ON**
Overhead Panel	**verify NO WHITE LIGHTS**
Pitch Trim, Yaw Damper & ATS	**verify ON**
Passenger Signs	**ON**
Fuel Pumps	**ALL ON**
Fuel Quantity	CHECK
Parking Brake	**ON**
Ground Power, Chocks etc. (EFB)	**REMOVED**
Doors (EFB)	**CLOSED & SLIDES ARMED**

Call „Before Start Checklist - down to the Line“

BEFORE START	
COCKPIT PREP	COMPLETED
FUEL QUANTITY	xxxxx KG / LBS
T.O. DATA	SET
LDG ELEV	xxxxx SET
ALTIMETERS	xxxx SET (BOTH)
BRK-A/SKID	NORM/ON

ATC CLEARANCE (PUSHBACK / START)	**AS REQ/DES**
Windows	CLOSED
Aircraft Doors	CLOSED & ARMED (ECAM)
Cockpit Door (OHP)	LOCK, the NORM
Beacon	**ON**
Transponder/TCAS	**AS REQ / XPDR**

Call „Before Start Checklist - below the Line“

BEFORE START	
WINDOWS/DOORS	CLOSED (BOTH)
BEACON	ON
PARKING BRAKE	AS REQ

PUSHBACK & ENGINE START

EFB Pushback Controls	**USE FOR PUSHBACK**
Ignition Selector	**A or B**
Engine 2 (Right Engine)	**START**
- Start 2 Switch → Press	
- @ 15 min. % N2 → Fuel Lever 2 → ON	
- monitor Fuel Flow and EGT	
- verify stable Idle Indications:	
N1 ~ 24%, N2 ~ 58%, EGT ~ 400°C and FF ~ 600 kg/h	
Engine 1 (Left Engine)	**START**

AFTER STARTING ENGINES / BEFORE TAXI

Ignition	**AS REQ / OFF**
APU Bleed	**AS REQ / OFF**
APU Master	**AS REQ / OFF**
Anti-Ice	AS REQ
Spoilers	**ARM**
Flaps	**SET FOR TAKEOFF (15/10 , 15/15 or 15/20)**
Elevator Trim	**SET (according to EFB Calculations)**
AIL & RUD Trim	ZERO
ECAM Doors Page	CHECK ALL ARMED
Flight Controls	FULL & FREE MOVEMENT
Overhead Panel	NO WHITE or FAULT LIGHTS

Call „After Start Checklist“

AFTER START	
PITCH TRIM	xxxx SET
RUDDER TRIM	ZERO
SPOILERS	ARMED
SLATS/FLAPS	xx / xx
ECAM STATUS	CHECKED
ANTI-ICE	AS REQ
HAND SIGNAL	RECEIVED

ATC CLEARANCE (TAXI)	**AS REQ/DES**
Nose Lights	**TAXI**
RWY Turn Off Lights	AS REQ

TAXI

→ release PARKING BRAKE
→ slowly advance THRUST LEVER (max. 40 % N1)
→ check the BRAKES during Taxi
→ Taxi Speed ~ 20-30 Kts (Turns ~ 10 Kts)

BEFORE TAKEOFF

FCU Panel	**CHECK**
- verify V2 in PFD and Initial Climb Speed Pre-Select	
- verify Cleared Altitude & RWY HDG are SET	
- verify preselect Modes - PROFILE & NAV	
- verify FDs are on and FMAs are corresponding	
Autobrakes	**MAX**
TRP	**verify SET**
Speedbrakes	**verify ARMED**
Flaps	**verify SET FOR T.O.**
WX Radar	ON / 2
Terrain on ND (CPT Side)	AS REQ / ON
T.O. Config Tets	**PERFORM**
Cabin Crew	ADVISE
Brake Hydraulic Pressure (Yellow)	CHECK
Brake Temperature	CHECK
- has to be below 300°C (or 150°C with Brake Fan ON)	
Brake Fan	OFF
Ignition	AS REQ
Anti-Ice	AS REQ
Packs	AS REQ / ON

Call „Before Takeoff Checklist - down to the Line“

BEFORE TAKEOFF	
FLIGHT CONTROLS	CHECKED
FLIGHT INSTRUMENTS	CHECKED
BRIEFING	CONFIRMED
V1, VR, V2, FLEX TEMP	xx, xx, xx, xx
SLATS/FLAPS	xx / xx
T.O. CONFIG	CHECKED

REPLAY TOOL / RECORDER	***START***
ATC CLEARANCE (DEPARTURE)	**AS REQ/DES**
Strobe Lights	**ON**
RWY Turn Off Lights	**ON**
Nose Light	**TO**
Landing Lights	**ON**
Wing Lights	AS REQ / DES
Transponder/TCAS	**TA or TA/RA**

Call „Before Takeoff Checklist - below the Line“

BEFORE TAKEOFF	
TRANSPONDER	SET
TCAS	TA/RA
AUTOBRAKE	MAX
IGNITION	AS REQ

TAKEOFF

- line up and brake
- THROTTLES → ~ 40% N1
- relase Brakes
- engage TOGA (i.e. Clickpot left Glareshield)
- confirm active FMAs (green) THR | SRS | HDG
- confirm N1 Takefoff Thrust is set prior 80 KIAS

@ ROTATION SPEED (VR)

- Rotate → Pitch ~ 15° (12.5° OEI - one engine inop)
- follow Flight Director SRS Bars
- GEAR UP (at positive ROC - Rate of Climb)
- Speed → min. V2 +10 KIAS
- engage Autopilot or further follow FD Bars

@ THRUST RED/ACC ALTITUDE (1.500 ft AGL)

- verifiy active FMAs P.THR | P.CLB | NAV
- verify FCU SPD/MACH & VS are dashed (- - -)
- verify TRP switched to AUTO / CL
- retract Flaps above F-Speed (set Flaps 1)
- retract Slats above S-Speed (set Flaps 0)

AFTER TAKEOFF

TRP	**verify AUTO / CL**
Spoilers	**DISARM**
Flaps	**RETRACTED**
Landing Gear	**UP / LEVER NEUTRAL**
Packs	ON
APU Bleed	OFF
APU Master	OFF
Ignition	AS REQ / OFF
Anti-ice	AS REQ
Nose Light	**AS REQ / OFF**
RWY Turn Off Lights	**AS REQ / OFF**
Transponder/TCAS	**TA/RA**

Call „After Takeoff/Climb Checklist - Down to the Line“

AFTER TAKEOFF / CLIMB	
SLATS/FLAPS	RETRACTED
LDG GEAR	UP/NEUTRAL
PACKS	ON

@TRANSITION ALTITUDE

Altimeters	**SET STD (29.92 / 1013)**

Call „After Takeoff/Climb Checklist - below the Line“

AFTER TAKEOFF / CLIMB	
ALTIMETERS	xx SET / BOTH

@10.000 ft / FL100

Landing Lights	**OFF / RETRACT**
Nose Light	**OFF**
RWY Turn Off Lights	**OFF**
Seat Belt Signs	AS DES /OFF
Terrain on ND	OFF

CRUISE

TRP	verify AUTO or CR
Ignition	AS REQ / OFF
Anti-ice	AS REQ
Seat Belt Signs	AS DES / OFF
Pressurizaition / Temps	CHECK
FMA´s	CHECK
Flight Plan	MONITOR
Top Of Descent	CROSS CHECK

Estimated Top Of Descent (TOD) Formula:

(Cruise Alt. – Dest. Alt.) / 1.000 x 3 + 15 = TOD in NM Out

This is just a rule of thumb to obtain a 3° descent path.

DESCENT PREPERATION

LATEST 30 NM BEFORE TOD

Weather and Landing Information	OBTAIN
MCDU Landing Data	**ENTER**
MCDU - F-PLN Page (verify or enter Approach)	
- press the LSK for the Destination Airport	
- press STAR and select Approach & STAR	
- press *INSERT	
- scroll through Flightplan and delete all Discontinuities	
- press CLR and click the LSK of the Discontinuity	
- get Approach Alitudes from Flightplan or from Charts	
MCDU - TO/APPR Page	
- enter MDA if known and CAT I planned (no Autoland) else set DH in Glareshield Panel	
- enter Windcorrection and verify Landing Speeds	
DH	AS DES
- 200 ft (if unknown and/or no MDA entered in MCDU)	
- else -5 and OFF	
ILS Frequency & Course	**SET**
LDG Elev	**SET**
Fuel Quantity	CHECK
FCU ALT SELECT (IF IN PROF MODE)	**SET**
- Approach or Cleared Altitude *OR* Destination altitude +2.000 round up to next full thousand ft	
- pull Alt Selector (DOWN) to Arm the new Altitude	
- verify P.DES armed in FMA	
Autobrake	**SET / LO or MED**
GPWS Slats/Flaps Swicth (PED)	AS REQ

DESCENT

ATC CLEARANCE	**AS REQ/DES**

@ TOP OF DESCENT

Descent	**INITIATE**
- verify Descent is initiated automatically (PROFILE MODE) else: - verify or set preselected Altitude	
- pull Alt Selector (DOWN) to Arm the new Altitude	
- select PROFILE (or LVL/CH if desired)	
Ignition	AS REQ / OFF
Anti-ice	AS REQ
Seat Belt Signs	AS DES / OFF

@ 10.000 ft / FL100

Landing Lights	**ON**
RWY Turn Off Lights	**ON**
Terrain On ND	AS REQ
Seat Belt Signs	AS DES / ON

@ TRANSITION FLIGHT LEVEL

Altimeter	**SET LOCAL**

Call „Approach Checklist“ *

APPROACH	
SIGNS	**SET**
BRIEFING	**CONFIRMED**
ECAM STATUS	**CHECKED**
ALTIMETERS	**SET**
MINIMUMS	**SET**
IGNITION	**AS REQ**
LDG ELEV	**SET**

after Transition Altitude/FL AND 10.000 ft passed

ILS APPROACH (incl. optional AUTOLAND)

INITIAL APPROACH (~ 25 NM to go)

- verify/set ILS Frequency
- set VOR/NAV/ILS Switch → ILS
- set FCU SPD → Green DOT SPEED
- set FLAPS 1 (15/0) - verify below VFE 250 KIAS
- set FCU SPD → S SPEED
- on LOC Intercept Course → arm AP LAND Mode
- verify LOC / GS FMA Modes armed
- enage 2nd Autopilot for AUTOLAND (optional)
- verify AUTOLAND Lights illuminate
- capture LOC with Flaps 15/0 and S Speed (if in compl. w. ATC)
- verify LOC FMA Modes engages
- if not using Star/Approach Procedures:
  - intercept LOC @ min. 3.000 ft AGL
  - maintain 3.000 ft AGL until Glide Slope Capture

ON LOC @ GLIDE SLOPE CAPTURE

- verify GS FMA Mode engages
- set FCU → RWY HDG & Missed Approach Altitude
- set TRP to AUTO or TOGA
- (if Drag required) set FLAPS 2 (15/15) verify below 215 KIAS
- (if Drag required) select GEAR DOWN

@ 2.000 ft AGL (RAD ALT if applicable)

- verify Speed Brakes
- set FCU SPD → VAPP
- set FLAPS 3 (15/20) verify below VFE 205 KIAS
- select GEAR DOWN - verify 3 GREEN & Brake Pressure
- verify / set AUTOBRAKE as des
- arm GND SPOILERS
- set FLAPS 4 (30/40) - verify below VFE 175 KIAS
- verify Speed is approaching VAPP
- Wing Anti-Ice OFF (only use it in severe conditions)
- set Nose Lights TAXI

Call „Landing Checklist“

LANDING	
LANDING GEAR	**DOWN**
AUTOBRAKE	**AS REQ**
ANTI SKID	**CHECKED**
SLATS/FLAPS	**xx / xx**
SPOILERS	**ARMED**

- be fully configured & stable on LOC & GS with VAPP latest:
IMC (Instrument Meteo Cond.): @ 1.000 ft AGL (~ 3 NM)
VMC (Visual Meteo Cond.): @ 500 ft AGL (~ 1.5 NM)
- otherwise → GO AROUND

LANDING

- at 30 ft Callout → FLARE (if not using AUTOLAND)
- retard Hardware Throttles to Idle (even with ATHR ON)
- (Autoland) verify FMA | FLARE | ROLLOUT
- after Mainwheels touched down → REVERSE IDLE
- when Reversers engaged → MAX. REVERSE
- verify Ground Spoilers deployed
- at 80 KIAS → REVERSE IDLE
- at 30 KIAS → REVERSERS STOWED
- (Autoland) disengage Autopilot
- verify Autobrake has disengaged

GO AROUND

- retract Flaps one Step
- press TOGA or manually set Go-Around Thrust
- slowly rotate to ~ 18° Pitch, then follow FD SRS Bars
- verify FMA THR | GO AROUND
- retract Flaps another Step
- Gear UP - verify positive ROC
- select lateral AP Mode (NAV or HDG)

@ Thrust Red/Acceleration Altitude (1.500ft)

- set FCU SPD → 250 KIAS
- select LVL/CH AP Mode
- follow Missed Approach Procedure

AFTER LANDING

Strobe Lights	AUTO
Landing Lights	OFF & RETRACT
Nose Lights	TAXI
RWY Turn Off Lights	AS REQ
Ignition	OFF
Anti-Ice	AS REQ
APU	AS REQ / START
Flaps	RETRACT
Ground Spoilers	DISARM / RETRACT
Terrain On ND	OFF
WX Radar	TEST & OFF
Transponder / TCAS	AS REQ / XPDR or STBY
Brake Fans	AS REQ

Call „After Landing Checklist“

AFTER LANDING	
SLATS/FLAPS	**RETRACTED**
TRANSPONDER	**AS REQ**
WX RADAR	**OFF**
SPOILERS	**DISARM**
APU	**STARTED**

PARKING / GATE

Parking Brake	SET
Fuel Levers	OFF
Nose Lights	OFF
RWY Turn Off Lights	OFF
APU Bleed	ON
Anti-Ice	OFF
Cabin Differential Pressure	CHECK ZERO
Fuel Pumps	OFF (execpt L INNER 2 for APU)
Window Heat	OFF
Probe Heat	OFF
Beacon (when all Engines have spooled down)	OFF
Seat Belt Signs	OFF
Brake temp	CHECK
Brake Fans	OFF

Call „Parking Checklist“

PARKING	
APU BLEED	**AS REQ**
ENGINES	**OFF**
DIFF PRESSURE	**CHECK ZERO**
LIGHTS/SIGNS	**AS REQ**
FUEL PUMPS	**OFF**
WINDOW & PROBE HEAT	**OFF**
PARKING BRAKES & CHOCKS	**AS REQ**

SECURING THE AIRCRFAT

Parking Brake	OFF (CHOCKS)
IRS MSU 1,2 & 3	OFF
Crew Oxygen	OFF
Exterior Lights	all OFF
APU Bleed	OFF
External Power	AS REQ
APU Master	OFF
L INNER 2 Fuel Pump	OFF
Emergency Exit Lights	DISARM
Batteries	all 3 OFF

Call „Securing Aircraft Checklist“

SECURING AIRCRAFT	
NAV SYSTEMS (IRS)	**OFF**
OXYGEN	**OFF**
APU BLEED	**OFF**
EMER EXIT LT	**OFF/DISARMED**
APU AND BAT	**OFF**