

# Standard Checklists

## Airbus 320-232



**air septimanie**  
occitania - soi d'aqui !

### Receiving Aircraft

*Start here if aircraft is Cold & Dark*

- Logbook CHECK
- Thrust Levers IDLE
- Engine Master ½ OFF
- Gear Lever CHECK DOWN
- Wipers OFF
- Mode Selector NORM
- Parking Brake SET
- Flaps CHECK UP
- Spoilers RETRACTED
- Battery Switches ON
- External Power ON BUSSES
- Fuel Pumps ON
- ADIRS 1/2/3 ALIGN
- Hydraulic Pumps AUTO
- Avionics ON
- Air conditioning packs ON
- APU Bleed Air OFF
- Engine Bleed Air ½ AUTO
- Pitot Heat OFF
- Anti-Ice OFF
- Flight Directors ON
- ILS/GS Indicator ½ ON
- No Smoking ON
- Brightness SET

### Pre-Start

*Request IFR/VFR clearance*

- IRS Selector NAV/ARC
- Set ND range 10 NM
- NAV/LOGO Lights POS 1
- Strobe AUTO
- Engine/Instruments CHECK
- Fuel Request IN PROGRESS
- ATIS CHECK
- Altimeter SET/CHECK

- Transponder AUTO
  - Flight Plan LOADED
  - Cruise altitude SET
  - FMC Departure SET
  - Take-off Speeds V1/V2/VR
  - FLX TO AS REQUIRED
  - CLB SPD PRESEL AS REQUIRED
  - Initial Altitude SET
  - Align IRS in FMS CHECK
- Hold here until re-fuelling is complete*
- Weight/Balance CHECK

### Gate Departure – 5 minutes

- Fasten Seat Belts ON
  - Fuel Pumps ON
  - APU Master Switch ON
  - APU Start Button ON
- Wait until APU is running smoothly*
- APU running CHECK
  - External Power OFF
  - Doors CLOSED
  - Beacon ON
  - Taxi Lights TAXI
  - Wing Lights ON
  - NAV mode ARM
  - Managed speed ARM

### Push-back

*Request push-back*

- Hydraulic Elec Pump ON
- Parking Brake OFF
- Pedal Brakes RELEASED
- Taxi/Dep. Briefing COMPLETE

### Engine Start-up

- Hydraulic Elec Pump OFF
- Parking Brake SET

- Hydraulic Pumps CHECK AUTO
- APU Bleed Air ON
- Engine Area CLEAR
- Mode Selector IGN/START

*Start-up engines individually*

- Engine Master 2 ON
- At N2>25% Fuel Flow ON
- N1 increasing normal CHECK
- Oil Pressure CHECK
- N1 stable CHECK

- Engine Master 1 ON
- At N2>25% Fuel Flow ON
- N1 increasing normal CHECK
- Oil Pressure CHECK
- N1 stable CHECK

- APU Bleed Air OFF
- Engine Bleed Air ½ AUTO
- Anti-ice AS REQUIRED
- Pitot Heat ON
- Mode Selector NORM

### Before Taxi

- Altimeter/Instruments SET/CHECK
- Stand-by Instruments SET/CHECK
- Radios/Avionics SET/CHECK
- FCU SET/CHECK
- Autobrake MAX
- Flaps 1+F/2/3
- Spoilers ARMED
- Flight Controls CHECK
- Elevator Trim CHECK
- Rudder Trim CHECK
- Autopilot ARM/CHECK
- Autothrust ARM/CHECK
- Flight Directors CHECK ON
- ILS/GS Indicator ½ CHECK ON

*Request Taxi Clearance*

- Anti-ice AS REQUIRED
- Strobe CHECK AUTO/ON
- FMC messages CLEAR

### Taxi

- Parking Brake OFF
- Pedal Brakes RELEASED
- Taxi to runway MAX 25 KTS

### During Taxi

- Engine Instruments CHECK
- Nav Equipment SET/CHECK
- Auto Pilot SET/CHECK
- Pitot Heat ON/CHECK
- Cabin SECURE

*Request Take-Off Clearance*

- Landing Lights ON
- RW Turn-Off Light ON
- TO CONFIG CONFIRM
- Bird Strike Caution VISUAL/MAP

### Take-Off

- Pedal Brakes SET
- Taxi Lights TO
- Transponder ON/AUTO
- Transponder Alt Rpt. ON

*Increase thrust to 40% N1*

- Engine Spool-Up MONITOR

*Increase thrust to FLX/TOGA*

- Pedal Brakes RELEASED

*Cross-check at 80 KTS*

*Abort in case of problems prior to V1*



Flip Over For After Take-Off →

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### After Take-Off

*Touch brakes at positive rate of climb*

- Gear UP
- Autothrust ON

*At thrust reduction altitude*

- Thrust Levers CLIMB DETENT
- Spoilers RETRACTED
- Flaps UP AT F/S-Speed
- Autopilot ON/CHECK

### Climb-Out

- Autobrake CHECK OFF
- ATC CONTACT
- APU Master Switch OFF
- Taxi Lights OFF
- RW Turn-Off Light OFF
- Altimeter at TA 1013/2992
- Cabin Crew RELEASE
- Set ND range 40 NM
- Below 10,000 ft MAX 250 KIAS

### Climb – FL100 to FL180

*Increase speed to 300 KIAS at FL100*

- Landing Lights OFF
- Anti-ice OFF
- Fasten Seat Belts OFF
- Set ND range 80/160 NM

### Cruise Notes

*Maximum Cruise Speeds Reminder*

FL180 345KIAS FL240 335KIAS  
FL280 325KIAS FL330 0.82M

- Engine Instruments CHECK
- Radios/Frequencies SET/CHECK
- Autopilot NAV/CRZ
- Fuel Qty/Balance MONITOR

### In-Range/Top Of Descent

*Maximum Descent Speeds Reminder*

To FL280 0.82M To FL240 345KIAS  
To FL180 325KIAS To FL100 300KIAS  
Below FL100 250 KIAS

- ATIS CHECK
- Altimeter/Instruments CHECK
- Radios/Avionics SET/CHECK
- Anti-ice AS REQUIRED
- Fuel Qty/Balance CHECK
- Flaps CHECK UP
- Gear CHECK UP
- Approach Briefing COMPLETE

### Approach FL180 to FL100

- Set ND range maximum 40 NM
- Radios/Avionics SET/CHECK
- Fasten Seat Belts ON AT FL100
- Landing Lights ON AT FL100

*Reduce speed to 250 KIAS At FL100*

### Approach FL100 to LOC

- Set ND range either 10/20 NM
- Cabin Crew INFORM 10 MIN
- ATIS RE-CHECK
- Altimeter at TL SET/CHECK
- DH or MDA SET/CHECK
- ILS/GS Indicator ½ CHECK ON
- APU AS REQUIRED
- Spoilers ARMED
- Autobrake SET LO/MED
- Flaps PER SCHEDULE
- Nav Display At LOC ILS (ILS App only)
- Taxi Lights TO
- RW Turn-Off Light ON
- LOC Mode (ILS App) ARMED

### Landing

*Glide Slope active - VDEV/LDEV active*

- APPR Mode ARMED
- Glide Slope captured/Final NPA*
- Cabin SECURE
- Go-around altitude SET
- Gear DOWN
- Flaps 3/FULL
- Parking Brake OFF
- Decision Height CHECK

*At 1000ft AGL/500ft in visual conditions*

- Stable approach CHECK

### After Landing/Taxi To Ramp

- Spoilers RETRACTED
- Flaps UP
- Autobrake OFF
- Taxi Lights TAXI
- Landing Lights OFF
- RW Turn-Off Light OFF
- Strobe AUTO/OFF
- Transponder AUTO
- Elevator Trim NEUTRAL
- APU Master Switch ON
- APU Start Button ON

### Parking For Turn-Around

- Parking Brake SET
- Thrust Levers IDLE
- Engine ½ OFF
- Fasten Seat Belts OFF
- Beacon OFF
- Taxi Lights OFF
- Wing Lights OFF
- Request GPU CHECK
- Request Stairs CHECK

- IRS Selector NAV/ARC
  - When GPU available*
  - External Power ON BUSSES
  - Fuel Pumps OFF
  - Pitot Heat OFF
  - Anti-ice OFF
  - APU OFF
  - Doors release OPEN
- Go back to Pre-Start for next flight*

### Termination/Overnight

- Flight Directors OFF
- ILS/GS Indicator ½ OFF
- APU CHECK OFF
- Hydraulic Pumps OFF
- Strobe OFF
- NAV/LOGO Lights OFF
- No Smoking OFF
- Battery Switches OFF
- Air conditioning packs OFF
- Bleed air OFF
- Avionics OFF
- External Power AS REQUIRED



Flip Over For After Take-Off →