

A300-600 FLIGHT MANUAL

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Chapter 0-0

Introduction/Installation/Disclaimer

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A300-600 FLIGHT MANUAL

Chapter 0-1

Introduction

This is the manual for the Airbus 300-600 panel by Simon Topmann. The panel is strictly designed to work with the aircraft by Harald Nehring and Frank Weiss. It won't work correctly with other aircraft (especially flight models).

A300-600 FLIGHT MANUAL

Chapter 0-2

Installation

Simply unzip the archive into the panel folder of your A300-600 aircraft. Then move the Sound folder out of the panel folder into main FS directory.

That's it!

If you still have any problems or just want to say thank you visit our forum at HNAC.org

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Chapter 0-3

Disclaimer

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A300-600 FLIGHT MANUAL

Chapter 1-0

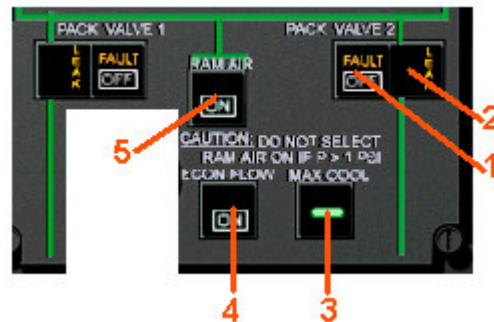
Air Conditioning / Pressurization

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Chapter 1-1

PACK SUPPLY Panel



1. PACK VALVE Switch

OPEN (extinguished):
Pack Valve is opened
pneumatically.

OFF:
Pack Valve is closed
electrically.

FAULT: Light Test only!

2. PACK VALVE FLOW BAR

Illuminated:
Valve is open

3. MAX COOL Switch

This is a dummy switch!

4. ECON FLOW Switch

This is a dummy switch!

5. RAM AIR Switch

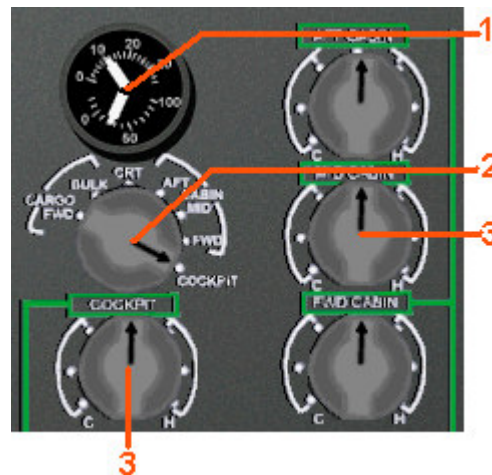
ON:
Ram Air Inlet is open if no Pack
is operating.

OFF (extinguished)
Ram Air Inlet is closed.

A300-600 FLIGHT MANUAL

Chapter 1-2

COMPT TEMP Panel



1. **COMPT DUCT TEMP Indicator**

The COMPT DUCT TEMP Indicator displays the air temperature in the selected zone and the associated duct.

2. **COMPT DUCT TEMP Selector**

Sets the zone displayed on the COMPT DUCT TEMP Indicator.

3. **COMPT TEMP Selectors**

Sets the Temperature for the associated zone.

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Chapter 1-3

LANDING ELEVATION Panel



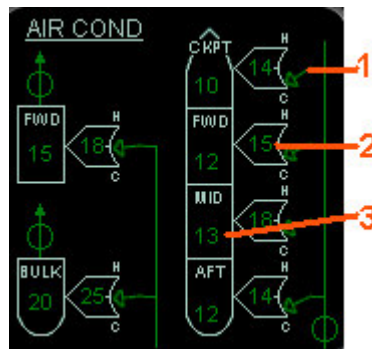
LANDING ELEVATION Sel

Sets the landing elevation reference.

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Chapter 1-4

AIR COND/CRUISE



1. TRIM AIR VALVE Position

H = fully open
C = fully closed

2. DUCT TEMPERATURE

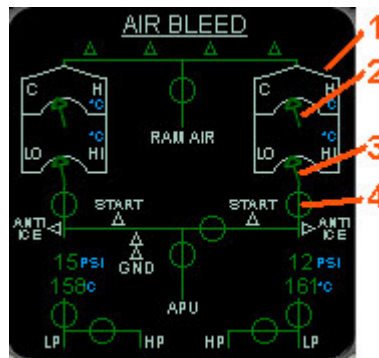
3. COMPT TEMP

Ambient air temperature in the respective zone.

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AIR BLEED



1. PACK Symbol

Changes to amber if the pack pressure drops below a preset value.

4. PACK VALVE Position

GREEN - Valve open.

AMBER – Valve closed.

2. TURBINE BYPASS VALVE Position

Changes to amber if the valve pressure drops below a preset value.

3. PACK FLOW

Changes to amber if the pack pressure drops below a preset value.

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Chapter 1-6

CAB PRESS



1. CABIN DIFFERENTIAL Press
2. CABIN VERTICAL SPEED
3. CABIN ALTITUDE
4. OUTFLOW VALVE Position

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Chapter 2-0

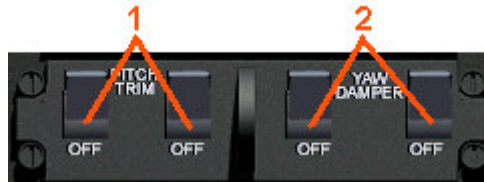
AUTOFLIGHT

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Chapter 2-1

PITCH TRIM/YAW DAMPERS



1. PITCH TRIM LEVERS

Note:

It is required to at least one Pitch Trim lever in order to activate the autopilot.

2. YAW DAMPER LEVERS

Note:

Yaw Dampers can only be engaged when at least one Pitch Trim lever is engaged.

A300-600 FLIGHT MANUAL

Chapter 2-2

FD SWITCH



1. FLIGHT DIRECTOR SWITCH

ON:

Both FD bars are visible on the PFD.

The FD is automatically engaged, if the autopilot is activated.

OFF:

Both FD bars are cleared from the PFD

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Chapter 2-3

FLIGHT CONTROL PANEL



1. A/THR Switch

ON:
Autothrottle system (ATS) is engaged.

Vertical mode engaged:

ATS switches to SPD/MACH mode.

No vertical mode engaged:

ATS switches into THR mode and holds maximum % N1 controlled by TRC.

OFF:
Autothrottle system (ATS) is disengaged.

2. SPD/MACH KNOB

Rotating the knob sets the target speed for the ATS in SPD/MACH mode.

3. SPD/MACH Switch

Pressing the switch changes the ATS from SPD mode to MACH mode and vice versa.

4. SPD/MACH Window

Displays the SPD/MACH target.

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Chapter 2-3

FLIGHT CONTROL PANEL (Cont'd)

5. **ALT SEL Window**

Range: 40,000 ft

Displays selected altitude target.

6. **ALT SEL Knob**

Sets the altitude target.

7. **HDG SEL Window**

Range: 0° to 359°

Displays selected heading target.

8. **HDG SEL Knob**

Sets the heading target.

9. **V/S Window**

Range: -60 to +60 (FPM x 100)

Displays V/S target.

The window is dashed when the V/S target is 0.

10. **V/S Knob**

Sets the V/S target.

11. **AP ENGAGE LEVERS**

Engages/disengages AP if engagement conditions are met.

If one condition is lost, the lever trips back into the OFF position.

Engagement conditions:

- Yaw Dampers engaged
- both Pitch Trim systems activated
- all 3 hydraulic systems activated

12. **Vertical Mode Switches**

Alt Hld: Holds the preset altitude target.

The other two switches are currently not clickable.

13. **Lateral Mode Switches**

Hdg Sel: Holds preset heading target.

NAV: Holds GPS flightplan.

V/L: Holds VOR on a preset radial.

LAND: Arms G/S and LOC modes.

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Chapter 3-0

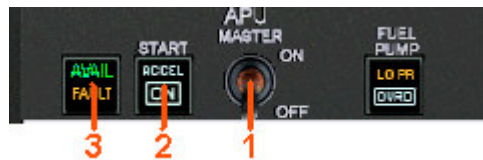
AUXILIARY POWER UNIT (APU)

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Chapter 3-1

APU START PANEL



1. APU MASTER Switch

ON:
Activates power supply to APU start, running and protection systems.

Arms start systems.

OFF:
Initiates APU shutdown.

3. AVAIL/FAULT Light

Avail:
95% RPM is reached.
APU RUNNING displayed on MEMO display

Fault:
Just for Lighttest.

2. APU START Switch

ON:
Starter engaged.

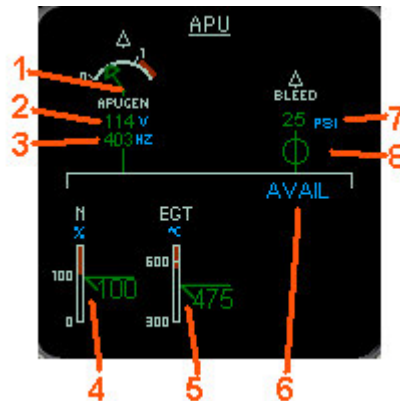
Note:
At least on pump of one left fuel tank or the left center fuel tank pump needs to be running to start the APU.

OFF (extinguished):
Starter is shut down.

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Chapter 3-3

APU



1. **APU GEN LOAD Indication**

6. **AVAIL Indication**

Displayed if N1 is above 95%

2. **APU GEN VOLTAGE Indication**

7. **APU BLEED PRESSURE Indication**

OFF replaces the voltage indication when APU GEN switch is selected OFF.

Does not display if APU bleed valve is closed.

3. **APU GEN FREQUENCY Indication**

8. **APU BLEED AIR VALVE Indication**

OFF replaces the frequency indication when APU GEN switch is selected OFF.

GREEN – Valve open.

AMBER – Valve closed.

4. **APU N1 Indication**

5. **APU EGT Indication**

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Chapter 4-0

COMMUNICATIONS

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Chapter 4-1

VHF RADIOS



1. Frequency Selectors

Selects the VHF standby frequency
(only the right one is active)

2. Frequency Windows

The right window indicates the selected VHF standby frequency.

The left window indicates the active VHF frequency.

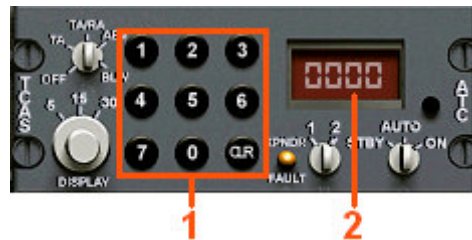
3. Frequency Transfer Switch

Transfers the standby frequency to the active and vice versa.

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Chapter 4-2

TRANSPONDER



1. Keypad

The keypad is used to dial the transponder code.
To dial a new code:

- press the CLR button
- type the new code

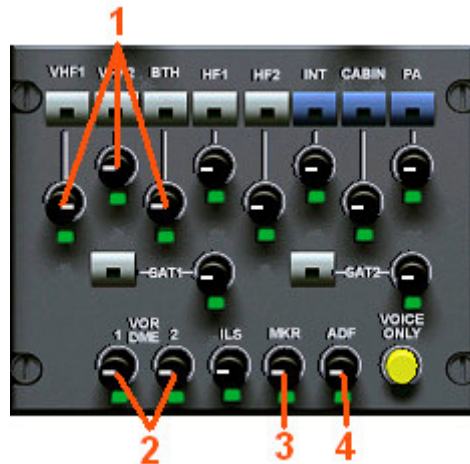
2. Code Window

Displays the current transponder code.

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Chapter 4-3

AUDIO PANEL



1. **Transmit Selectors**

Click one selector to use the respective radio for transmitting.

Click the BOTH selector to use both radios for receiving.

2. **VOR/DME INDENT Selector**

Click one selector to monitor the identification morse code of the respective NAV radio.

3. **Marker Selector**

Click the selector to activate the marker beacon sound.

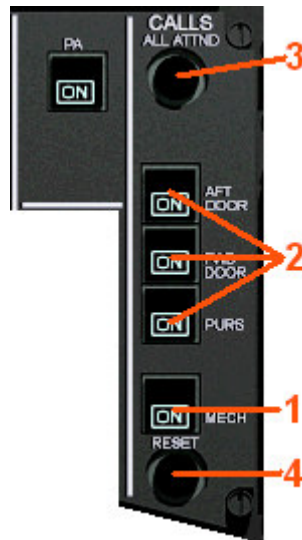
4. **ADF Selector**

Click the selector to monitor the identification morse code of the ADF radio.

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Chapter 4-4

CALLS



1. Mech Call Button

This button toggles the ground service panel.

When the parking brake is released, the button is inhibited.

4. Reset Button

Resets all Station Call buttons.

2. Station Call Button

These buttons are fake, but the ON legend comes on when they are clicked.

The Station Call buttons must be reset using the reset button (4).

3. Call Button

Activates all Station Call buttons.

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Chapter 5-0

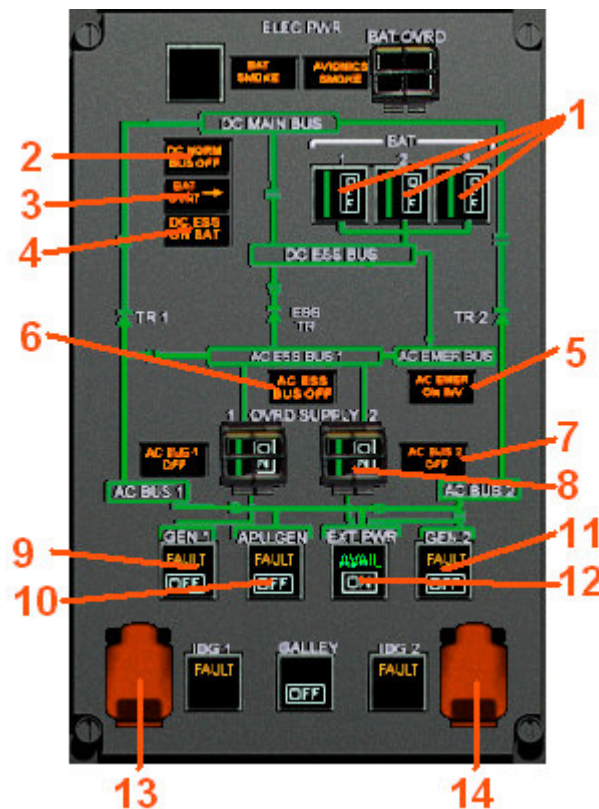
ELECRTICAL

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Chapter 5-1

ELECTRICS PANEL



1. Battery Switches

The three batteries power the DC ESS BUS.
When the battery is connected, a green flow bar is displayed.

3. BAT OVHT Light

This is a dummy light.

2. DC NORM BUS OFF Light

Illuminated:
DC NORM BUS is not powered.

4. DC ESS ON BAT Light

Illuminated:
DC ESS BUS is powered by batteries.

5. AC EMER ON INV Light

9. GEN 1 Switch

- | | |
|--|--|
| <p>Illuminated:
AC EMER BUS is powered by the inverter from the DC ESS BUS.</p> | <p>OFF:
Generator is disconnected from AC BUS 1.</p> <p>FAULT:
Low generator RPM.
Inhibites if generator switch is selected to OFF.</p> |
| <p>6. AC ESS BUS OFF Light</p> <p>Illuminated:
AC ESS BUS is not powered.</p> | <p>10. APU GEN Switch</p> <p>OFF:
APU GEN is disconnected.</p> <p>FAULT:
Low generator RPM.</p> |
| <p>7. AC BUS 1 OFF Light</p> <p>Illuminated:
AC BUS 1 is not powered.</p> | <p>11. GEN 2 Switch</p> <p>OFF:
Generator is disconnected from AC BUS 2.</p> <p>FAULT:
Low generator RPM.
Inhibites if generator switch is selected to OFF.</p> |
| <p>8. OVRD SUPPLY Switch</p> <p>One ON:
AC ESS BUS is directly supplied by the appropriate generator.</p> <p>Both ON (Smoke Drill):
-AC BUS 1 unpowered
-AC BUS 2 unpowered
-AC ESS BUS directly supplied by generator 1.
-Generator 2 is in standby.</p> | <p>12. EXT PWR Switch</p> <p>ON:
External power is connected to both AC Buses</p> <p>AVAIL:
External power is connected.</p> |
| <p>13. CSD 1 DISC Switch</p> | <p>14. CSD 2 DISC Switch</p> |

Disconnects CSD 1 from generator.

Caution:

The CSD can be reconnected only on ground.

Disconnects CSD 2 from generator.

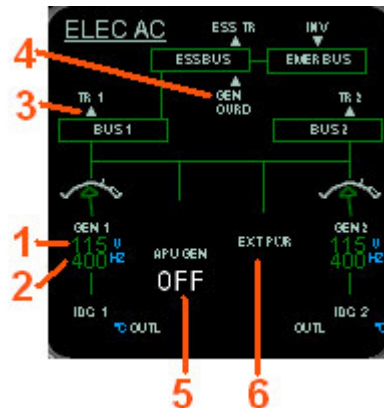
Caution:

The CSD can be reconnected only on ground.

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Chapter 5-2

AC DISPLAY



1. GEN VOLTAGE Indication

Indication is replaced by OFF.

4. GEN OVRD Indication

The number of the generator which supplies the AC ESS BUS is added.

When only GEN OVRD displays, the override function is switched off.

2. GEN FREQUENCY Indication

Indication is not displayed when GEN Switch is selected off.

5. APU GEN Indication

Indication is similar to the Engine Generator indication.

3. TRANSFORMER UNIT

Changes to amber when power supply is lost.

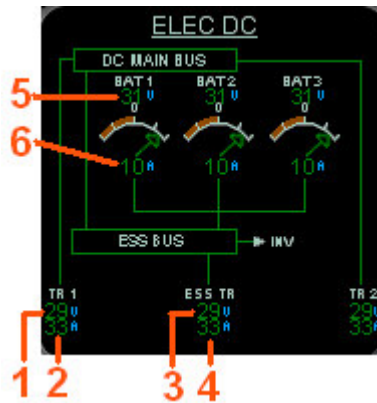
6. EXT PWR Indication

Indication is similar to the Engine Generator indication.

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Chapter 5-3

DC DISPLAY



- | | |
|-----------------------------------|-----------------------------------|
| 1. TR UNIT VOLTAGE Indication | 4. ESS TR UNIT CURRENT Indication |
| 2. TR UNIT CURRENT Indication | 5. BAT VOLTAGE Indication |
| 3. ESS TR UNIT VOLTAGE Indication | 6. BAT CURRENT Indication |

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FLIGHT CONTROLS

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Chapter 6-0

FLIGHT CONTROLS

primary:

- single piece rudder
- elevators, located on a trimable tailplane (stabilizer, trimrange: -3 <-> +14 degrees)
- allspeed ailerons, located on the inner wing trailing edge, no outboard low speed ailerons
do exist (the old A300B2/4 had them)

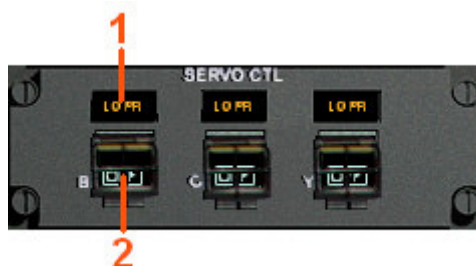
secondary:

- 7 spoiler each wing with multiple speedbrake / ground / roll spoiler function
 - the 5 inner are used as speedbrake
 - the 5 outer are used as rollspoiler
 - all seven as groundspoiler, when armed or reverse thrust is set
- leading edge slats, in conjunction with a Krueger / notch flap in the wingroot
- drooping allspeed ailerons, when slats extended
- single slotted trailing edge flaps

A300-600 FLIGHT MANUAL

Chapter 6-1

SERVO CONTROLS



1. LO PR Light

Illuminated:

Low hydraulic pressure is low downstream of the Servo Control Valve

2. SERVO CTL Switch

OFF:

Actuators downstream of the valve are deactivated.

SERVO CTL Valves are displayed on the HYD ECAM Page.

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Chapter 6-2

AILERON/RUDDER TRIM



1. AIL TRIM Switch

The aileron trim works electrically. Holding the switch to the left or the right energizes the system and trims the aileron to the corresponding direction.

4. RUD TRIM RESET Switch

ON:
The rudder trim is moved to neutral. Pressing the switch a 2nd time cancels the movement.

2. RUD TRIM Rotary Selector

The rudder trim works electrically. Holding the spring loaded selector to the left or the right energizes the system and trims the rudder to the corresponding direction. When the switch is released, it moves back to the center position.

3. RUDDER TRIM Position Indicator

A300-600 FLIGHT MANUAL

Chapter 6-3

PITCH TRIM



1. GREY BAND

Indicates the Pitch Trim position in degrees.

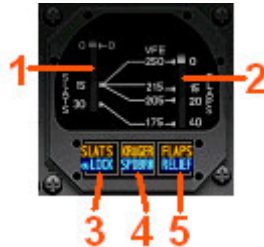
2. GREEN BAND

Indicates the take off pitch trim setting for the C/G which is indicated on the green band.

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Chapter 6-4

SLATS/FLAPS POSITION INDICATOR



1. **SLATS Positon Indicator**

4. **SPD BRAKE Light**

Illuminates when the Speed Brake lever is moved out of the RET position.

2. **FLAPS Positon Indicator**

5. **LOAD RELIEF Light**

3. **ALPHA LOCK Light**

Indicates an activation of the ALPHA LOCK function.

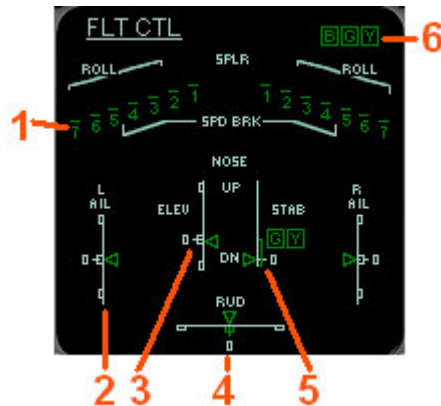
SLAT retraction below 15° at an excessive angle of attack (above 12°) is inhibited.

When the function is activated, the light flashes.

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Chapter 6-5

FLT CTL



1. SPLR Position Indicator

Arrow:

SPLR extended

No Arrow:

SPLR retracted

Amber symbol:

SPLR failure

4. RUDDER Position Indicator

2. AILERON Position Indicator

Note, that the aileron droops down, when the slats are extended.

5. ELEV TRIM Position Indicator

3. ELEVATOR Position Indicator

6. B,G,Y Symbol

Green:

Sufficient servo control hydraulic pressure.

Amber:

Low servo control hydraulic pressure.

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FLIGHT INSTRUMENTS

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Chapter 7-1

EFIS Control Panel



1. **FD Switch**

Displays the FD bars on the PFD.

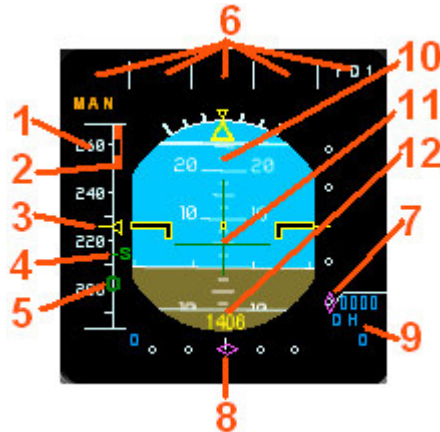
2. **VOR/NAV/ILS Switch**

Selects the source for course deviation display on PFD/ND.

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Chapter 7-2

Primary Flight Display



1. **SPD Tape**

2. **SPD Limit**

3. **SPD Index**

4. **Slat Retraction minimum speed**

Also displayed for flaps.

5. **Green Dot Marker**

Indicates optimum IAS.

6. **Flight Mode Annunciator**

Displays active AP modes.

7. **Vertical Deviation Indicator**

Indicates vertical deviation from glide slope.

8. **Horizontal Deviation Indicator**

Indicates horizontal deviation from localizer.

9. **Decision Height**

10. **Attitude and Bank Scale**

11. **FD Bars**

12. **Radio Altimeter**

The indication turns red below DH.

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Chapter 7-3

Altimeters



1. ALT Window

Indicates the altitude in

- Ten Thousands
- Thousands
- Hundreds
- Twenties

Below FL 100, the ten thousands indication is covered by a flag.

2. ALT Pointer

3. BARO Set Counters

Display the current barometric setting.

Left display in millibars.

Right display in inches of mercury.

4. BARO Set Knob

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Chapter 7-4

Vertical Speed Indicator



1. **VSI Pointer**

Indicates vertical speed in fpm.

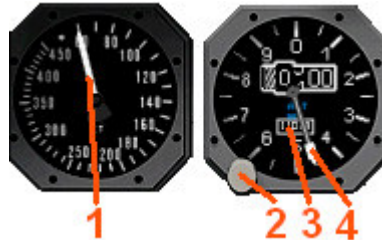
2. **VSI Flag**

Indicates a power loss at the VSI.

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Chapter 7-5

Standby Airspeed Indicator/ Standby Altimeter



1. **ASI Pointer**

Indicates indicates airspeed
(IAS)

4. **Stby ALT Pointer**

2. **Stby Altimeter BARO Knob**

This is a dummy.
The BARO setting is changed
by the main altimeter BARO
knob.

3. **Stby Altimeter BARO Set
Counter**

Display the current barometric
setting.
Display in millibars.

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Chapter 8-0

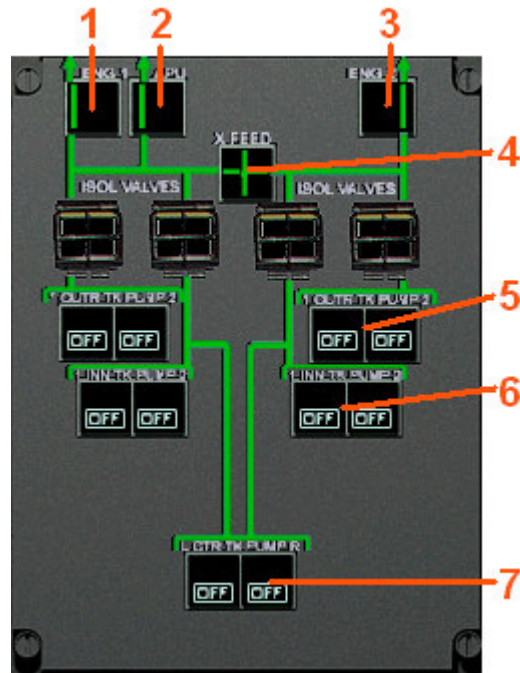
Fuel System

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Chapter 8-1

Fuel Panel



- ## 1. ENG1 LP Valve

Indicates position of ENG1 fuel LP valve.
The valve is operated by ENG1 FIRE handle.

- ### 3. ENG2 LP Valve

Indicates position of ENG2 fuel LP valve.
The valve is operated by ENG2 FIRE handle.

- ## 2. APU LP Valve

Indicates position of APU fuel LP valve.
The valve is operated by APU FIRE handle.

- #### 4. Fuel X-FEED Switch

Flowbar inline:
Crossfeed valve is open.

Flowbar crossline:
Crossfeed valve is closed.

5. **OUTR TK PUMP 2 (1) Switches**

ON:
Fuel pump operates.

OFF:
Fuel pump is off.

6. **INNER TK PUMP 2 (1) Switches**

ON:
Fuel pump operates.

OFF:
Fuel pump is off.

7. **CTR TK PUMP 2 (1) Switches**

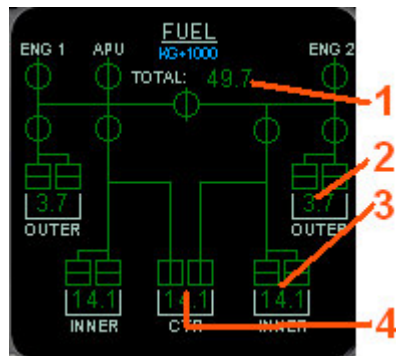
ON:
Fuel pump operates.

OFF:
Fuel pump is off.

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FUEL Page



1. TOTAL Fuel Indication

3. INNER Fuel Pump Symbols and Fuel Indication

2. OUTER Fuel Pump Symbols and Fuel Indication

4. CENTER Fuel Pump Symbols and Fuel Indication

A300-600 FLIGHT MANUAL

Chapter 9-0

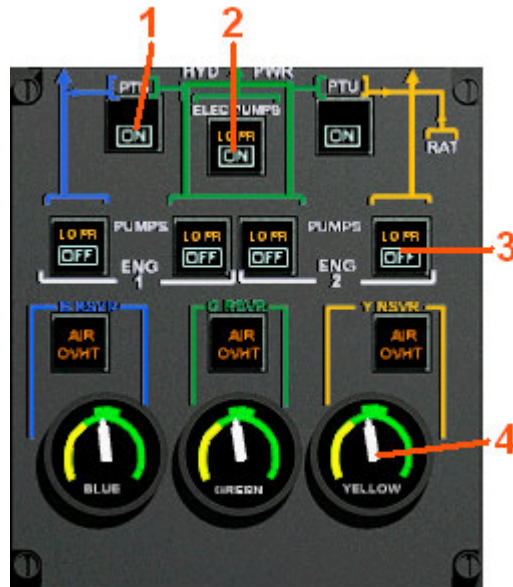
Hydraulic System

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<u>Controls & Indicators</u>	---	---
Hydraulic Panel	9-1	50
<u>ECAM System Display</u>	---	---
HYD Page	9-2	51

A300-600 FLIGHT MANUAL

Chapter 9-1

Hydraulic Panel



1. PTU Switches

ON:
PTU transfers power to blue (yellow) system as power is available from the green system.

3. ENG PUMP Switches

ON:
Armed for power generation.

LO PR:
Pump is armed, but delivery pressure is low.

2. ELECTRIC PUMPS Switch

ON:
Electric pumps are activated and supply pressure to the green system.

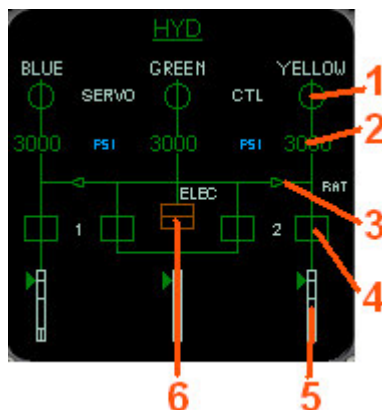
4. RESERVIOR QUANTITY Indicator

Indicates hydraulic reservoir fluid level of the associated system.

A300-600 FLIGHT MANUAL

Chapter 9-2

HYD Page



1. SERVO VALVE Indication

For description refer to the Flight Controls chapter.

4. ENGINE PUMP Indication

ON (vertical, green):
Pump is activated and delivery pressure is normal.

OFF (horizontal, amber):
Pump is selected off.

2. SYSTEM PRESS Indication

Indication turns amber, when associated system pressure is below ~1400 PSI.

5. RESERVOIR LEVEL Indication

Indicates hydraulic reservoir fluid level of the associated system.

3. PTU Indication

ON (symbol filled):
PTU is in Operation

OFF (hollow symbol):
PTU is disarmed.

6. ELECTRIC PUMP Indication

ON (vertical, green):
Pump is activated and delivery pressure is normal.

OFF (horizontal, amber):
Pump is selected off.

A300-600 FLIGHT MANUAL

Chapter 10-0

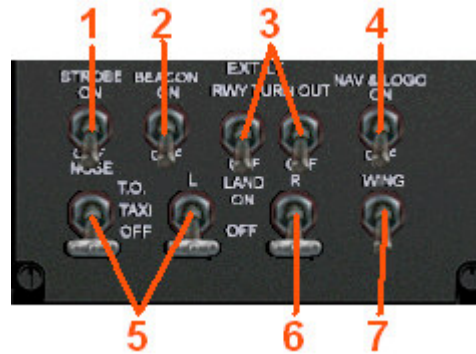
Lightning

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A300-600 FLIGHT MANUAL

Chapter 10-1

Exterior Lightning



1. STROBE Switch

ON:
Strobe lights flash.

4. NAV/LOGO Switch

ON:
The red/green navigation lights and the lights illuminating the rudder are activated.

2. BEACON Switch

ON:
Two beacon lights flash.
One on top and one below the fuselage.

5. NOSE Switch

ON:
Activates taxi lights on the nose gear strut.

3. RWY TURN OUT Switches

Dummy

6. LANDING LIGHT Switches

ON:
Activates a landing light below each wing.

A300-600 FLIGHT MANUAL

Chapter 10-2

Cockpit Lightning

Background:

Is activated by the switch labeled PANEL on the overhead panel below the hydraulic panel

Bright Flood (Storm):

Is activated by the switch labeled STORM on the overhead panel below the hydraulic panel.

Dark Flood (Flood):

Is activated by the round switch on the left glareshield.

Glareshield integral:

Is activated by the round switch below the glareshield.

Note:

Both floodlights are dimmable by turning the round light switch on the glareshield.

A300-600 FLIGHT MANUAL

Chapter 11-0

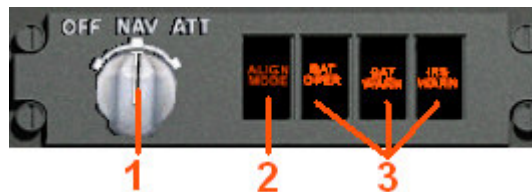
Navigation

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Inertial Navigation System (IRS)	11-1	56
Navigation Display	11-2	57
VOR System	11-3	59
ADF System	11-4	60

A300-600 FLIGHT MANUAL

Chapter 11-1

Inertial Navigation System



1. **Mode Selector**

OFF:

Associated IRS unit is switched off.

NAV:

IRS unit is running and supplying data to the flight instruments.

2. **ALIGN MODE Light**

Illuminated during align procedure.

3. **Warning Lights**

Dummys, except for BAT OPER Light.

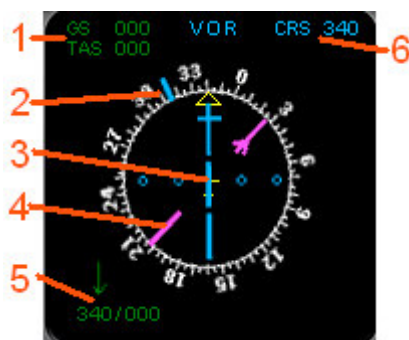
It is illuminated when the IRU is operated by the batteries and during the self-test. The test is executed at the beginning of the alignment procedure.

A300-600 FLIGHT MANUAL

Chapter 11-2

Navigation Display

ROSE Mode



- ## 1. Speed Indication

Groundspeed (GS) and true
airspeed (TAS) indication.
GS is only visible with at least
one IRU aligned.

- #### 4. ADF 1 Indication

Points to the station tuned in the
ADF1 receiver.5

- ## 2. AP Heading Index

- ## 5. Wind Display

- ### 3. CDI

Displays lateral deviation from the NAV 1 localizer or VOR signal.

The CDI is cleared when NAV mode is selected.

- ## 6. Course Display

The course display is cleared when NAV mode is selected.

ARC Mode is identical to ROSE Mode except only a part of the compass rose and no ADF information is displayed.

A300-600 FLIGHT MANUAL

Chapter 11-2

Navigation Display MAP Mode



1. Speed Indication

Groundspeed (GS) and true airspeed (TAS) indication. GS is only visible with at least one IRU aligned.

4. Distance Rings

2. Waypoint Information

Displays IDENT, heading to and distance from the next waypoint. If no flightplan is loaded, dashes are displayed.

5. Wind Display

3. AP Heading Index

6. Vertical Deviation Display

Displays deviation from the vertical flightpath entered in the autopilot

Different display modes and settings can be selected through the EFIS panel on the glareshield.

A300-600 FLIGHT MANUAL

Chapter 11-3

VOR System



1. DME Indication

Displays distance to the tuned VOR station.

2. VOR Pointers

VOR1 is indicated by the thin pointer
And VOR2 is indicated by the hollow pointer.

3. VOR Radio

The outer rotary changes the frequency in front of the decimal point.

The inner rotary changes the frequency behind the decimal point.

4. COUSE Selector

Changes the reference course of VOR1.
The reference course for VOR2 is disabled.

The VOR frequency can also be entered on the PROG page of the FMC.

A300-600 FLIGHT MANUAL

Chapter 11-4

ADF System



ADF Indicator

Orange arrow indicates heading to the tuned ADF1 station.

Green arrow indicates heading to the tuned ADF2 station.

ADF Radio

The outer rotary changes the frequency in front of the decimal point.

The inner rotary changes the frequency behind the decimal point.

A300-600 FLIGHT MANUAL

Chapter 12-0

Engine CF6

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Engine Start Panel	12-2	64
<u>ECAM System Display</u>	---	---
ENG Page	12-3	65

A300-600 FLIGHT MANUAL

Chapter 12-1

Engine Instrumentation



1. N1 Command Pointer

Indicates throttle movement as commanded by pilot or ATS.

2. N1 Limit Pointer

Indicates maximum N1 as computed by TRC or set manually.

3. N1 Digital + Analog Indication

Indicates N1 in percent.
Digital counter displays dashes if N1 is below 15%.

4. EGT Digital + Analog Indication

Indicates Engine Exhaust Gas temperature in °C

5. **N2 Digital + Analog Indication**

Indicates N2 in percent.

6. **FF Analog Indication**

Indicates fuel flow in kg/h x 1000

7. **FU Indication**

Indicates fuel used by the corresponding engine since engine start in kg x 1000.

8. **Oil Pressure**

Indicates engine oil pressure in psi

9. **Oil Temperature**

Indicates engine oil temperature in °C

A300-600 FLIGHT MANUAL

Chapter 12-2

Engine Start Panel



1. Start Switch

ARM:

Illuminates if the Ignition Selector is moved out of the OFF position.
Start systems are energized.

OPEN:

Start valve of the corresponding engine is open.

2. Ignition Selector

START A/B:

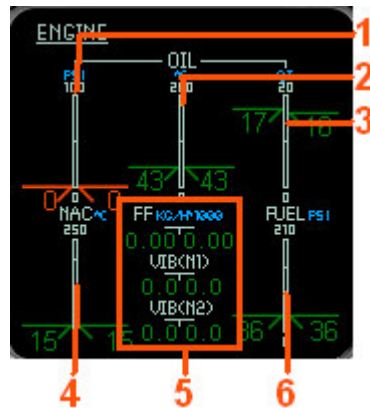
Enables the Start switches.

All other positions are ,dummy‘

A300-600 FLIGHT MANUAL

Chapter 12-3

ENG Page



- | | |
|--|---|
| 1. Oil Pressure indication
Indicates oil pressure in psi | 4. Nacelle Temperature
Indicates nacelle temperature in °C |
| 2. Oil Temperature Indication
Indicates oil temperature in °C | 5. Fuel Flow and Vibration Indications |
| 3. Oil Quantity Indication | 6. Fuel Pressure
Indicates fuel pressure in psi |

A300-600 FLIGHT MANUAL

Chapter 13-0

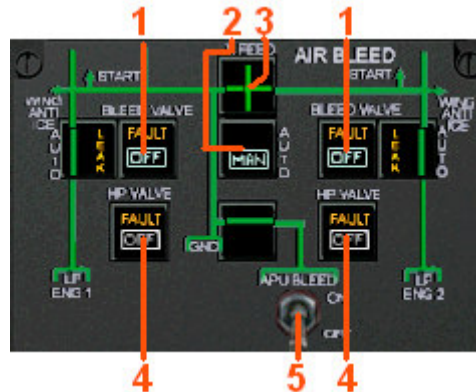
Pneumatics

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BLEED Page	13-2	68

A300-600 FLIGHT MANUAL

Chapter 13-1

Engine Bleed Air Panel



1. BLEED VALVE Switch

OFF:
Corresponding engine bleed valve is closed.

2. XFEED AUTO Switch

XFEED valve opens when:
-APU BLEED valve is open
-one eng bleed valve is closed

3. XFEED Switch

Toggles XFEED valve then
XFEED AUTO switch is in MAN position.

4. HP VALVE SWITCH

Corresponding engine high pressure valve is closed
Note: These are dummys

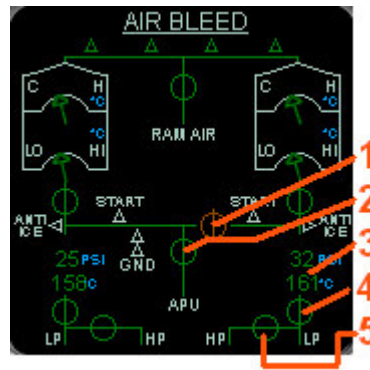
5. APU BLEED Switch

Toggles APU BLEED valve.

A300-600 FLIGHT MANUAL

Chapter 13-2

BLEED Page



1. XFEED VALVE position
2. APU BLEED Valve position
3. L/R Duct pressure and temperature indication
4. ENG BLEED Valve position
5. HP VALVE position

A300-600 FLIGHT MANUAL

Chapter 14-0

Landing Gear and Brakes

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Auto Brake	14-2	71
<u>ECAM System Display</u>	---	---
WHEEL Page	14-4	72

A300-600 FLIGHT MANUAL

Chapter 14-1

Gear Position Indicators



DOOR light:

Landing Gear doors unlocked

UNLK light:

Landing Gear unlocked

ARROW light:

Landing Gear down and locked

A300-600 FLIGHT MANUAL

Chapter 14-2

Auto Brake



1. MAX Switch

Sets Auto Brake to maximum setting.
On ground, it sets the Auto Brake to RTO.

2. MED Switch

X Sets Auto Brake to medium setting.

3. LO Switch

Sets Auto Brake to low setting.

4. Brake Selector

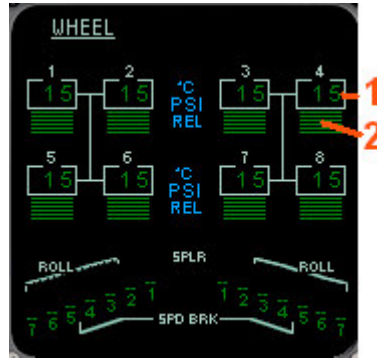
NORM-ON:
Brakes are operating normal on green system.

ALTN-OFF:
Brakes operate on yellow system, anti skid and autobrake functions are disabled.

A300-600 FLIGHT MANUAL

Chapter 14-3

WHEEL Page



1. Brake Temperature

Indicates brake temperature in
°C

2. Brake Release Bars

Bars appear when the brakes
are released while the aircraft is
moving.

A300-600 FLIGHT MANUAL

Appendix 1

Cockpit Preparation Checklist	
ANN LT	TEST
NO SMOKING Switch	AUTO
SEAT BELT Switch	ON
HYD PWR Panel	CHECK
SERVO CTL Panel	CHECK
EXT LT Panel	SET
PITCH TRIM Levers	ON
YAW DAMPER Levers	ON
ELEC PWR Panel	CHECK
ENGINE Panel	CHECK
FUEL Panel	SET
PROBE HEAT	ON
EMER EXT LIGHT	ARM
AIR BLEED Panel	CHECK
COMP TEMP Panel	CHECK
EFIS Control Panel	CHECK
FCP	CHECK
RMI	CHECK
PFD	CHECK
ND	CHECK
Altimeter	SET
VSI	CHECK
ADF	CHECK
Standby Horizon	CHECK
Standby Altimeter	CHECK
SFPI	CHECK
BRAKE Pressure	CHECK
Parking Brake	SET
AUTO BRK Switches	EXTINGUISHED
REV Lights	EXTINGUISHED
LANDING ELEVATION	SET
SPD BRAKE Handle	RET
Fuel Levers	OFF
RUD TRIM	0°

Before Start Checklist	
IRS	ALIGNED
Overhead Panel	CHECK (no white lights)
RADIOS	SET (for departure)
ALTIMETERS	CHECK & SET
Parking Brake	SET
Briefing	COMPLETED
BEACON	ON
DOORS	CLOSED

After Start Checklist	
ANTI ICE	AS REQUIRED
ELEC PWR Panel	CHECK
IGNITION Selector	OFF
APU MASTER Switch	OFF
APU BLEED Switch	OFF
APU GEN Switch	OFF

Before Takeoff Checklist	
Parking Brake	CHECK
Autopilot	CHECK
SLATS/FLAPS	SET
AUTO BRK Switches	MAX
TRP	SET
SPD BRK	ARMED
Flight Controls	CHECK
TRIM	SET

After Takeoff Checklist	
SLATS/FLAPS	UP
LDG GEAR Lever	NEUTRAL & NO LIGHTS
SPD BRK	RET
ALTIMETERS	CHECK & SET
Parking Brake	SET
Briefing	COMPLETED
Beacon	ON
Doors	CLOSED

Descend Checklist	
SEAT BELT Switch	ON
LIGHT Switches	ON
ECAM RCL	CHECK

Approach Checklist	
Briefing	COMPLETED
VOR/NAV/ILS Switch	ILS
RADIOS	SET
ALTIMETERS	SET

Before Landing Checklist	
LIGHTS	AS REQUIRED
AUTO BRK	AS REQUIRED
SPD BRK	ARMED
LDG GEAR	DOWN & 3 GREEN
BRAKES	CHECK
SLATS/FLAPS	SET

After Landing Checklist	
LIGHTS	AS REQUIRED
APU	START
SLATS/FLAPS	UP
BRAKE TEMP	CHECK
SPD BRK	RET

Shutdown Checklist	
Parking Brake	SET
APU GEN or EXT PWR	ESTABLISHED
FUEL Levers	OFF
IRS	OFF
SEAT BELT Switch	OFF
NO SMOKING Switch	OFF
ANTI ICE	OFF
BEACON	OFF
FUEL PANEL	OFF (except L INR TANK for APU)
Probe Heat	OFF
EMER EXT LIGHTS	OFF
ECAM	CHECK
INTERIOR LIGHTS	OFF

A300-600 FLIGHT MANUAL

Appendix 2

Flight Management System Manual

The HNAC A300 panel includes a limited Flight Management System (FMS) which is able to display the route on the ND, fly directs, compute arrival times and fuel predictions. Actually, its just a new expanded interface for the MS GPS (which has a lot of functions too).

The FMS is opened by the GPS icon in the lower left corner of the panel. The simulated system is controlled by the numeric keypad, the function keys and the Line Select Keys (LSK).



Different Pages can be selected by the function keys. The following pages are simulated:

DIRect

INIT

Flight Plan

PROGress

T/O APPRoach

Direct Page:



Waypoint
Selected Waypoint
Distance in NM

Note:

The arrow in the lower right corner of the display indicates that the display can be scrolled down with the function key labeled with the arrow pointing upwards.

This feature is available on all pages which display flightplans.

To fly a direct:

- Select the waypoint you want to fly to by clicking on the appropriate LSK key.
- Click LSK 1L to activate the direct.

Flight Plan Page:



Waypoints
Time to WPT
Last WPT

Note:

By selecting a waypoint through one of the left LSKs you can load a page which shows some general information on the waypoint and enter a hold over it. I don't recommend to use this function, because it doesn't work too good.

By clicking the NEXT PAGE function key, you can access a page which shows the distance to the waypoints from the preceding waypoint.

Progress Page:



Note:

You can control the two NAV radios through this page. Pay attention that you enter the frequency with two digits after the decimal. A Fuel Prediction page is accessible by clicking LSK 2R. The Fuel Prediction displays expected amount of fuel on board at destination and the next waypoints in kg * 1000 based on the current fuel flow.

T/O Approach Page:

This page is mostly self explanatory. You have to enter V1, V2 and VR manually. The flap speeds are calculated automatically, but these calculations can be overridden by manual entry.

Init Page



Notes:

Flight number and Cost Index are editable, although they don't change anything during the flight.