



# 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)  
TRANSPONDER.....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

TRANSPONDER.....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  
 $\Delta P$  (DIFF PRESS).....CHECK ZERO

- **If evacuation required :**

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

- **If evacuation not required :**

CABIN CREW (PA).....NOTIFY



## ENGINE START PROCEDURE

A300-600(F)

### GE Engines

Area clear to start.....**CONFIRM**

Ignition Selector.....**A / B**  
*Select A if Captain PF, B if First Officer PF*

*Confirm ARM lights illuminate  
Check PACK VALVE Flow Bars extinguish*

*Start No.2 Engine **FIRST** to ensure all brake availability*

Engine 1 / 2 Start Switch.....**PRESS**  
*Observe blue OPEN light*

At 20% N<sub>2</sub>.....**Fuel Lever ON**  
*At 45% N<sub>2</sub>. Blue OPEN light extinguishes*

*N<sub>1</sub> rotation must be obtained within 30 seconds of reaching N<sub>2</sub> idle speed*

*Repeat previous two steps for other engine*

### PW Engines

Area clear to start.....**CONFIRM**

Ignition Selector.....**A / B**  
*Select A is Captain PF, B if First Officer PF*

*Check PACK VALVE Flow Bars extinguish*

*Start No.2 Engine **FIRST** to ensure all brake availability*

Engine 1 / 2 Start Switch.....**PRESS**  
*Observe blue OPEN light*

*Check oil pressure increasing*

At Max Motoring (N<sub>2</sub> > 15%).....**Fuel Lever ON**

*OIL LOW PRESS light illuminates*

*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*

*Repeat previous two steps for other engine*



## CRITICAL FLIGHT MANEUVERS

A300-600(F)

### REJECTED TAKEOFF

Announce.....	STOP
Thrust Levers.....	IDLE
A/THR.....	DISCONNECT
Reverse Thrust.....	MAX AVAIL
<i>PM monitors braking and confirms reverser deployment</i>	
ATC.....	NOTIFY
<ul style="list-style-type: none"><li>● <u>Once stopped :</u></li></ul>	
Parking Brake.....	APPLY
ECAM Actions.....	COMPLETE
Evacuation (As required).....	INITIATE

### SINGLE ENGINE GO-AROUND

Announce.....	GO AROUND
Thrust Levers.....	TOGA
FMA.....	FOLLOW SRS & GA TRK / HDG
<ul style="list-style-type: none"><li>● <u>Once positive rate of climb established :</u></li></ul>	
Speed.....	MAINTAIN $V_2$ OR HIGHER
Landing Gear.....	RETRACT
<ul style="list-style-type: none"><li>● <u>If TOGA thrust not required :</u></li></ul>	
Thrust Levers.....	CL DETENT
<ul style="list-style-type: none"><li>● <u>At EO ACC ALT :</u></li></ul>	
Aircraft Pitch.....	LEVEL OFF
<ul style="list-style-type: none"><li>● <u>Once Green Dot speed reached :</u></li></ul>	
Flaps.....	RETRACT PER SCHEDULE



## CRITICAL FLIGHT MANEUVERS

A300-600(F)

### EMERGENCY DESCENT

Crew Oxygen Masks.....ON

Heading.....TURN & HDG SEL

Altitude.....TURN & LVL/CH

Spd/Mach.....SELECT SPEED

*Select SPEED mode using FCU SPD/MACH pb*

**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"



## CRITICAL FLIGHT MANEUVERS

A300-600(F)

### GPWS Alerts

Autopilot.....**DISCONNECT**

Pitch Attitude.....**INITIALLY 20° NOSE UP**  
*Use stick shaker boundary as upper limit of pitch*

A/THR.....**DISCONNECT**

Throttles.....**FULL FORWARD**

Speed Brakes.....**CHECK RETRACTED**

Bank.....**WINGS LEVEL or ADJUST**

- **When flight path is safe and GPWS warning ceases :**
    - Decrease pitch attitude and accelerate
  - **Once speed above VLS and V/S positive :**
    - Clean up aircraft as required and rebuild automation as necessary
  - **“SINK RATE” :**
    - Adjust pitch attitude and thrust to silence the warning.
  - **“DON’T SINK” :**
    - Adjust pitch attitude and thrust to maintain level or climbing flight.
  - **“TOO LOW GEAR” – “TOO LOW FLAPS” :**
    - Perform a go-around.
  - **“GLIDE SLOPE” :**
    - Establish the airplane on the glide slope
- or
- Inhibit the warning if flight below glide slope is intentional (non precision approach).