

A dark, semi-transparent image of a Beluga XL aircraft, viewed from a low angle, serving as the background for the text.

Beluga XL
MANUAL



Preface

FOR SIMULATION USE ONLY - DESIGNED FOR SINGLE-PILOT OPERATIONS

This guide is designed to help provide a straightforward set of instructions to aid in operating the Airbus A330 Beluga XL aircraft. It has been produced using multiple real-world Airbus A330 Beluga XL operator manuals from various dates and sources with modifications to various procedures to make them more manageable under single-pilot operations.

PHOTOSENSITIVE SEIZURE WARNING

A very small percentage of people may experience a seizure when exposed to certain visual images, including flashing lights or patterns that may appear in video games. Even people who have no history of seizures or epilepsy may have an undiagnosed condition that can cause these “photosensitive epileptic seizures” while playing video games.

Immediately stop playing and consult a doctor if you experience any symptoms.

These seizures may have a variety of symptoms, including light-headedness, altered vision, eye or face twitching, jerking, or shaking of arms or legs, disorientation, confusion, or momentary loss of awareness. Seizures may also cause loss of consciousness or convulsions that can lead to injury from falling down or striking nearby objects.

Parents should watch for or ask their children about the above symptoms. Children and teenagers are more likely than adults to experience these seizures.

You may reduce risk of photosensitive epileptic seizures by taking the following precautions:

- Play in a well-lit room.
- Do not play if you are drowsy or fatigued.

If you or any of your relatives have a history of seizures or epilepsy, consult a doctor before playing video games.

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About the Airbus A330 Beluga XL

The BelugaXL is a specialized high-volume cargo aircraft developed by European aviation consortium Airbus. The distinctive, twin-engine BelugaXL is an integral logistical element in the manufacturing process at Airbus. It is used to transport key aircraft components, notably wing assemblies, fuselage sections, and tail units, between production facilities located throughout Europe. It is also used for non-Airbus global outsize freight service. The BelugaXL took its maiden flight on July 19, 2018 and it entered service on January 9, 2020. Airbus has manufactured a total of six BelugaXLs.

The BelugaXL was developed specifically to serve the unique logistical needs of the Airbus distributed manufacturing process. The company, founded in 1970 through the merger of several European aviation firms, produces aircraft components across several countries. This manufacturing arrangement requires the transnational transport of large substructures for final assembly, including wings built in the United Kingdom and tail units built in Spain. Airbus initially relied exclusively on surface logistics including barge, rail, road, and ship transport.

Increased demand in the years following their founding led Airbus to create a high-volume air transporter based on their A300-600 wide-body airliner, the BelugaST (“Super Transporter”). To build the BelugaST, the company dramatically enlarged the A300-600’s fuselage to accommodate the transport of wings, tail sections, and fuselage components. Airbus also re-engineered the empennage to account for the aerodynamic changes engendered by the enlarged fuselage, among a host of other modifications. Formally designated the A300-600ST, the aircraft was named “Beluga” due to its resemblance to the beluga whale. It took its maiden flight on September 13, 1994, and was introduced in September 1995. Airbus built a fleet of five Beluga Super Transporters, and their integration has proven critical to the uninterrupted manufacturing flow of the company’s large line of commercial aircraft.

In 2014, Airbus embarked on a program to replace the venerable BelugaST with an even larger, more efficient transporter, the BelugaXL. Formally designated the A330-743L, the BelugaXL (“Extra Large”) is based on the company’s A330 freighter. The BelugaXL is similar in appearance to the BelugaST, but is larger, including having 30 percent more cargo volume than its progenitor. While the original Beluga can carry one A350 XWB wing, the BelugaXL can carry two. Airbus has built a total of six BelugaXLs, each with its own distinct livery. Operationally, the new transporter series complements the capability of the original Beluga fleet and will eventually replace it.

The BelugaXL has a fuselage with a bulbous cross-section profile that has a volume of 78,000 cubic feet (compared to the BelugaST’s 53,000 cubic feet). The fuselage comprises a nose door that opens upward and a drooped cockpit section, allowing the unimpeded loading of cargo. Like the BelugaST, the BelugaXL has an empennage tailored to the unique aerodynamic requirements of a large fuselage aircraft. It has an enlarged vertical stabilizer and two auxiliary vertical stabilizers at each end of its horizontal stabilizer to ensure yaw authority.

The BelugaXL measures 207 feet in length, stands 62 feet tall, and has a wingspan of 197 feet, 10 inches. It is powered by two wing-mounted Rolls-Royce Trent 700 high-bypass turbofan engines that each deliver up to 71,000 pounds of thrust. The BelugaXL has a range of 2,532 miles while loaded with its maximum payload of 111,333 pounds. It has a service ceiling of 35,000 feet above sea level and a top speed of 458 miles per hour.



Operationally, the BelugaXL typically serves eleven Airbus manufacturing sites in its primary mission of intra-company manufacturing support. It also supports non-Airbus outsize cargo applications, including the intercontinental transport of satellites.

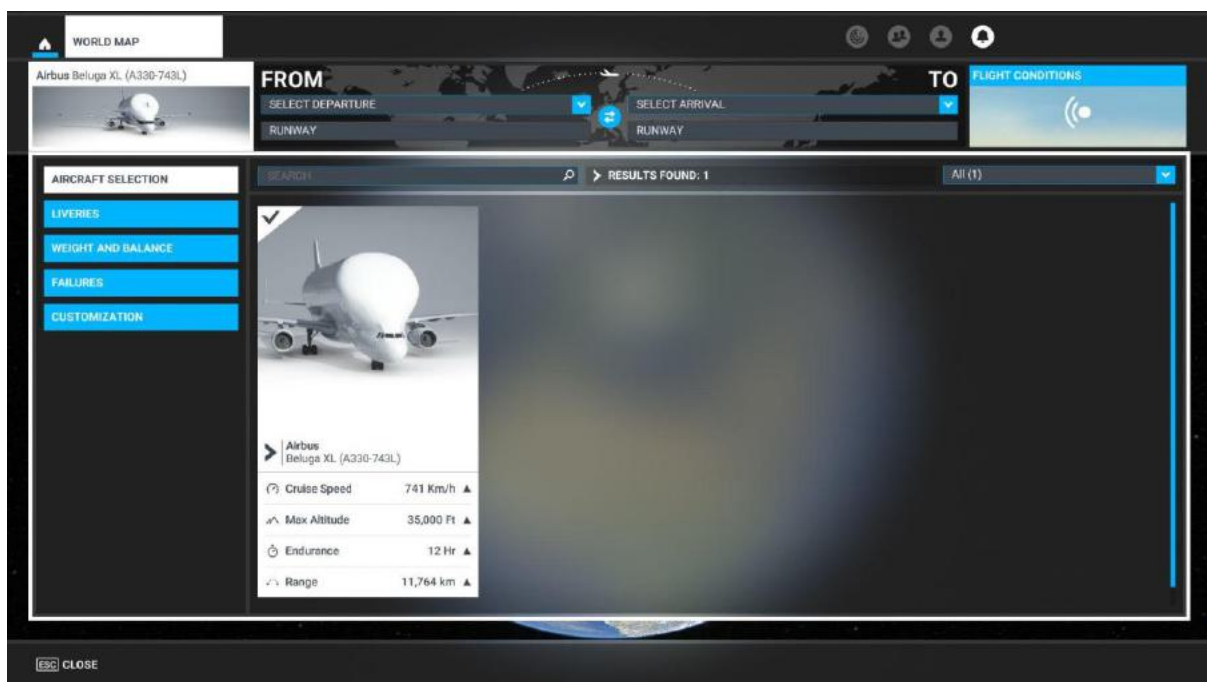
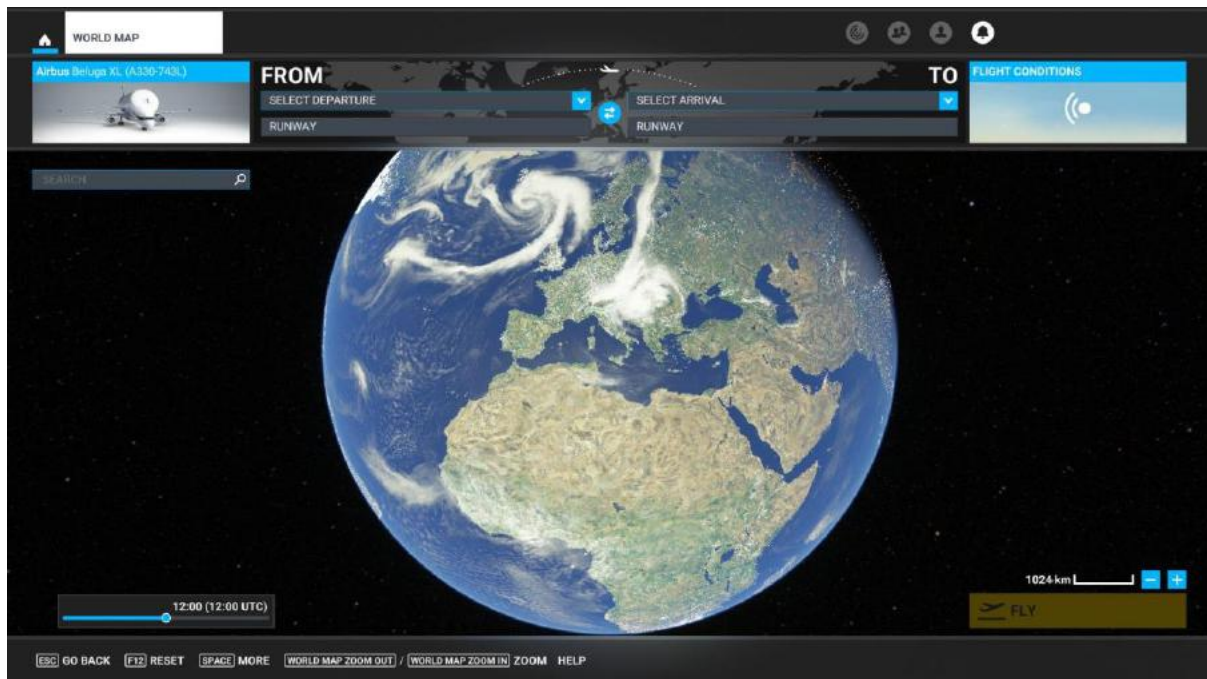
The BelugaXL is piloted by two and boasts an advanced cockpit with state-of-the-art avionics and flight systems adapted from other cutting-edge Airbus aircraft. These include fly-by-wire flight controls, large color multi-function displays, and systems for the optimization of pilot situational awareness of aircraft systems, environmental factors, and air traffic.



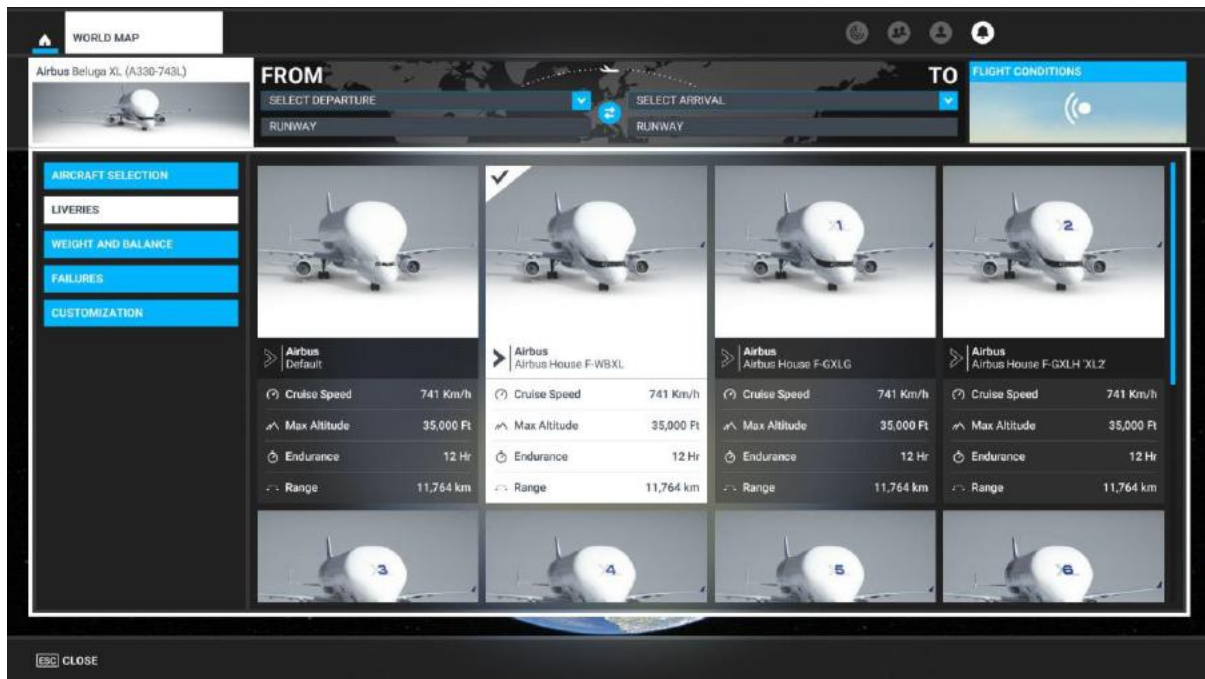
Aircraft Selection and Liveries

To fly the Airbus Beluga XL, 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 Beluga XL or type "Airbus Beluga XL" in the search bar, and select the aircraft.



Click on Liveries to select any of the various designs available for the Airbus A330 Beluga XL.



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 a 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)	227,000	500,449
Maximum Landing Weight	187,000	412,260
Maximum Zero Fuel Weight (MZFW)	178,000	392,418
Operating Empty Weight (OEW / DOW)	127,500	281,089

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

Payload Limits

Limitation	KG	Lbs
Maximum Fuel Quantity	73,300	161,598
Maximum Passenger Weight	1,020	2,244
Maximum Cargo Hold Weight	50,500	111,333



Speeds & Performance Limits

Minimum Control Speeds

Minimum Control Speed on Ground (VMCG)	108 KTS IAS	121 KTS IAS
Minimum Control Speed in Air (VMCA)	103 KTS IAS	122 KTS IAS

Maximum Slats/Flaps Speeds (VFE)

Note: Max FL for slats and flaps FL200

Flight Phase	CONF	Slats	Flaps	Ailerons	Max Speed (IAS)
Approach	1	16	0	0	240 KTS
Takeoff and Approach	1+F	16	8	5	215 KTS
Takeoff and Approach	2	20	14	10	196 KTS
Takeoff, Approach and Landing	3	23	22	10	186 KTS
Landing	FULL	23	32	10	180 KTS

Gear Operating Speeds

Maximum Gear Operation Speed extension & retraction VLO	250 KT	M 0.55
Maximum Gear Locked Down Speed VLE	250 KT	M 0.55

Miscellaneous Speeds

Maximum Tire Ground Speed	204 KTS
Maximum Windshield Wiper Operation Speed	230 KTS
Maximum Open Cockpit Window Speed	230 KTS

Flight Maneuvering g-Load Limits



Clean Configuration	+2.5 g	-1 g
Slats Extended Configuration	+2 g	0g

Airport Operation Limitations

Mean Runway Slope	± 2 %
Maximum Runway Altitude Non-Autoland	7 000 ft AMSL

Wind Speed Limitations

Maximum Tailwind Component (Takeoff and Landing)	10 KTS
Maximum Certified Crosswind for Take Off (Dry Runway)	27 KTS
Computed Demonstrated Crosswind for Landing	27 KTS
Maximum Wind for Cargo Door Operation	40 KTS

Autoland Limitations

Maximum Headwind Component	35 KTS
Maximum Crosswind Component	20 KTS
Maximum Tailwind Component	10 KTS
Maximum Altitude	7 000 FT
Glide Slope	-2.5 to -3.25 degrees

Aircraft Configuration Summary

For awareness and for the specified aircraft model, the following table provides the user with a list of optional aircraft systems and functions related to aircraft flight operations.

The "If Installed Table" provides a list of optional systems and functions of the aircraft. The table indicates if the optional systems or functions are installed, or not installed.



A330 Generic		
Item	System	Installed
2 ADFs	NAV	Yes
ADS-B OUT	SURV	Yes
Air Flow Selector AUTO Function	COND	No
ALTN N/W STRG	GEAR	No
AP/FD TCAS	AUTO FLT	No
AP Automatic Disconnection at Minima	AUTO FLT	Yes
ATSAW	SURV	No
Weather Hazard Prediction Function	SURV	Yes
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Avionics Compartment Access Ladder	DOOR	Yes
BARO/RADIO OPTION	NAV	Yes
Battery Discharge Warning	ELEC	No
Brake Fans	BRAKE	Yes
Bulk Cargo Door	DOOR	Yes
BUSS	NAV	No
Chemical Oxygen System	OXY	Yes
CIDS-SDF	SMOKE	No
Cockpit Door Deadbolt	EQUIPMENT	No
Cockpit Fixed Oxygen System External Filling Port	OXY	No
Cockpit Foot Warmer	EQUIPMENT	Yes
Cockpit Power Outlet	EQUIPMENT	No
Cockpit Side Electrical Heater	EQUIPMENT	No
CVR Datalink Function	COM	No
CVR ERASE Function	COM	No
CPDLC	DATALINK	No
DDRMI	NAV	Yes
Derated Climb	ENG	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
Delta ISA	EIS	No
Door Aural Warning Horn	DOOR	No
DOOR SW OVRD	DOOR	No
Dual Ice Detection System	ICE	Yes
EGPWS	SURV	No
ELT switch	COM	Yes
Extended FLEX Takeoff	ENG	No
External Ice Detector Light	ICE	Yes
EVAC COMMAND	COM	Yes
ATC MSG	FANS	No
FLS Function in the FMS	AUTO FLT	No
Honeywell FMS 2 Release 1A	AUTO FLT	Yes
FMS2 (including RF leg capability)	AUTO FLT	Yes
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HF Datalink	COM	No
HUD	SURV	No
IRS Alignment Based on GPS Position	NAV	Yes



ISIS	NAV	Yes
Jettison	FUEL	No
Landscape Camera	MISC	No
Man-made Obstacle Function	SURV	No
MMR	NAV	Yes
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
OEB Reminder	EIS	No
On-board Mobile Telephony System	COM	No
Optional Applications: DCL, OCL, D-ATIS	FANS	No
PAX SATCOM	COM	No
PWS	SURV	Yes
QFE BARO Setting	NAV	No
RAAS	SURV	No
Rain Repellent System	RAIN	No
Rising Runway Symbol	EIS	No
RMP Load Function	COM	No
ROW/ROPS	SURV	No
RCPU	CAB PR	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
SATCOM	COM	No
SDCU	SMOKE	No
Soft Go-Around Function	ENG	No
T2CAS	SURV	Yes
Tail Strike Pitch Limit Indicator	EIS	No
Taxiing Aid Camera	MISC	No
Thrust Bump	ENG	No
TPIS	WHEEL	Yes
Trim Tank Pump	FUEL	Yes

A330-743L		
Item	System	Installed
Avionics Ground Cooling	COND	Yes
Bulk Cargo Heating	VENT	No



Airbus Beluga XL Specifications

Cruise Speed	398 KTAS
Max Altitude	35,000 ft
Max Weight	227,000 kg (500,449 lb)
Range	2,300 NM
Fuel Capacity	88,302 L (23,326 gal)
Length	63.12 m (207 ft 1 in)
Wingspan	60,3 m (197 ft 10 in)



Important Notes About the Airbus Beluga XL

The physical Airbus A330 Beluga XL is typically operated by two pilots, however, iniBuilds has written the procedures for our simulated version for a single pilot.

Airbus aircraft are operated using several core concepts and design philosophies, explained below.

Airbus Golden Rules

- 1) Fly, navigate and communicate:
In this order with appropriate tasking
- 2) Use the appropriate level of automation at all times
- 3) Understand the Flight Mode Annunciator (FMA) at all times
- 4) Take action if events do not evolve as expected

The FMA (Flight Mode Annunciator)

The FMA is one of the most critically important systems on Airbus aircraft as it provides information to the air crew on automated aircraft actions in real time and indicates what actions aircraft systems will undertake in the near future.

Where is the FMA located?

The boxed red area shows the **FMA**.



What do the colors mean?

Blue indicates **armed** and **Green** indicates **engaged**. In the image we can see CLB (Climb) mode is armed along with NAV (Lateral Navigation) mode.



The FMA indicates a condition change by displaying a colored box. To indicate a reverted mode, the box will flash, or it will flash accompanied by a triple clicking sound to draw pilot attention. An example follows of a box displayed when NAV has changed to HDG.



Each column on the FMA shows what the Autopilot (AP) or Auto Thrust (A/THR) is undertaking.



Orange = Autothrust operation

Indicates the aircraft's thrust setting

Red = Vertical mode

Indicates the vertical mode the Flight Director and Autopilot are following



Grey = Lateral mode

Indicates the lateral mode the Flight Director and Autopilot are following

Purple = Approach capability

Indicates the Autopilot's current maximum approach capability. CAT 3 DUAL for example, is the equivalent of a CAT III (zero visibility) approach

Pink = Autopilot, flight director and A/THR state

Indicates the status of the currently engaged Autopilot and Flight Directors, as well as Autothrust engagement condition

Lights out concept

When configuring the aircraft during the cockpit setup phase, **all white lights should be selected off**. The normal in-flight configuration has no white lights shown at all.



Cockpit light color guide:

Blue = Temporary selection

Some examples include auto brake selection, engine and wing anti-ice, APU, and External power. These are not



normally selected for the entire flight, they are "temporarily" selected.

Amber = Caution
Red = Warning

To alert the pilot to abnormal and emergency conditions, the relevant system push button light will be highlighted.

Note – on the ground, before engine start, some lights will indicate the **amber** abnormal status. This is normal.

Fly by wire concept

Modern Airbus aircraft are fitted with a sophisticated Fly-By-Wire (FBW) system.

The system is based on maintaining a specified G force (acceleration force). During normal, level flight, the FBW system will hold the force (1G – level, no bank turns, no acceleration) if the flight controls are released from manual actuation. Airbus FBW will not hold pitch or bank angles; it will hold the aircraft to a G force (regardless of pitch or bank) with auto trim and elevators.

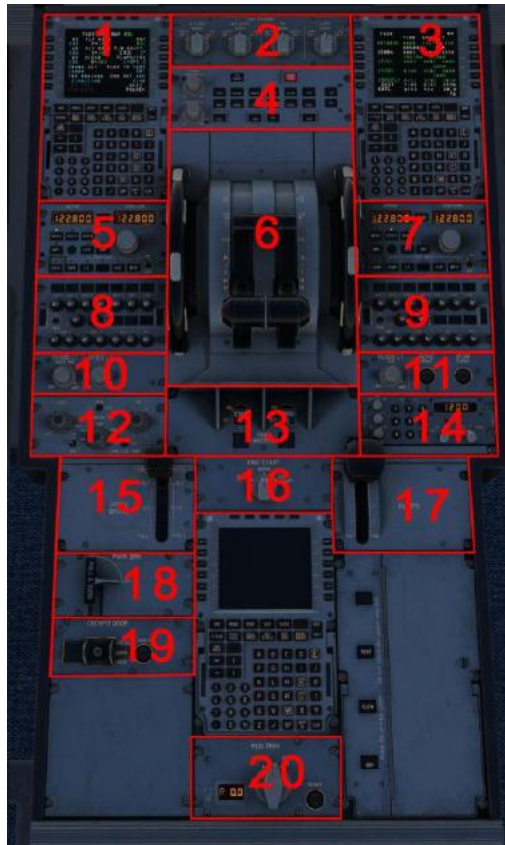


Cockpit Layout



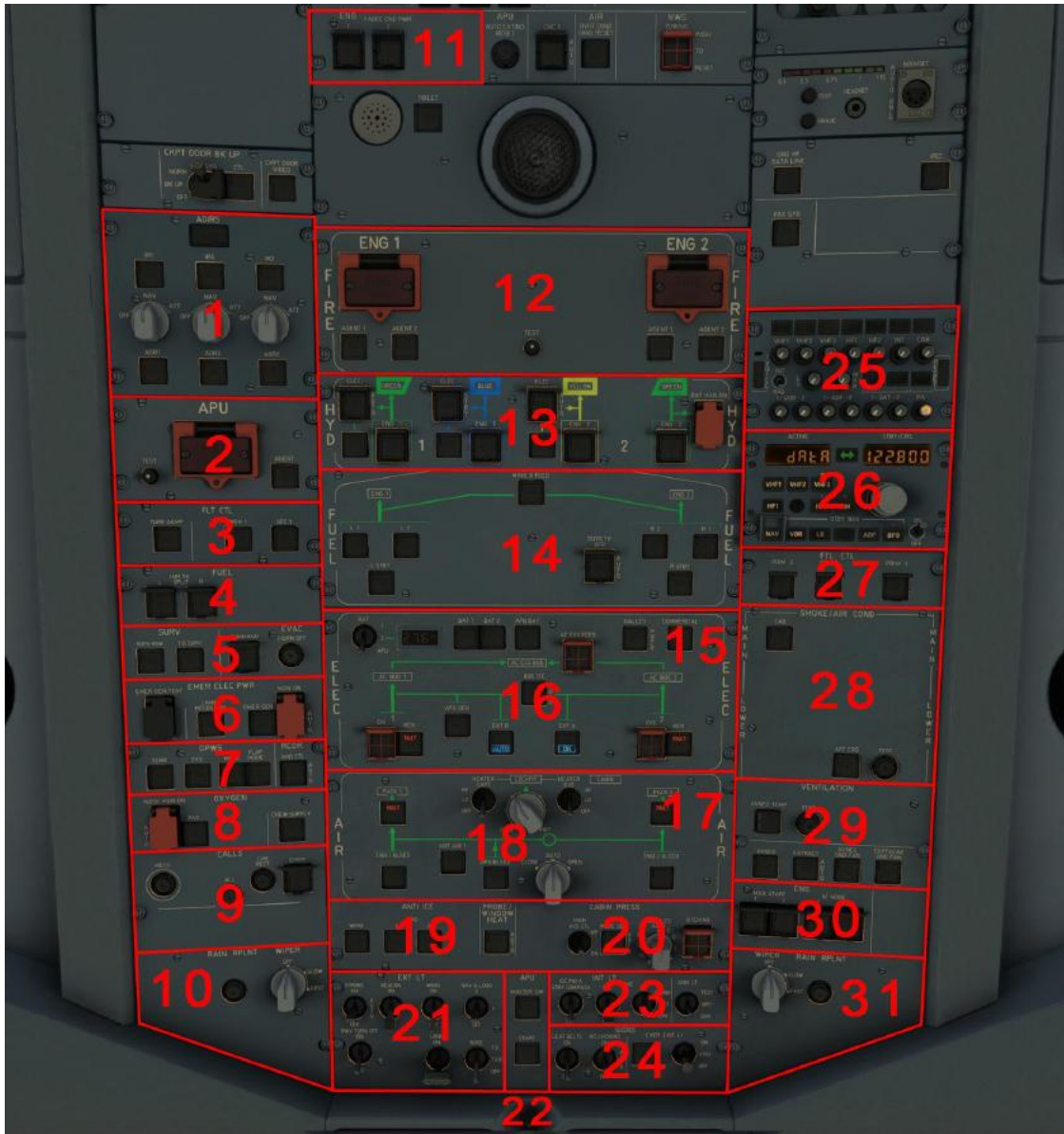
- | | |
|---|---|
| 1. PFD & ND Brightness knobs | 12. Integrated Standby Instrument System (ISIS) |
| 2. Loudspeaker knob | 13. Clock |
| 3. CPT Master Warning / Caution lights | 14. Engine and Warning Display |
| 4. Chronometer | 15. System/Status Display |
| 5. CPT EFIS | 16. Gear Indicator / Auto Brake panel |
| 6. Flight Control Unit (FCU) | 17. Landing Gear Lever |
| 7. CPT Lighting Panel | 18. Brakes and Accumulator pressure indicator |
| 8. CPT Primary Flight Display (PFD) / Navigation Display (ND) | 19. Landing gear gravity extension |
| 9. CPT Tray Table | |
| 10. CPT Footrest | |
| 11. CPT Terrain on ND & True reference selector | |





- | | |
|--|-----------------------------|
| 1. CPT MCDU | 11. Pedestal Flood Lighting |
| 2. Switching Panel | 12. Weather Radar Panel |
| 3. FO FMCDU | 13. Engine masters |
| 4. ECAM Control Panel | 14. Transponder |
| 5. CPT Radio Management Panel (RMP) | 15. Speed Brake Lever |
| 6. Thrust Levers / Pitch Trim Wheels | 16. Engine Start Selector |
| 7. FO Radio Management Panel (RMP) | 17. Flaps Lever |
| 8. CPT Audio Control Panel (ACP) | 18. Parking Brake |
| 9. FO Audio Control Panel (ACP) | 19. Cockpit Door Lock |
| 10. Center Panel Flood and Integral Lighting | 20. Rudder Trim |



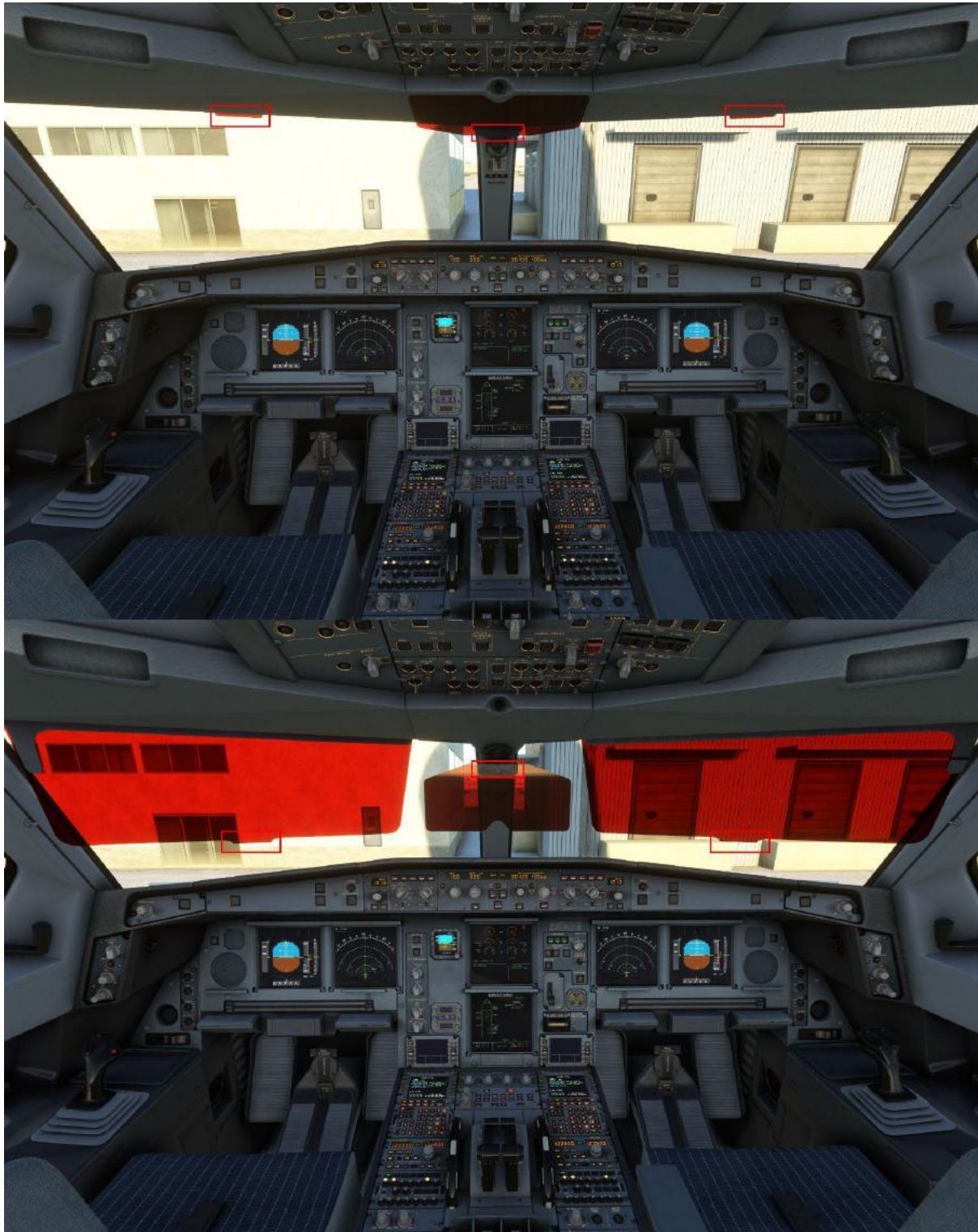


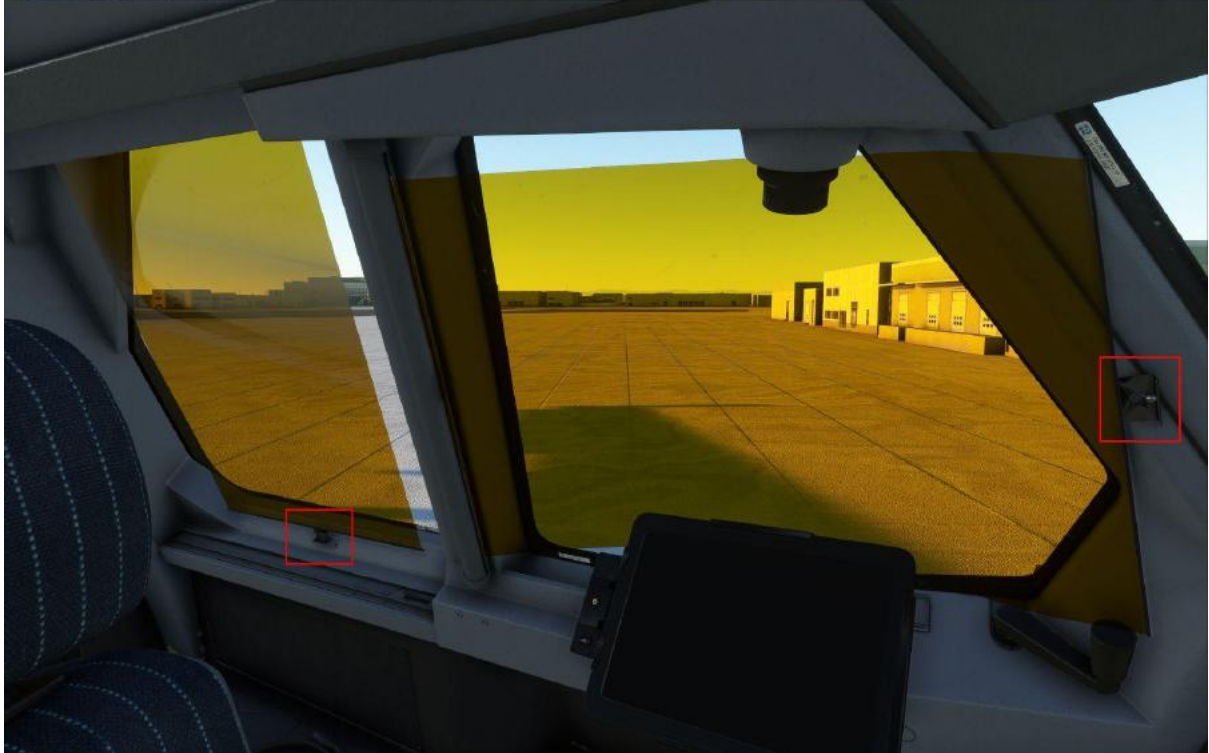
- | | |
|---|--|
| 1. ADIRS Switches | 17. Air Conditioning Panel |
| 2. APU Fire Panel | 18. APU Bleed Push Button |
| 3. Flight Control Panel | 19. Anti-ice Panel |
| 4. Fuel Inner Tank Split Buttons | 20. Cabin Pressurization Panel |
| 5. Evacuation Panel | 21. Exterior Lighting Panel |
| 6. Emergency Electrical Power | 22. APU Master Switch and Start Push Buttons |
| 7. Ground Proximity Warning System (GPWS) and Recorder Ground Control | 23. Interior Lighting Panel |
| 8. Crew Oxygen Supply | 24. Passenger Signs Panel |
| 9. Cabin Call System | 25. Observer Audio Control Panel (ACP) |
| 10. CAPT Windscreen Wiper | 26. Observer Radio Management Panel (RMP) |
| 11. FADEC Ground Control | 27. Flight Control Panel |
| 12. Engine Fire Panel | 28. Smoke/Air Conditioning Panel |
| 13. Hydraulic Panel | 29. Ventilation Panel |
| 14. Fuel Control Panel | 30. Manual Engine Start Panel |
| 15. Electrical Control Panel | 31. Manual Engine Start Panel |
| 16. External Power Push Buttons | 32. FO Windscreen Wiper |



Other Controls

Sun visor click spots





Captain left side

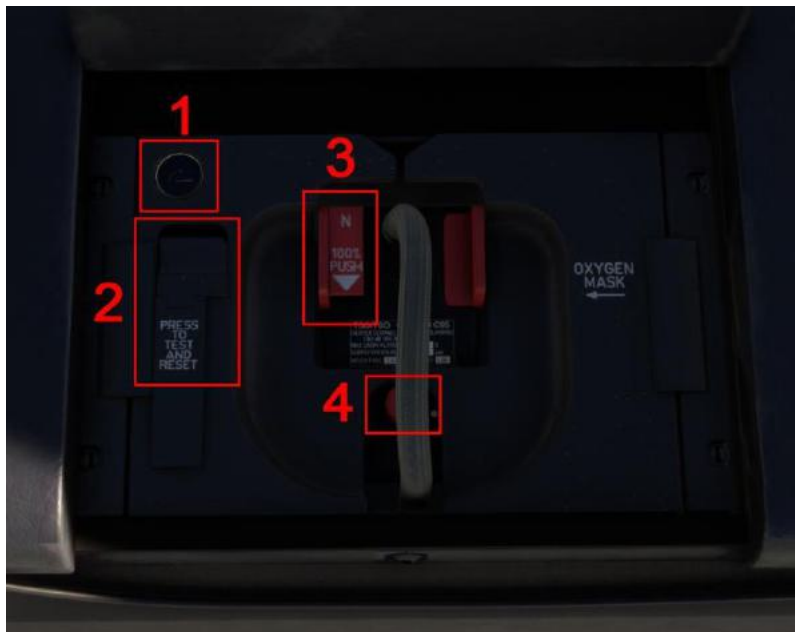




1. Oxygen Mask
2. Electronic Flight Bag (EFB)

3. Tiller and NWS Button
4. CPT Sidestick

Oxygen Mask



1. Blinker
2. Test button

3. Normal / 100% Oxygen selector
4. Overpressure selector



Glareshield & FCU Lighting



1. Glareshield Integral Lighting knob

2. FCU Display Brightness knob



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, etc. Simply click the Menu buttons on the left to navigate the pages.



Dashboard Page – Shows your current flight details as set in the FMS, along with METAR for your departure and arrival airports. There is also a METAR search functionality.





OFP Page – Request and show the Simbrief Operational Flight Plan (OFP).
Your Simbrief Pilot ID must be set within the Settings Page for this feature to work.



Ground Page – Controls doors on the aircraft along with requesting external Ground Power, chocks, covers and illumination of the cargo bay.





Cargo Page – Controls the loading and unloading of cargo. Note: some cargo has a specific weight, visible on the lower right. This value is automatically added when “Start Load” is pressed. Depending on the order of events, this could override the SimBrief payload or your previously entered ZFW. Once you have loaded your desired cargo please check the payload page to confirm the weights match what you planned for.



Payload Page – This page allows you to set the fuel and load on the aircraft and apply it to the FMS.





Panel State Page – This page allows you to select the state of the aircraft, shortcutting certain procedures.



Takeoff Page – This page allows you to set the conditions for takeoff to calculate your performance references.





When you click in the RWY box a new page will pop up showing you which runways are available at your departure airport.



Upon clicking any of the manual entry boxes, a pop-up keyboard will display. Commands entered into this keyboard will override any default key bindings that are set.

Close the keyboard by clicking the down arrow on the bottom right-hand corner of the page.

You may manually enter each parameter, or you can press the SYNC button, which will synchronize the selected runway in the MCDU, actual weather conditions, and the takeoff weight from the MCDU Init (initialization) B page.





Once all the information has been selected or entered, click the Calculate button to show your performance references and click the Send to FMGS button to send to the FMC.

NOTE:

- The EFB is unable to determine if the conditions are DRY or WET, you must select the correct option
- If you select calculate before the payload & fuel loading is complete you will receive the error: "Please complete loading before calculating takeoff performance". The EFB is unable to estimate the THS trim setting for takeoff during the loading phase. Once the loading is complete you will be able to obtain your takeoff performance





Options Page



The EFB can be turned off by pressing the power button to the left-hand side of the EFB. There are also brightness buttons here to increase or decrease the screen brightness.



Aircraft Systems

The A330 Beluga XL has many advanced systems, many of which are tightly integrated in function with each other. The following section introduces the core systems required to successfully operate the aircraft in Microsoft Flight Simulator.

Flight Management Guidance and Envelope System (FMGES)

The Flight Management Guidance and Envelope System (FMGES) comprises the following units:

- Two Flight Management Guidance and Envelope Computers (FMGEC)
- Three Multipurpose Control and Display Units (MCDU) (third MCDU is not modeled in this simulation)
- One Flight Control Unit (FCU)
- One Flight Management source selection device (not modeled in this simulation)

The Flight Management Guidance and Envelope System (FMGES) provides predictions of flight time, mileage, speed, economy profiles, and altitude. It reduces cockpit workload, improves efficiency, and eliminates many routine operations generally performed by the flight crew.

Managed vs Selected Guidance

The FMGES computes the aircraft position continuously, using stored aircraft performance data and navigation data. Therefore, it can steer the aircraft along a preplanned route and vertical and speed profiles. This type of guidance is known as “managed”.

If the flight crew wants to temporarily modify any flight parameter (SPD, V/S, HDG, etc.), they may do so by using the various Flight Control Unit (FCU) selectors. The FMGES then guides the aircraft to the target value of this parameter that they have selected. This type of guidance is known as “selected”.

Flight Management Guidance and Envelope Computer (FMGEC)

Each FMGEC is divided into four main parts:

The Flight Management (FM) part controls the following functions:

- Navigation and management of navigation radios
- Management of flight planning
- Prediction and optimization of performance
- Display management.

The Flight Guidance (FG) part performs the following functions:

- Autopilot (AP) command
- Flight Director (FD) command
- Autothrust (A/THR) command.

The Flight Envelope (FE) part controls the following functions:

- Computation of data for the flight envelope and speed functions
- Monitoring of parameters used by FG and FE parts
- Windshear and aft Center of Gravity (CG) detection
- Computation of GW and CG information

The Fault Isolation and Detection System (FIDS) part performs the following functions:



- Acquisition and concentration of maintenance data
- Interface with the Central Maintenance Computer (CMC)

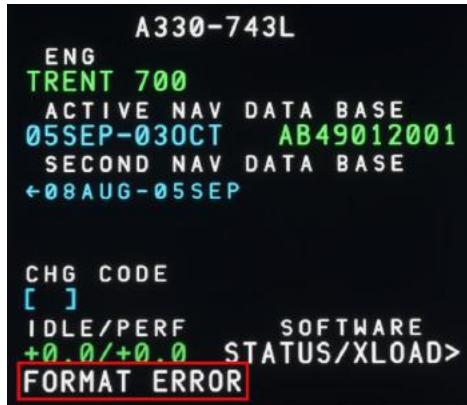
Multipurpose Control and Display Unit (MCDU)



Two MCDUs are installed on the pedestal for flight crew loading and data display. The MCDU allows the flight crew to interface with the FMGEC by selection of a flight plan for lateral and vertical flight paths and speed profiles. The flight crew may also modify selected navigation or performance data and specific functions of Flight Management (revised flight plan, secondary flight plan, etc.).

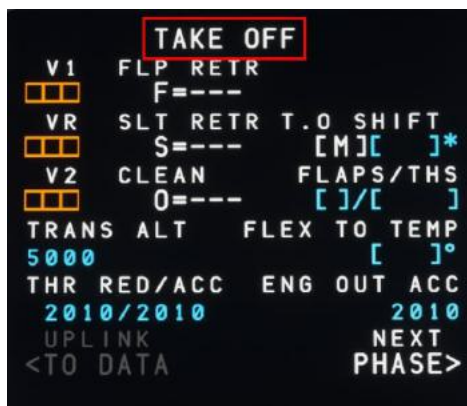
Data that is entered into the MCDU that is illogical or beyond the aircraft's capabilities will either be disregarded or will generate an advisory message.



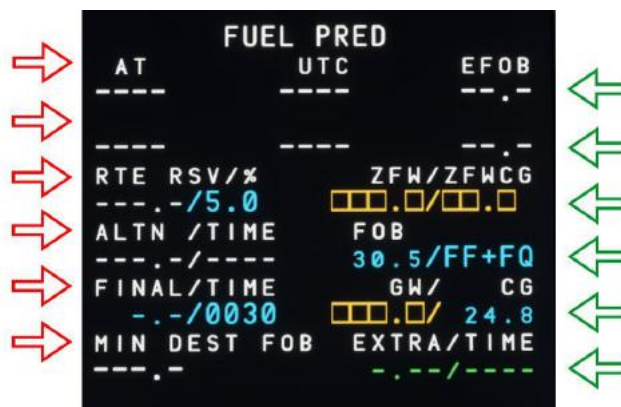


The MCDU includes a display that generates 14 lines of 24 characters each, including:

- A title line that gives the name of the current page in block letters.



- Six label lines, each of which names the data displayed just below it (on the data field line).
- Six data field lines that display computed data or data inserted by the flight crew.



- The scratchpad line that displays:
 - Specific messages
 - Information the flight crew has entered by means of the number and letter keys and which can then be moved to one of the data fields.



```

A330-743L
ENG
TRENT 700
ACTIVE NAV DATA BASE
05SEP-03OCT AB49012001
SECOND NAV DATA BASE
←08AUG-05SEP

CHG CODE
[ ]
IDLE/PERF SOFTWARE
+0.0/+0.0 STATUS/XLOAD>
ABCD1234

```

MCDU Controls and indicators:



The keyboard includes:

- Function and Page keys
Call up functions and pages the flight crew uses for flight management functions and computations.



- ↑↓ (or SLEW) keys
Move a page up or down to display portions that are off the screen.
- ↔ (NEXT or PREVIOUS) page keys
Moves to the next page of a multi-page element. An arrow in the top right corner indicates that another page is available.
- AIRPORT key
Call up the flight plan page that contains the next airport along the current flight plan. Successive pushes on the key show the alternate airport, the origin airport (before takeoff), and the next airport again.
- Number and letter keys allow the flight crew to insert data in the scratchpad so that they can use a line select key to enter it in the main display.
- Two keys have special functions:
CLR (clear) key Erases material (messages or inserted data) from the scratchpad or from certain areas of displayed pages.
OVFY (overfly) key Allows the aircraft to overfly a selected waypoint.

Use and operation of the MCDU is covered in the [quick start guide](#).

Flight Control Unit (FCU or Autopilot)

Basic Modes

Selected vs. managed modes, how do we change mode and what do they do?

- Selected is when the knob is pulled out towards you, this means you have taken control away from the auto flight system
- Managed is done by pushing the knob so giving control back to the auto flight system

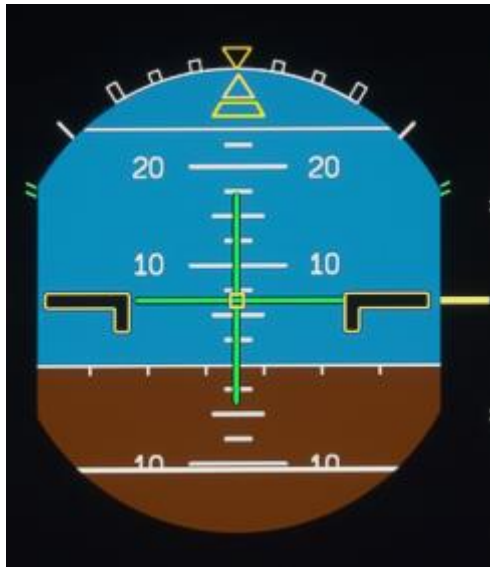


The AP is controlled by the FCU (Flight Control Unit) pictured below.

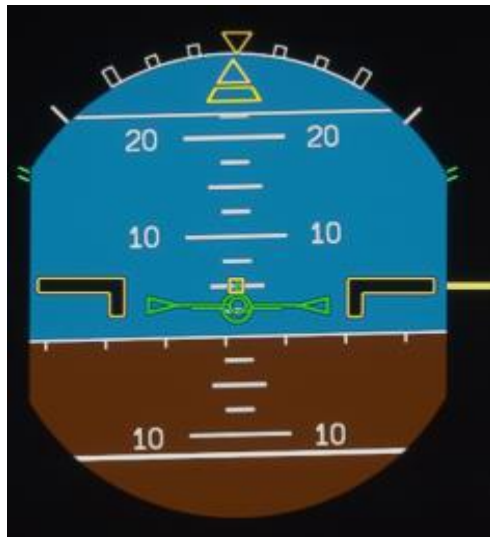


- 1) SPD/MACH push button:
Pushing this button changes the SPD target to the corresponding MACH target and vice versa.
- 2) SPD/MACH knob:
When pulled, this knob controls speed in IAS or MACH depending on altitude or if the SPD MACH button is pressed (upper left, 1).
When pushed, speed is 'managed' from the FMS.
- 3) HDG (Heading) knob:
When pulled, this knob controls heading or track. You can swap between heading and track mode by pressing the HDG TRK button (5).
Pushing the knob arms managed NAV or within a set margin to the NAV track will automatically switch to NAV.
- 4) LOC (Localizer) push button:
Pushing this pushbutton Arms, engages, or disengages the ILS LOC mode.
This mode is normally used for localizer only approaches using managed lateral guidance with selected vertical guidance.
- 5) HDG V/S – TRK FPA push button:
The pilot uses this push button to select HDG (associated with V/S) or TRK (associated with FPA).
Pushing it displays the Flight Path Vector (FPV) on the Primary Flight Display (PFD) or deletes it.
On the PFD, it changes the FD crossbar display (with the aircraft attitude as its reference) to the aircraft Flight Path Director (with the flight path vector as its reference) and vice versa.





HDG/VS



TRK/FPA

The heading reference changes into track reference in the HDG/TRK window and vice versa.

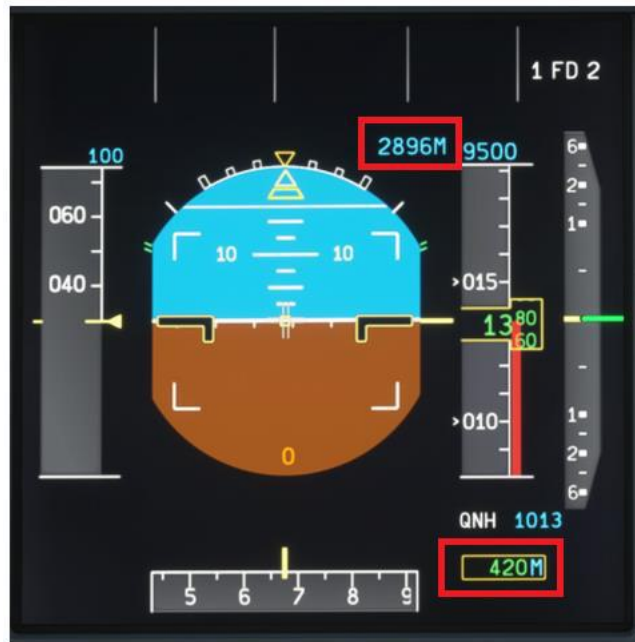


The vertical speed reference target changes into a flight path angle reference target in the V/S-FPA window and vice versa.



- 6) AP Engagement push buttons:
AP1 will engage Autopilot 1, normally associated with the Captain side.
AP2 will engage Autopilot 2, normally associated with the First Officer side.
Engaging both AP's will provide system redundancy requirements for low visibility (CAT 2 or above) approaches and autoland capabilities.
Disengaging the AP is usually done with the instinctive AP disconnect buttons on the side stick.
- 7) A/THR (Autothrust) push button:
The flight crew uses this push button to arm, activate or disconnect the autothrust.
Disengaging the A/THR is usually done with the instinctive A/THR disconnect buttons on the thrust levers.
- 8) Altitude knob:
When pulled sets OPEN CLIMB/OPEN DES or LVL change in other terms. If altitude is above you OPEN CLB if below you OPEN DES.
When pushed this sets CLB/DES or VNAV in other terms. This mode cannot always be engaged as the situation depends on the flight mode and phase of flight. The aircraft also needs to be in a managed lateral mode (NAV) to engage any VNAV mode.
The inner knob is a switch to select between 100 or 1000 feet increments.
- 9) ALT (Altitude) push button:
This pushbutton is used to command an immediate level off.
- 10) METRIC ALT push button:
Can toggle between displaying altitude in meters (metric) or feet (imperial) on the primary flight displays.





11) VS or FPA selector knob:

Pulling changes from vertical mode to VS/FPA mode and the aircraft will comply with what is set in the window. Please be aware that Airbus aircraft can be slow to follow large VS orders as the AP limits G forces imparted for passenger comfort.

Pushing the knob will set VS to 0 and command the aircraft to level off. This is used when you need to level off quickly.

Other Flight Crew Interfaces

Thrust Levers

The thrust levers serve as the primary link between the Flight Management Guidance and Envelope Computer (FMGEC), the Full Authority Digital Engine Control System (FADEC), and the flight crew. Their functions include:

- Activating the autothrust during takeoff when FLX or TOGA is selected.
- Regulating the maximum thrust level when the autothrust is engaged.
- Deactivating the autothrust system when the flight crew moves the levers to the IDLE position.
- Enabling manual control of thrust when the autothrust is not in use.
- Initiating standard modes like takeoff or go-around when TOGA (or FLX for takeoff) is selected.



- Configure the autothrust to its armed mode when the levers are positioned between IDLE and the CL detent or between IDLE and MCT (one engine inoperative).



Electronic Flight Instruments (EFIS)

Two Primary Flight Displays (PFD) and Navigation Displays (ND) continuously supply the flight crew with guidance for flight, navigation details, and system advice throughout all phases of the flight.





There are EFIS control panels positioned at each end of the glareshield; these are responsible for managing both the Primary and Navigation Displays. These panels feature controls for selecting different modes on the PFD, including a selector to display the barometric altimeter setting. On the ND, pilots can choose from various distance ranges, and there are two switches available for displaying either the left or right VOR/ADF bearing pointers on the ND.



Radio and Transponder Functions



Radio Management Panel (RMP) & Audio Control Panel (ACP)

If using the in-sim ATC menu functions to change frequency, the radio will automatically update to changes, however you can manually tune the required frequency.



- 1) Active Frequency Display
Displays the current radio frequency on the selected radio. For example, in the picture above: VHF1 is the selected radio, so the active frequency on VHF1 is currently 122.800.
- 2) Transfer Key
Pressing this key moves the active frequency to the standby window and the standby frequency to the active window.
This tunes the selected receiver to the new active frequency.
- 3) Standby Frequency/Course Display
A display window shows a standby frequency that the pilot can activate by pressing the transfer key or change by rotating the tuning knobs.
- 4) Radio Communication Selection Keys
When the pilot presses one of these keys:
 - The ACTIVE window displays the frequency set on that radio.



- The STBY/CRS window displays the selected standby frequency or course.
 - The selected key displays a green monitor light.
- 5) Frequency Selector Knob
The pilot uses these knobs to select the STBY frequency or CRS.
The outer knob controls whole numbers; the inner knob controls decimal fractions.
 - 6) Radio navigation Selection Keys
The pilot presses one of these keys to select a navigation radio to control through this RMP. This is used for manual radio navigation tuning only. This turns on the key's green monitor light.
 - 7) RMP ON/OFF Control
Controls the RMP power supply.
 - 8) Radio Transmission Keys and Reception Knobs
When pressed, the associated channel is selected for transmission. The three green lines display. The pilot can deselect the channel by pressing the push button again, or by selecting another channel.
Pressing and releasing the knob (knob out) selects the associated audio reception channel and the integral white light activates. Rotating the knob adjusts the volume.
 - 9) Intercom / Radio Switch
 - 10) Navigation Reception Knobs
Pressing and releasing each knob (knob out) selects the associated audio reception channel and the integral white light activates. Rotating the knob adjusts the volume.



Transponder Panel

If using the in-sim ATC menu functions to change the squawk code, the transponder will automatically adjust to this change, however you can manually tune the required code.



- 1) Mode Selector
STBY: Both transponders are powered but do not activate.
ON: Selected transponder activates.
AUTO: In flight selected transponder activates.
- 2) Transponder Selector
Switch between transponder 1 and 2.
- 3) Altitude Repeating Switch
ON: The transponder sends barometric altitude data, equivalent to Mode C.
OFF: No altitude data transmission. If the TCAS is installed, the upper ECAM displays "TCAS STBY" in green.
- 4) Keypad
The flight crew uses the keypad to set the code assigned by ATC. To enter a new code the previous one has to be cleared first using the CLR key.
- 5) Code Display
The window displays the selected code.
- 6) TCAS Traffic selector switch
- 7) TCAS Mode Selector switch
TA/RA: Normal position.
TA: The TCAS does not generate any vertical orders. This mode should be used, in case of degraded aircraft performance (engine failure, landing gear extended, or approach on parallel runways).
STBY: The TCAS is on standby.
- 8) Transponder Ident button.



Weather Radar (WXR)

The Airbus A330 Beluga XL features a weather radar which is shown on the Navigation Display (ND) screen.



- 1) Gain knob
This knob is used to adjust the sensitivity of the radar. CAL is the normal position,
- 2) Radar switch
This switch turns either radar 1 or radar 2 on or both off when in the middle position.
- 3) Predictive windshear switch (not modeled in this aircraft)
Activates or deactivates the predictive windshear function
- 4) Display mode selector (only WX mode is modeled in this aircraft)
 - WX: Weather mode: Colors indicate the intensity of the precipitation
 - WX+T: Weather and Turbulence mode: In addition to WX mode, turbulence areas will be displayed in magenta
 - TURB: Turbulence mode: Turbulence areas will be displayed in magenta
 - MAP: Map mode: radar operates in ground mapping mode
- 5) Tilt knob
This knob adjusts the tilt of the radar. Zero indicates the horizon reference
- 6) Ground Clutter Suppression switch (not modeled in this aircraft)
Not modeled in this aircraft



Operations and Techniques

This section outlines the procedures and techniques required to operate the A330 **Beluga XL** safely and efficiently throughout all phases of flight.

The sections are divided as follows:

Walk-through Guide: A complete A to B flight from cold and dark to shutdown to get you up and running.

Normal Checklist: To be used to *Confirm* procedures have been completed correctly in prior flows. These are available as a separate document.

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



Walk-through Guide

We are going to simulate a scheduled passenger service from Toulouse, France (LFBO) to Hamburg Finkenwerder, Germany (EDHI). We will use the built-in Simbrief functionality and assume the user is familiar with creating and exporting a Simbrief flight plan.

The procedures used here are not meant to replicate full real-world operations; this will, however, get the pilot airborne and flying in the minimum amount of time.

We are assuming we have selected the aircraft and loaded it at an available stand at LFBO cold and dark.



Preliminary Cockpit Preparation

You can use the in-sim checklist to prepare the aircraft or simulate arriving at the aircraft prepared by an engineer with the ground power unit (GPU) or auxiliary power unit (APU) on. To do this, select Panel State (1) on the EFB and select 'On APU' or 'On GPU' as required. The simplified procedures checklist can also be used as a basic guide to supplement this walk-through.

Note – if the EFB screen appears blank, press the on button or increase the brightness.



Ensure your Simbrief Pilot ID (1) is entered in the EFB Options tab.

Note here that when entering text information, controls to the simulator are temporarily disabled. To exit this condition, press the remove keyboard function on the EFB (2).



Ensure that you are on the EFB Dashboard page (1) and press the download Simbrief icon (2).

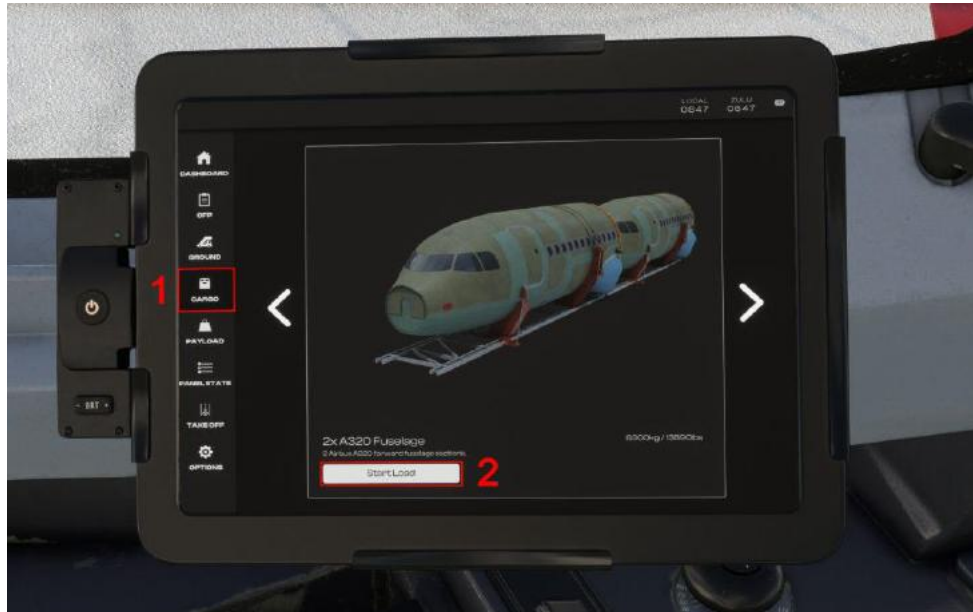


Flight Number, Departure, Destination and Alternate Airfield data will be populated if the uplink is successful. The OFP page of the EFB will also be populated.

You can simulate opening the required doors for loading from the EFB Ground (1) page. As you should now be running the aircraft on APU, you can disconnect the GPU by pressing the Toggle GPU button (2).



To load cargo you will select the Cargo page (1) from the EFB shortcuts. Here you can choose between a few options. Once you click on "Start Load" (2), the loader will become visible outside and load your selected cargo. Note: the Front Cargo Door must be fully open for cargo to be loaded/unloaded.



In the Payload page (1) you can manually select the Zero Fuel Weight (ZFW) and Fuel load using the sliders or entering the values in the applicable boxes. Press (2) to automatically uplink the information from the Simbrief plan. If the EFB option to use ZFW is set to 'No' then the pilot can select the number of passengers and cargo weight manually instead. Once the desired values have been entered, pressing the Apply Load (3) button will add the payload.

Note: in the Cargo page you can see the weight of your chosen payload, which is added automatically to your aircraft. If you look in the screenshot below, the Live Gross Weight is 173,800 kg. This equates to the empty weight (127,500 kg) plus the weight of the 2x A320 Fuselages (6,300 kg). The weights will be overridden if you now change the ZFW or uplink the Simbrief plan information. Always confirm that your Live Gross Weight after applying your load matches your planned weights.



The aircraft should now have power applied and running on its own with a load in progress or complete.

The aircraft will automatically run through its power-up test as indicated by the screen displays.





Whilst the aircraft is running through its power-up test, you can start preparing flight details and passenger/cargo load.

In normal real-world operations, the aircraft Flight Management Guidance and Envelope System (FMGES) is initialized at this stage via the Multipurpose Control and Display Unit (MCDU) so that pre-flight planning data can be sent and received by the airline operations control room.



The MCDU will normally be on the Aircraft Status page after the power up test. Here you will check if the aircraft and engine type (1) are correct. You can also change the navigation database (2) if required by selecting L3.



If the MCDU has not initialized on this page, or you have inadvertently selected another page, press DATA, then select key L4 for A/C STATUS.



To initialize the flight, press the INIT page (I) key to bring up the INIT A page on the MCDU. If the Simbrief ID number is entered correctly, you should see an INIT REQUEST* prompt next to line select key R2. Press this to uplink the currently saved Simbrief flight. You can also manually enter the city pair (departure and destination airport ICAO) to load the active flight plan. For example, type LFBO/EDHI into the scratchpad and press line select key R1. Confirmation of the saved route (if available) will be displayed.



The MCDU has now been initialized.



Cockpit Preparation

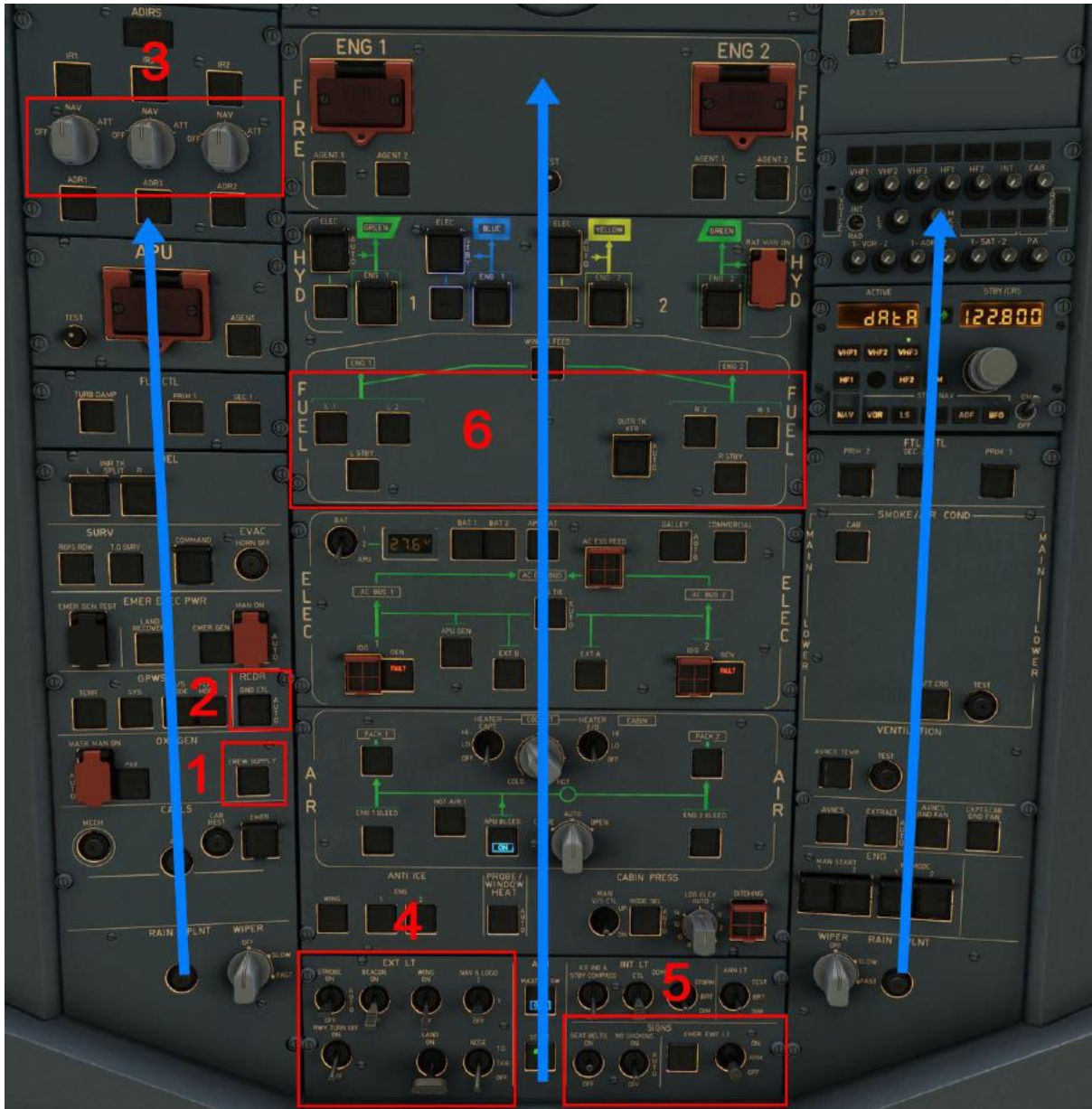
To properly configure the aircraft, you will use a series of cockpit 'flows' and scans. You can also use the in-sim checklist for guidance.

The scans normally start on the overhead panel using a bottom-to-top, left-to-right flow. Pay close attention to the following items to ensure that the aircraft is properly configured for departure.

Any white lights (OFF) switch should be turned ON during this flow.

- 1) Crew Oxygen Supply ON (light out).
- 2) GND CTL AUTO (light out).
- 3) ADIRS selectors 1, 2 and 3 need to be in NAV.
- 4) Exterior lighting panel should be set as follows:
 - a. STROBE switch – AUTO
 - b. BEACON switch – OFF
 - c. WING switch - OFF
 - d. NAV & LOGO switch – 1 (either 1 or 2 can be used)
 - e. RWY TURN OFF switch – OFF
 - f. LAND switches – OFF
 - g. NOSE switch – OFF
- 5) Passenger signs panel should be set as follows:
 - a. SEAT BELTS switch – ON/AUTO (once refueling has been completed)
 - b. NO SMOKING switch – AUTO
 - c. EMER EXIT LT switch – ARM
- 6) Fuel pump push button switches all On.





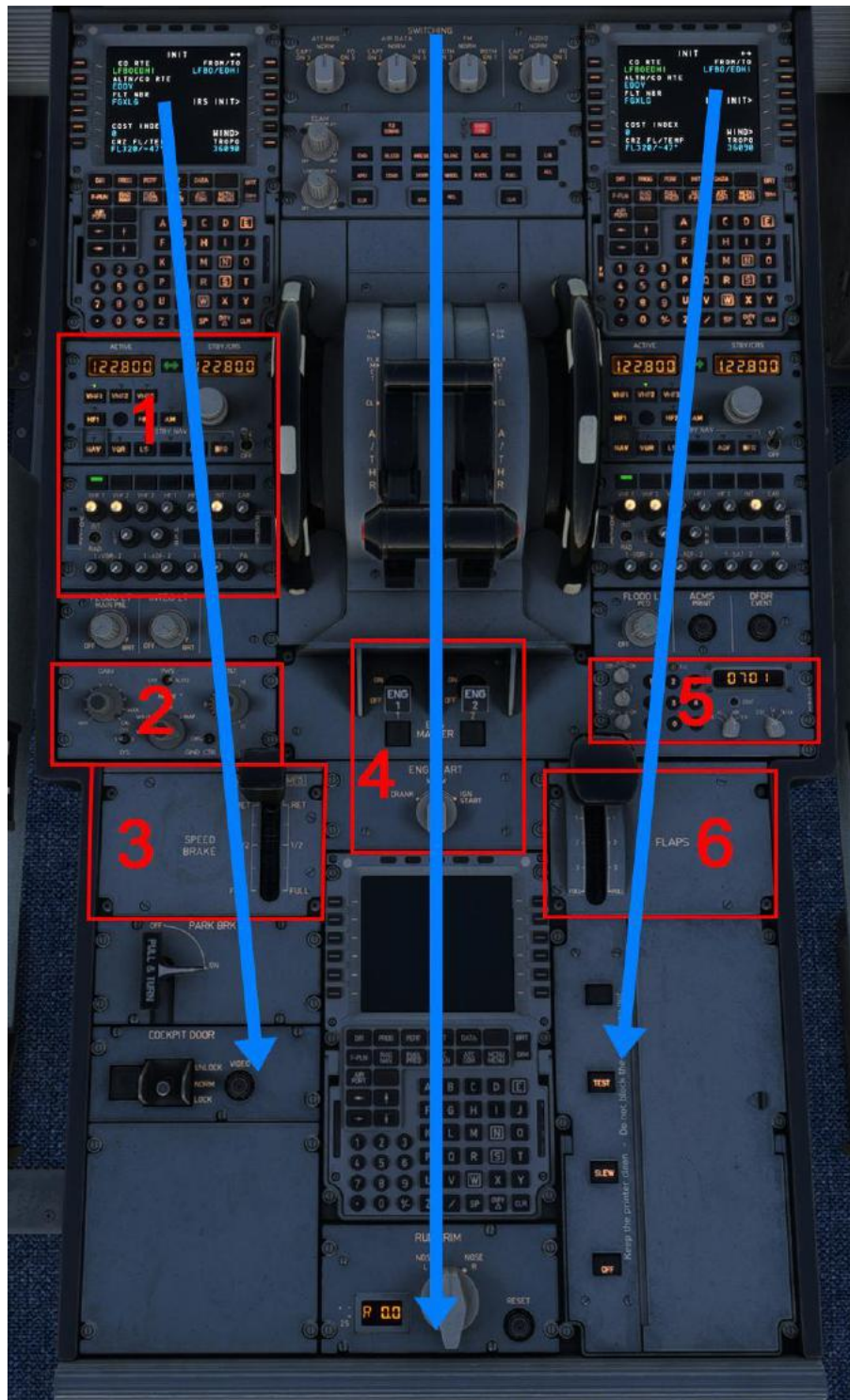
Center Instrument Panel

- 1) ISIS is ON and aligned, set QNH
- 2) Clock is in GPS mode
- 3) Confirm landing gear lever DOWN
- 4) A/SKID & N/W STRG is ON



The Center Pedestal

- 1) Set radios to applicable frequencies and adjust volume knobs as required
- 2) Weather radar OFF, set the tilt and gain
- 3) Spoilers RET
- 4) Engine masters OFF and ENG START in NORM position
- 5) Transponder code set and OFF
- 6) Flap lever must match the flap position indicated in the E/WD



Now we will finish setting up the FMGES using the MCDU interface. Most of the information required will already be entered if using the Simbrief import function.

To enter the departure runway and Standard Instrument Departure (SID), press the F-PLN page (1) and press line select key L1 (2) to open the lateral revision (LAT REV) subpage.



Press line select key L1 again to enter the DEPARTURE runway and SID.



Using the up and down slew keys (1) you can scroll to see all applicable SIDs for the selected runway. Using the left line select keys (2) choose the SID. Some SIDs have various transitions, these can be selected with the right line select keys (3). If your transition is not visible you might need to use the up and down slew keys (1). Our SID today does not have multiple transitions, this is why this area is blank.



You can see above we have entered runway 32L and the FISTO7B departure at LFBO (Toulouse). You can enter this directly to the flight plan by pressing the line select key R6 or review the input fully by pressing the F-PLN page key to return to the flight plan.



You can get a better view of the planned route on the ND by turning the EFIS control knob to PLAN and increasing the range. You should also select the CSTR (constraints) option to confirm the flight plan altitudes are entered correctly according to the appropriate chart.

Note – the FMGES has no weight information at this point so will draw straight lines between waypoints.



At this point you can also receive wind data from Simbrief and enter a secondary flight plan, usually used for an immediate return to the departure airfield, if required. Depending on the length of flight, the arrival can also be entered at this point, but for this demonstration you will leave as-is until you are in the cruise phase.



Most of the lateral and vertical navigation should now be set in the FMGS. The aircraft now needs to know the weight to calculate lateral and vertical performance. To do this, you will need to enter key values in the INIT B page.

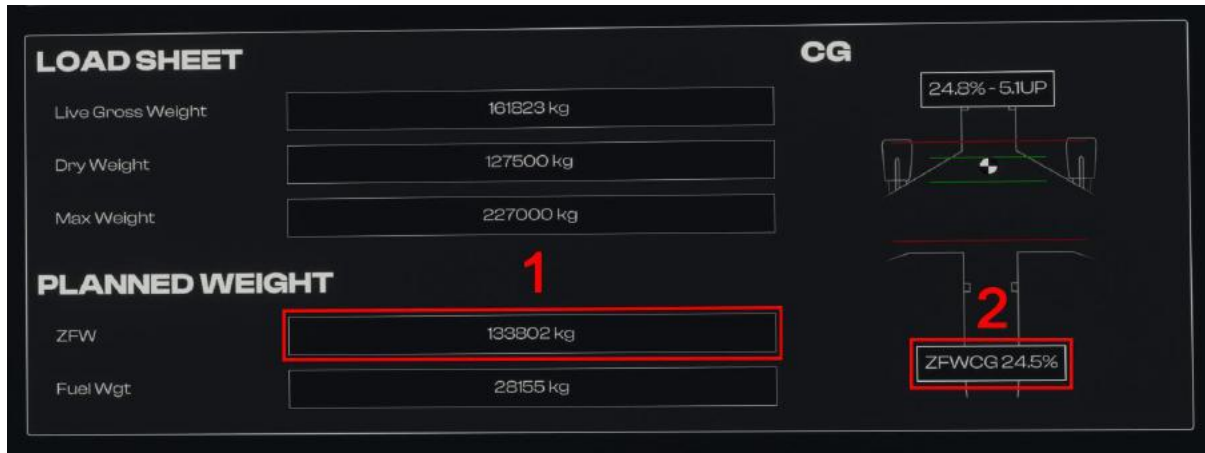
Select the INIT page and slew right using the slew keys.

You can enter the ZFW, ZFWCG and BLOCK fuel figures manually or automatically.

To enter them automatically press right select line key 1 and 2. NOTE: loading and refueling must be complete for the figures to be accurately populated.



If you would like to manually insert the figures, start by inspecting the EFB.
The Zero Fuel Weight (1) and ZFWCG (2) to enter can be taken from the EFB Payload page.



The block fuel can also be taken from this page but is usually taken from the upper ECAM Fuel On Board (FOB) display.



You then need to calculate some safe takeoff performance criteria for the aircraft based on current airfield conditions and the aircraft payload. This can be done using the EFB Takeoff page (1).

Pressing the Sync (2) button will sync the airfield live weather data from the sim and the aircraft weight. You may need to adjust the takeoff runway and aircraft configuration in certain circumstances.

Once all the data is entered, you can press Calculate (3) to view the performance figures. If satisfied with the output these can be sent directly to the FMGS by pressing the Send to FMGS button (4).



Note on the MCDU PERF page that the takeoff speeds are now ready to be inserted (1). To confirm the takeoff data (2), press line select key R6. This will also populate the FLEX TO TEMP (3) and you FLAPS/THS (4).



You would normally cross check the data entered from the EFB.

This concludes the minimum MCDU configuration requirements. Configure the autopilot (FCU) as the final step of the MFGES and cockpit preflight preparation process.



Check that the altimeter pressure setting (1) is correctly set on the FCU (you can press the default key command 'B' to set the correct pressure).

The Flight Directors (FD) (2) are required to be 'On' for both Captain and FO sides. They should be turned 'On' by default during the initialization process.

Set your EFIS display options as you prefer (3).

The Speed (SPD) and Lateral Navigation (LAT) should both be automatically set in Managed Mode (4). If they are not, pushing the relevant control selector knob underneath the display will activate them.

The FCU should be in Heading and Vertical Speed (HDG V/S) mode (5).

Set your first assigned altitude using the altitude selector knob (6). This is normally indicated on the SID chart or given by ATC. For the purpose of this flight, we will set this to our cruise altitude. The aircraft will respect altitude constraints in the FMGS flight plan if entered correctly.



Armed and Active modes are cross checked on the Primary Flight Display (PFD).

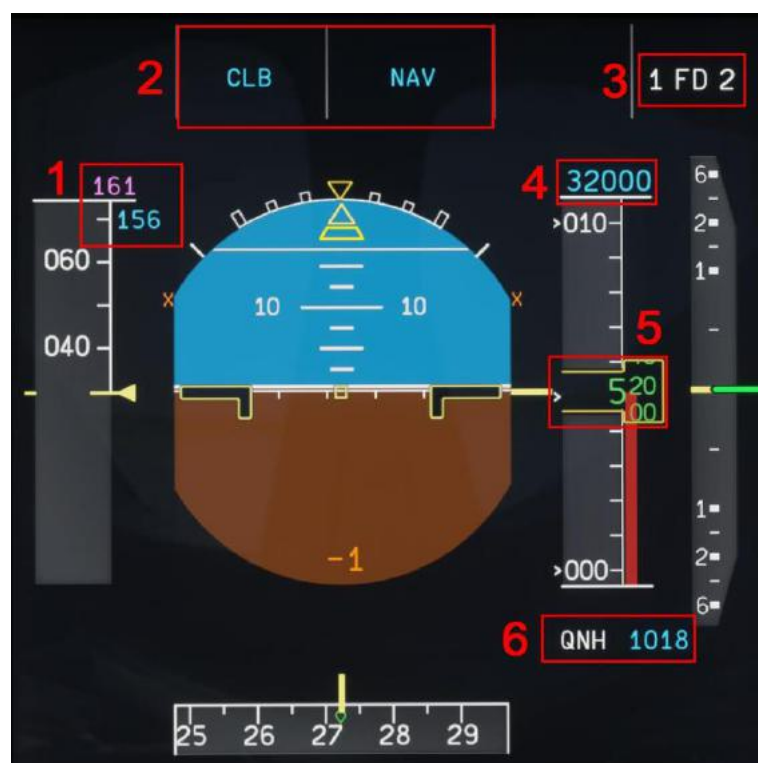
The Decision (V1) and Initial Climb Speed (V2) are displayed on the speed tape (1).

The vertical and lateral flight direct and autopilot modes are armed (blue) on the Flight Mode Annunciator (FMA) (2).

Both Flight Directors are 'On' (3).

The FCU altitude is set to our initial altitude (4).

The aircraft's current altitude (5) is correct according to relevant data on the currently selected pressure setting (6).



Before Engine Start

Prior to progressing to the next phase, ensure that loading is complete and the aircraft is ready for pushback and engine start.

Press the EFB Ground Page and select Close All. You should also remove the GPU and Chocks if not already completed.

You can confirm the status of the doors from the cockpit by viewing the lower ECAM display. This should normally be on the DOOR/OXY page after initialization but can be selected by pressing the ECAM control DOOR button.



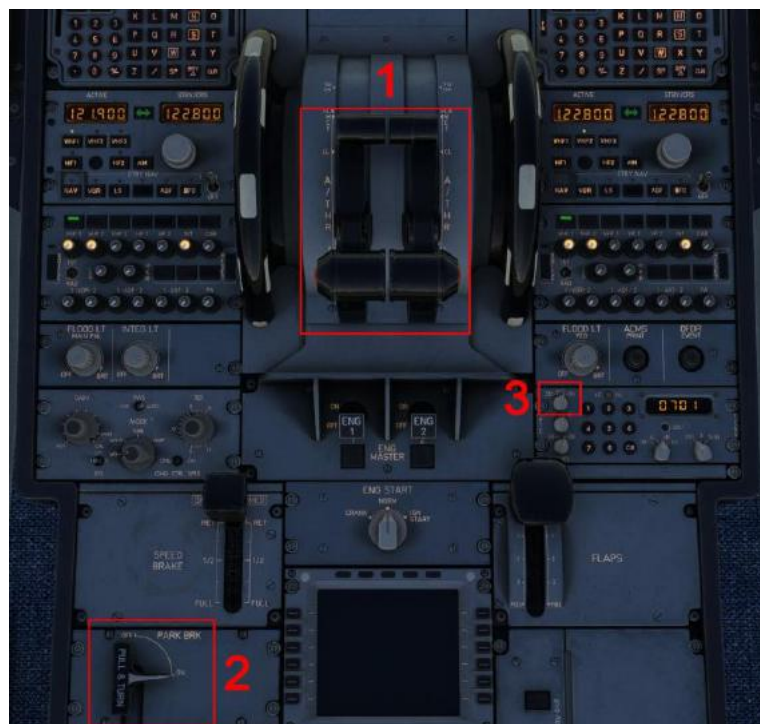
Once all exits and cargo compartments are closed, call ATC for pushback and start-up clearance.



Turn the BEACON light to ON.



- 1) The thrust levers are on idle
- 2) Parking brake is set to ON
- 3) Set the transponder to AUTO



Pushback and Engine Start

The pushback can be initiated using the in-sim ATC menu.

You can start the engines while the pushback is underway. Ensure the APU is Available (AVAIL) (1) and the APU Bleed is ON (2).



The Airbus A330 Beluga XL procedurally starts Engine 1 first to power the (blue) hydraulic system, which in turn pressurizes the accumulator that feeds the brake system.

Turn the Engine Mode Selector to IGN/START (1) and then turn Engine Master Switch to ON (2).



Once the startup is successfully completed by the FADEC, an AVAIL indication is shown temporarily on the ECAM Engine Warning Display (EWD).



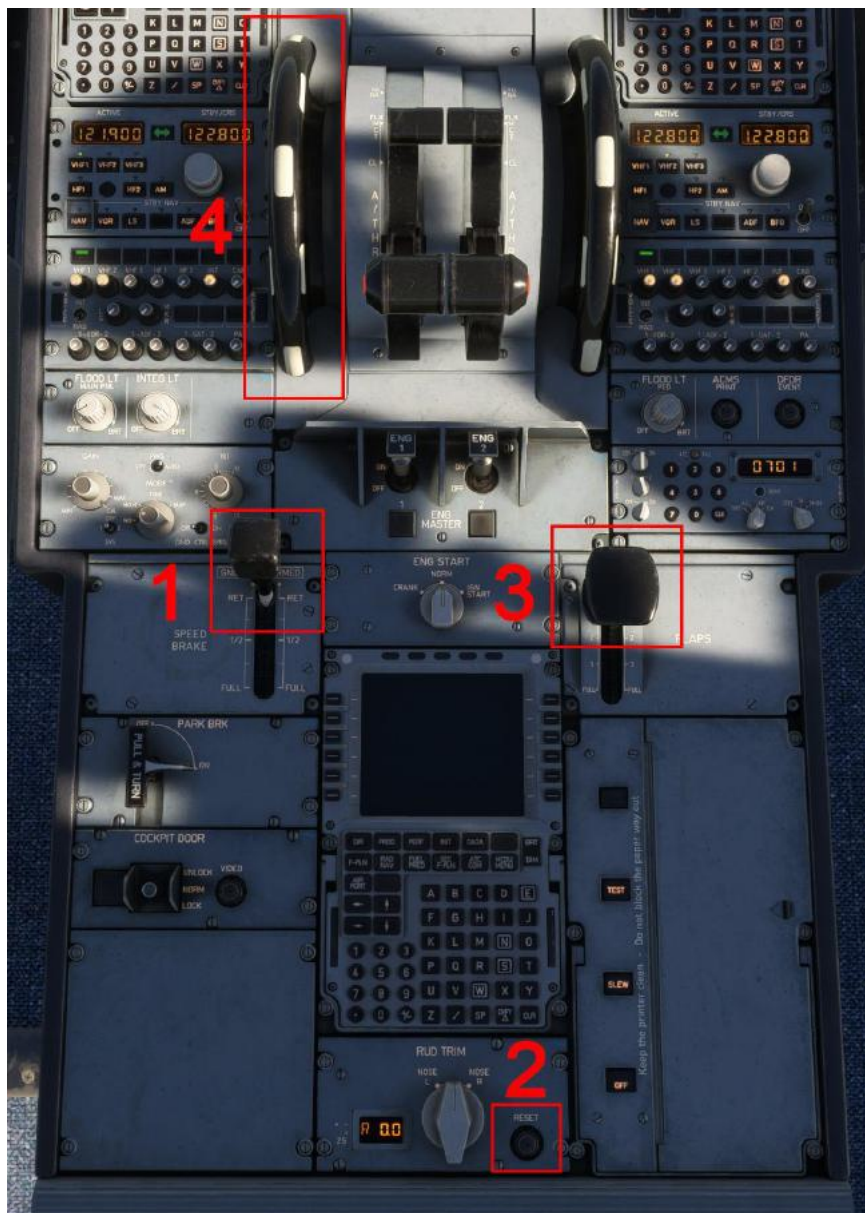
The procedure for starting Engine 2 is identical to that of Engine 1.



After Engine Start

After the start sequence is complete for both engines and the pushback tug has disconnected from the aircraft, conduct the next procedure flow.

- 1) Turn the Engine Mode selector to NORM.
- 2) Turn the APU Bleed OFF and then the APU Master switch OFF.
- 3) Arm the Ground Spoilers (1) by pulling the control upward.
- 4) Reset the rudder trim to zero (2).
- 5) Set the Flaps (3) to the required takeoff setting; in this scenario Flaps 1.
- 6) Confirm that the trim value has been correctly set to the value displayed in the MCDU PERF TO page (4). This setting is done automatically only once and can be adjusted by the pilot.





The aircraft is now ready to taxi under its own power.



Taxi Out

The following set of flows are typically completed during the taxi phase of operation, but should be conducted now. Once you become more accustomed to these procedures, you will be able to undertake them while the aircraft is in motion.

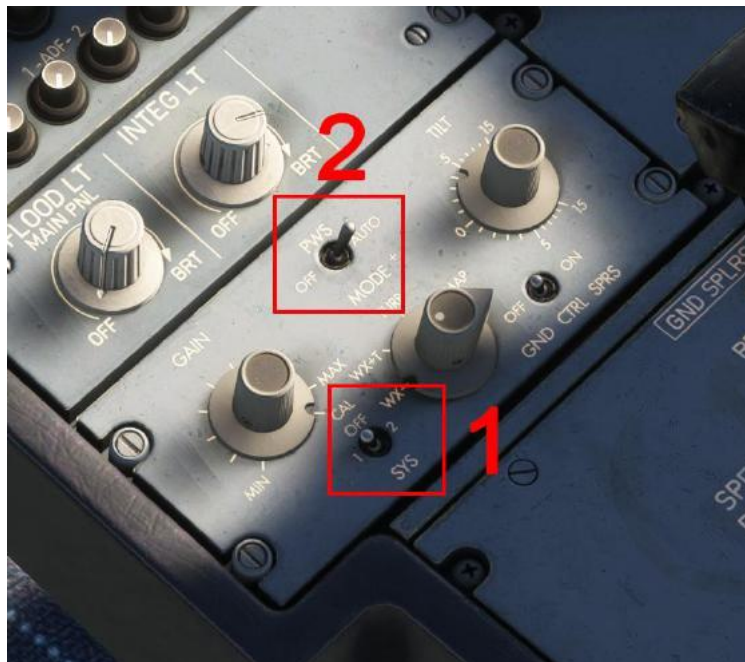
Begin by checking flight controls. Smoothly apply and hold full deflection of your joystick and identify corresponding inputs in the SD. Note that you do not need to select the F/CTL page; the F/CTL page will automatically display once you apply a joystick input. Full-up elevator input is shown below.



Set the Auto Brake to MAX when the control check is complete.



Turn the Weather Radar ON by selecting System 1 or 2 (1) and turn the Predictive Windshear System to AUTO (2)



Check that the T.O. Memo has no blue items (1). Cabin Ready may still be blue in some instances. You can force this to the 'Ready' requirement by pressing the FWD CALL on the overhead panel. Once all the criteria are fulfilled, you can press the TO CONFIG test (2) push button on the ECAM control panel to complete the test.





Set the Nose Light to TAXI and RWY TURN OFF to ON; this will indicate to aircraft and vehicles around you that the aircraft is about to move under its own power.





You can now begin the taxi to the runway for departure. This is normally done using the tiller located on the side console. For simulation purposes this is linked to the rudder pedals for easier use.

Releasing the parking brake and leaving the engines at idle is usually sufficient to get the aircraft rolling; at heavier weights, a slight increase in thrust may be required. This should be limited to a maximum of 40% N1.



Taxi to the active runway using the minimum thrust required whilst keeping your speed below 30 kts. This can be monitored with the Ground Speed (GS) indication on the top left of the Navigation Display (ND). The preferred method is to allow speed to build to 30 kts then apply one



smooth brake application to slow the aircraft to around 5 to 10 kts. This avoids applying constant brake pressure which will cause them to overheat prior to departure. Keep a speed of 10 kts on 90 degree turns.

Apply the parking brake when holding short of the departure runway.



Before Takeoff

Once ATC has issued takeoff clearance, perform the following flow to ensure that the aircraft is prepared for departure. For ease, complete this while the aircraft is stationary.

- 1) Exterior lighting panel should be set as follows:
 - a. STROBE switch – ON
 - b. LAND switch – ON
 - c. NOSE switch – TO



- 2) ATC Transponder and Traffic Collision Avoidance System (TCAS)
 - a. ATC Mode – AUTO/ON
 - b. TCAS Selector – TA/RA



Depending on aircraft performance and external conditions, you would now normally confirm the status of the Air Conditioning PACKS and Engine Ignition mode. For this flight it is not required.



Takeoff

We suggest you read through these next steps a few times before attempting the takeoff, as with any aircraft the takeoff and initial climb phase progress in quick succession, and it is easy to 'get behind' the aircraft. Line up with the runway and apply the parking brake initially (you would not do this for normal operations).

The A330 **Beluga XL** thrust management is conducted by the FADEC and FMGES. There are two main settings for takeoff: Takeoff and Go Around (TOGA) or FLEX. TOGA will provide maximum available thrust to the engines whereas FLEX effectively derates the engines to provide less power but increase engine life.

Note - To make use of the FLEX setting you must enter a FLEX temperature value in the MCDU Performance page.



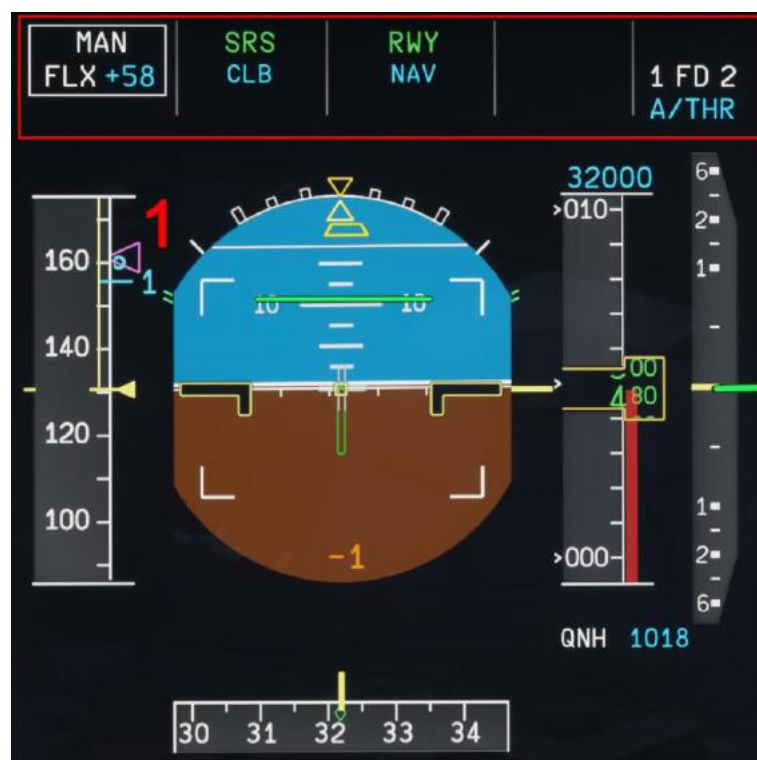
The throttles have detents and audible clicks for each phase. For FLEX takeoff you will move forward two detents/clicks, for TOGA you would move the throttles fully forward (or 3 detents/clicks).



Hold the side stick approximately half travel forward, this ensures the nosewheel remains in contact with the ground and nose wheel steering can be maintained during acceleration. Now release the parking brake. The aircraft will accelerate quickly! Maintain the runway centerline using the rudder pedals to steer. The fly-by-wire system will gradually blend nosewheel steering to the rudder only.

You will notice some annunciators appear on the PFD indicating that elements of the FMGS and AP are active or arming. Notably the thrust mode is in FLEX and the vertical guidance is in Speed Reference System (SRS) Mode. The lateral navigation mode Runway (RWY) is only present if the takeoff runway has an ILS associated with it. Finally the auto thrust (A/THR) is armed. Climb and Navigation modes are currently still armed, ready for the acceleration phase.

Whilst accelerating, gradually release the forward stick pressure to a neutral point by 100 kts. Shortly after you will reach V1 (first speed indicated in blue (1)), your decision speed. Barring any major technical issues, you will continue the takeoff. At VR (the blue circle on the speed tape (1)) we will gradually initiate the rotation by pulling back on the stick gently. We are aiming for an initial climb attitude of 15 degrees within about 5 seconds. The Flight Directors will guide you to the correct attitude. You can now engage Autopilot 1 (AP1).

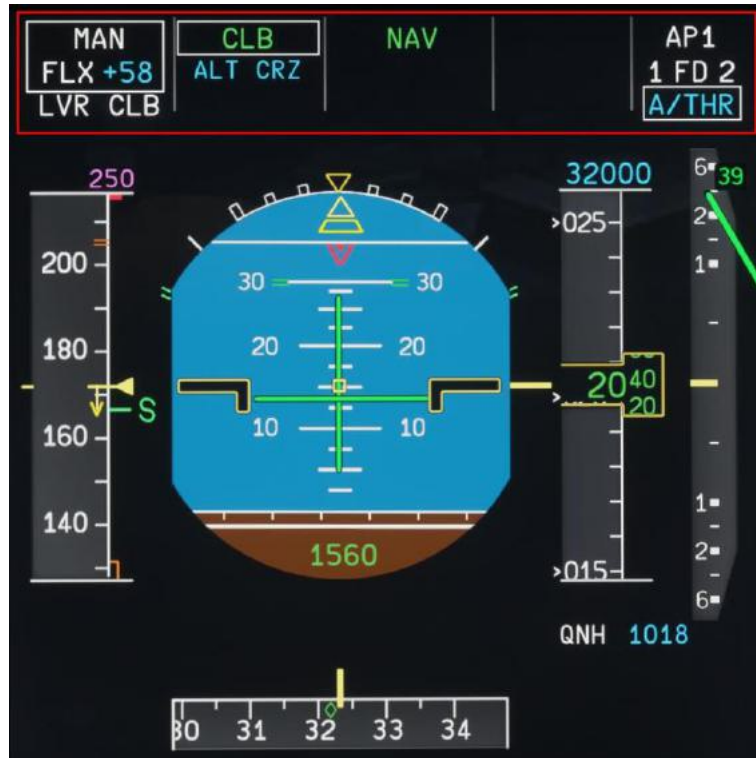


Once airborne with the aircraft positively climbing, raise the landing gear by selecting the Landing Gear Lever to the UP position. Confirmation the gear is moving will be indicated by the LDG GEAR position lights turning to the red UNLK position.



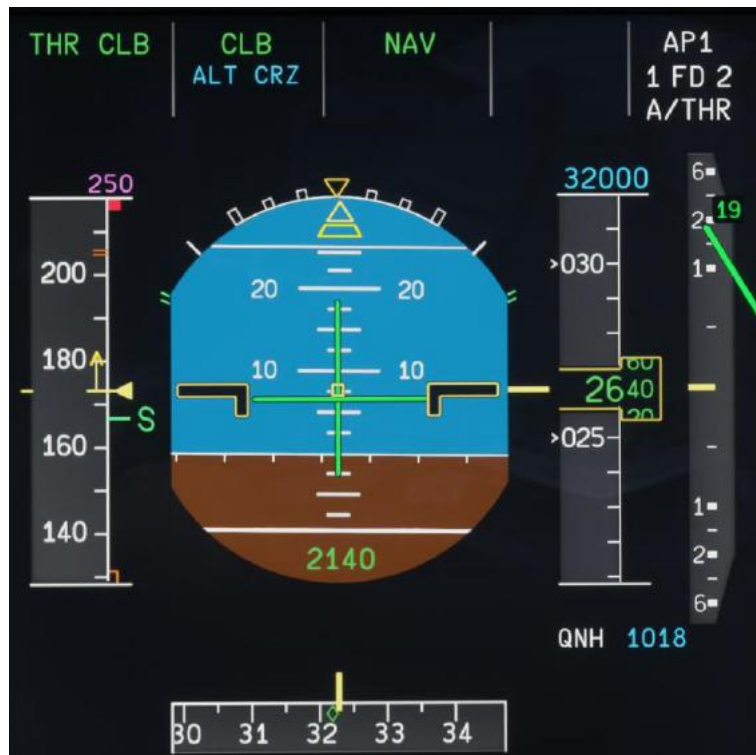
The next phase of the takeoff will accelerate the aircraft to its clean configuration and climb speed, normally 250 kts below 10,000 ft. The acceleration segment will normally happen between 1,000 and 1,500 ft above ground level. This can be set to automatically populate in the MCDU PERF page via the EFB. The Autopilot will automatically pitch down to achieve this acceleration. You will also note another change in the FMA ordering the thrust levers to be set to Climb power (LVR CLB) and flashing white. Vertical CLB and lateral NAV modes are now fully engaged (indicated in Green).





As the aircraft accelerates, an S or F (depending on takeoff flaps setting) will appear from the top of the speed tape on the PFD. Shortly thereafter, a red and black “barber’s pole” will indicate a maximum flight envelope speed, in this case our maximum Flaps speed in this configuration. The active speed mode will now be in Thrust Climb (THR CLB).

When accelerating above the S speed, raise the flaps by setting the Flap Lever to 0.



You can now complete the initial part of your climb check flow.

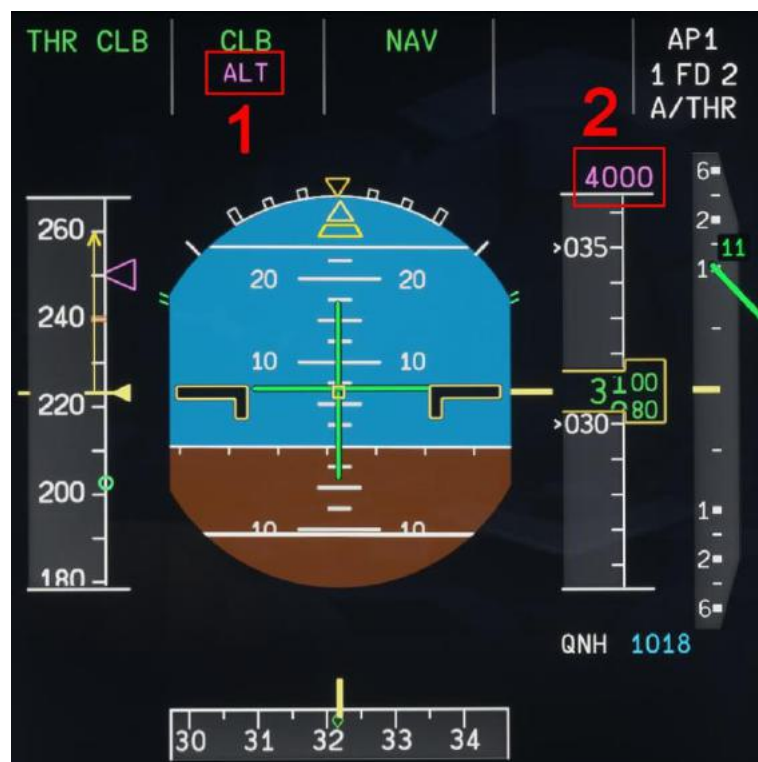
- 1) Disarm the speed brakes by pushing the lever in. Be careful not to deploy speed brakes, the aircraft will provide a warning if you do this.
- 2) Set the lights to the following:
 - a. NOSE - OFF
 - b. RWY TURN OFF - OFF

Now the aircraft is safely climbing to its cruise flight level.

Climb

You may sometimes be on a Standard Instrument Departure (SID) that has specific climb restrictions. The autopilot will temporarily stop the aircraft from climbing due to this restriction as long as you are in managed climb mode (CLB). This will be evident from a magenta altitude constraint on the PFD altitude tape and the FMA indicating Altitude Constraint (ALT CST) mode.

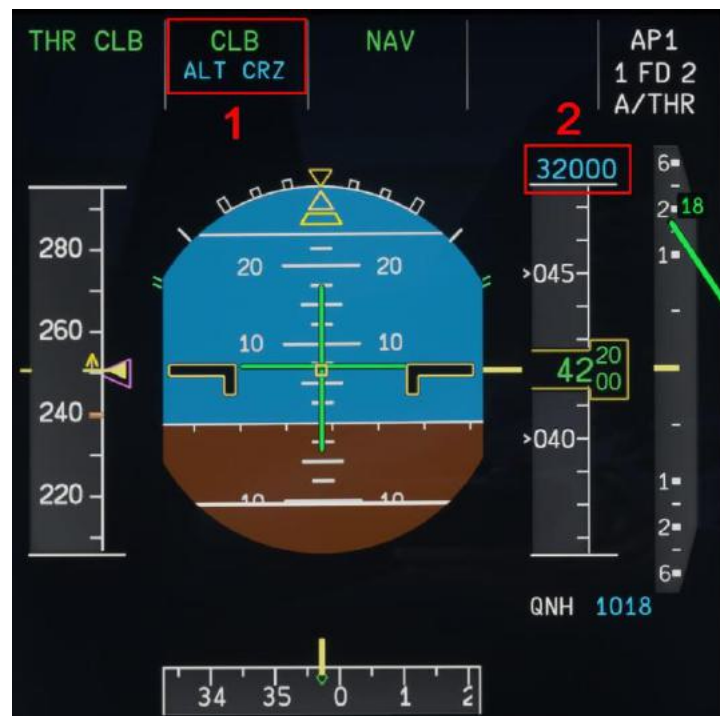
For demonstration purposes an altitude constraint of 4,000 ft has been entered at a waypoint. ALT has changed to magenta to indicate a level off will take place at a constraint (1). Even though the FCU altitude target is still set as 32,000 ft, the target value has changed to the constraint, 4,000 ft (2)



The aircraft is now leveling off, note that ALT CST* has engaged (1) and that CLB is armed (2) (blue color). This indicates that after the waypoint with the constraint is sequenced Climb will engage automatically and continue the climb without pilot intervention



The waypoint has now been sequenced, Climb mode has re-engaged and the altitude capture mode is back to our cruise level, ALT CRZ, matching the value set in the FCU (1). Above the altitude tape the level off target altitude is back in blue (2)



Note: You can however override this automatic level off and continue a constant climb to your selected cruise altitude. To do this you would pull the altitude knob to 'take' control from the autopilot.



The aircraft will enter an Open Climb (OP CLB) as indicated by the FMA on the PFD. Once past the constraint you can 'give' back control to the autopilot by pushing the same selector.

The aircraft will now continue to the top of climb without any further interaction. You do, however, need to clean up the external lights and ensure the correct pressure setting is set.

Set Standard (STD) pressure (1013 hPa or 29.92 inHg) by pulling the baro selector knob when above the transition altitude.





Landing lights will be turned off above 10,000 ft and the passenger seat belt sign can also be set to Auto.



Cruise

Few pilot actions need to be performed during the cruise phase of the flight other than monitoring the aircraft systems and tactically managing the guidance system. For demonstration / educational purposes, explore some of the functions:

You can use the MCDU to give the FMGES a waypoint to fly-to directly. These are effectively short cuts given by ATC to save time and fuel. The procedure is simple after some practice.

- 1) Select the Direct To (DIR) page on the MCDU (1).
- 2) Use the slew keys (2) up and down to find the desired waypoint. In our example this is BOKNO.
- 3) Press the line select key (3) next to BOKNO to enter it into the DIR TO.
- 4) Activate the DIR TO by pressing line select key L1 (4).



The aircraft will turn towards BOKNO automatically. You can confirm that the aircraft is navigating to the correct point by checking the TO waypoint on the ND.



Approach Preparation

As with departure, you will need to prepare the FMGES for the arrival procedure into Detroit. This will provide the flight directors and autopilot with the information required to successfully guide the aircraft to the runway.

For this arrival you will follow a RNAV Initial Approach followed by a conventional Instrument Landing System (ILS) approach. You will execute a fully automatic landing using the autopilot. This is usually reserved for low visibility operations, and you can, of course, manually fly the landing if you desire.

To start preparing the FMGS press F-PLN page to ensure you are on the active route, and press line select key L6 next to LFBO.

Press line select key R1 to select the arrivals page.

And then press line select key L3 to select the ILS for Runway 05.



If the destination airport has any Standard Terminal Arrival Routes (STARs), they would be present in (1). EDHI does not have any STARs, this is why this area is blank. We will now press L2 to select the different waypoints that will link onto the ILS.



Using the scroll keys (1), look for RIBSO, then press L4 (2).





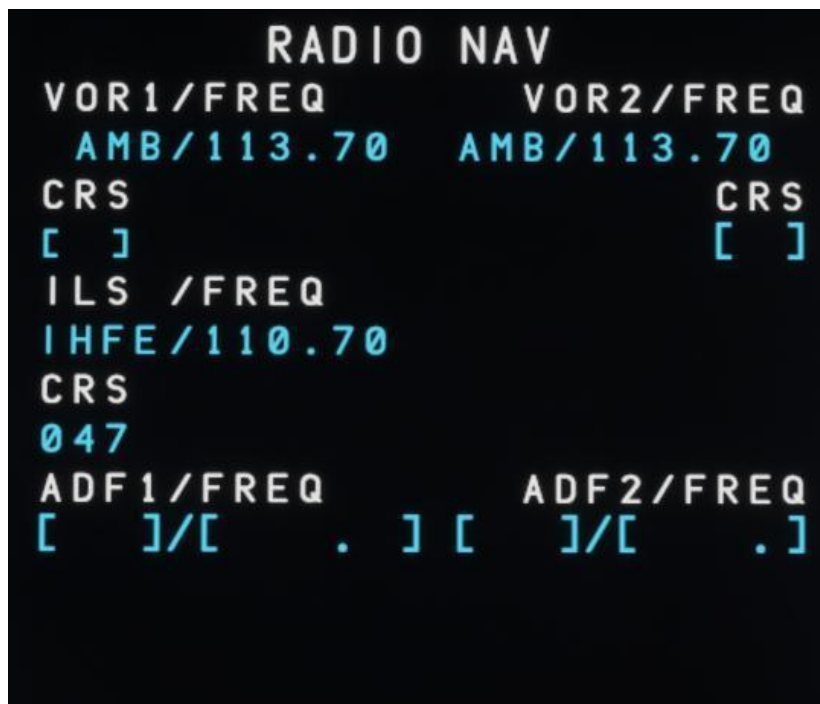
Press R6 to insert the approach.





You can check that the navigation data, in particular the ILS course and frequency, has been entered correctly by pressing the MCDU RAD NAV page button.

Note - the ILS/FREQ and (ILS) CRS is only auto populated in the MCDU when the aircraft has less than 300 NM to go.



To give us an idea of track mileage and direction to the airport we can enter a waypoint to give a constant bearing and distance. This is done by pressing the MCDU PROG (1) page button, entering the desired waypoint in the scratchpad, and then pressing line select key R4 (2).



Next, to help the FMGES vertical guidance path and estimations, you will insert the arrival airfield information in the MCDU PERF page (1). Cycle through the available Next Phase pages using line select key R6 until you reach the APPR (3) page.

Enter the information required at line select L1 to 3 by entering it into the MCDU scratchpad and then pressing the requisite line select key. This information can be found on the EFB Flight Details page. Pressing the Update Button will provide the most recent live weather.



Insert all the weather information as per the ATIS/METAR and the decision altitude in the BARO field. If you are doing a CAT II or CAT III approach you will be inserting a decision height in the RADIO field.

With all the PERF data entered, your page should look similar to the following:



You should also consider the length of runway available and how you are going to stop the aircraft after touching down. The aircraft uses a combination of deceleration devices including spoilers, thrust reversers, and wheel brakes to decelerate. The runway in Finkenwerder is long enough so you can safely use a low autobrake setting. Press the Auto Brake LO button.



You should be approaching the top of descent at this point, indicated by the small white arrow along the flight plan lateral path.



Descent

You can initiate a descent once the aircraft is within a few nautical miles of the descent arrow. The FMGS requires two parameters to commence the descent:

- 1) An altitude target
- 2) Descent profile

Normally, ATC dictates descents as a series of 'step downs', but for the purpose of this guide, you will set your final approach fix altitude. For the ILS05, this is 3,000 ft.

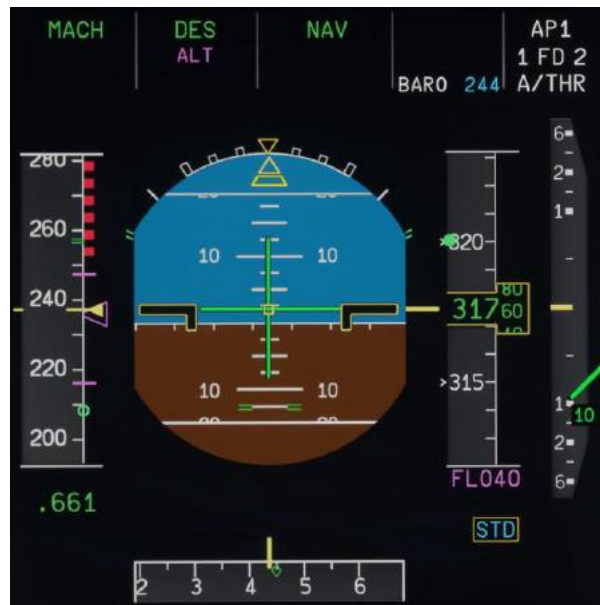
Set the FCU altitude to 3,000 ft.



To begin the aircraft's descent, push the knob to enter managed descent mode.



The PFD will display the following:



Waypoint HI255 in the Initial Approach has a minimum altitude, it has to be passed above 4,000 ft. ALT is magenta and the target altitude is FLO40 (4,000 ft, shown as a Flight Level now because our altimeter reference is Standard), this indicates that the aircraft will level off at 4,000 ft to satisfy the altitude constraint.

A constraint with a + indicates that you must remain above the level, a constraint with a - indicates that you must remain below the level, and a constraint with just a level indicates you should pass that waypoint at that level exactly.



When descending through 10,000 feet, set the landing switches to ON and the seat belt signs to ON. The autopilot should automatically reduce speed to 250 kts. Select the Landing System (LS) push buttons to ON to provide pilot and autopilot guidance.



If you find the aircraft is too high above the desired descent trajectory, indicated by a small green dot gradually moving below the current altitude, you can apply speed brakes. Set them to half initially to see if this reduces the error.

Set QNH by pressing the baro selector knob when below the transition level.





Approach

We will arm the approach by first pressing the APPR button (1) when we are on an intercept heading for the ILS. After pressing APPR select the other autopilot as well (2).



You should also activate the approach phase by pressing line select key L6. The FMGS will automatically initiate this phase when flying over the approach deceleration point indicated by a magenta D on the flight plan.



The FMA will display several items of information. During the approach, focus primarily on lateral and vertical modes having armed and captured the ILS.

Also note that the aircraft has indicated that it has a Category (CAT) 3 Dual approach capability, meaning that it can fully Autoland.

The ILS identifier, frequency, and distance to go (DME) is indicated on the lower-left of the PFD.

The localizer and glide slope deviation bars indicate vertical and lateral track referenced against the ILS ground signal.

Currently, the Localizer is being captured (LOC* green) and the Glide Slope is armed (G/S blue).



Prior to intercepting the final approach slope, begin decelerating the aircraft to its final approach speed. You need to consider two speeds as the aircraft decelerates through the approach phases. The VFE Next, indicated by orange stripes, and the current minimum speed, based on the aircraft's configuration. The aircraft's speed must be below VFE Next to avoid an overspeed situation.



- 1) Vfe next (=) will change as we extend the flaps
- 2) The minimum speed will depend on the configuration
 - a) (o) Green dot: minimum speed clean
 - b) (S) S-Speed: minimum speed CONF1
 - c) (F) F-Speed: minimum speed CONF2 & 3

After Flaps 2, select the gear down, which will contribute to the aircraft's deceleration while descending along the glide path. Arm the spoilers by pulling on the speed brake lever.



Once below 2,000 ft and in landing configuration, the landing memo will be displayed to confirm that the aircraft is ready for landing.



The aircraft will now complete an automatic landing and rollout, bringing the aircraft to a complete stop. You will be prompted at approximately 20 ft to 'Retard' the throttles; move the throttle controls to the idle position or press F1 on your keyboard. Once the main wheels have contacted the runway you can select reverse thrust by pressing F2, or if calibrated via the EFB, the reverse thrust range on your throttles. Cancel reverse thrust at approximately 60-70 kts by pressing F1 again or returning your throttles to idle. The aircraft will automatically complete the process and bring you to a complete stop on the runway.



If you want to intervene before reaching a complete stop, disconnect the autopilot by pressing the button on the side stick (1) or in your joystick. You will also need to press the brakes to manually take control of braking again.



Congratulations! You have completed the flight. You may now taxi the aircraft to an available parking stand and follow the in-sim checklist to shut down and secure the aircraft, or use the following simplified procedural checklist:



Simplified Procedures

Preliminary Cockpit Preparation	
Engine Master 1&2	OFF
Engine Start Selector	NORM
WEATHER RADAR	
Radar (SYS)	OFF
Predictive Windshear (PWS)	OFF
Gain Knob	AS REQD
Mode Selector	AS REQD
LANDING GEAR	
Landing Gear Lever	DOWN
Wiper Selectors	BOTH OFF
Battery 1, 2 & APU	CHECK VOLTAGE
External Power A & B	ON & AUTO
APU Fire	CHECK
APU Agent Light	OFF
APU Fire Test	PRESS AND HOLD
APU START	
APU Master Switch	ON
APU Start	PRESS
Monitor APU Start	WAIT
External Power A & B	AS REQD
AIR CONDITIONING PANEL	
APU Bleed	ON
All White Lights	OFF



X-BLEED	AUTO
Cockpit and Cabin Temperatures	AS REQD
CARGO AIR CONDITIONING PANEL	
Temperature	AS REQD
All Cargo White Lights	OFF
Cockpit Lights	AS REQD
EFB	ON
FMGS PRE-INITIALIZATION	
Engine and Aircraft Type	CHECK
Database Validity	CHECK
Flight Number	INSERT
FROM/TO	INSERT OR REQUEST (SIMBRIEF)
PRELIMINARY PERFORMANCE	
Airfield Data	OBTAIN
Weight and Balance Data	INSERT
Preliminary Takeoff Performance	COMPUTE ON EFB
ECAM PAGES	
DOOR SD Page	CHECK
HYD SD Page	CHECK
ENG SD Page	CHECK
Flaps	CHECK
Speed Brake Lever	CHECK
ACCU Pressure Indicator	CHECK



Park Brake Handle	CHECK
Brakes Pressure Indicator	CHECK
ALTERNATE BRAKING SYSTEM	
Chocks	CHECK
Park Brake Handle	OFF
Brake Pedals	PRESS
Brake And Accumulator Pressure Indicator	CHECK
Brake Pedals	RELEASE
Park Brake Handle	ON
Emergency Equipment	CHECK
Landing Gear Pins and Covers	CHECK

Cockpit Preparation	
All White Lights OFF	CHECK
RCDR GND CTL	ON
Evac CPT and PURS/CPT Switch	AS REQD
ADIRS All IR Mode	NAV
EXTERIOR LIGHTS	
Strobe	AUTO
Beacon	OFF
Wing	OFF
NAV & Logo	LT 1
RWY Turn Off	OFF
Landing light	OFF
Nose	OFF



Seat Belts	ON
No Smoking	AUTO
Emer Exit Light	ARM
Probe/Window Heat	AUTO
Landing Elevation	AUTO
Manual Valve Set	BOTH
Pack Flow	AS REQD
BATTERY CHARGE CYCLE	
ELEC SD Page	PRESS
Battery 1, 2 & APU Battery	OFF THEN ON
ELEC SD Page	CHECK
Trim Tank Mode	AUTO
Trim Tank Feed	AUTO
Fuel Pumps	ON
Engine 1&2 Fire	CHECK
Agent 1&2 Lights	OFF
ENG Test	PRESS AND HOLD
Maintenance Panel	CHECK
Vent Panel	CHECK
COM 3	RECEPT
ISIS CHECK	
Brightness	ADJUST
IAS, ALT Readings	CHECK
Attitude	CHECK



North Ref	OFF
DMC Selector	AUTO
ECAM ND Selector	NORM
Clock	SET
LDG Gear Gravity Extn Selector	OFF
A/Skid & N/W Steering Switch	ON
CPT & FO RADIO MGMT PANEL (RMP)	
CPT RMP	ON
CPT Green Nav Light	OFF
CPT SEL Light	OFF
CPT Comm Frequencies	TUNE
FO RMP	ON
FO Green Nav Light	OFF
FO SEL Light	OFF
FO Comm Frequencies	TUNE
CPT & FO AUDIO CONTROL PANEL (ACP)	
CPT INT Knob	CHECK
CPT VHF Knob	CHECK
FO INT Knob	CHECK
FO VHF Knob	CHECK
ACCU PRESS Indicator	CHECK
Park Brake Handle	ON
Brake PRESS Indicator	CHECK
Cockpit Door	CHECK



Switching Panel	NORM
Thrust Lever	IDLE
Thrust Reverser Lever	STOWED
Engine Master Switch	OFF
Engine Start Selector	NORM
ATC Mode Selector	STBY
ALT RPTG	ON
XPDR Selector	SYS1
NAV Charts	PREPARE
FMGS PREPARATION	
INIT Key	PRESS
FROM/TO	CHECK OR REQUEST
ALTN	CHECK OR MODIFY
Flight Number	CHECK OR ENTER
Cost Index	ENTER
CRZ FL	ENTER
CRZ FL Temp	CHECK
FLIGHT PLAN (PAGE:A)	
Departure Airfield	PRESS
Departure Information	SELECT
INSERT	PRESS
Route as Required	CHECK OR ENTER
INSERT	PRESS
Arrival Airfield	PRESS
Arrival Information	SELECT
INSERT	PRESS
Winds	AS REQD



Secondary Flight Plan	AS REQD
Radio NAV	CHECK / SET
Calculate Weight / Perf	ON EFB
GROSS WEIGHT INSERTION (PAGE: INIT B)	
ZFW/ZFWCG	INSERT
Block Fuel	INSERT
TAKEOFF DATA INSERTION (PAGE: PERF)	
T.O. SHIFT	AS REQD
V1, VR, V2	INSERT
FLEX TO Temp	INSERT
THR RED/ACC Altitude	CHECK / SET
ENG Out ACC Altitude	CHECK / SET
Flaps/THS	INSERT
Next Phase	PRESS
Preset Speeds (PERF Pages)	As REQD
Loudspeaker	SET
Barometric Pressure	SET ALL
FD 1/2	ON
LS 1/2	AS REQD
ND Mode Range	AS REQD
ADF/VOR Selector	AS REQD
SPD Mach Window	CHECK
HDG-VS / TRK-FPA Push Button	CHECK
ALT Window	SET



REGUL LO PR IND (CHECK NOT DISPLAYED)	
DOOR/OXY SD Page	CHECK
EFIS DMC Selector	NORM
PFD/ND Brightness	CHECK
PFD	CHECK
ND	CHECK
SD PAGE PUSH BUTTON (PRESS)	
PRESS SD Page	CHECK
STS PAGE PUSH BUTTON (PRESS)	
INOP SYS Display	CHECK
IRS Align	CHECK
Takeoff Briefing	PERFORM



Before Pushback or Start

Final Loadsheet	CHECK
ZFW/ZFWCG	CHECK/REVISE
Loadsheet CG and ECAM CG	CHECK
Fuel On Board (FOB)	CHECK
Final Takeoff Perf Data	RECOMPUTE
FMS Takeoff Data	REVISE
Seating Position	ADJUST
FMS Perf TO Page	SELECT CAPT SIDE
FMS F-PLN Page	SELECT FO SIDE
EXT PWR	CHECK
EXT PWR Disconnection	REQUEST
<i>Complete BEFORE ENGINES START CHECKLIST TO THE LINE.</i>	

Before Engine Start Checklist (To The Line)

Cockpit Prep	COMPLETED
ACARS INIT	COMPLETED
Gear Pins and Covers	REMOVED
Signs	ON/AUTO
ADIRS	NAV
Fuel Quantity	CHECK
TO Data	SET
Baro Ref	SET



Before Engine Start

Pushback/Start-Up Clearance

OBTAIN

ATC

SET

WINDOWS AND DOORS

CPT Window

CLOSED

FO Window

CLOSED

Doors

CLOSED

Flight Deck Door

CLOSED

Slides

ARMED

Beacon Switch

ON

Thrust Levers

IDLE

Accu Press Indicator

CHECK

Park Brake Handle

ON

NW STRG DISC Memo

DISPLAYED

*Complete BEFORE ENGINES START CHECKLIST BELOW THE LINE***Before Engine Start (Below The Line)**

Flight Deck Door

CLOSED

Windows/Doors

CLOSED

Beacon

ON

Thrust Levers

IDLE

Parking Brake

AS REQD

Transponder

AS REQD



Engine Start

Engine Start Selector	IGN START
Engine 1 Start	ANNOUNCE
Engine 1 Master	ON
Engine Idle Parameters	CHECK
Engine 2 Start	ANNOUNCE
Engine 2 Master	ON
Engine Idle Parameters	CHECK

After Engines Start

Engine Start Selector	NORM
APU Bleed	OFF
ENG Anti-Ice	AS REQD
Wing Anti-Ice	AS REQD
APU Master Switch	OFF
NWS Towing Fault Light	OFF
Ground Spoilers	ARM

RUDDER TRIM POSITION (CHECK)

RESET Push Button	PRESS
Flaps Lever	SET
Flaps	CHECK
Pitch Trim	CHECK

ECAM (CHECK)

STS Push Button	PRESS AND REVIEW
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Nose Wheel Steering Disc Memo	CHECK
Ground Crew Cleared to Disconnect	ANNOUNCE
<i>Complete AFTER START CHECKLIST.</i>	

After Start Checklist	
Anti-Ice	AS REQD
ECAM Status	CHECKED
Pitch Trim	CHECKED
Rudder Trim	ZERO
Ground Equipment	CLEAR

Taxi-Out	
Taxi Clearance	OBTAIN
Nose Light	TAXI
RWY Turn off	AS REQD
Parking Brake	OFF
Brakes Pressure	ZERO
Thrust Levers	AS REQD
Brake Pedals	PRESS
Brakes	CHECK
Brakes Pressure	ZERO
Tiller or Rudder Pedals	AS REQD
Flight Controls	CHECK
ATC Clearance	CONFIRM
FMS DATA (CONFIRM)	



F-PLN (SID, TRANS)	REVISE OR CHECK
Initial Climb Speed and Speed Limit	REVISE OR CHECK
Cleared Altitude on FCU	SET
Heading on FCU	AS REQD
Both FD	ON
PFD/ND	CHECK
Takeoff Briefing	CONFIRM
Radar	ON
Predictive Windshear System (PWS)	AUTO
ATC (Transponder) Code/Mode	CONFIRM SET
TERR on ND	AS REQD
Auto Brake MAX	ON
T.O. CONFIG	TEST
T.O. MEMO	CHECK
Cabin Report	RECEIVED
<i>Complete BEFORE TAKEOFF CHECKLIST TO THE LINE.</i>	

Before Take Off Checklist (To The Line)	
Flight Controls	CHECKED
Flight Instruments	CHECKED
Briefing	CONFIRMED
Flaps Setting	CONFIRM
V1, Vr, V2/Flex Temp	ANNOUNCE
ATC (Transponder)	SET
ECAM MEMO (TO NO BLUE)	



Signs	ON
SPLRS	ARMED
Flaps	T.O.
Auto BRK	MAX
T.O. CONFIG	NORM

Runway Line-Up

BRAKE FANS (CHECK)

Brake Temperature	CHECK
Line-up or Takeoff Clearance	Obtain
Strobe	ON
TCAS	TA/RA
Approach Path	CLEAR
Cabin Crew	ADVISE
Engine Start	AS REQD
Sliding Tables	STOW
Takeoff Runway	CONFIRM
PACK1 and PACK2	AS REQD
<i>Complete BEFORE TAKEOFF CHECKLIST BELOW THE LINE.</i>	



Before Take Off Checklist (Below The Line)

Take Off Runway	CONFIRMED
Cabin Crew	ADVISED
TCAS	SET
Engine Start Selector	AS REQD
PACKS	AS REQD

Takeoff

Takeoff Clearance	OBTAIN
Nose Light	T.O.
RWY Turn Off Lights	ON
Landing Lights	ON
"Takeoff"	ANNOUNCE
Thrust Levers	SET

SIDESTICK (CHECK)

If Crosswind is below 20 KTS and no tailwind	APPLY HALF FORWARD SIDE STICK UNTIL 80 KTS MOVE TO NEUTRAL BY 100 KTS
If Crosswind is greater than 20 KTS or tailwind	APPLY FULL FORWARD SIDESTICK UNTIL 80 KTS MOVE TO NEUTRAL BY 100 KTS
Brakes	RELEASE
Thrust Levers	FLX OR TOGA
Directional Control	AS REQD
Chrono	START
PFD/ND	MONITOR
FMA	ANNOUNCE
Takeoff EPR/N1	CHECK



"Thrust Set"	ANNOUNCE
PFD And ENG Indications	MONITOR
"One Hundred Knots"	ANNOUNCE
V1	MONITOR OR ANNOUNCE
At VR Rotation	ORDER
Rotation	PERFORM
"Positive Climb"	ANNOUNCE
"Landing Gear Up"	ORDER
Landing Gear	UP
Autopilot	AS REQD
THRUST REDUCTION	
Thrust Levers	CL (CLIMB)
PACK1 and PACK2 (If Applicable)	ON
AT ACCELERATION ALTITUDE (CHECK)	
At F Speed Flaps 1	ORDER
Flaps 1	SELECT
At S Speed Flaps 0	ORDER
Flaps 0	SELECT
Ground Spoilers	DISARM
Nose Light	OFF
RWY TURN OFF Lights	OFF
Other Exterior Lights	AS REQD



After Takeoff

APU Bleed	OFF
APU Master	OFF
TCAS	TA/RA
Engine Anti-Ice	AS REQD
Wing Anti-Ice	AS REQD

Complete CLIMB CHECKLIST TO THE LINE

Climb Checklist (To The Line)

Landing Gear	UP
Flaps	RETRACTED
Packs	ON

Climb

PF MCDU	PERF CLB
PM MCDU	F-PLN
Barometric Reference	SET
CRZ FL	AS REQD
ENG Anti-Ice	AS REQD

Complete CLIMB CHECKLIST BELOW THE LINE

Climb Checklist Below The Line

Baro Ref	SET
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Above FL100/10,000 FT

Landing Lights	OFF
Seat Belts	AS REQD
EFIS Option	AS REQD
ECAM Memo	REVIEW
NAVAIDS	CLEAR
SEC F-PLN	AS REQD
OPT/MAX ALT	CHECK



Top Of Climb / Cruise

ECAM Memo

REVIEW

ECAM SD PAGES (REVIEW)

ENG

REVIEW

BLEED

REVIEW

ELEC

REVIEW

HYD

REVIEW

COND

REVIEW

DOOR

REVIEW

F/CTL

REVIEW

FUEL

REVIEW

Flight Progress

CHECK

Step Flight Level

ASREQD

NAV Accuracy

MONITOR

Radar Tilt

ADJUST



Descent Preparation	
Weather and Landing Information	OBTAIN
NAV Charts	PREPARE
ARRIVAL PAGE (CHECK)	
Lateral Revision (LSK By The Arrival Airport)	SELECT
APPR, STAR, TRANS and APPR VIA	ENTER
F-PLN A Page	CHECK
DES Wind Page	CHECK / ENTER
PERF CRUISE Page	CHECK
PERF DES Page	CHECK
PERF APPR PAGE (CHECK)	
QNH, Temperature and Wind at Destination	ENTER
Minimum	INSERT
Landing Config (Flaps)	AS REQD
Transition Altitude	AS REQD
PERF GO-AROUND PAGE (CHECK)	
THR RED ALT and ACC ALT	AS REQD
RADIO NAV PAGE (CHECK)	
Set NAVAIDS	AS REQD
SEC F-PLN Page	AS REQD
FMS Preparation	CHECK
LDG ELEV	CHECK



AUTO BRK (CHECK)	
On Short or Contaminated Runways	MED
On Long Runways	LOW
Approach Briefing	CONFIRM
TERR ON IND	AS REQD
Radar	ADJUST
Engine Anti-Ice	AS REQD
Wing Anti-Ice	AS REQD
Descent Clearance	OBTAIN
Cleared Altitude on FCU	SET

Descent	
DESCENT (INITIATE)	
Push ALT on FCU	MANAGED DESCENT
Pull ALT on FCU	OPEN DESCENT
PF MCDU	PROG/PERF PAGE
PM MCDU	F-PLN
Descent	MONITOR
Barometric Reference	SET
ECAM Status	CHECK



Below FL100/10,000 FT

Land Lights	ON
Seat Belts	ON
EFIS Option	CSTR
LS	AS REQD
RAD NAV AIDS	SELECT
Engine Start Selector	AS REQD
NAV Accuracy	CHECK

*Complete APPROACH CHECKLIST***Approach Checklist**

Briefing	CONFIRMED
ECAM Status	CHECKED
Seat Belts	ON
Baro Ref	SET
Minimum	SET
Engine Start Selector	AS REQD

Initial Approach

F-PLN Sequencing	ADJUST
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APPROACH PHASE (CHECK)

If Aircraft Flies Over DECEL Pseudo Waypoint	CHECK
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MANAGED SPEED (CHECK)

If ATC Requires Specific	CHECK
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Flight Path	MONITOR
Speed Brakes	AS REQD
Radar	ADJUST
NAV Accuracy	MONITOR

Intermediate / Final Approach	
TCAS Mode Selector	TA/RA
Flaps 1	ORDER
Flaps 1	SELECT
Flaps 2	ORDER
Flaps 2	SELECT
Landing Gear Down	ORDER
Landing Gear Lever	SELECT
Auto Brake	CONFIRM
Ground Spoilers	ARM
Nose Light	T.O.
RWY Turn Off Lights	ON
Flaps 3	ORDER
Flaps 3	SELECT
ECAM WHEEL SD Page	CHECK
Flaps Full	ORDER
Flaps Full	SELECT
A/THR	CHECK
Wing Anti-Ice	OFF
Sliding Table	STOW
Cabin Crew	ADVISE
Cabin Report	RECEIVE



LDG Memo	CHECK
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ILS Approach (LOC/GS)	
Approach Minimum	DETERMINE
APPR Push Button on FCU	PRESS
Both Autopilots	ENGAGE
LOC (Blue)	ARMED
G/S (Blue)	ARMED
LOC Capture	MONITOR
G/S Capture	MONITOR
Go-Around Altitude	SET
Land Mode	ENGAGED/ANNOUNCE
One Hundred Above	MONITOR OR ANNOUNCE
Minimum	MONITOR OR ANNOUNCE
IF VISUAL REFS ARE SUFFICIENT (CHECK)	
Continue	ANNOUNCE
Autopilot	AS REQD
IF VISUAL REFS NOT SUFFICIENT (CHECK)	
Go-Around	PERFORM



RNAV Approach	
For RNAV (GNSS) Approaches	CHECK
PROG PAGE (CHECK)	
Reference RWY in BRG/DIST Field	INSERT
APPR Push Button on FCU	AS REQD
APP NAV (Blue or Green)	ARMED/ENGAGED
FINAL (BLUE)	
PFD	CHECK
Blue Arrow on ND	CHECK
Final APP	ENGAGED
Go-Around Altitude	SET
One Hundred Above	MONITOR OR ANNOUNCE
Minimum	MONITOR OR ANNOUNCE
IF VISUAL REFS ARE SUFFICIENT (CHECK)	
Continue	ANNOUNCE
Autopilot	OFF
Flight Director	OFF
TRK FPA	SELECT
Runway Track	SET
IF VISUAL REFS NOT SUFFICIENT (CHECK)	
Go-Around	PERFORM AS REQD



Non-Precision Approach (TRK/FPA)

LATERAL GUIDANCE MODE (CHECK)

Use NAV	AS REQD
Use LOC	AS REQD
LOC Push Button	AS REQD
LOC / LOC B/C	ARMED

Lateral Path	INTERCEPT
TRK-FPA Push Button (BIRD)	SELECT
FPA for Final Approach	SET
FPA Selector	PULL
FPA Mode	ENGAGED
Go-Around Altitude	SET
One Hundred Above	MONITOR OR ANNOUNCE
Minimum	MONITOR OR ANNOUNCE

IF VISUAL REFS ARE SUFFICIENT (CHECK)

Continue	ANNOUNCE
Autopilot	OFF
Flight Director	OFF
TRK FPA	SELECT
Runway Track	SET

IF VISUAL REFS NOT SUFFICIENT (CHECK)

Go-Around	PERFORM AS REQD
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Landing Checklist

Cabin Crew	ADVISED
Auto Thrust	AS REQUIRED
Autobrake	AS REQUIRED
Missed Approach Altitude	SET
ECAM Memo	CHECK

Go-Around

Thrust Levers	TOGA
Rotation	PERFORM
Go-Around	ANNOUNCE
Flaps Lever	RETRACT ONE STAGE
FMA	ANNOUNCE
Positive Climb	ANNOUNCE
Landing Gear Up	ORDER
Landing Gear	SELECT
NAV or HDG Mode	AS REQD
Autopilot	AS REQD
Thrust Levers	CL
At F Speed Flaps 1	ORDER
Flaps 1	SELECT
At S Speed Flaps 0	ORDER
Flaps 0	SELECT
Ground Spoilers	DISARM
Nose Light	OFF
RWY TURN OFF Lights	OFF

Follow missed approach procedure



Complete CLIMB CHECKLIST TO THE LINE

After Landing

Ground Spoilers	DISARM
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Landing Lights Switch	OFF
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Strobe Lights	AUTO
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Nose Light	TAXI
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Other Exterior Lights	AS REQD
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Radar	OFF
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Predictive Windshear System (PWS)	OFF
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ENG Start Selector	NORM
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Flaps	Retract
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TCAS	STBY
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ATC	AS REQD
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APU	START
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Anti-Ice	AS REQD
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Brake Temperature	CHECK
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Brake Fans	AS REQD
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Complete AFTER LANDING CHECKLIST



After Landing Checklist

Flaps	RETRACTED
Spoilers	DISARMED
APU	START
Radar	OFF
Predictive Windshear System	OFF

Parking

ACCU PRESS Indicator	CHECK
Park Brake Handle	ON
Brakes PRESS Indicator	CHECK
Anti-Ice	OFF
APU Bleed Push Button	ON
All Engine Masters	OFF
Slide Disarmed	CHECK
Seat Belt Switch	OFF
Beacon Lights	OFF
Other Exterior Lights	AS REQD
Fuel Pumps	OFF
ATC	STBY

Complete PARKING CHECKLIST.



Parking Checklist

APU Bleed	ON
Engines	OFF
Seat Belts	OFF
Exterior Lights	AS REQUIRED
Fuel Pumps	OFF
Park Brake and Chocks	AS REQUIRED
Transponder	AS REQUIRED

Securing Aircraft

Park Brake	ON
Oxygen Crew Supply Push Button	OFF
ALL IR Mode Selectors	OFF
Exterior Lights	OFF
APU Bleed Push Button	OFF
EXT PWR Push Button	OFF
APU Master Switch	OFF
Emergency Exit Light Switch	OFF
Signs Switches	OFF
BATT 1, 2 & APU	OFF

Complete SECURING AIRCRAFT CHECKLIST.

Securing Aircraft Checklist

ADIRS	OFF
Oxygen	OFF



APU Bleed	OFF
Emergency Exit Lights	OFF
Signs	OFF
APU and Batteries	OFF

