

AIRBUS A380-800



PRE START CHECKLIST

PARKING BRAKESET
CHOCKS REMOVED
GPU CONNECTED
THROTTLE THRUST LEVERS IDLE
ENGINE MASTERS OFF
BATTERIES ON
GENERATOR SWITCHES ON
EXT POWER ON
ADIRS SET TO NAV
PANEL DISPLAYS BRIGHTNESS SET
NAV LIGHTS ON
PANEL LIGHTS ON if required
LANDING GEAR LEVER CHECK DOWN
FLAPS UP
SPOILER RETRACTED
FUEL QUANTITY CHECK
FASTEN SEAT BELTS ON
NO SMOKING/MOBILE SIGNS ON

Check Weather (ATIS, Flight Services)

DE-ICE TEST / CHECK

Request Clearance

TRANSPONDER SET, STANDBY
BEACON LIGHTS ON
EMERGENCY LIGHTS ARM
FMC SETUP, CHECK
DEPARTURE BRIEFING COMPLETE
DOORS CLOSED

STARTUP CHECKLIST

APUSTART
APU BLEED RUN (WHEN AVAILABLE)
APU GEN ON / CHECK VOLTS

Request Pushback & Start Newsky Flight

THRUST LEVERS IDLE
ENGINE AREA CLEAR
FUEL PUMP SWITCHES ON
MODE SELECTOR IGN / START
LEFT ENGINE (ENG 1)
ENGINE MASTER 1, 2, 3, 4 *sequentially* START
AT N2 > 20% FUEL FLOW CHECK ON
N1 INCREASING AS N2 INCR CHECK
OIL PRESSURE CHECK
GENERATOR SWITCH ON
REPEAT FOR RIGHT ENGINE (ENG 2)
FUEL FLOW CHECK
HYDRAULIC PUMP SWITCHES ON
APU OFF
MODE SELECTOR NORM

BEFORE TAXI CHECKLIST

PROBE/WINDOW HEATAUTO
HDG INDICATOR/ALTIMETERS SET
STDBY INSTRUMENTS SET
RADIO AND AVIONICS SET FOR DEPARTURE
AUTOPILOT SET, don't activate
F/D ON
AUTOBRAKE MAX
ELEVATOR TRIM SET FOR TAKE-OFF
FLIGHT CONTROLS FREE AND CORRECT

Request Taxi Clearance

TAXI CHECKLIST

TAXI LIGHTSON
PARKING BRAKE RELEASE
TAXI to assigned runway SPEED Max. 20 knots
BRKS/GYRO/TURN COORDINATOR CHECK during taxi
T/O CONFIG DEPRESS / CHECK
T/O MEMO GREEN

BEFORE TAKE-OFF CHECKLIST

PARKING BRAKESET
FLIGHT INSTRUMENTS CHECK
ENGINE INSTRUMENTS CHECK
TAKE-OFF DATA (V1, VR, V2) CHECK
NAV EQUIPMENT CHECK
LANDING LIGHTS ON
STROBE LIGHT ON
PITOT HEAT AUTO
DE-ICE AS REQUIRED
TRANSPONDER TA/RA

Request Takeoff Clearance

TAKE-OFF CHECKLIST

TAKEOFF THRUSTFULL OR TO/GA
BRAKES RELEASE
AT 100 KTS SPEED CROSSCHECK
AT V1 COMMITTED / GO (Decision)
AT Vr ROTATE
PITCH slowly to 10deg, increase to 15deg
POSITIVE RATE OF CLIMB GEAR UP
PASSING F SPEED (PFD) FLAPS 0
SPOILERS DISARM
LANDING LIGHTS AS REQUIRED

CLIMB-OUT CHECKLIST

THRUST LEVERSCLB DETENT
AP1 ENGAGE (when suitable)
TAXI LIGHTS OFF

At Transition Altitude

ALTIMETER PULL TO SET STD (29.92 / 1013)
BELOW 10'000FT MAX. 250 KIAS
ATC AS REQUIRED

Passing 10'000 ft

LANDING LIGHTS OFF

Above 10'000 ft

FASTEN SEAT BELTS OFF

This checklist is for simulation purposes only and should not be used for real-world aviation operations.

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CRUISE CHECKLIST

Accelerate to Cruise Speed

ENGINE & INSTRUMENTS MONITOR
 FUEL QUANTITY CHECK
 RADIOS TUNED & SET
 AUTOPILOT CHECK & SET
 LIGHTS AS REQUIRED
 ATIS / AIRPORT INFORMATION CHECK
 ALTIMETER CHECK
 RADIOS SET
 DE-ICE AS REQUIRED
 TOD SET TCAS TO BELOW

At TA (Transition-Altitude)

FL240 0.76 MACH
 FL180 0.67 MACH

Below 10'000 ft

ALTIMETER RESET TO LOCAL
 FL120 280 KIAS
 Below 10'000 ft
 SPEED 250 KIAS
 LANDING LIGHTS ON
 LS ON
 FUEL QUANTITIES & BALANCE CHECK
 FLAPS / LANDING GEAR CHECK UP

Check Weather (ATIS, Flight Services)

APPROACH CHECKLIST

FASTEN SEAT BELTS ON
 RADIOS SET
 SPEED ESTABLISH 210 KIAS
 LANDING LIGHTS CHECK ON
 TAXI LIGHTS ON
 GND SPOILERS ARM
 AUTO BRAKE SET
 FLAPS FLAPS 1
 SPEED ESTABLISH 180 KIAS
 AT 6 DME FLAPS 2
 SPEED MANAGED
 LANDING GEAR DOWN
 LANDING GEAR 3 GREEN FLAPS 3
 FLAPS FULL

Final Glideslope Descent

SPEED ESTABLISH 145 KIAS
 PARKING BRAKE VERIFY OFF
 DE-ICE AS REQUIRED

LANDING CHECKLIST

LANDING GEAR CHECK DOWN
 AUTOPILOT AS REQUIRED
 GO-AROUND ALTITUDE SET IN FCU
 AUTO-THRUST AS REQUIRED
 LANDING MEMO NO BLUE
 LANDING SPEED MANAGED
 AFTER TOUCH DOWN REVERSE THRUS
 SPOILERS VERIFY EXTENDED
 BRAKES AS REQUIRED
 AT 60 KIAS CANCEL REVERSE THRUST

AFTER LANDING CHECKLIST

SPOILERS DISARMED
 FLAPS RETRACT
 ENG MODE SELECTOR NORM
 LANDING LIGHTS OFF
 STROBE LIGHTS OFF
 ANTI ICE AS REQUIRED
 APU START
 BRAKE TEMP CHECK
 TRANSPONDER OFF

Taxi to Assigned Gate/Parking (Speed Max 20 knots)

APU START / CHECK RUN
 APU GEN ON / CHECK VOLTS
 ELEVATOR TRIM TAKEOFF SETTING

Turning into the Gate:

TAXI LIGHTS OFF

PARKING / SHUTDOWN CHECKLIST

PARKING BRAKES SET
 THRUST LEVERS IDLE
 GROUND CONTACT ESTABLISH
 GROUND OPERATIONS AS REQUIRED (FMC2)
 ELECTRICAL POWER ESTABLISH
 ENGINE MASTER 1, 2, 3, 4 OFF
 PARKING BRAKES AS REQUIRED
 NAV LIGHTS OFF
 EXTERIOR LIGHTS AS REQUIRED
 ANTI ICE OFF
 PASSENGER SIGNS OFF
 DOORS OPEN
 FLIGHT DIRECTOR OFF
 APU BLEED AS REQUIRED
 FUEL PUMPS ALL OFF
 BEACON OFF
 ECAM STS DEPRESS
 PANEL LIGHTS OFF
 ADIRS OFF
 AVIONICS OFF
 NO SMOKING OFF
 APU AS REQUIRED
 BATTERIES AS REQUIRED

THE AIRBUS A380-800 (A388) IS A FOUR-ENGINE, ULTRA-LONG-RANGE, DOUBLE-DECK WIDE-BODY AIRLINER DESIGNED FOR 500-850 PASSENGERS. THIS REFERENCE TEXT OUTLINES KEY TECHNICAL DETAILS FOR PILOTS AND TECHNICIANS, ALIGNED WITH POST-2022 NPS SPECIFICATIONS.

THE A388 AIRFRAME (72.72 M LENGTH, 79.75 M WINGSPAN, 24.09 M HEIGHT) USES 22% CFRP, WITH AN OEW OF 276,800 KG. MTOW IS 575,000 KG, MLW 394,000 KG, MZFW 361,000 KG, AND FUEL CAPACITY 310,000 L (246,200 KG). RANGE IS 15,000 KM. VERIFY WEIGHT, BALANCE, AND CG VIA FMS PRE-FLIGHT.

PROPULSION COMES FROM FOUR ENGINE ALLIANCE GP7200 OR ROLLS-ROYCE TRENT 900 ENGINES (311-340 KN EACH, 7.6:1 BYPASS RATIO). CRUISE FUEL FLOW IS ~22,000 KG/H (MACH 0.85, FL350). CHECK FADEC STATUS AND CFDS FOR FAULTS. ENGINE TBO IS ~15,000-18,000 HOURS.

PERFORMANCE INCLUDES MACH 0.85 CRUISE, MACH 0.89 MAX, AND 43,100 FT CEILING. TAKE-OFF DISTANCE IS ~2,900 M (MTOW, ISA, SL), LANDING ~2,100 M (MLW, DRY). VREF IS ~150 KT (MLW, FULL FLAPS). INPUT T/O DATA INTO FMS AND CROSS-CHECK QRR.

AVIONICS FEATURE THALES IMA, EIGHT 14.1" LCDS, DUAL FMS, IRS, GPS/SBAS, AND FBW WITH CAT IIIB AUTOLAND. CONFIRM FMS INITIALIZATION, IRS ALIGNMENT, AND EFB SYNC. ETOPS 180 REQUIRES FUEL/TIME CHECKS.

HYDRAULICS (4 × 5,000 PSI SYSTEMS) USE FOUR ENGINE-DRIVEN PUMPS. ELECTRICAL POWER INCLUDES FOUR 150 KVA GENERATORS AND A HAMILTON SUNDSTRAND APS3200 APU. VERIFY HYDRAULIC PRESSURE (5,000 ± 200 PSI), APU BUS TRANSFER, AND BATTERY (>25V). CABIN PRESSURIZATION (6,000 FT AT FL430) USES FOUR AIR PACKS. CHECK CPC AND ECS STATUS.

MAINTENANCE INVOLVES LOGGING APU CYCLES (800-CYCLE INSPECTION), CHECKING LANDING GEAR (450-480 PSI TIRES), AND REVIEWING CFDS FOR MEL COMPLIANCE. EMERGENCY SYSTEMS INCLUDE 11 SLIDES AND 406 MHZ ELT. VERIFY SLIDE ARMING AND OXYGEN SYSTEMS. CONSULT AMM, FCOM, AND QRR FOR DETAILED PROCEDURES.