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COCKPIT SAFETY INSPECTION (PNF Duty)

- MASTER 1 and 2.....OFF**
- MODE SELECTOR.....NORM**
- L/G LEVERDOWN**
- WIPERSOFF**
- BAT 1 and 2.....CHECK OFF**
- BAT 1 and 2 VOLTAGE.....CHECK > 25 V**

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PRELIMINARY COCKPIT PREPARATION (PNF Duty)

EXT PWR (when AVAIL illuminated).....ON

APU (when rqrd).....START

- If EXT PWR ON illuminated:

ECAM.....ON

APU MASTER SWON

- ON It illuminates.
- APU page opens on ECAM.

APU STARTON

- FLAP OPEN indication shows.
- N and EGT rise.

AT 95%

- ECAM APU pages shows AVAIL.
- On APU panel START ON It extinguishes , AVAIL It illuminates.
- After 10 seconds ECAM DOORS page shows.

EXT PWR.....AS RQRD

- May be kept on to reduce APU load.

- If EXT PWR ON and AVAIL extinguished:

APU MASTER SWON

- ON It illuminates.

APU STARTON

AT 95%

- On APU panel START ON It extinguishes.
- AVAIL It illuminates.
- APU GEN on line.
ECAM APU page shows.
- After 10 seconds ECAM DOORS page shows.

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INT LTAS RQRD

DOCUMENTATIONABOARD & CHECK

PARKING BRAKE.....ON

- Check BRAKE PRESS indicator. When required use HYD YELLOW PUMP to recharge.

FLAPSCHECK POSITION

- Confirm flap handle position and ECAM display in agreement.

SPEED BRAKECHECK RETRACTED

- Confirm speed brake handle position and ECAM display in agreement.

ECAM RCLDEPRESS

- Depress recall button for 3 seconds to recall and clear all messages

ECAM HYDCHECK

- Check for abnormal indications

ECAM ENGCHECK

- Check for abnormal indications

APU BLEEDAS RQRD

- Select on when needed for air conditioning

X-BLEEDAUTO

ZONE TEMP SELECTORSAS RQRD

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COCKPIT PREPARATION

PFD and ND.....ON PF/PNF

GPWS.....TEST PF/PNF

- Press GPWS pb and check the GPWS FAULT light is on and aural warnings are heard

PFD and ND.....CHECK PF/PNF

- Check for abnormal indications

BARO REFERENCECHECK PF/PNF

Check baro settings and compare altitude indications on PFD

FDCHECK ON PF/PNF

ILSAS RQRD PF/PNF

ND MODE and RANGE.....AS RQRD PF/PNF

- It is recommended to display ARC on ND if take off direction is close to departure direction, otherwise ROSE NAV is recommended.

VOR/ADF SELECTORSAS RQRD PF/PNF

FCU :

- SPD MACHDASHED PNF
- HDG-V/S / TRK-FPAHDG-V/S PNF
- ALTSET PFN
- Set initial expected clearance altitude.

ST BY ASI.....CHECK PNF

ST BY ALTICHECK PNF

ST BY HORIZONCHECK PNF

CLOCKCHECK/ADJUST PNF

A/SKID & N/W STRGON PNF

RADIO CONTROL PANEL.....ON PF/PNF

COMS FREQ.....SET PF/PNF

THRUST LEVERSCHECK IDLE PNF

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- ENG MASTER SWITCHOFF PNF**
- ENG MODE SELECTORNORM PNF**
- XPNDRSET PNF**
- PARKING BRAKE.....ON PNF**
- EXTERNAL LIGHTS:**
- STROBEAUTO PNF
 - BEACONOFF PNF
 - WING, NAV, RWY TURN OFF, LAND NOSE.....AS RQRD PNF
- SEATBELT SIGN.....ON PNF**
- NO SMOKINGAUTO PNF**
- CABIN PRESS LDG ELEV AUTO PNF**
- FUEL PUMPSALL ON PNF**
- TAKE OFF INFORMATIONRECEIVE PNF**
- TAKE OFF DATA FORMSTART TO FILL PNF
- FMGS PREPARATION**
- INIT A.....DEPRESS INIT
 - Insert departure and arrival airport (FROM/TO)
 - Insert flight number (FLT NBR)
 - Press ALIGN to get location
 - Insert Cost Index (COST INDEX)
 - Insert Cruise Flight Level (CRZ FL)
 - INIT BARROW RIGHT
 - Insert TAXI, RTE RSV, FINAL/TIME (optional)
 - Enter Block Fuel (BLOCK)
 - Insert Zero Fuel Weight (ZFW)
 - PERFDEPRESS PERF
 - Enter take off flaps (FLAPS/THS)
 - Enter V1, Vr, V2 (entering no data and depressing the LSKs will insert pre-calculated numbers)
 - Insert take off flex (TO-FLEX)
 - Enter transition altitude(or leave at 18000)
 - F-PLNDEPRESS F_PLN
 - Check flight plan (assuming FSX flight plan is loaded)

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FUEL QTYCHECK PF/PNF

PREFLIGHT BRIEFING.....PERFORM PF/PNF

COCKPIT CREW CHECKLISTCOMPLETE PF/PNF

- Read by PNF and answered accordingly

Preflight Briefing	PERFORMED PF/PNF
Cabin Signs	ON/AUTO PF
Fuel Quantity.....	_____ KG PF/PNF
Take Off Data	INSERTED PF/PNF
Altimeter	CHECKED PF

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BEFORE START/PUSHBACK

ATC CLEARANCE.....OBTAIN PNF

WINDOWS and DOORSCLOSED PF/PNF

- Check the red circle on handle is fully visible
- Check on ECAM lower display that all doors are closed

START UP and PUSHBACK CLEARANCE.....OBTAIN PF/PNF

THR LEVERS.....IDLE PNF

- Engine will start regardless of thrust lever position.
- if IDLE is not selected thrust will increase rapidly after start.

PARKING BRAKE.....AS RQRD PF

- If no pushback rqr set ON, check ECAM “PARK BRK” memo displayed & BRAKE PRESS indication
- If pushback rqr coordinate parking brakes with ground crew

BEACONON PNF

APU BLEEDON PNF

BEFORE START CHECKLIST.....COMPLETE PF/PNF

- Read by PNF and answered accordingly

<p>Windows/DoorsCLOSED PNF/PF</p> <p>Beacon.....ON PF</p> <p>Thrust Lever.....IDLE PNF</p> <p>Parking BrakeSET PF</p>

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ENGINE START

CREW COORDINATION

Condition	PF	PNF
Before start CKL completed		Report " Before start CKL completed
Ready to start & Ground crew clearance obtained	ENG MODE to IGN START	
ENG MODE Sel - IGN START	Announce "Engine No #" ENG MASTER to ON	
Engine stabilized	Check N1, N2, EGT and FF on normal ground idle	

ENG MODE selIGN PF

"ENG 2 START"ANNOUNCE PF

MASTER sw 2ON PF

ENGINE PARAMETERSMONITOR PF

1. Start valve open,
2. Bleed pressure indicating green,
3. Oil Pressure rise,
4. N2 increase to 16%,
5. Igniter A or B,
6. N2 increase to 22%,
7. Fuel flow increase,
8. EGT rise,
9. N1 increase,
10. Start valve closing at 50% N2,
11. Igniter off.

ENGINE IDLE PARAMETERS (ISA sea level)CHECK PF/PNF

12. N1.....19.5 %
13. EGT.....390° C
14. N2.....58.5 %
15. FF.....275 kg/h
16. OIL.....steady green

"Parameters Stabilized"ANNOUNCE PNF

MASTER sw 1ON PF

- as for Engine 2

ENG MODE selNORM PF

- On lower ECAM the ENG page will be replaced with WHEEL page
- End of start sequence

AFTER START

- APU BLEEDOFF PNF**
- GROUND SPOILERSARM PNF**
- RUDDER TRIMZERO PNF**
- If not showing zero, press RESET.
- FLAPS LEVERSET PNF**
- Set FLAPS for take off.
 - Check ECAM upper display.
- PITCH TRIMSET PNF**
- Set TO CG on pitch trim wheel.
- ECAM STATUSCHECK PNF**
- Check for remaining reminders.
- APU MASTER swOFF PNF**
- ENG ANTI ICEAS RQRD PF**
- WING ANTI ICEAR RQRD PF**
- On ground the anti ice valves will operate for 30 seconds then close, they will open automatically when a/c is airborne.
- ECAM DOORSELECT PF**
- Check all slides armed & deselect door page on ECAM.
- GROUND CREW CLEARANCERECEIVE PF/PNF**
- Captain acknowledges the clear to move signal from ground crew, Copilot crosschecks.
 - PF checks that NW STRG DICS memo message is NOT displayed.
- AFTER START CHECKLISTCOMPLETE PF/PNF**
- Read by PNF and answered accordingly

APUAS RQRD PF

Anti-IceAS RQRD PF

ECAM StatusCHECKED PNF

FlapsFLAPS.... PF/PNF

SPOILERARMED PF

Pitch/Rudder Trim___/ZERO PF

Hand Signal.....RECEIVED CPT

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TAXIING

TAXI CLEARANCE.....OBTAIN PNF

- Always use VHF 1 because it is linked to the emergency bus.

EXT LTAR RQRD PF

TAXI AREA.....CLEAR PF/PNF

CLOCK ET.....START PNF

- To record block time move ET selector to Run to start Elapsed Time counter.

PARKING BRAKE.....CK/OFF PF

- Aircraft in motion:
 - PF calls “Brake Check”.
 - Gently apply brakes.
 - Check BRAKES pressure at zero.
 - PNF announces “No Pressure”.

TRUST LEVERS.....AS RQRD PF

- Little or no thrust above idle is needed to get in motion.
- Maximum speed in straight line below 30 knots and 10 knots in sharp turns.
- Do not ride brakes (brake wear is proportional to duration, not to applied pressure)

FLIGHT CONTROLSCHECK PF/PNF

- PF applies full deflection of the stick up, down, neutral, left, right, neutral. Note full deflection needs to be kept for a moment to reach full movement. PF/PNF checks on F/CTL page for full travel.
- PF presses PEDAL DISC PB on nosewheel tiller and applies full rudder and PF/PNF monitor F/CTL page for full motion.

ATC CLEARANC.....RECEIVE PF/PNF

TAKE OFF DATA/CONDITIONS.....REVIEW PF/PNF

FCUSET PNF

- Insert cleared altitude.
- Preset heading if turn is needed after take off (NAV will be disarmed and after takeoff, RWY TRAK mode will keep centerline heading until HDG/TRK selection knob is pulled.

ATC CODE.....CONFIRM/SET PNF

TO CONFIG pb.....PRESS PNF

- Check “T.O. CONFIG NORMAL” is shown on ECAM upper display.

AUTO BRK.....MAX PNF

- AUTO BRK can be ‘on’ while on parking brakes. MAX setting will help to stop the aircraft in case of an aborted takeoff by automatically applying maximum brake force when throttles are retarded to idle.

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FLIGHT INSTRUMENTSCHECK PF/PNF

- Check for any abnormal indication during the whole taxi period.

TAKE OFF BRIEFINGCOMPLETE PF

- Take off briefing is an abbreviated version of the preflight briefing done earlier. It should include runway to be used, runway condition, configuration of aircraft, departure and weather. V1, VR, V2 should be memorized so they are available in case of any problem.

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BEFORE TAKE OFF

TAKE OFF LINE UP CLEARANCE.....OBTAIN PF/PNF

APPROACH PATH CLEAR OF TRAFFICCHECK PF/PNF

TAKEOFF IMMINENTANNOUNCE PNF

- When takeoff clearance has been obtained PNF will announce through PA system “Cabin crew, prepare for take off.”

ENG MODE selAS RQRD PNF

- Select IGN when runway has standing water, in heavy rain or when heavy turbulence is expected directly after takeoff.
- PACKS / APU BLEED.....AS RQRD PNF
- Deactivating packs and/or activating APU bleed ON can improve performance (only in TOGA thrust mode) and can reduce maintenance costs (only at lower power settings). APU BLEED is not possible when WING ANTI ICE is used.

EXT LTSET PF

SLIDING TABLESTOWED PF/PNF

BEFORE TAKE OFF CHECKLIST.....COMPLETE PF/PNF

- Read by PNF and answered accordingly

APU	AS RQRD PF
Anti-Ice	AS RQRD PF
ECAM Status	CHECKED PNF
Flaps	FLAPS..... PF/PNF
SPOILER	ARMED PF
Pitch/Rudder Trim	___/ZERO PF
Hand Signal.....	RECEIVED CPT

“READY FOR TAKE OFF”ANNOUNCE PF/PNF

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TAKE OFF

Rolling and static takeoffs are possible and permitted. Do not apply brakes over 50% N1 on start.

THRUST LEVERSFLX or TO/GA PF

- PF advanced throttles from idle to 50% N1.
- PF releases brakes (in case of static take off).
- PF advances throttle to take off power.
- Stick half forward till 80 knots to prevent nose up effect (full forward stick in case of +10 crosswind of aft located CG).
- PF announces "Take off thrust time".
- C/M 1 keeps hand on throttle until V1 is reached.
- C/M2 starts chrono timing.

PFD/ND.....SCAN PF/PNF

- PF and PNF will check FMA on PFD and abnormal indication.

TAKE OFF N1CHECK PNF

- Check that N1 is reached before 80 knots and announce "Take off trust set".

DIRECTIONAL DISPLAYBY RUDDER PF

- Do not use steering hand wheel above 30 knots.
- At 130 knots connection between nosewheel steering and rudders is removed, beware of this in case of strong crosswinds.

PFD and ENG indications.....SCAN PNF

- Scan airspeed and engine parameters during whole procedure.

V SPEEDS.....ANNOUNCE PF/PNF

- PNF will announce 100 knots, V1 and VR
- PF will cross check and reply 'checked" at 100 knots

ROTATION.....PERFORM PF

- At VR rotate smoothly to a pitch attitude of 10° with centralized stick, after takeoff follow SRS pitch command bar.

GEAR.....RETRACT PF/PNF

- PNF ensures that the aircraft is climbing and calls "*Positive climb*".
- PF cross checks and calls "*Gear up*".
- PNF confirms with a '*Gear up*' call and moves the gear lever to the UP position.
- PNF calls "*Gear up, lights out*" when gear is stowed.

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EXT LTRETRACT/OFF PF/PNF

- PF calls for retraction of landing and nose wheel lights, PNF moves switches to RETRACT and OFF.

A/P.....AS RQRD PF/PNF

- PNF engages AP on PF request.

AT THRUST REDUCTION ALTITUDE

THRUST LEVERSCL PF

- The levers should be moved to the CL detent at thrust reduction altitude

AT ACCELERATION ALTITUDE

- Check FMA changes from SRS to CLB green & ALT blue
- Check target speed changes from V2+10 to CLB speed

PACK 1 & 2 (if applicable)ON PNF

- Check/Set PACK 1 ON after CLB trust reduction
- Check/Set PACK 2 ON after flap retraction

FLAPSRETRACT PF/PNF

- Retract flaps directly after acceleration altitude is reached
- Check acceleration to CLB speed
 - At F: PF order *"FLAPS 1"*, PNF checks conditions, confirms with *"FLAPS 1"* and moves the flaps lever to 1
 - AT S: PF order *"FLAPS ZERO"*, PNF checks conditions, confirms with *"FLAPS ZERO"* and moves the flaps lever to 0

GROUND SPOILERSDISARM PNF

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AFTER TAKE OFF

APU BLEEDOFF PNF

- If the APU has been used to supply air conditioning during takeoff select APU BLEED to OFF. APU BLEED is not usable over 15,000 ft maximum.

APU MASTERAS RQRD PNF

ENG MODE SELECTORAS RQRD PNF

- Set IGN in heavy rain or heavy turbulence.

ANTI ICE PROTECTIONAS RQRD PF

- When ice conditions are expected or ICE DETECTED is shown on ECAM PF needs to activate the anti ice systems. Please note that ENG ANTI ICE will force the FADEC to switch ENG MODE to continuous ignition.

SEAT BELTSAR RQRD PF

BARO REFSET/X-CK PF/PNF

- At transition altitude (indicated by baro setting flashing on PFD) the PNF calls *“Transition altitude”*.
- PF calls *“SET STD, cross check at FL***”*
- PF will call *“Top”* at FL*** and PNF will crosscheck and confirms with *“Checked”*

AFTER TAKE OFF CHECKLISTCOMPLETE PNF

- Checked by PNF silently and without cross check from PF with the Altimeter line. PF will respond with altimeter setting on PFD.

Engine Mode Selector.....	AS RQRD PNF
Spoilers.....	DISARMED PNF
Flaps	RETRACTED PNF
Landing Gear	UP/LTS OUT PNF
Exterior Lights.....	RET/OUT PNF
Packs	ON PNF
Altimeter	STD PF/PNF

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CLIMB

MCDUPNF to F-PLN PF/PNF

MCDUPF to PERF CLB PF/PNF

CLIMB SPEED MODIFICATIONENTER PF

- When a speed change is required, select new speed with FCU SPD selector and pull, Speed target will show in Cyan.

LANDING LIGHTRETRACT PF

CRZ FLSET PF

- When direct climb to CRZ FL set in INIT A page is not possible, set CRZ FL manually

ANTI ICEAS RQRD PF

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CRUISE

ECAM SYS PAGESREVIEW PNF

- Periodically review system pages
(ENG, BLEED, ELEC, HYD, FUEL, COND, FLT CTL)

CABIN TEMP.....MONITOR PNF

- Adjust when needed during climb.

FLIGHT PROGRESS.....MONITOR PF/PNF

- At any waypoint check ATO and ETO, track and distance and compare to printed flight plan.

NAV ACCYCHECK PF/PNF

- Periodically check accuracy of navigation systems by tuning a VOR, VOR/DME or ADF, select correct needles on ND and check that needles are in same position as blue navaid symbol.

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DESCENT PREPARATION

LANDING INFORMATIONRECEIVED PF/PNF
ALTIMETERS.....PRESET/SET PF/PNF
FMGSSET FOR LANDING PF
RAD NAV.....SET (ILS) PF/PNF
MIN SAFE ALTITUDESCHECK PF/PNF

- Determine and cross-check from documents.

APPROACH and LANDING BRIEFINGPERFORM PF

- During a low work load phase (but before start of descent) the captain will outline the planned procedures, weather, relevant NOTAMs and missed approach procedures.

COMPANY MESSAGES.....AS REQUIRED PNF

- Inform dispatcher of flight progress, aircraft status and services required.

DESCENT CHECKLIST.....COMPLETE PF/PNF

- Read by PNF and answered accordingly.

Approach and Landing BriefingPERFORMED PF/PNF
Minimum Safe AltitudeCKD PF/PNF
LDG Elevation _____ FT PF
Altimeters..... _____ STD PF/PNF

DESCENT CLEARANCE.....OBTAIN PNF

- On PF request the PNF will obtain descent clearance from ATC. PF will set FL on FCU.

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DESCENT / APPROACH

MCDUSET PF/PNF

ANTI ICEAS RQRD PF

With ANTI ICE set to ON the FADEC will increase idle rpm to provide better protection against flame out. This will reduce the descent path angle, something that can be compensated for with half speed brakes.

SPEED BRAKESAS RQRD PF

- In idle descent the speed brakes can be used to increase the rate of descent. Avoid use above FL250 for passenger comfort.

NAV ACCYCHECK PF/PNF

- Before reaching the terminal area perform a check of accuracy of the navigation systems by comparing positioning of FMGC and VOR, VOR/DME, ADF.

POSITIONING:

- When not under ATC control (or following standard procedures) attempt to be at 9,000 ft and 250 kts at 30 NM from touchdown

BARO REF.....SET QNH/X-CK PF/PNF

- At transition altitude PNF will announce “Transition level” and PF will call for QNH setting and will announce “QNH, cross check at xxx ft.” When passing xxx ft PNF will announce “Top”. When the altimeters show. the same altitude the PF will reply “Checked”.

EXTERIOR LIGHTS.....AS RQRD PF

INITIAL APPROACH

CABIN SIGNSON/AUTO PF

- Place SEAT BELTS switch to ON and check NO SMOKING is on AUTO.

CABIN.....SECURE FOR LANDING

- Inform cabin crew of landing and obtain confirmation. Cabin crew should not enter cockpit during the descent except for emergencies.

ENG MODE SEL.....AS RQRD PF

- Select IGN in case of standing water on runway, severe rain or severe turbulence.
- ECAM STATUSCHECK PNF
- Check for remaining status messages in upper ECAM.

LANDING DATAREVIEW PF/PNF

- Revise landing weight, landing configuration, landing speeds.

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ND.....SELECT ARC or ROSE NAV

RAD NAVAIDSCHECK PF/PNF

- Ensure the correct radio navaids are tuned and indentified.
- ILS pb swPRESS PF/PNF
- When LOC and Glide Scales are shown on PFD a valid ILS signal is received.
Confirm identification, course, frequency and deviation.

APPROACH PHASEMONITOR PF

- In NAV check that APPR phase activates automatically.
- In HDG/TRK mode activate APPR phase 15 nm from touchdown.
- Set speed required by ATC when required.

APPROACH CHECKLISTCOMPLETE PF/PNF

- Read by PNF and answered accordingly.

ECAM Status	CKD PNF
Cabin SIGNS.....	ON/AUTO PF
DH/MDA.....	SET PNF
Altimeters.....	____STD PF/PNF
V Bugs.....	SET PNF
Engine Mode Selector.....	AS RQRD PF

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FINAL

APP pbPRESS PF

- Press the APP pb (for ILS) only when ATC clears the aircraft for approach. Check FMA for LOC and G/S indications. Note the LOC and/or G/S capture modes will engage at the earliest 3 sec after arming.

APBOTH ENGAGED PF

- After selection of ILS APP mode, both AP should be engaged.

FLAPS 1SELECT PF/PNF

- PF calls “*Flaps 1*” and PNF checks flap extension conditions, answer “*Flaps 1*” and move flaps lever to 1. When flaps indication shows the flaps are extended PNF will announce “*Flaps 1 green*”. To reduce flaps wear it is advised to extend flaps at VFE-15 kt.

ILS CAPTUREMONITOR PF/PNF

- X-check VOR/DME and ADF for proper ILS intercept. PNF will call “LOC alive” and “Glide slope alive” when the indicators start to move.

FLAPS 2SELECT PF/PNF

- PF calls “*Flaps 2*” and PNF checks flap extension conditions, answer “*Flaps 2*” and move flaps lever to 2. When flaps indication shows the flaps are extended PNF will announce “*Flaps 2 green*”. Monitor deceleration towards F speed.

LANDING GEAREXTEND PF/PNF

- PF calls “Gear down”. PNF will ensure conditions are correct, move the gear lever down and will acknowledge “Gear down”. When 3 green lights are on PNF will announce “Gear down, three green”.

ECAM WHEEL PAGECHECK PNF

- The ECAM WHEEL page will show automatically when gear is extended (or below 800 ft AGL). PNF checks this page for irregularities.
- AUTO BRAKEAS RQRD PN/PNF
- When required the PF will call for autobrake mode. PNF selects the mode, checks green light and correct indication on the ECAM WHEEL page. Use of autobrake is recommended.

EXTERNAL LIGHTSSET PF/PNF

- PNF will set lights on PF’s request.
- FLAPS 3 /FULLSELECT PF/PNF
- PF call “*Flaps 3*” (or “*Flaps full*”). PNF checks flap extension conditions, answers “*Flaps 3(full)*” and moves flaps lever to 3 (full). When flaps indication shows the flaps are extended PNF will announces “*Flaps 3 (full) green*”. Monitor deceleration towards VAPP. Speed brakes should be retracted

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before flaps 3 or flaps full extension. FLAPS FULL must be used in possible windshear conditions or turbulence.

GROUND SPOILERSARM PF

A/THRCHECK PF

- Verify that A/THR mode (SPEED or OFF) and TARGET SPEED are in agreements with intentions.

GO AROUND ALT.....SET PF

- The GA altitude is set on FCU when G/S or FINAL APP is green or aircraft altitude is lower than Go Around altitude

FINAL CHECKLIST.....COMPLETE PF/PNF

AT “RETARD RETARD” CALL

THROTTLETO IDLE PF

FLAREPERFORM PF

LANDING ROLL

DIRECTIONAL CONTROLMAINTAIN PF

- Use rudder pedals down to 30 kts.

BRAKESAS RQRD PF

- When autobrake is used monitor deceleration.

THRUST LEVERSREVERSE PF

- PF applies reverse thrust to decelerate to 70 knots. PNF calls “70 knots”.

THRUST LEVERSREV IDLE PF

- PF smoothly reduces reverse thrust to reverse idle.

THRUST LEVERSFWD IDLE PF

- PF sets thrust levers to forward idle when taxi speed is reached. PNF will call “Reverse out” when REV indication disappears.

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AFTER LANDING

- GROUND SPOILERSDISARM PNF**
- FLAPSFULL RETRACT PNF**
- ENG MODE SELECTORSNORM PNF**
- LANDING LIGHTS.....RETRACT PF/PNF**
- On PF request PNF switches off/retracts landing lights .TAXI and RUNWAY
TURN OFF LIGHTS remain on.
- ANTI ICEAS RQRD PNF**
- APUSTART IF RQRD PNF**
- BRAKE TEMPERATURECHECK PF/PNF**
- Check brake temperature for high or irregular temperatures.
- CLOCK CHRONOSTOP PNF**
- AFTER LANDING CHECKLISTCOMPLETE PF/PNF**
- Read silently by PNF, upon completion PNF will inform PF.

Spoilers.....DISARMED
FlapsRETRACTED
Engine Mode Selector.....NORM
RadarOFF
APUAS RQRD

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PARKING

PARKING BRAKE.....SET PF

- PARKING BRAKE handle to ON, check BRAKES PRESS indication before releasing brake pedals.

GROUND CONTACTESTABLISH PF

ELECTRICAL POWERESTABLISH PNF

- When possible use GPU or centralized distribution. When passenger onboard use APU to provide air conditioning.

ENG MASTER 1 and 2OFF PF

- When APU is OFF, set EXT PWR to ON before ENG MASTERS OFF
- Check engine parameters wind down
- DOORS page will show on lower ECAM

SEAT BELTSOFF PF

SLIDE DISARMING / DOORS OPENINGINSTRUCT CABIN PF

BEACONOFF PF

- When N2 drops below 20% switch off BEACON.

PARKING BRAKES.....OFF PF

- When chocks are in place release parking brakes to allow cooling.

CLOCKSTOP PF/PNF

- Captain determines on block time, co-pilot notes it in the operational documents.

ANTI ICEOFF PNF

APU BLEEDAS RQRD PNF

- Do not start APU BLEED before engines are shutdown to avoid exhaust fumes being sucked in.

FUEL PUMPSOFF PNF

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LEAVING THE AIRCRAFT

To be done when aircraft is left unattended or in the hands of the ground crew.

APU BLEEDOFF PNF

NO SMOKINGOFF PNF

- When switched off the NO SMOKING allows the emergency batteries to be charged.

APU MASTER SWOFF PNF

EXT PWRAS RQRD PNF

BAT 1 and 2AS RQRD PNF

- When no external power is available wait until APU intake is fully closed before switching off batteries.

BEFORE LEAVING CHECKLISTCOMPLETE PF/PNF

- Read by PNF

No SmokingOFF
LightsOFF
APUAS RQRD
BatteriesAS RQRD
BeerCOLD & DSRV