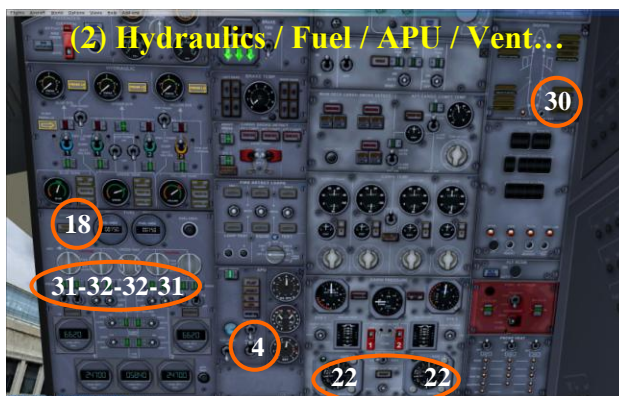


# SIMCHECK A300 — COLD AND DARK

(A first reading of A300B4-200 Normal Procedures is assumed)  
 Load a cold and dark FSX default Cessna 172 flight then load a pre-saved SimCheck A300B4-200 COLD AND DARK Startup Flight  
 Preferred aircraft variation and airport can then be loaded — Numbering scheme 1/1, 2/6, etc., = Step number/Panel number



(1) Overhead



(2) Hydraulics / Fuel / APU / Vent...



(3) Electrical / Pneumatics / Air Bleed



(4) Captain's Main Panel



(5) Communications



(6) Throttle and CDU/INS

1/1 Hide Yokes (Main Menu, Performance, Hide Yokes in VC) or click the shortcut on the left of the MMO switch (24/4). Check that panel states are <b>Cold and Dark</b> (Main Menu, Panel States, and click Cold and Dark. If no sound is heard, the panel states are OK).
2/6 Set Parking Brakes — Opening doors adds realism
3/3 Batteries to <b>NORM</b> (3 switches)
4/2 APU Master Switch and Fuel Pump <b>ON</b> , Control Sys to <b>NORM</b> then press <b>START</b>
5/3 Air Bleed—APU to <b>OPEN</b>
6/3 Elec Power—APU GEN <b>ON</b>
7/3 DC Normal Bus—ESS TR <b>ON</b>
8/3 AC—Rotate selector to <b>APU GEN</b>
9/3 Line 1, Transfer 1, Transfer 2, Line 2 all to <b>NORM</b>
10/1 A/Skid to <b>NORM</b> (no “R” light)
11/1 Yellow ACUU PRESS check if 3000 psi
12/1 COMPASS 1 switch to <b>SLAVED</b>

13/1 Nav Flt, No Smoking, Fasten Belts <b>ON</b>
14/1 Switch <b>ON</b> Radio Master Supply (SYS 1, ESS SYS, SYS 2) and HAS 1,3,2 (Heading and Attitude System)
15/4 Set Altimeter (press B) & STBY Altimeter manually
16/4 FD BARS switch <b>ON</b>
17/4 Depress FD1 then FD2 then disengage FD
18/2 Press REFUEL, turn sw <b>ON</b> (2 hr flight=50,500 lbs)
19/5 Tune COMM frequencies & Transponder code
20/1 Window Heat—Front LH/RH <b>LO</b> —Side LH/RH <b>ON</b>
21/3 Bleed Valves to <b>AUTO</b>
22/2 Cabin Pressure (both gauges) —Set intended Altitude, local <b>BARO</b> (QNH) and <b>RATE of CLIMB</b>
23/4 Ensure fuelling/defuelling is completed before proceeding. Push right knob on Weight Gauge to set current <b>Gross Weight</b> (or set manually based on load sheet). <b>Knob must not be lit</b> . If so, press Total Weight (left button) to turn light off.

24/4 Set MMO—336 000 lbs or below set at <b>0.86</b> (sw up) and if <b>above 336 000</b> lbs set at <b>0.82</b> (sw down)
25/4 Click centre of ASI to set V bugs automatically
26/4 N1 Computer—Select <b>FLX T.O.</b> (middle top button) and set <b>FLX Temp</b> at 40 deg. (assumed take-off temp)
27 Check that both Altimeters are set to latest baro press.
28 Obtain ATC pushback and/or start-up clearance
29/1 Beacon <b>ON</b> and check Parking Brakes are <b>ON</b> (2/6). Should Parking Brakes fail to engage, then the Yellow ACUU pressure (11/1) is too low. Press and hold the ELEC PUMP button to increase pressure above 1500 PSI.
30/2 Press <b>Door Test</b> button (black) (no amber light lit)
31/2 Set TANK 1A and 2A Pumps to <b>ON</b> (4 switches)
32/2 Set TANK 1 & 2 Pumps to <b>AUTO</b> (4 switches)
33/2 Set CTR Tank Pumps to <b>SHUT</b> (no fuel in CTR)
34/1 Set Pitch Feel and Rudder Travel to <b>ON</b>
35/3 Set TR1 and TR2 to <b>ON</b>



(1) Overhead



(2) Hydraulics / Fuel / APU / Vent...



(3) Electrical / Pneumatics / Air Bleed



(4) Captain's Main Panel



(5) Communications



(6) Throttle and CDU/INS

ENGINE START		PUSHBACK—Use 1 or 2 to turn the aircraft tail LEFT (1) or RIGHT (2) then apply Parking Brakes		57/4 Set Autobrakes to MAX	
36/1 Set Start Arm switch to ARM, turn Eng Start switch to START A or B, pull ENG 2 Start Button	37/6 When ENG 2 N2 is 20% turn ON ENG Fuel. Repeat STEPS 36 and 37 to start ENG 1	47/4 Press Recall on master warning panel (3rd from left). Check there is no Warning Light except Parking Brakes	48/6 Set Flaps and Slats for T/O, i.e., SLATS 8/FLAPS 0	58/4 Press Recall button on MWP to ensure no lights are ON then press TO INHI (just left of Recall) to prevent unimportant messages distracting the pilot during take-off	
On the Overhead Panel (1) set Start Arm switch back to Start Abort and turn Eng Start rotary switch to Crank	38/1 Set Nacelle Anti Ice to OPEN check Valve Disagree light goes on then off. Then set to CLOSE if not required	49/1 Turn Taxi light (Nose Take-off) ON	50/6 During Taxi phase, ARM Speed Brakes (click lower part of Speed Brake Lever or Shift-)	<b>TAKE OFF</b>	
39/1 Set WING DE ICE as required only once airborne	40/6 Set Pitch Trim in accordance with T/O data or UP2.8	51/6 Also during Taxi phase, Press TO CONFIG TEST. If Config Alarm sounds and red Config light goes ON on MWP, check Slat/Flap, Pitch Trim or Speed Brake setting	52/2 Check Brake Temp. If required, turn Brake Fan ON	• Apply Brakes—Increase throttles to approx 80% N1	• Release Brakes and press TOGA (59/4)
41/3 Set APU GEN to OFF, GEN1 and GEN 2 to ON	42/3 Set both PACK VALVES to AUTO	53/1 Once lined up, turn ON Landing lights and Strobes	53/1 Once lined up, turn ON Landing lights and Strobes	• Below 100kts, apply slight forward yoke pressure	• At V2 (yellow bug) start Rotating gradually from 3° to 15° nose up
43/3 Set APU BLEED to CLOSE RESET	44/2 Set APU Master Switch & Fuel Pump to OFF	54/4 Check HSI heading and recheck Speed, Heading and Altitude settings on AFCS (46/4)	54/4 Check HSI heading and recheck Speed, Heading and Altitude settings on AFCS (46/4)	• When Positive Rate of Climb is reached, retract GEAR and set gear lever to Neutral position	• Adjust pitch to maintain V2+10 to V2+20 (18° nose up)
45/1 Set both Yaw Damper and Pitch Trim to ON	46/4 On the AFCS (Auto Flight Control System) set initial CRS, SPEED, HEADING, and ALTITUDE	55/5 Transponder to TA, TCAS range to 5 or 10mm and right-bottom switch to ABOVE (not simulated)	55/5 Transponder to TA, TCAS range to 5 or 10mm and right-bottom switch to ABOVE (not simulated)	• Disarm Ground Spoilers (Speed Brakes—50/6)	• At 1700ft set CR thrust 60/4 (bottom-right button on N1 Computer) and maintain V2+10/20 (18° nose up)
		56/4 ARM Auto throttle	56/4 ARM Auto throttle	• Retract Flaps at Yellow Bug—At 3200ft lower nose to 10° increasing speed to Red bug—Engage Autopilot	