# iniBuilds

# A300-600R
# MANUAL

**Microsoft Flight Simulator**

# Preface

This guide is designed to help provide a straightforward set of instructions to aid in operating the Airbus A300-600 aircraft. It has been produced using multiple real-world Airbus A300-600 operator manuals from various dates and sources with modifications to various procedures to make them more manageable under single-pilot operations.

# Copyright

# Support

## How we can support you

We provide two forms of support for the iniBuilds A300-600.

1. Ticket System/Email: Visit inibuilds.com/contact for information on how to contact us through email and submit a support ticket. Our team aims to respond as soon as possible, however please allow up to 48 hours for your ticket to be answered.

2. The iniBuilds Forum: Visit forum.inibuilds.com to gain access our community forum. Here you can interact with both iniBuilds' team members, along with other users of the product to obtain support. Utilizing the iniBuilds Forum may allow for a quicker form of support compared to opening a support ticket.

## Important Notes

- In the MSFS Graphics Settings menu, please ensure Shadows Maps are set to 2048 to avoid flickering shadows.

- It is recommended that you set the Reverse Thrust setting in MSFS to Axis. Please note that when you make a change to this setting in the EFB menu, you will need to reload for the setting to take effect.

- For the most accurate performance calculations, you should complete your calculation whilst parked at your departure airfield.

# Contents

# About the Airbus A300-600

The Airbus A300-600, a member of the Airbus A300 family, stands as a pioneering aircraft in the realm of commercial aviation. Introduced in the late 1970s, the A300-600 is a twin-engine wide-body jetliner that has left an enduring impact on the industry with its innovative design and versatility. The A300-600 marked Airbus Industrie's entry into the long-range wide-body aircraft market. Developed as a successor to the initial A300 models, the -600 series brought several enhancements, including upgraded engines and improved aerodynamics.

Powered by General Electric CF6-80 or Pratt & Whitney PW4000 engines, the A300-600B4 boasts efficient and reliable performance. These engines contribute to its range and operational flexibility, allowing it to serve a diverse range of routes. With a range of approximately 4,000 nautical miles (7,500 km), the A300-600 has the capability to connect various destinations, making it a popular choice for airlines seeking to bridge medium to long-haul routes.

The aircraft played a significant role in establishing Airbus as a major player in the aviation industry. Its introduction marked the beginning of Airbus's success in the long-range market, and the aircraft has become a symbol of the manufacturer's commitment to innovation. While newer aircraft have since entered the market, the A300-600 remains in service with various operators, demonstrating its enduring reliability and adaptability.

The Airbus A300 boasts impressive dimensions that contribute to its efficiency and capacity for medium to long-haul flights. Standing at a height of 16.50 meters, with a wingspan of 44.84 meters, the aircraft's expansive wing structure provides the necessary lift for stable and extended flights. The A300 has a length of 54.10 meters, offering a spacious interior to accommodate passengers or cargo, showcasing its versatility in various configurations.

# Aircraft Selection and Liveries

To fly the Airbus A300-600, you will need to select it from the Aircraft Selection menu.
Click on WORLD MAP in the Main Menu and click the AIRCRAFT SELECTION icon on the top left.

Scroll until you see the Airbus A300-600 or type "Airbus A300-600" in the search bar,  and select the aircraft.
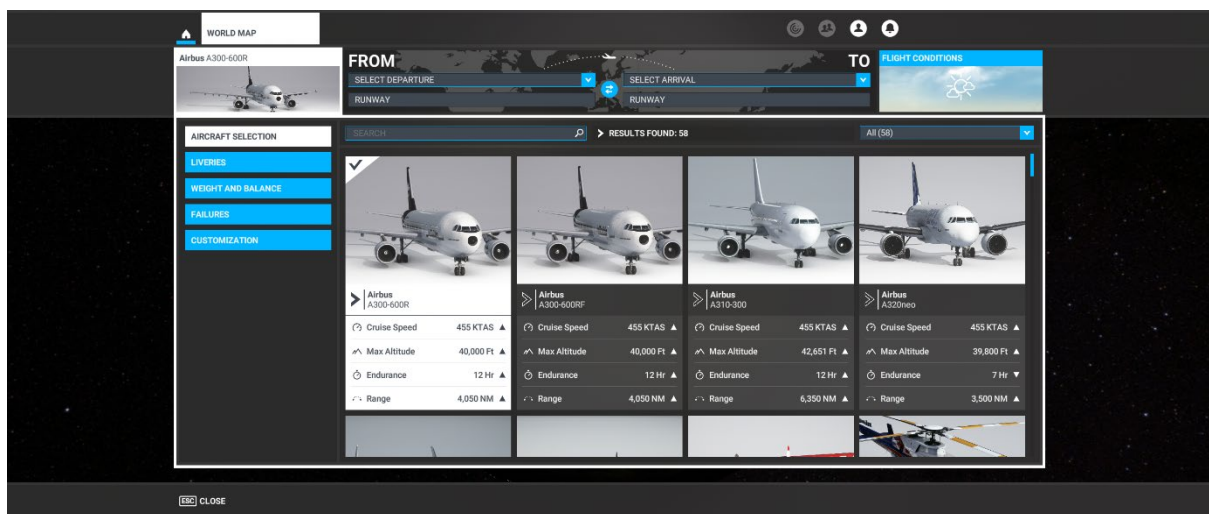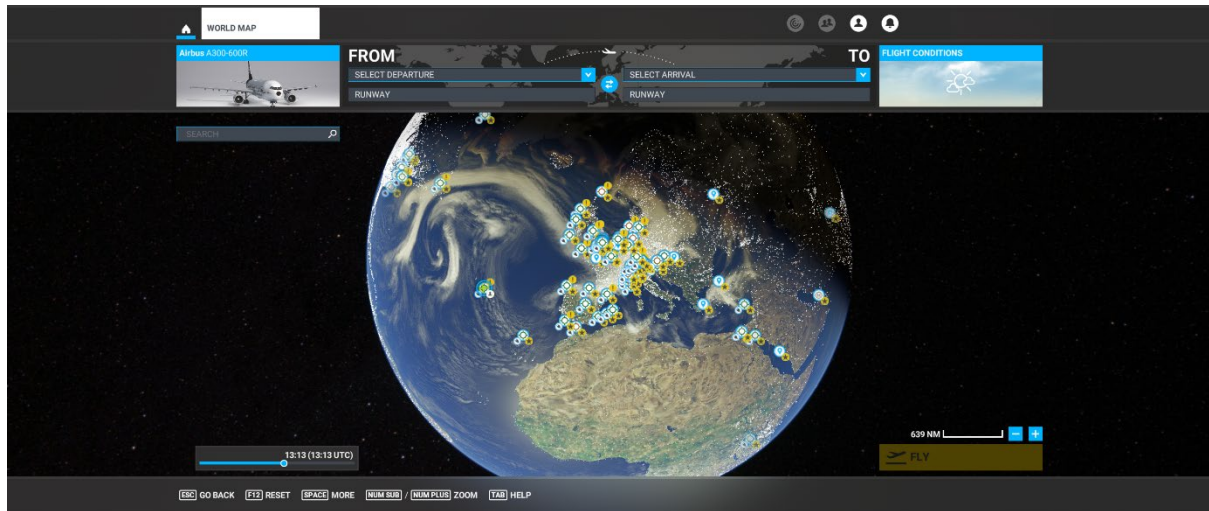




Click on Liveries to select any of the various designs available for the Airbus A300-600.
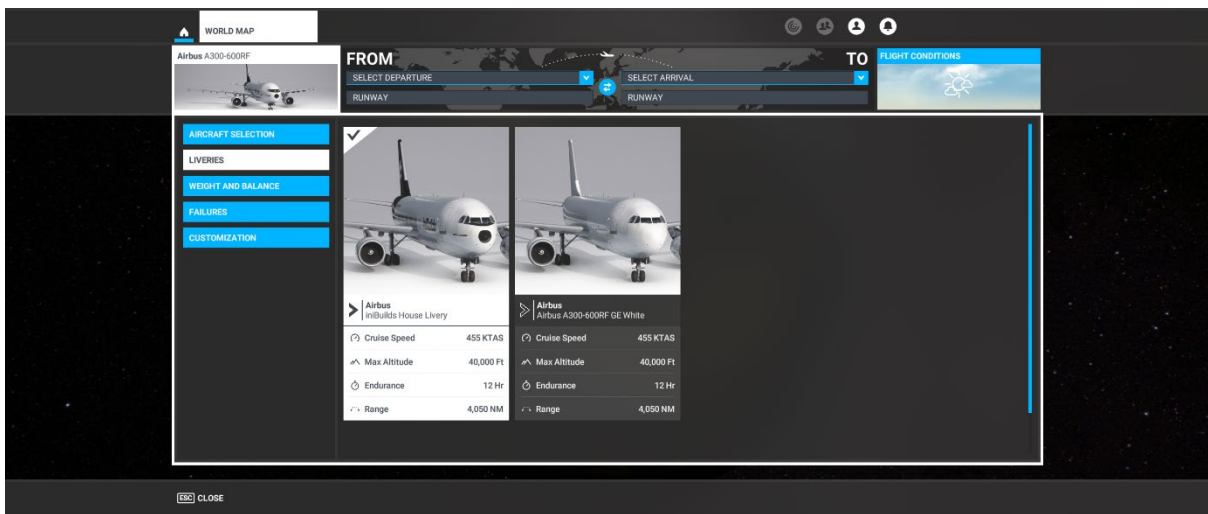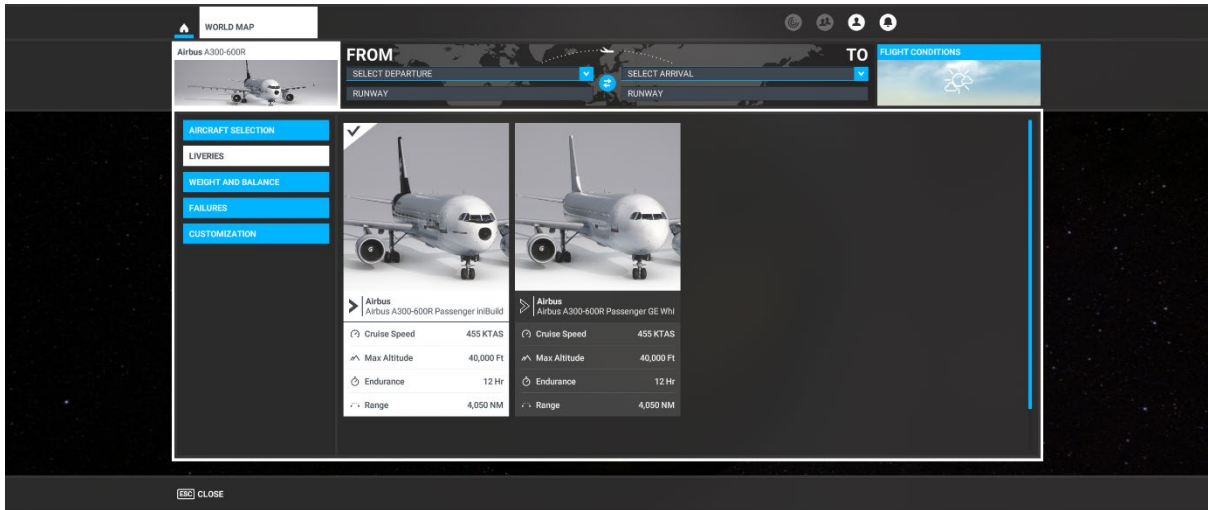
# Cockpit Interaction

Some knobs within the cockpit have interaction where you can push, pull, or scroll them for their functionality.

This functionality will vary depending on your simulator's specific settings under GENERAL OPTIONS > ACCESSIBILITY.

If a control is set to "Lock," left click (and hold the left mouse button) the knob and push the mouse for "push" interaction and pull the mouse for "pull" interaction.  Some functions also may have middle-mouse button "scroll" or "push" and right-mouse click "set" functions.

If it is set to "Legacy," you will see an icon appear to the left, right, above, or below, which you use the middle-mouse wheel to scroll as if a circular arrow, and left click to "set" as if an up or down arrow icon.

On the Xbox, press **A** to interact with the knob and use **A** to "push," **X** to "pull," Right Stick to "scroll," and **B** to finish the control input.

# Checklists

While this guide offers comprehensive operational instructions that are functionally complemented by the Quick Reference Card (QRC), iniBuilds has incorporated expedient procedural checklists within the simulator. These can be accessed via the top-of-screen drop-down menu by selecting the Checklist option.



Some items within the in-sim checklist have a drop down for sub-functions, simply click the blue up arrow to open them.

Clicking the blue eye icon to the right of the checklist item will switch your view to the requisite panel where the button/switch/dial/gauge is located. You can use the AUTO COMPLETE option to expediently tick off the item from the checklist.

# Limitations

## Weight Limits

Airframe Limits

| Limitation | KG | Lbs |
|---|---|---|
| Maximum Takeoff Weight (MTOW) | 171 400 | 377 872 |
| Maximum Landing Weight | 140 000 | 308 647 |
| Maximum Zero Fuel Weight (MZFW) | 130 000 | 286 600 |
| Operating Empty Weight (OEW / DOW) | 88 800 | 195 782 |

Under exceptional conditions, an immediate landing is permitted at any weight below MTOW provided the overweight landing procedure is adhered to. NOTE: Autoland above MLW has not been demonstrated.

# Airbus A300-600 Specifications

Cruise Speed: 455 KTAS
Max Altitude: 40,000 FT
Max Weight: 377,872Lbs
Range: 4,050 NM
Fuel Capacity: 17,943 Gal
Length: 179.90 Ft
Wingspan: 147.10 Ft

# Cockpit Layout



| | |
|---|---|
| 1. CPT PFD/ND Brightness and FD/FPV | 19. FO Altimeter |
| 2. CPT EFIS | 20. CPT DME Indicator |
| 3. Flight Control Unit (FCU) | 21. CPT TCAS |
| 4. FO EFIS | 22. CPT ADF |
| 5. FO PFD/ND Brightness and FD/FPV | 23. CPT Clock |
| 6. CPT Air Speed Indicator and bug | 24. Standby Altimeter |
| 7. CPT PFD and ND | 25. Brake Pressure Indicator |
| 8. CPT Master Warning / Caution | 26. Auto Break A/Skid Selector |
| 9. CPT Altimeter | 27. TRP |
| 10. ADI | 28. Landing Gear Lever |
| 11. Slats and Flaps Indicator | 29. FO DME |
| 12. Engine Management Gauges | 30. FO TCAS |
| 13. Landing Elevation | 31. FO Clock |
| 14. Landing Gear Indicators | 32. ECAM Memo Display |
| 15. Brake Fan Button | 33. ECAM System Display |
| 16. FO Master Warning / Caution | 34. FO ADF |
| 17.FO PFD and ND | 35. Master Warning Panel |
| 18. FO Air Speed Indicator and bug | |

| | |
|---|---|
| 1. CPT MCDU | 12. T/O Config Test Button |
| 2. VOR/ILS Frequency Selector | 13. CPT Radio Panel |
| 3. FO MCDU | 14. Transponder TCAS ATC |
| 4. DPWS Selector | 15. FO Radio Panel |
| 5. CPT Pitch Trim Wheel | 16. ECAM Status Page Selector Buttons |
| 6. Speed Brake / Spoilers Lever | 17. CPT ADF Panel |
| 7. Throttles | 18. Rudder Trim Panel |
| 8. Slats / Flaps Lever | 19. FO ADF Panel |
| 9. FO Pitch Trim Wheel | 20. Pedestal Lighting Panel |
| 10. Parking Brake Lever | 21. Weather Panel |
| 11. Engine Fuel Selectors | |

| | |
|---|---|
| 1. IRS NAV1 Selector | 18. Hydraulic Panel |
| 2. CPT HF Radio Panel | 19. Electrical Panel |
| 3. IRS NAV2 Selector | 20. Reading Light |
| 4. FO HF Radio Panel | 21. Oxygen Panel |
| 5. IRS NAV3 Selector | 22. Fuel Panel |
| 6. IRS Display Panel | 23. Probe Heat and Window Heater Panels |
| 7. Electrical Indicator Panel | 24. Internal Lighting Panel |
| 8. Landing Gear Indicator Panel | 25. SAS Control Panel |
| 9. Ventilation Panel | 26. Fuel Indicator Panel |
| 10. Flight Recorder Panel | 27. Cabin Pressure Panel |
| 11. VHF COMM Panel | 28. Air Bleed Panel |
| 12. PACK Panel | 29. Anti-Ice Panel |
| 13. Hydraulic Indicator Panel | 30. Engine Start Panel |
| 14. ENG 1 Fire Panel | 31. External Lighting Panel |
| 15. APU Fire Panel | 32. APU Panel |
| 16. ENG2 Fire Panel | 33. Wiper Control Panel |
| 17.Compart Temperature Panel | |

| 1. Electronic Flight Bag (EFB) | |
| 2. CPT Lighting Panel | |
| 3. CPT AP Disconnect | |



| 1. Electronic Flight Bag (EFB) | |
| 2. FO Lighting Panel | |
| 3. FO AP Disconnect | |

# Electronic Flight Bag (EFB)

There is an Electronic Flight Bag (EFB) located on either side of the cockpit (Captain and First Officer) which is intrinsically linked to the aircraft Flight Management System (FMS). It is also linked to some core simulator functions like requesting the jetway, requesting ground power, setting default aircraft spawn states, maintenance mode, Navigraph charts, etc. Simply click the icons on the Home Page to navigate the pages.

My Flight – Shows your current flight details as set in the FMS and routing details along with METAR for your departure and arrival airports. You can import your flight details directly from SimBrief. You can also access the Checklists from this page.



Ground Equipment - Controls doors on the aircraft along with requesting external Ground Services Equipment, Jetway, Pushback, manual steering of the aircraft during pushback, Closing & Arming of the Doors and Cabin Lighting.

Weight And Balance - This page allows you to set the fuel and load on the aircraft and apply it to the FMS. You can also update the details taken from SimBrief directly.



Payload Selection (F) - For the freighter variant, the initial Weight and Balance page will bring up the different payload options which will load the cargo into the hold. Once selected the Weight and Balance page will be shown.

To change the payload from the Weight and Balance page, click the left arrow button to re-select your desired payload.

You can also import the cargo amount as dictated on your SimBreif flight plan.

Performance - This page allows you to set the conditions for Takeoff to calculate your performance references.



Aircraft Maintenance – This page allows you to maintain your aircraft. Over time your aircraft will receive wear and tear and you need to maintain it to achieve optimal performance. From this page you can replace items, service items, open maintenance panels on the exterior of the aircraft and see key levels for oil and hydraulics as well as tire conditions.

Navigraph – This page allows you to access Navigraph charts inside of the EFB including showing aircraft relative position on the charts when Navigraph Hub is running.
**Note:** A Navigraph account is required.



Settings Page 1



Settings Page 2

The Settings pages allow you to set your preferences for the aircraft, EFB Settings, Set your SimBrief and/or Hoppie login details and connect to Navigraph, Maintenance Mode options, Cockpit Settings and Audio Voulmes.

Throttle Calibration – This page allows you to set and calibrate our throttle positions.
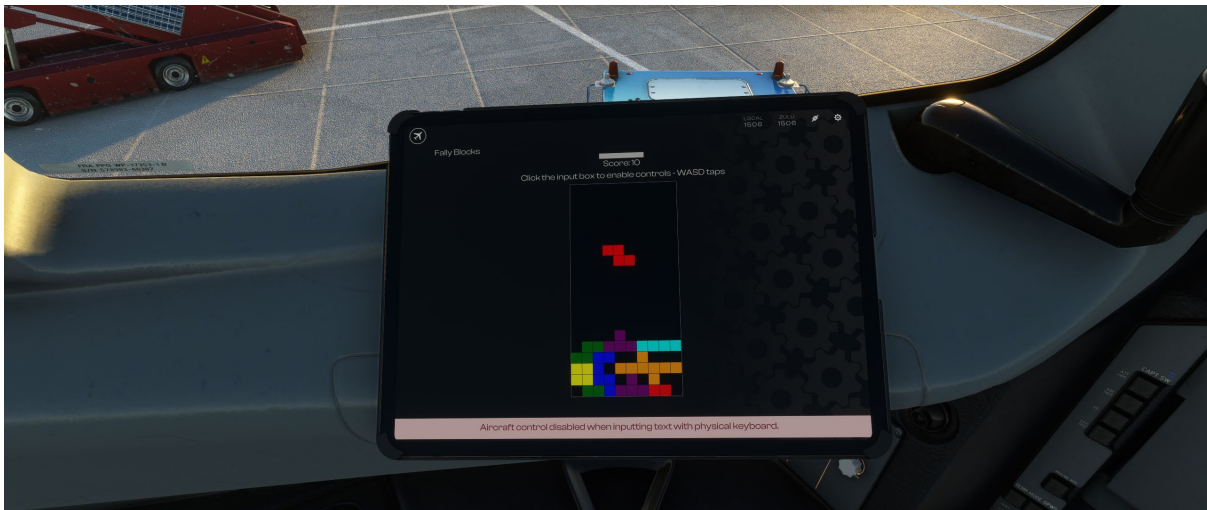


Fally Blocks – For those long flights, you can play the popular game Fally Blocks. When the game is active the aircraft controls will be disabled when using the keyboard WASD keys to move the blocks.

Just remember your ATC check-ins!

Quick Settings – by clicking the cog in the top right-hand side of the screen you can access the quick settings powering off the EFB, locking the EFB or selecting different panel states of the aircraft.

# Maintenance Functions

Over time the aircraft will receive wear and tear and it is your responsibility to ensure the aircraft is maintained.

On the EFB, go to the Aircraft Maintenance page where you can see levels of oil & hydraulics as well as open-up the external maintenance panels for visual inspection.
You then service the aircraft parts by clicking the relevant boxes.





When external maintenance panels are open you will see them lit up with a red box on this page.
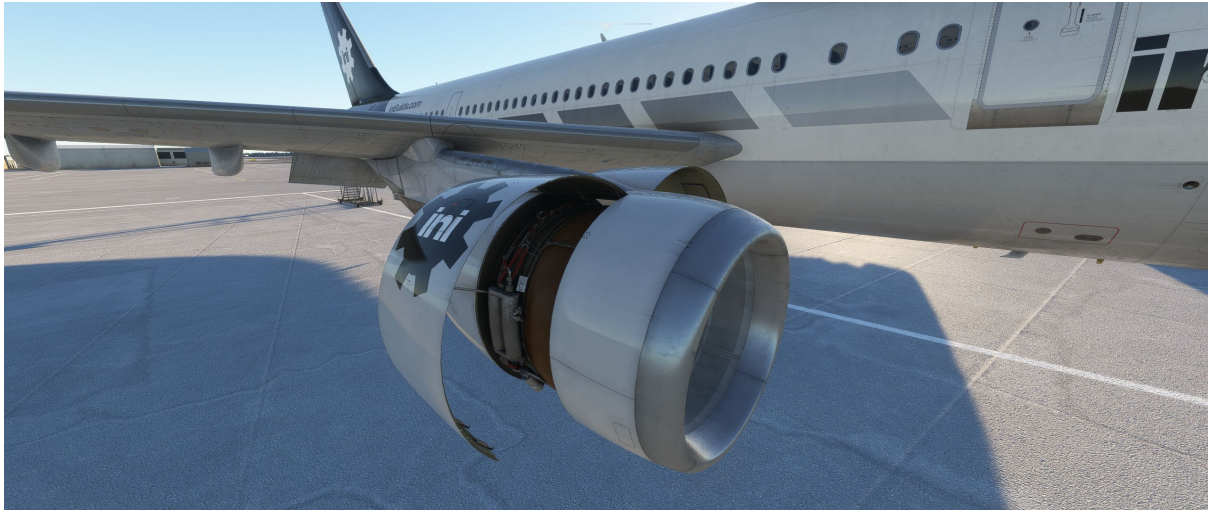
Be sure to also check your tires for visual wear and tear.

You can change the realism levels of the maintenance from the Settings 2 page.

# Operations and Techniques

This Section outlines the procedures and techniques required to operate the A300-600 safely and efficiently through all phases of flight.
The sections are divided up as follows:

**Normal Checklist:** To be used to Confirm procedures have been completed correctly in prior flows. Used inflight.

**Simplified Procedures:** Condensed description of flows for quick reference. Normally actions are committed to memory, with this guide as a quick revision tool.

## BEFORE START

| | |
|---|---|
| COCKPIT PREP | COMPLETED |
| FUEL QUANTITY | <<KG/LB>> |
| T.O. DATA | SET (BOTH) |
| LDG ELEV | _SET |
| ALTIMETERS | _SET (BOTH) |
| BRK-A/SKID | NORM/ON |
| WINDOWS/DOORS | CLOSED (BOTH) |
| BEACON | ON |
| PARKING BRAKE | AS RQRD |

## AFTER START

| | |
|---|---|
| PITCH TRIM | _SET |
| RUDDER TRIM | ZERO |
| SPOILERS | ARMED |
| SLATS/FLAPS | _/_ |
| ECAM STATUS | CHECKED |
| ANTI ICE | AS RQRD |
| HAND SIGNAL | RECEIVED |

## BEFORE TAKEOFF

| | |
|---|---|
| FLIGHT CONTROLS | CHECKED (BOTH) |
| FLT INST | CHECKED (BOTH) |
| BRIEFING | CONFIRMED |
| V1, VR, V2/FLX TEMP | _(BOTH) |
| SLATS/FLAPS | _/_ (BOTH) |
| T.O. CONFIG | NORMAL FOR TAKEOFF |
| TRANSPONDER | SET |
| TCAS | TA/RA |
| AUTOBRAKE | MAX |
| IGNITION | AS RQRD |

## AFTER TAKEOFF / CLIMB

| | |
|---|---|
| SLATS/FLAPS | RETRACTED |
| LDG GEAR | UP/NEUTRAL |
| PACKS | ON |
| ALTIMETERS | _SET (BOTH) |

## APPROACH

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

## LANDING

| | |
|---|---|
| LANDING GEAR | DOWN |
| AUTOBRAKE | AS RQRD |
| ANTI SKID | CHECKED |
| SLATS/FLAPS | _/_ |
| SPOILERS | ARMED |

## AFTER LANDING

| | |
|---|---|
| SLATS/FLAPS | RETRACTED |
| TRANSPONDER | AS RQRD |
| WX RADAR | OFF |
| SPOILERS | DISARMED |
| APU | STARTED |

## PARKING

| | |
|---|---|
| APU BLEED | AS RQRD |
| ENGINES | OFF |
| AP (DIFF PRESS) | CHECK ZERO |
| LIGHTS/SIGNS | AS RQRD |
| FUEL PUMPS | OFF |
| WINDOW and PROBE HEAT | OFF |
| PARKING BRK and CHOCKS | AS RQRD |

## SECURING AIRCRAFT

| | |
|---|---|
| NAV SYSTEMS | OFF |
| OXYGEN | OFF |
| APU BLEED | OFF |
| EMER EXIT LT | DISARMED |
| APU AND BAT | OFF |

## Simplified Procedures

| Preliminary Cockpit Preparation | |
|---|---|
| Batteries | Auto |
| Hydraulic Panel | Check |
| Wiper Switches | Off |
| Gear Lever | Down |
| Slats-Flaps Handle | In Agreement |
| Reverser Levers | Down |
| Fuel Levers | Off |
| Weather Radar | Off |
| External Power (If Avail) | Establish |
| APU Fire System | Test |
| | |
| **APU START** | |
| APU Master Switch | ON |
| APU Start | PRESS |
| | |
| IRS Mode Selectors | Nav |
| ISDU | Set |
| Oxygen LO PR SUPPLY Switches | On |
| ANN Light | Test |
| VHF Radios | As Required |

## Flight Deck Preparation

**FMC INITIALIZATION**

| | |
|---|---|
| Clear Messages | CLR |
| INIT | PRESS |
| Enter FROM/TO Airports | PRESS FROM/TO |
| Return | PRESS |
| Verify LAT/LONG Position | CHECK |
| ALIGN IRS | PRESS |
| | |
| No Smoking | Auto |
| Seat Belts | On |
| HYD PWR Panel | Set/Check |
| SERVO CTL Panel | Check |
| FLT RCDR GND CTL | On |

**EXTERNAL LIGHTS**

| | |
|---|---|
| Nose Switch | ON |
| LAND Switches | RETRACTED |
| WING Switch | OFF |
| STROBE Switch | AUTO |
| BEACON Switch | OFF |
| RWY TURN OFF (L&R) | OFF |
| | |
| ATS Lever | On |
| Pitch Trim & Yaw Damper Levers | On (IRS Must be aligned) |
| ELEC PWR panel | Check |
| ENG 1 FIRE Panel | Check/Test |
| Elec IND panel | Check |

| ENG panel | Check |
|---|---|
| FUEL panel | Set |
| APU FIRE | Check/test (if not performed already) |
| CABIN PRESS panel | Check |
| WINDOW HEATER Switches | On |
| PROBE HEAT Switches | On |
| CARGO COMPT SMOKE DET | Check/Test |
| MAIN DECK CARGO SMOKE DET | Check/Test |
| ENG 2 FIRE Panel | Check/Test |
| VENT Panel | Check |
| EMER EXIT LT | Arm |
| | |

| AIR BLEED PANEL | |
|---|---|
| If APU BLEED Switch is Off | Check X FEED Flow Bar Vertical |
| If APU is running | APU Bleed Switch: ON |
| | |

| COND TEMP Panel | Set/Check |
|---|---|
| PACK TEMP Panel | Check |
| OXYGEN Panel | Check |
| | |

| EFIS CONTROL PANEL | |
|---|---|
| PFD and ND Brightness | Set |
| FD/FPV Switch | On |
| FMA Displays FD1 on CPT / FD2 on FO | White Text |
| Command Bars | In View |
| VOR / NAV / ILS Switch | NAV |
| DH | Press Button |
| Set DH | -5ft |
| | |

| | |
|---|---|
| FCP | Check |
| CAPT SW Panel | Check |
| Standby Airspeed Indicator | Check |
| RMI | Check |
| PFD | Check |
| ND | Check |
| | |
| **ALTIMETER** | |
| Set Bug to Field Elevation | Set |
| | |
| IVSI | Check |
| ADF RMI | Check |
| EGPWS Button | Push-Test |
| Clock | Set/Check |
| Standby Horizon | Check |
| Standby Altimeter | Set/Check |
| Slat-Flap Position Indicator (SFPI) | Check |
| Brakes Pressure Gauge | Check |
| Alternate Braking System | Check |
| Parking Brake | Set |
| AUTO BRK Switches | Extinguished |
| REV & REV UNLK Lights | Extinguished |
| Engine Instruments & Lights | Extinguished |
| Landing Elevation | Set |
| LDG GEAR WARN | Test |
| BRK FAN | As Required |
| Speed Brake Handle | Retracted & Disarmed |
| Takeoff Warning | Check |
| Fuel Levers | Off |

| | |
|---|---|
| WARNING SYS & EMER CANCEL Switches | Safeted |
| ATC Transponder / TCAS | Set |
| ADFs | Check |
| RUD TRIM | Zero (0) |
| Weather Radar | Test |
| | |
| **FMS ROUTE** | |
| Clear any Messages | CLR Button |
| INIT A: | ALTN, COST INDEX, CRZ FL, FLT ID, WX |
| F-PLN | Ensure runway selected BEFORE procedure for SID/STARs |
| F-PLN | SID, AIRWAYS, STAR |
| | |
| Performance Data | Calculate |
| | |
| **TRP** | |
| FLEX TO TEMP | As Required |
| Select AUTO | For TO with Profile |
| Select TOGA | For TO with Manual Thrust |
| *Complete BEFORE START CHECKLIST* ||

## Engine Start

| | |
|---|---|
| Request Pushback | As Required |
| Area clear to start | Confirm |
| Ignition Selector | A or B |
| Engine 2 Start Switch | Press |
| Engine 2 Fuel Lever | On at 20% N2 |
| ECAM ENG Status Page | Monitor |
| Blue OPEN Light for ENG 2 | Extinguished |
| Engine 1 Start Switch | Press |
| Engine 1 Fuel Lever | On at 20% N2 |
| ECAM ENG Status Page | Monitor |
| Blue OPEN Light for ENG 1 | Extinguished |

## After Start Flow

| | |
|---|---|
| **IGNITION** | |
| Normal Operations | Off |
| Heavy Precipitation or Contaminated Taxiway | On |
| | |
| **APU BLEED** | |
| Both Engines Running | Off |
| Single-Engine Running | On |
| | |
| **APU MASTER** | |
| Both Engines Running | Off |
| Single-Engine Running | On |
| | |

INIBUILDS

| ANTI ICE | As Required |
|---|---|
| Speedbrake | Arm |
| Rudder Trim | Reset, Check 0 |
| Slats-Flaps | Set for Takeoff |
| Trim | Set for Takeoff |
| *Complete AFTER START CHECKLIST.* ||

| Taxi-Out | |
|---|---|
| Taxi Clearance | Obtain |
| NOSE Light | TAXI |
| Brakes | Release |
| | |
| **ONCE BOTH ENGINES RUNNING** | |
| Flight Controls | Check |
| FCU Set PRE SEL Speed | 250 KTS |
| Set ALT SEL | First Stop Altitude |
| Flight Directors | On |
| Required AP Mode | Check |
| Autobrake | MAX |
| Transponder | Set |
| Weather Radar | On |
| Takeoff Config | Test |
| *Complete BEFORE TAKEOFF CHECKLIST TO THE LINE.* | |

| Line-Up Actions | |
|---|---|
| Line-up or Takeoff Clearance | Obtain |
| Brake Fans | Off |
| | |
| **EXTERNAL LIGHTS** | |
| Nose Switch | TO |
| LAND Switches | On |
| WING Switch | As Required |
| STROBE Switch | On |

| | |
|---|---|
| BEACON Switch | On |
| RWY TURN OFF (L&R) | On |
| Nav & LOGO | On |
| | |
| Ignition | As Required |
| | |
| **PACKS** | |
| Normal Operation | On |
| If Required for Take-Off Performance | Off |
| | |
| TCAS | TA/RA |
| *Complete BEFORE TAKEOFF CHECKLIST BELOW THE LINE.* | |

## Take-Off Actions

| | |
|---|---|
| "Takeoff" | Announce |
| Clock | Start |
| Throttles | Advance to at least 40% N1 |
| Brakes | Release |
| Go-Levers | Trigger (TOGA Button) |
| FMA Indications | Announce |
| Airspeed & Engine Instruments | Scan |
| Speeds | Announce 100kts, V1, Rotate |
| Rotation | Perform |
| Landing Gear | Order Up |
| Autopilot | As Required |
| | |
| **THRUST REDUCTION** | |
| Confirm TRP LIM Mode Indicates | CL in AUTO Setting |
| If TRP is not in Auto | Set AUTO or CL |
| Thrust Levers Reduce for Climb Thrust | Confirm |
| | |
| **SLATS/FLAPS** | |
| Once Above Acceleration Altitude | Retract Flaps/Slats in Stages |
| At F Speed Minimum | Set Flaps 1 |
| At S Speed Minimum | Set Flaps Zero |

## After Take-Off

| | |
|---|---|
| Spoilers | Disarm |
| Landing Gear | Off |
| Packs | On |
| | |
| **EXTERNAL LIGHTS** | |
| Nose | Off |
| RWY TURN OFF (L&R) | Off |
| LAND Switches | On until 10,000ft |
| | |
| Anti Ice | As Required |
| | |
| **IGNITION** | |
| Normal Operations | Off |
| Seer Turbulence, Heavy Icing, Heavy Rain | Set CONT RELIGHT |
| | |
| **APU** | |
| If APU Used for Departure | APU Bleed OFF |
| If APU Used for Departure | APU Master Switch Off |
| *Complete AFTER TAKEOFF CHECKLIST.* ||

## Above 10,000'

| | |
|---|---|
| Altimeters | Set |
| Landing Lights | Retract / Off |
| Seat Belts | May be Turned Off Above 10,000ft |

| Top Of Climb | |
| --- | --- |
| TRP LIM Mode | Check Indicates CR |
| ECAM MEMO / STATUS Pages | Review |
| ECAM SYS Pages | Review Periodically |
| Flight Progress | Check Track and Distance to Next WP |
| Flight Progress | Check Fuel (FOB and FMS Fuel Pred) |

| Descent Preparation | |
| --- | --- |
| ECAM MEMO | Check Status |
| Weather and Landing Information | Obtain |
| Landing Elevation | Set |
| Fuel | Check |
| FMS | Program as Required |
| DH | Set on FCU |
| | |
| **AUTOBRAKE** | |
| Normal Runway Length | LO Mode |
| Short, Contaminated or Low Visibility | MID Mode |
| Short Braking Distance | MAX Mode |
| Very Long Runways or Little Braking Needed | Autobrake Unnecessary |
| | |
| **GPWS FLAPS/SLATS SWITCH** | |
| Landing with Slats/Flaps set to 15/20 | 15/20 |
| Landing with Slats/Flaps set to 30/40 | 30/40 |
| | |
| Approach Briefing | Perform |

| Descent | |
| --- | --- |
| **DESCENT** | |
| For PROFILE Descent | FCU ALT Knob Turn to Select Cleared ALT and Pull |
| FMA's | Check P.THR/P.DES ARMED |
| | |
| **IGNITION** | |

| | |
|---|---|
| Normal Operations | Off |
| Sever Turbulence, Heavy Icing, Heavy Rain | Set CONT RELIGHT |
| | |

| | |
|---|---|
| **ANTI-ICE** | |
| Normal Operations | Off |
| Icing Conditions (Visible Moisture Below 10 Degs) | On |
| | |
| Altimeters | Set |
| Before reaching 10,000ft | Seat Belts On |
| | |
| Exterior Lights (At 10,000ft) | |
| RWY TURN OFF | On |
| LAND LIGHTS | On |
| *Complete APPROACH CHECKLIST.* | |

| Visual (At Least 5 Miles) | |
|---|---|
| Gear | DOWN |
| Ground Spoilers | Arm |
| Nose Light | T.O. |
| When Gear down | Check 3 Greens |
| Airspeed Below VFE | Set Flaps 20 |
| Flaps | Set Flaps 30/40 |
| AP | Disconnect When Required |
| ATHR | De-Select for Landing Mandatory |
| *Complete LANDING CHECKLIST.* | |

| Go Around | |
|---|---|
| Go Around Flaps | Retract Flaps/Slats on Schedule |
| TOGA Button | Trigger |
| Throttle Levers | Advance to Go Around Thrust if A/THR Not Used |
| Rotation | Perform |
| Flaps | Retract One step |
| FMA | Check THR, GO AROUND on PFD |
| Gear | Up/Neutral |
| NAV or Heading Mode | Select (As Required) |
| Flaps | Retract Flaps/Slats on Schedule |
| At Thrust Reduction Altitude | Throttle Reduce |
| At Acceleration Altitude | LVL/CH Select |

| After Landing | |
|---|---|
| **External Lights** | |
| Nose Switch | TAXI |
| LAND Lights | Retracted |
| WING Switch | Off |
| Strobe Switch | AUTO |
| RWY TUEN OFF (L&R) | Off |
| | |
| **ANTI-ICE** | |
| Wing Anti-Ice | Off |
| Engine Anti-Ice | May be Left On for Taxi / Off |
| | |
| Ignition | Off |
| | |
| APU | |
| APU Master Switch | On |
| APU Start | On |
| | |
| Ground Spoilers | Retracted / Disarmed |
| Transponder / TCAS | STBY / OFF |
| Weather Radar | Off |
| Pitch Trim | Set 1° Nose Up |
| Slats/Flaps | Retract to 0/0 in Stages |
| Brake Temperature | Monitor and Brake Fan On if Required |
| *Complete AFTER LANDING CHECKLIST* | |

| Parking | |
|---|---|
| Nose Light | Off (approaching stand) |
| Parking Brake | On |
| APU Bleed | On |
| Engine Fuel Levers | Off |
| Elapsed Time | Stop |
| Beacon | Off (N2 < 20%) |
| Cabin Pressure | Check |
| Seat Belt Signs | Off |
| Park Brake | As Required |
| Fuel Pumps | Off |
| Probe Heat | Off |
| | |
| **IRS NAV Switches x3** | |
| Reset IRS for Realignment if Necessary | Reset |
| If Last Flight of the Day | Off |
| | |
| Brake Fans | As Required |
| *Complete PARKING CHECKLIST.* | |

| Securing Aircraft | |
| --- | --- |
| IRS | Off |
| Crew Oxygen | Off |
| Exterior Lights | All Off |
| CRTs | All Off |
| APU Bleed | Off |
| External Power | As Required |
| APU | Off |
| Emergency Exit Lights | Disarm |
| Batteries | Off |
| *Complete SECURING AIRCRAFT CHECKLIST.* ||