



AIRBUS

## NORMAL CHECKLIST

A300-600(F)

## BEFORE START

COCKPIT PREP.....	COMPLETED
GEAR PINS & COVERS.....	REMOVED
SIGNS.....	SET
NAV SYSTEMS.....	NAV
FUEL QUANTITY.....	KG/LBS
TO DATA.....	SET(BOTH)
LDG ELEV.....	SET
ALTIMETERS.....	SET(BOTH)
BRK-A/SKID.....	NORM/ON
WINDOWS/DOOR.....	CLOSED(BOTH)
BEACON.....	ON
PARKING BRAKE.....	AS REQD

## AFTER START

PITCH TRIM.....	SET
RUDDER TRIM.....	ZERO
SLATS/FLAPS.....	/
SPEED BRAKES.....	ARMED
ANTI ICE.....	AS REQD
ECAM STATUS.....	CHECKED
HAND SIGNAL.....	RECEIVED

## BEFORE TAKEOFF

FLIGHT CONTROLS.....	CHECKED(BOTH)
FLIGHT INSTRUMENTS.....	CHECKED(BOTH)
BRIEFING.....	CONFIRMED
SLATS/FLAPS.....	/
V1, VR, V2/FLX TEMP.....	(BOTH)
ENG BLEED VALVES.....	AUTO
TO CONFIG.....	NORMAL FOR TAKEOFF
CREW.....	ADVISED
TAKEOFF RWY.....	CONFIRMED(BOTH)
TRANSPOUNDER.....	SET
TCAS.....	TA/RA
AUTOBRAKE.....	MAX
IGNITION.....	CONT. RELIGHT
PACKS.....	AS REQD

## AFTER TAKEOFF/CLIMB

LDG GEAR.....	UP/NEUTRAL
SLATS/FLAPS.....	RETRACTED
PACKS.....	ON
ALTIMETERS.....	SET(BOTH)

## APPROACH

BRIEFING.....	CONFIRMED
ECAM STATUS.....	CHECKED
SIGNS.....	SET
ALTIMETERS.....	SET(BOTH)
MINIMUMS.....	SET(BOTH)
IGNITION.....	CONT. RELIGHT
LDG ELEV.....	SET

## LANDING

CREW.....	ADVISED
LANDING GEAR.....	DOWN
AUTOBRAKE.....	AS REQD
ANTI SKID.....	CHECKED
SLATS/FLAPS.....	/
SPEED BRAKES.....	ARMED

## AFTER LANDING

TRANSPOUNDER.....	AS REQD
WX RADAR.....	OFF
SLATS/FLAPS.....	RETRACTED
SPEED BRAKES.....	DISARMED
APU.....	STARTED

## PARKING

APU BLEED.....	AS REQD
ENGINES.....	OFF
ΔP (DIFF PRESS).....	CHECK ZERO
LIGHTS/SIGNS.....	AS REQD
FUEL PUMPS.....	OFF
WINDOW & PROBE HEAT.....	OFF
PARK BRK & CHOCKS.....	AS REQD

## SECURING AIRCRAFT

NAV SYSTEMS.....	OFF
OXYGEN.....	OFF
APU BLEED.....	OFF
EMER EXIT LT.....	DISARMED
APU & BATT.....	OFF

## EMERGENCY EVACUATION

AIRCRAFT/PARKING BRAKE.....	STOP/SET
ATC.....	NOTIFY
EMER EXIT LT.....	ON
BOTH FUEL LEVERS.....	OFF
CABIN CREW (PA).....	NOTIFY
FIRE handles (ENG and APU).....	PULL
TANK SHUT OFF VALVES.....	CROSS LINE
AGENTS (ENG and APU).....	AS REQUIRED
RAM AIR INLET.....	OPEN
ΔP (DIFF PRESS).....	CHECK ZERO

- **If evacuation required :**

EVACUATION.....	INITIATE
BATTERY (ALL) (before leaving the aircraft).....	OFF

- **If evacuation not required :**

CABIN CREW (PA).....	NOTIFY
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**AIRBUS**

## ENGINE START PROCEDURE

**A300-600(F)**

### **GE Engines**

Area clear to start.....	<b>CONFIRM</b>
Ignition Selector.....	<b>A / B</b> <i>Select A if Captain PF, B if First Officer PF</i>
<i>Confirm ARM lights illuminate Check PACK VALVE Flow Bars extinguish</i>	
<i>Start No.2 Engine <b>FIRST</b> to ensure all brake availability</i>	
Engine 1 / 2 Start Switch.....	<b>PRESS</b> <i>Observe blue OPEN light</i>
At 20% N <sub>2</sub> .....	<b>Fuel Lever ON</b> <i>At 45% N<sub>2</sub>. Blue OPEN light extinguishes</i>
<i>N<sub>1</sub> rotation must be obtained within 30 seconds of reaching N<sub>2</sub> idle speed</i>	
<i>Repeat previous two steps for other engine</i>	

### **PW Engines**

Area clear to start.....	<b>CONFIRM</b>
Ignition Selector.....	<b>A / B</b> <i>Select A if Captain PF, B if First Officer PF</i>
<i>Check PACK VALVE Flow Bars extinguish</i>	
<i>Start No.2 Engine <b>FIRST</b> to ensure all brake availability</i>	
Engine 1 / 2 Start Switch.....	<b>PRESS</b> <i>Observe blue OPEN light</i>
<i>Check oil pressure increasing</i>	
At Max Motoring (N <sub>2</sub> > 15%).....	<b>Fuel Lever ON</b>
<i>OIL LOW PRESS light illuminates</i>	
<i>N<sub>1</sub> rotation must be obtained by 40% N<sub>2</sub> At 45% N<sub>2</sub>. Blue OPEN light extinguishes Initial Fuel Flow stabilises at ~800p/h (~360kg/h) 120 seconds max period to stabilise at idle after fuel introduction</i>	
<i>Repeat previous two steps for other engine</i>	

**AIRBUS****CRITICAL FLIGHT MANEUVERS****A300-600(F)****REJECTED TAKEOFF**

Announce.....	<b>STOP</b>
Thrust Levers.....	<b>IDLE</b>
A/THR.....	<b>DISCONNECT</b>
Reverse Thrust.....	<b>MAX AVAIL</b> <i>PM monitors braking and confirms reverser deployment</i>
ATC.....	<b>NOTIFY</b>
● <u>Once stopped :</u>	
Parking Brake.....	<b>APPLY</b>
ECAM Actions.....	<b>COMPLETE</b>
Evacuation (As required).....	<b>INITIATE</b>

**SINGLE ENGINE GO-AROUND**

Announce.....	<b>GO AROUND</b>
Thrust Levers.....	<b>TOGA</b>
FMA.....	<b>FOLLOW SRS &amp; GA TRK / HDG</b>
● <u>Once positive rate of climb established :</u>	
Speed.....	<b>MAINTAIN V<sub>2</sub> OR HIGHER</b>
Landing Gear.....	<b>RETRACT</b>
● <u>If TOGA thrust not required :</u>	
Thrust Levers.....	<b>CL DETENT</b>
● <u>At EO ACC ALT :</u>	
Aircraft Pitch.....	<b>LEVEL OFF</b>
● <u>Once Green Dot speed reached :</u>	
Flaps.....	<b>RETRACT PER SCHEDULE</b>

**AIRBUS****CRITICAL FLIGHT MANEUVERS****A300-600(F)****EMERGENCY DESCENT**

Crew Oxygen Masks.....	ON
Heading.....	TURN & HDG SEL
Altitude.....	TURN & LVL/CH
Spd/Mach.....	SELECT SPEED <i>Select SPEED mode using FCU SPD/MACH pb</i>

**CAUTION : Descend at maximum appropriate speed or reduce speed if structural damage is suspected.**

Throttles.....	IDLE
Speed Brakes.....	FULL
Seat Belts.....	ON
No Smoking.....	ON
Ignition.....	CONT. RELIGHT
ATC.....	NOTIFY
Transponder.....	7700
FCU Alt.....	MEA / MORA
Ldg Alt.....	SET

- **If CAB ALT above 14000 ft:**

Oxygen Passenger Actuation.....	MAN OVRD
System Actuated.....	CHECK ON

*NOTE: Notify the cabin crew, when a safe flight level has been reached and oxygen mask use can be terminated.*

- **Below 20000 ft and below 270 Kt IAS :**

L/G Lever Down.....	CONSIDER
Crew Oxy Masks.....	SET "N"



AIRBUS

## CRITICAL FLIGHT MANEUVERS

A300-600(F)

### GPWS Alerts

Autopilot.....	<b>DISCONNECT</b>
Pitch Attitude.....	<b>INITIALLY 20° NOSE UP</b> <i>Use stick shaker boundary as upper limit of pitch</i>
A/THR.....	<b>DISCONNECT</b>
Throttles.....	<b>FULL FORWARD</b>
Speed Brakes.....	<b>CHECK RETRACTED</b>
Bank.....	<b>WINGS LEVEL or ADJUST</b>
<ul style="list-style-type: none"><li>● <b><u>When flight path is safe and GPWS warning ceases :</u></b><ul style="list-style-type: none"><li>- Decrease pitch attitude and accelerate</li></ul></li><li>● <b><u>Once speed above VLS and V/S positive :</u></b><ul style="list-style-type: none"><li>- Clean up aircraft as required and rebuild automation as necessary</li></ul></li></ul>	
<ul style="list-style-type: none"><li>■ <b><u>“SINK RATE” :</u></b><ul style="list-style-type: none"><li>- Adjust pitch attitude and thrust to silence the warning.</li></ul></li><li>■ <b><u>“DON’T SINK” :</u></b><ul style="list-style-type: none"><li>- Adjust pitch attitude and thrust to maintain level or climbing flight.</li></ul></li><li>■ <b><u>“TOO LOW GEAR” – “TOO LOW FLAPS” :</u></b><ul style="list-style-type: none"><li>- Perform a go-around.</li></ul></li><li>■ <b><u>“GLIDE SLOPE” :</u></b><ul style="list-style-type: none"><li>- Establish the airplane on the glide slope</li><li>or</li><li>- Inhibit the warning if flight below glide slope is intentional (non precision approach).</li></ul></li></ul>	