A SAMPLE FLIGHT FOR AIRBUS SERIES VOL2

EGCC TO EGLL

BY

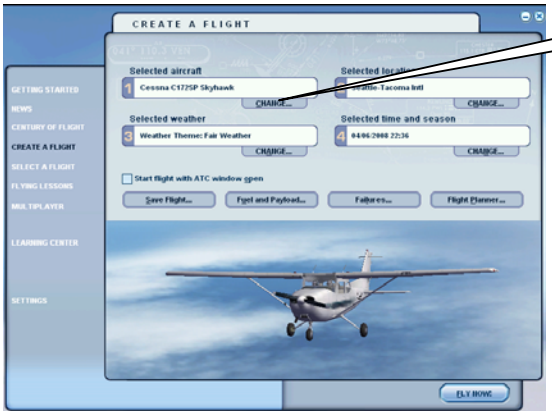
N HERRERA

Sample flight of Airbus Series Vol 2 develop by Feelthere and Wilco Publishing

Author: Herrera

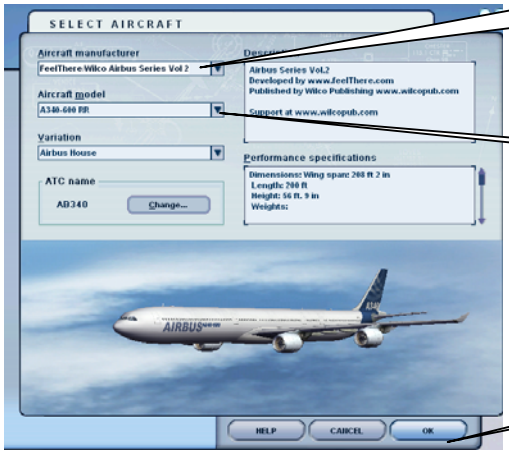
Hello fellow Flight simmers. I just currently start again flight simulator, my first flight on MS flight simulator was on 1995. After that year I become busy with my career in Engineering. So you may say I am still a novice. When I got this new add on for FS2004 called Airbus Vol 2(Develop by feelthere.com and Wilco publishing) I was so eager to fly it. As a beginner with a little knowledge on VOR, and other Navigation Stuff understanding manuals is not an easy task. If you are a beginner in FS 2004 and just recently add Airbus Vol2 to your collection this sample flight will help you. I suggest that always press P to pause and read the instructions.

1. Start MS Flight simulator 2004



Click this

2. Click the Change the setting as shown below



Step 1 Select FEELTHERE/ WILCO AIRBUS VOL2

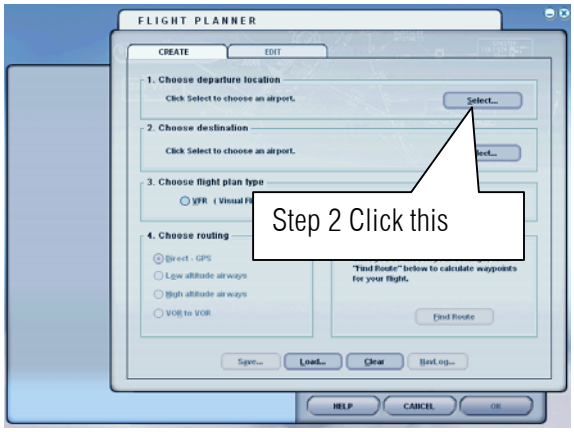
Step 2 Select Airbus 340-600 RR

Step 3 Click OK

Airbus 340 Rolls Royce

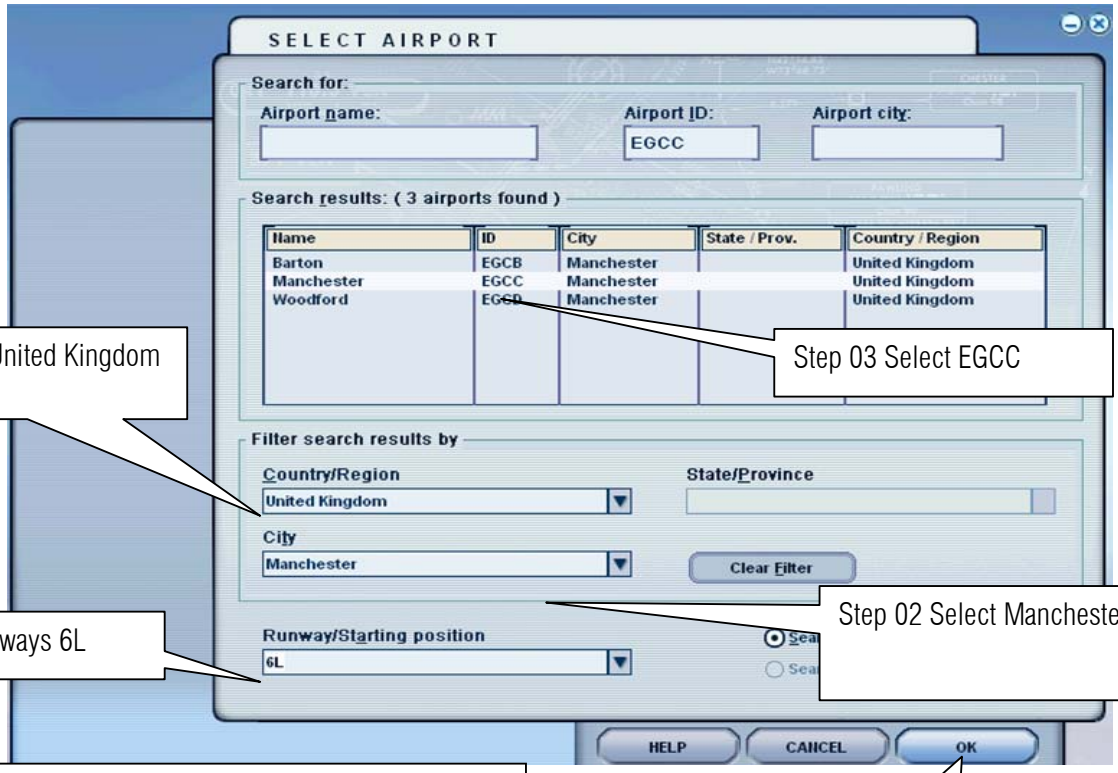
3. I want to fly from Manchester UK to London Heathrow

Step 1 Click this



Step 2 Click this

4. Select the departure Airport so I want to depart from Manchester international airport the Airport ID code is EGCC and the runway is 6 L



Step 01 Select United Kingdom

Step 03 Select EGCC

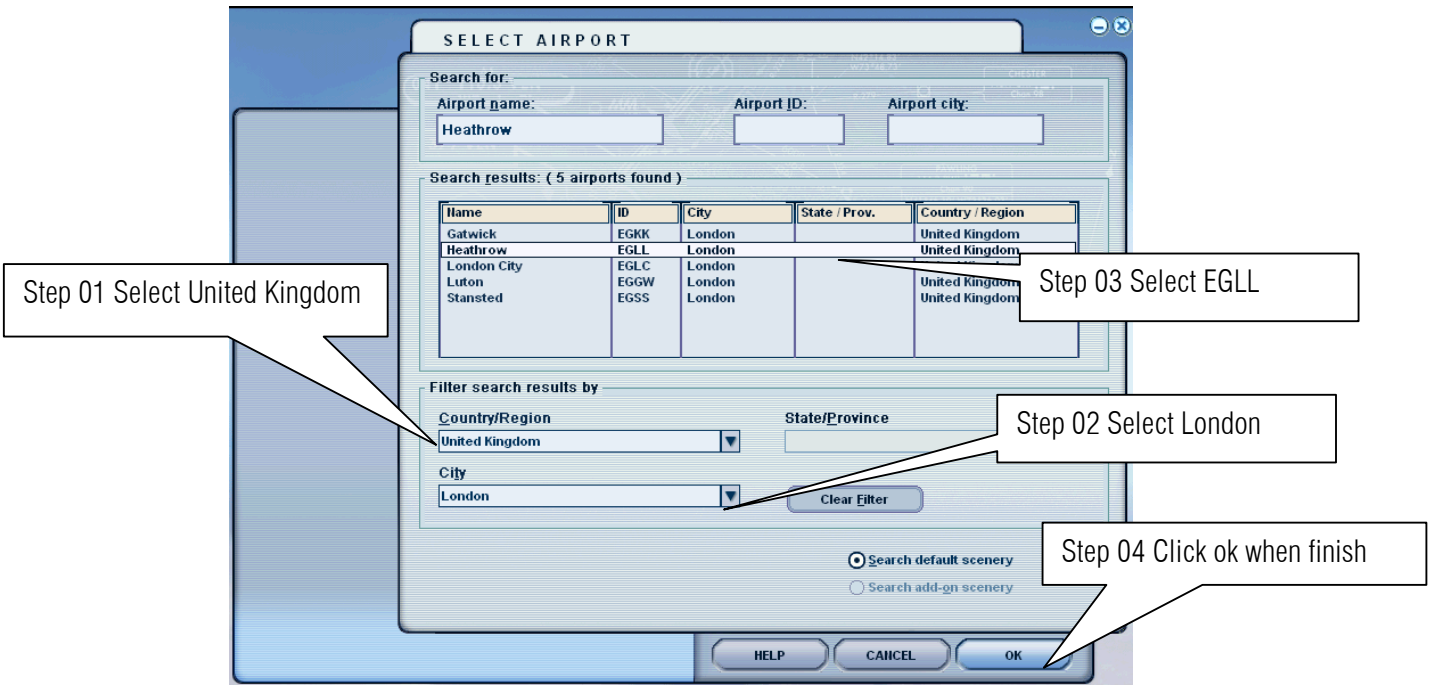
Step 02 Select Manchester

Step 04 Select runways 6L

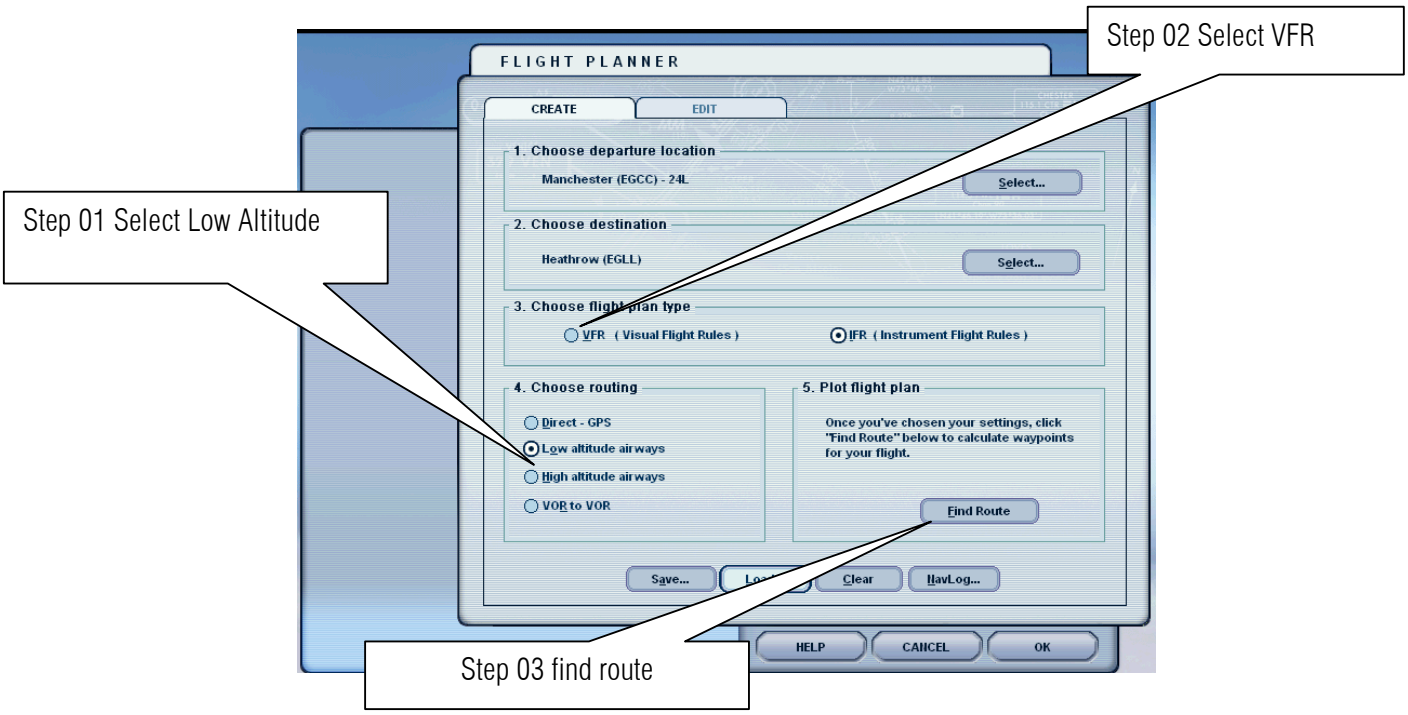
I saw a reaction from **you-tube** regarding starting on Runways! Hello! This is just a Sample and it a simulator not real world.

Step 05 Click ok when finish

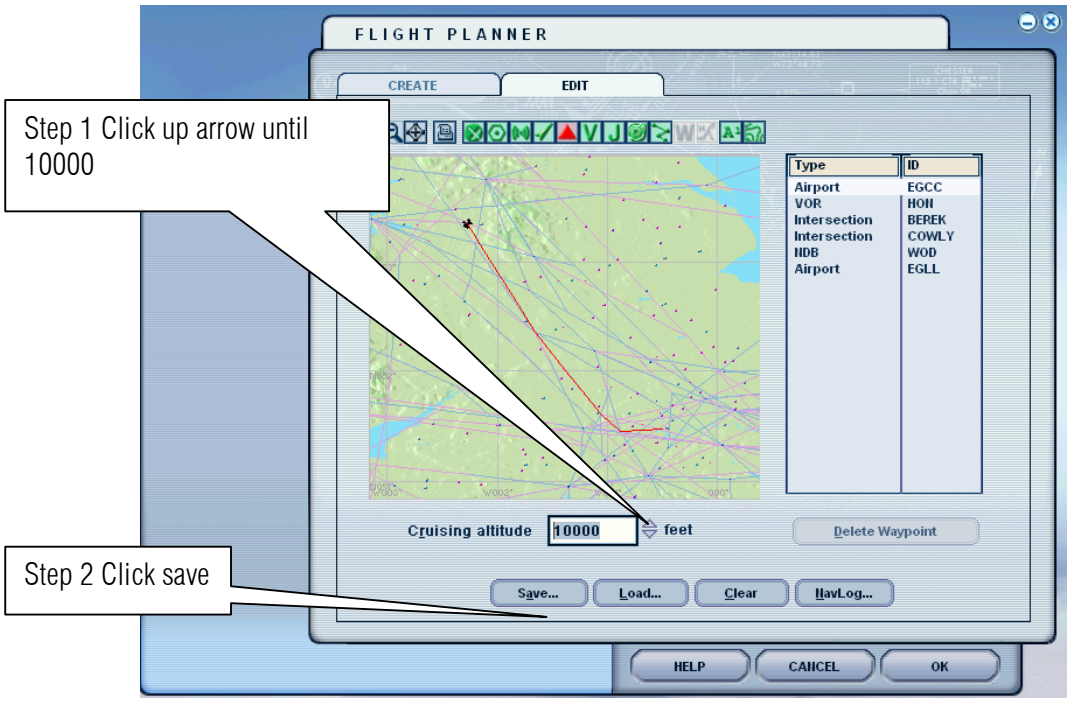
5. Select the Destination Airport.



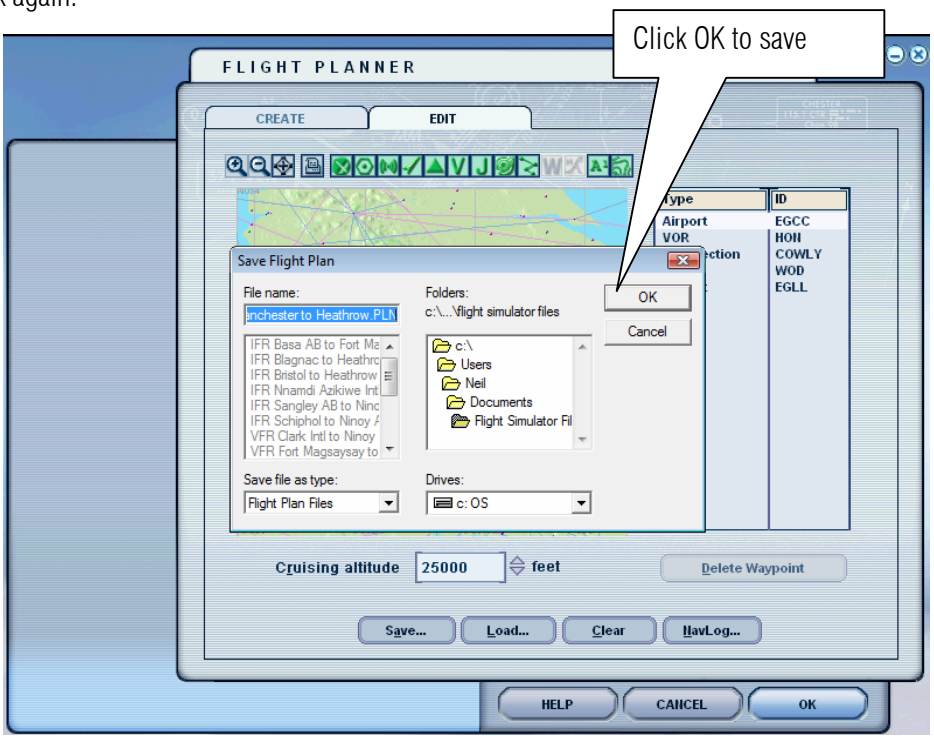
6. Since it not so far I want to select the low altitude because it's a 30 min Ride



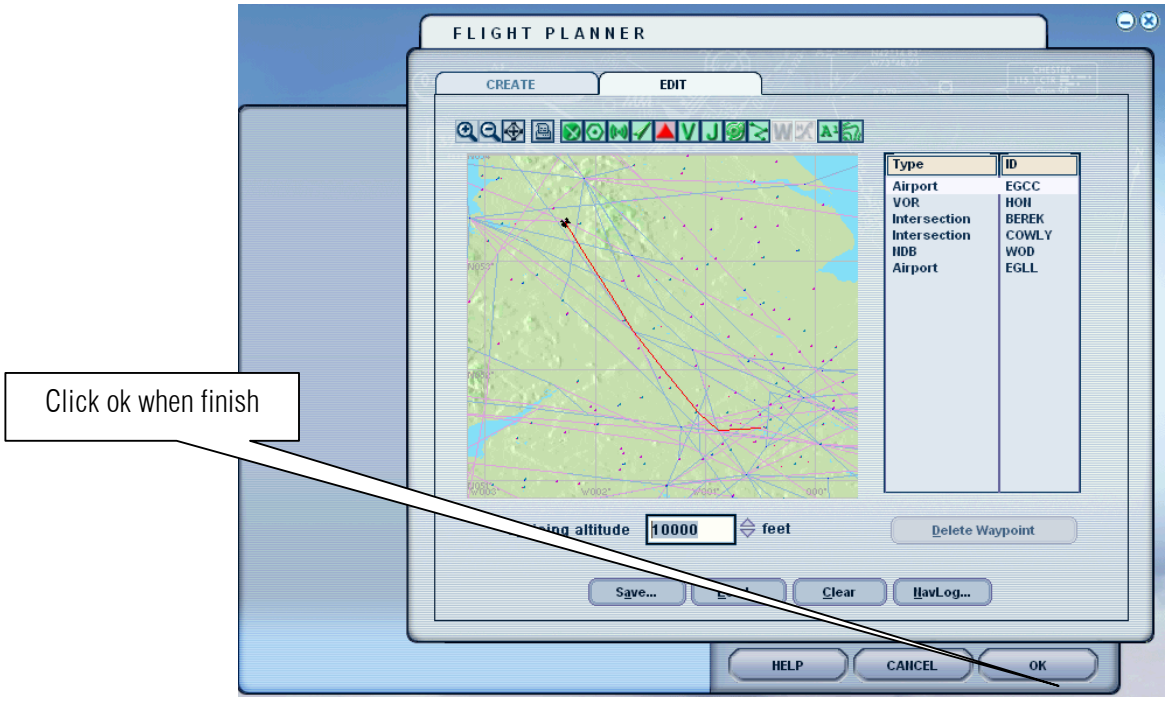
7. The flight planner will show your Waypoints let us save it for future games.



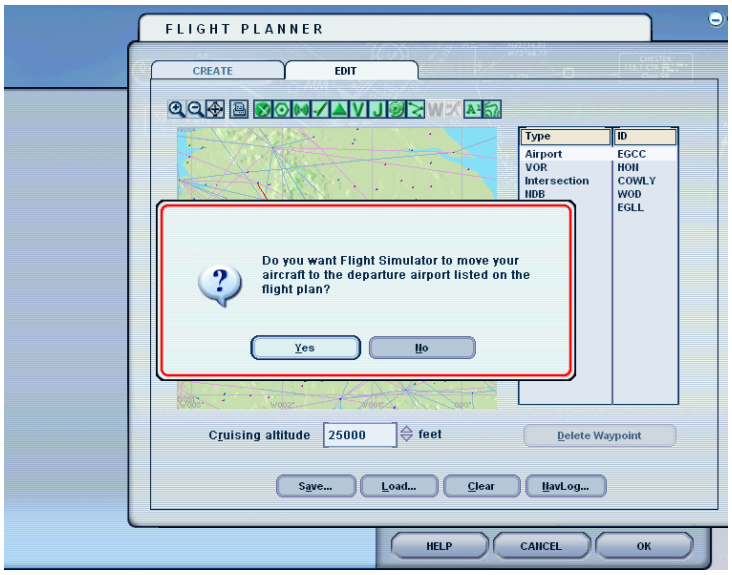
8. Click OK again.



9. Select ok button.



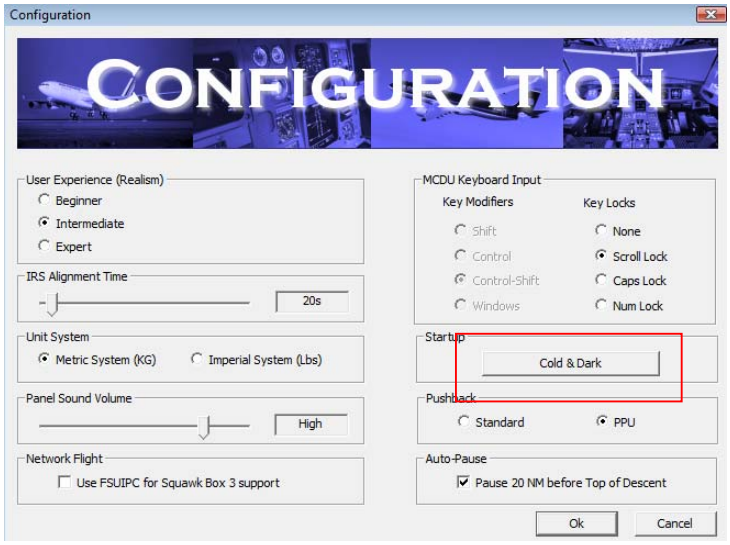
10. Click the Yes button.



11. In case you hear the alarm bell that means the Throttle are set to full retract it forward and back to silence the bell or press **F1** in the keyboard.

12. by default the cockpit view is operational let us make it a little bit difficult by turning the System off **press Alt key** select **Aircraft** click **Wilco Airbus Vol2** then **Configuration**

13. Click the button **Cold & Dark** then click the **Ok** button

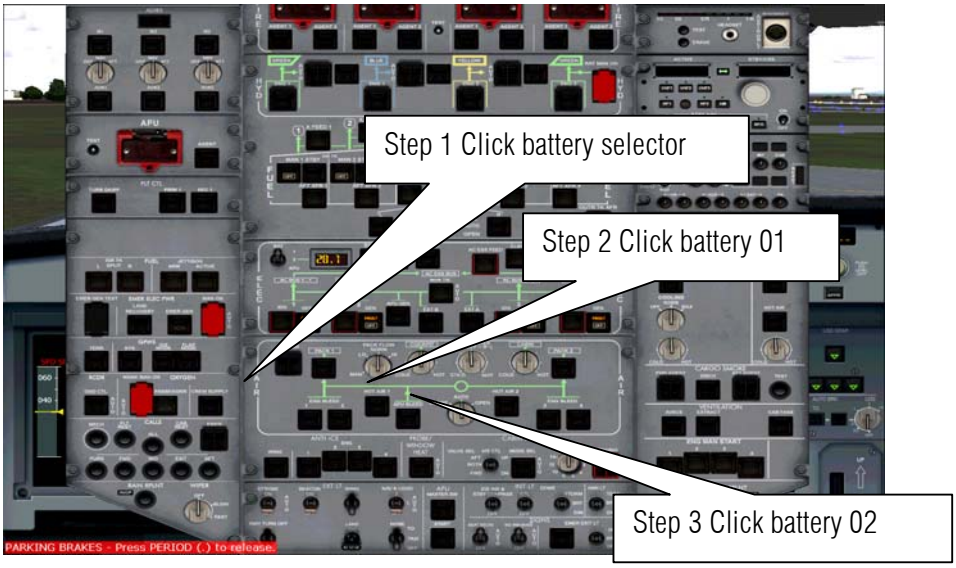


14. All system is off "oh uh"!!!

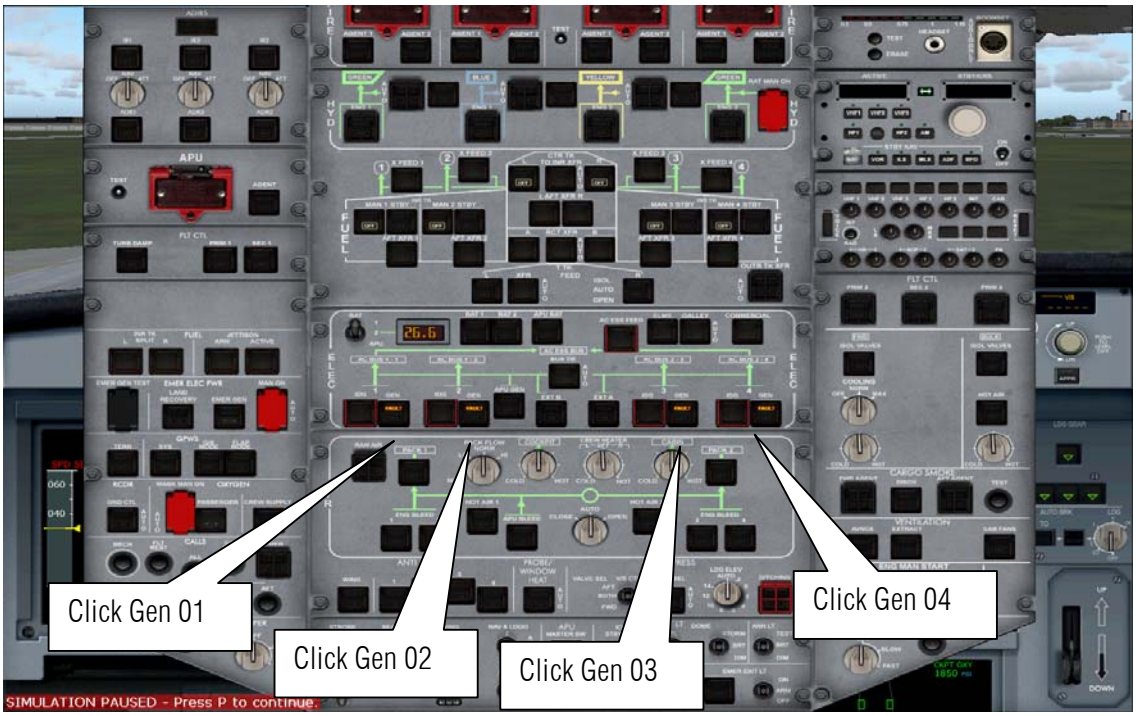
15. Press **Shift + 4** key or put the mouse cursor near the lower left corner this will show the toolbar to open other panel

Press the up arrow to show the overhead panel

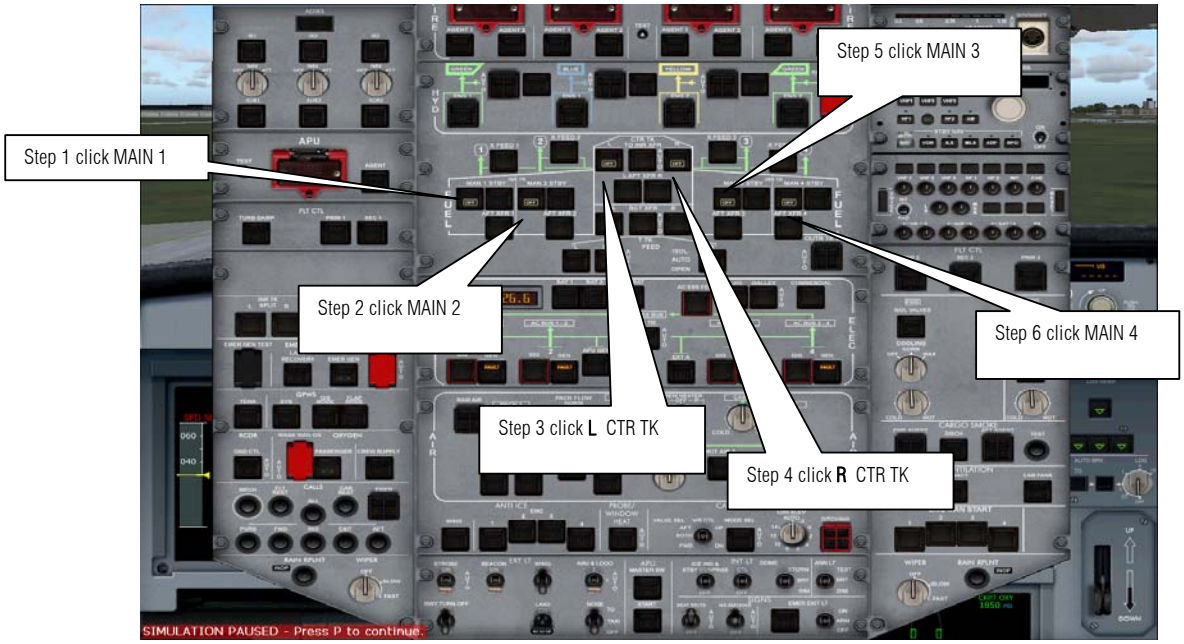
16. Let turn on the lights by switching the both batteries **ON**



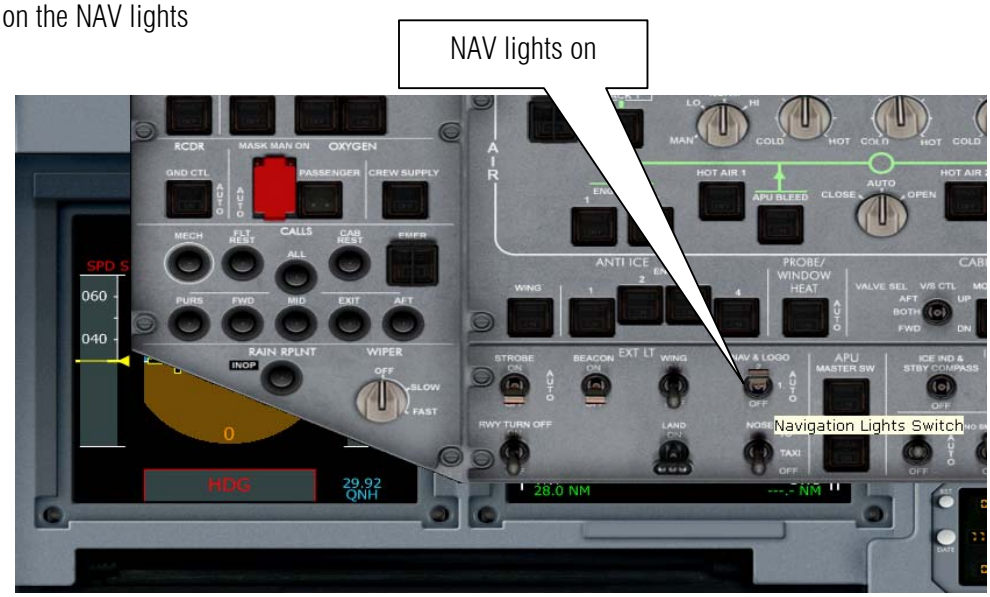
17. Turn on all the 4 Generators



18. Although it's too early to feed our engine with gas let us turn it **ON** before we forget to feed it.



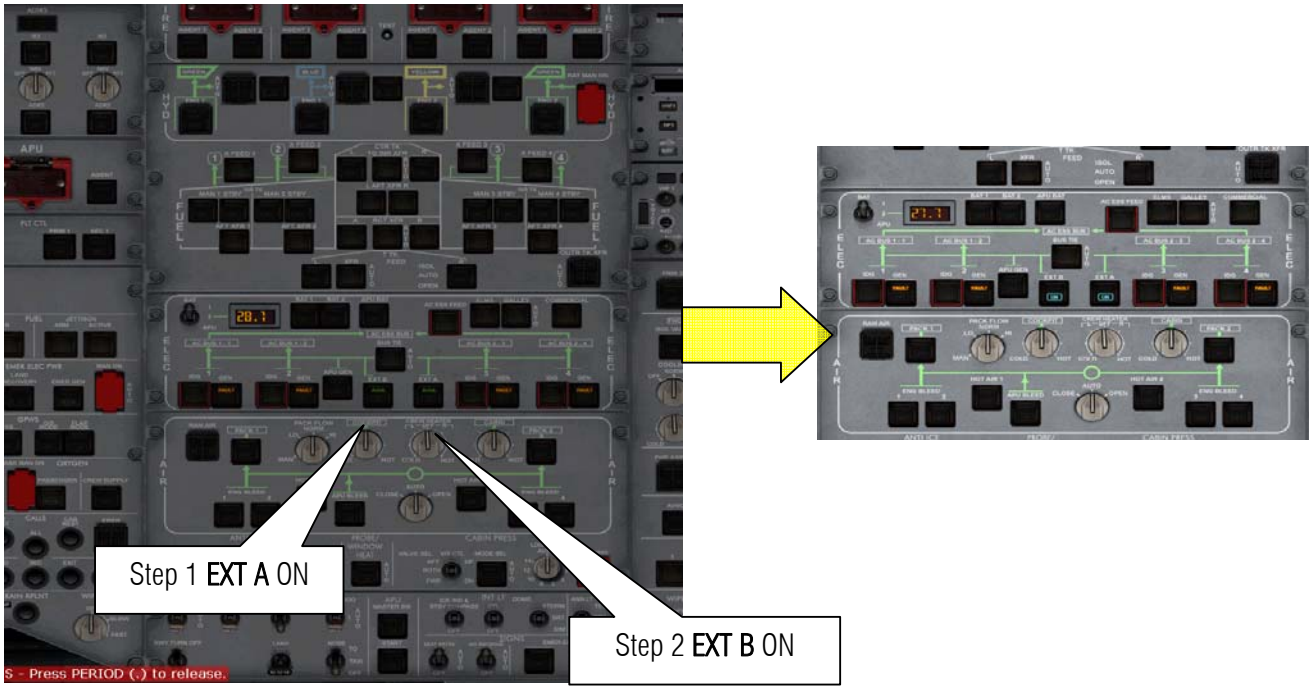
19. Turn on the NAV lights



20. Press **Shift + 4** or put the mouse cursor near the lower left corner this will show the toolbar to open other panel and click the up arrow button to hide the overhead panel.

21. Press **Shift +3** to show the pedestal or put the mouse cursor near the lower left corner this will show the toolbar to open this panel. Then click the Radio Management Panel to ON

22. Press **Shift +3** to hide the pedestal and Press **Shift + 4** to show the overhead click the EXT A button and EXT B to turn on the external power source. (If the **AVAIL** light does not show wait for a at least 2 minutes) if it still not showing try click the generator ON OFF ON. Or go take a coffee or tea.



Please remember the figure below.

The MDCU or Multi function Display Unit is the brain of the Aircraft's. Shown below is the name of the button that we are going to use in this tutorial.

1L means 1st button on the left or **4R** means 6th button on the right and so on..

23. Press **Shift +4** to hide the overhead panel and press **Shift + 5** to show the MCDU panel. Click MCDU Menu button then click the INT button

24. I want to go from Manchester (EGCC) to London Heathrow (EGLL) do the following step below.

Step 01

Step 02

25. So I assume by this time you know how to enter a keyword to the MCDU using the Please type in the scratch pad click the appropriate button

Step 01 Type **KL777 using MCDU** and press **3L**

Step 02 Type **50** press **5L** (depending on Airline regulations)

Step 03 Type **FL100** press **6L** (or **10000**)

STEP 04 Finally click the **NEXT PAGE** button

Use this key pad to type in the letters needed to be enter on the MCDU

26. After clicking the next page button enter the following values shown

13.5/245.1 STEP1

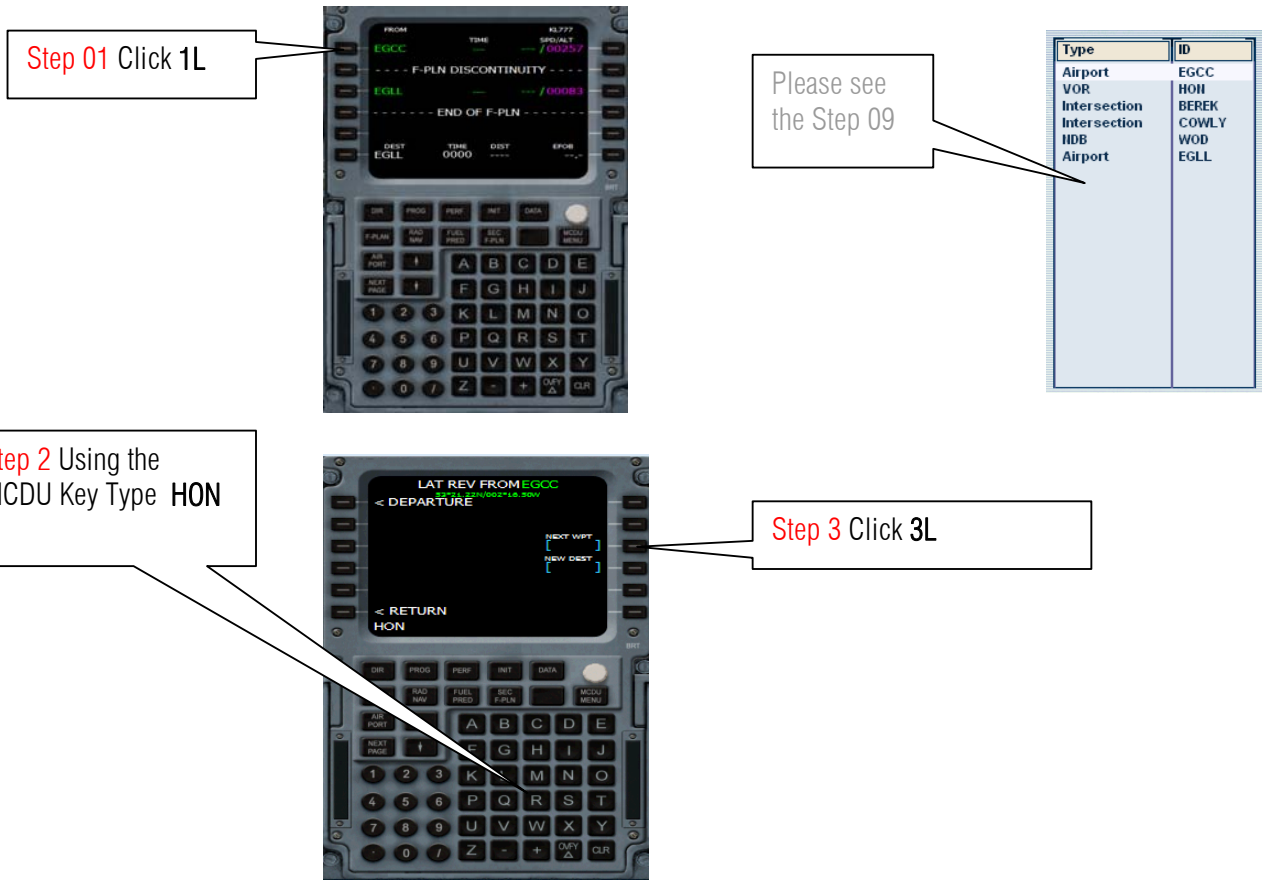
155.8 STEP2

y

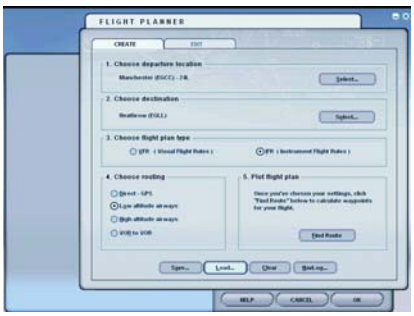
OPTION 1 ENTERING ROUTES

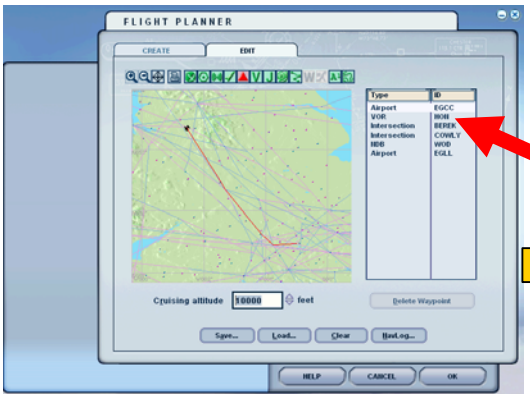
27. Then click the **F-PLAN** button

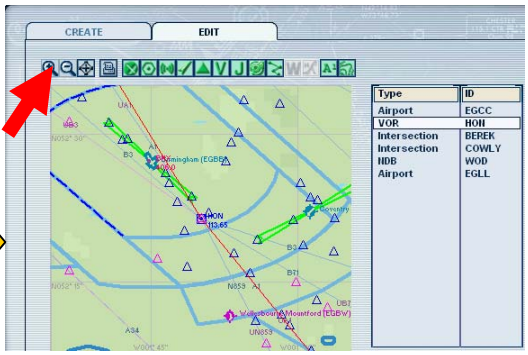
28. Then let us add the routes or way point as per Step 9.

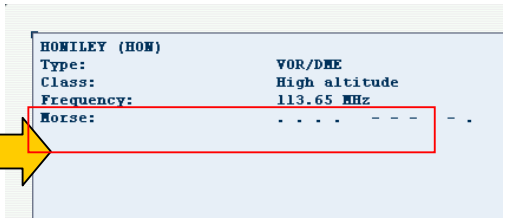


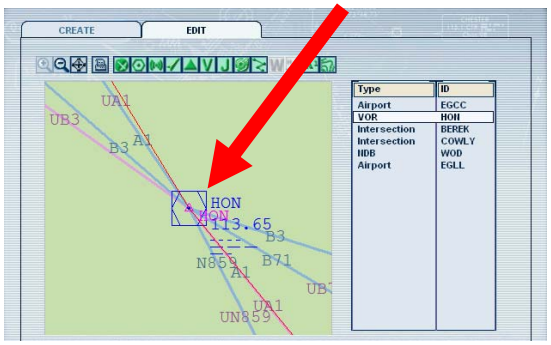
29. Oh uh! what is this? This means there is duplication. Go to Flight plan. Press ALT on the keyboard then Flight then flight plan. Click Find Route then on the list box click HON. Zoom in to HON by clicking the icon. Then click the icon of HON. It's fortunate that HON is a VOR/DME it means it transmits a radio frequency 113.65 MHz. So the choice is 2L. DO NOT CLICK LOAD! PRESS CANCEL ON THE FACILITY INFORMATION DIALOG AND CANCEL ON FLIGHT PLANNER DIALOG AND RETURN TO FLIGHT SIM

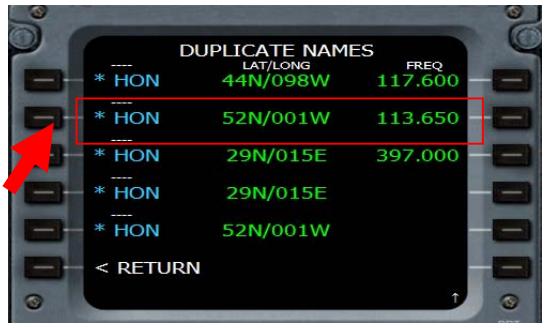




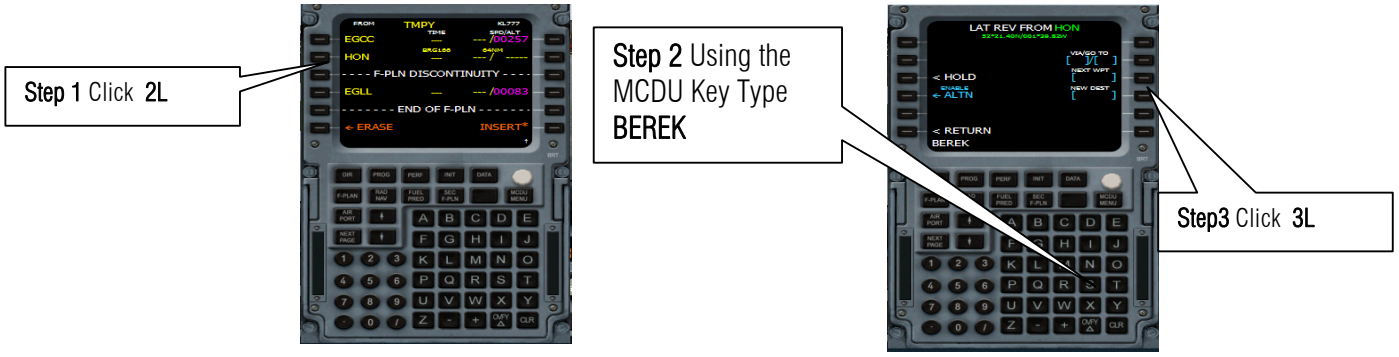




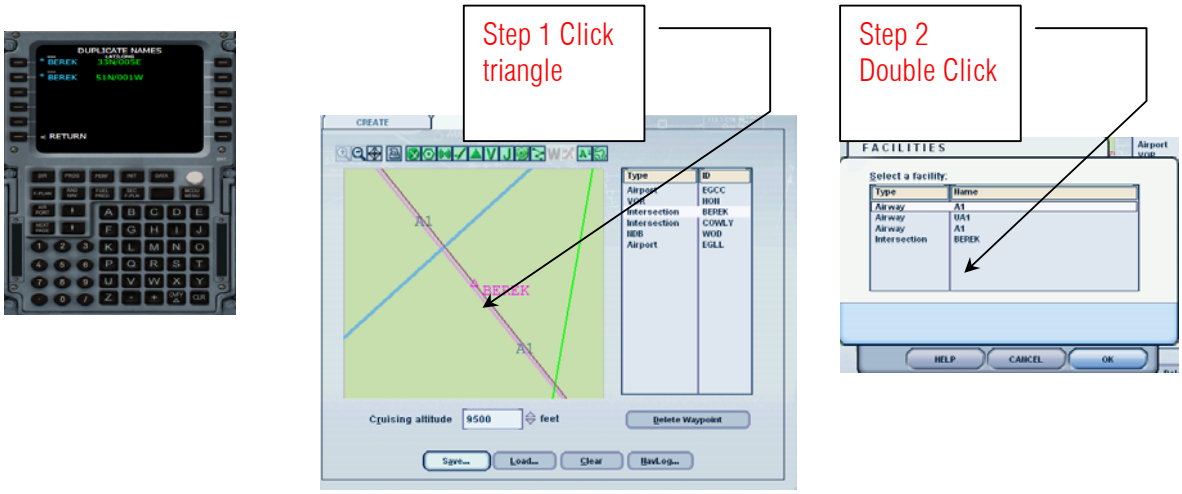




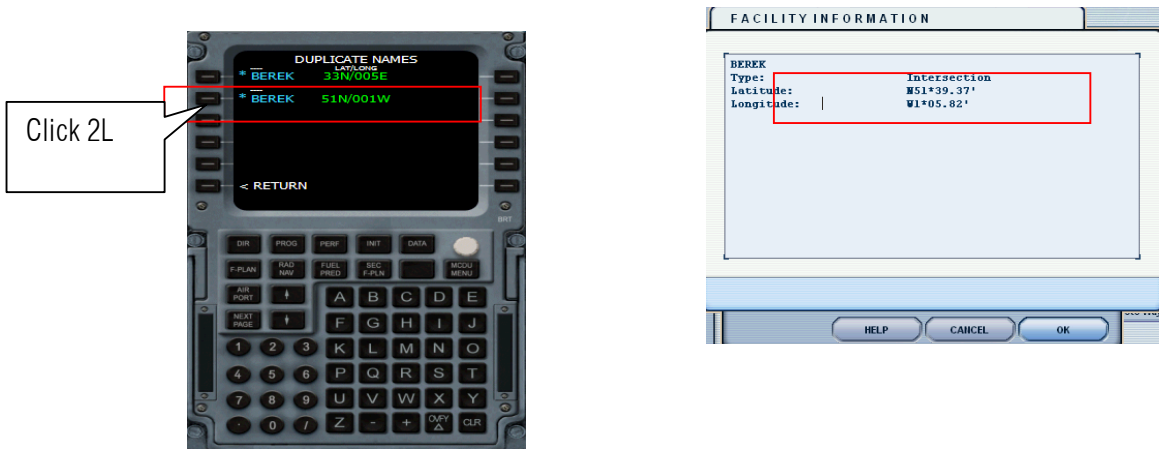
30. Next is BEREK



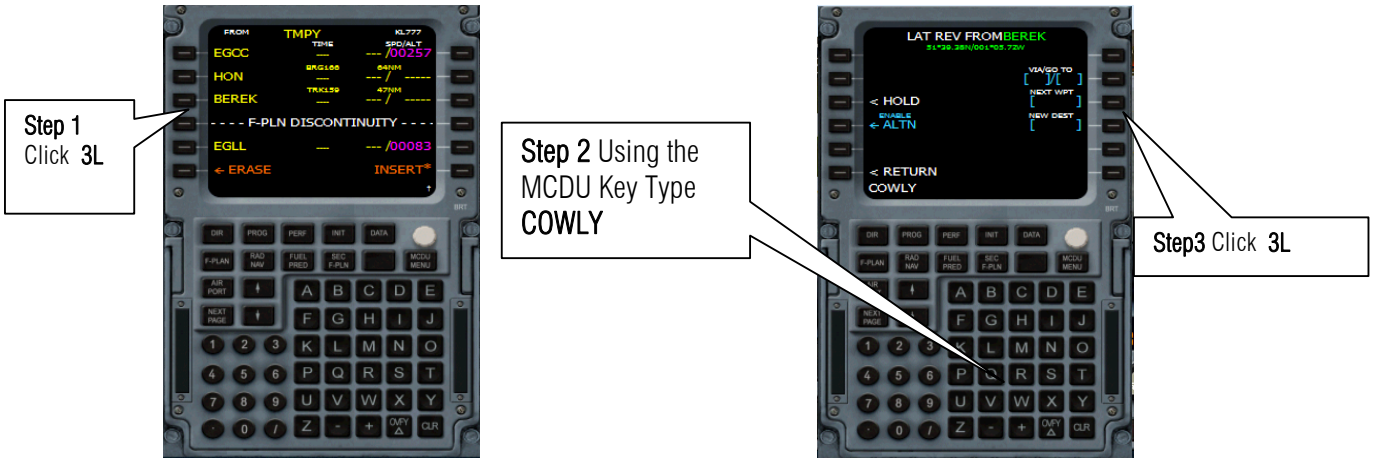
31. OH NO!!! not again! Okay just like the preceding step go to Flight plan again and click the BEREK waypoint to find out what is the coordinates. Double click the Triangle that represent BEREK. Sometime the facility information will not come out but be patient in double clicking the triangle.



32. So Accoding to the facility information waypoint BEREK belongs to N51d 01 W so select **2L**

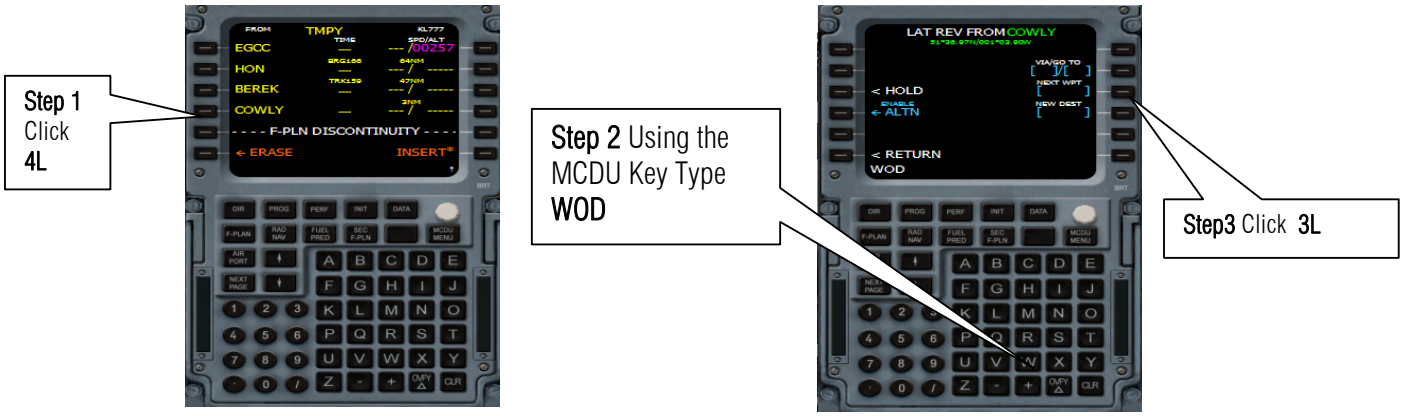


33. Let us Enter the next waypoint on the route to Heathrow. It's **COWLY** .



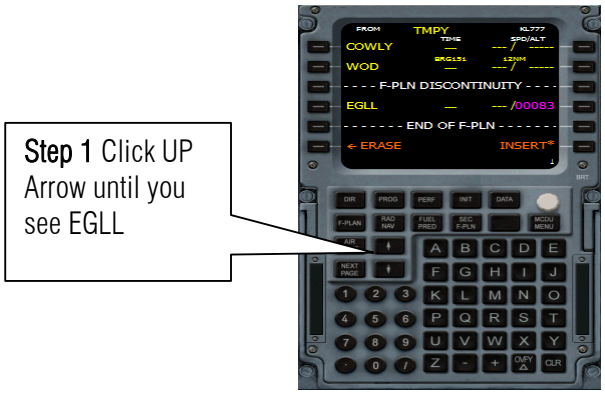
No Duplicate names Wheeew!!

34. Let us Enter **WOD** waypoint.

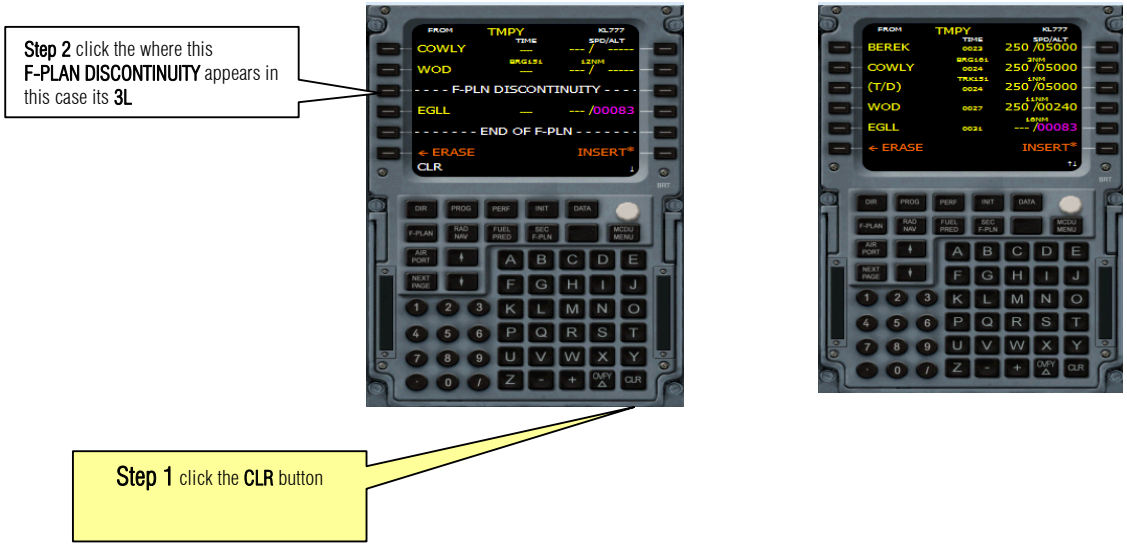


35. Oh Not again! WOD has a duplicate name. But wait a minute its look like it has a same coordinates so either one will do. But if you will check the flight plan WOD is a NDB or Non-Directional Beacons which mean it transmit a radio frequency. Let us choose the most obvious which is **1L**

36. Let us look down.



37. Let us remove this **F-PLAN DISCONTINUITY** to connect the waypoints.



38. Let us insert the data to the Aircrafts computer system.

Step 1 Click **6R** to insert

DONE!

OPTION 2 ENTERING ROUTES

39. **Let us use another way of entering the routes.** You can enter the way point name if you know them. Remember on step 03 to Step 07. In real world this option is not there that is why it's in dark grey.

Step 02 click **6R**

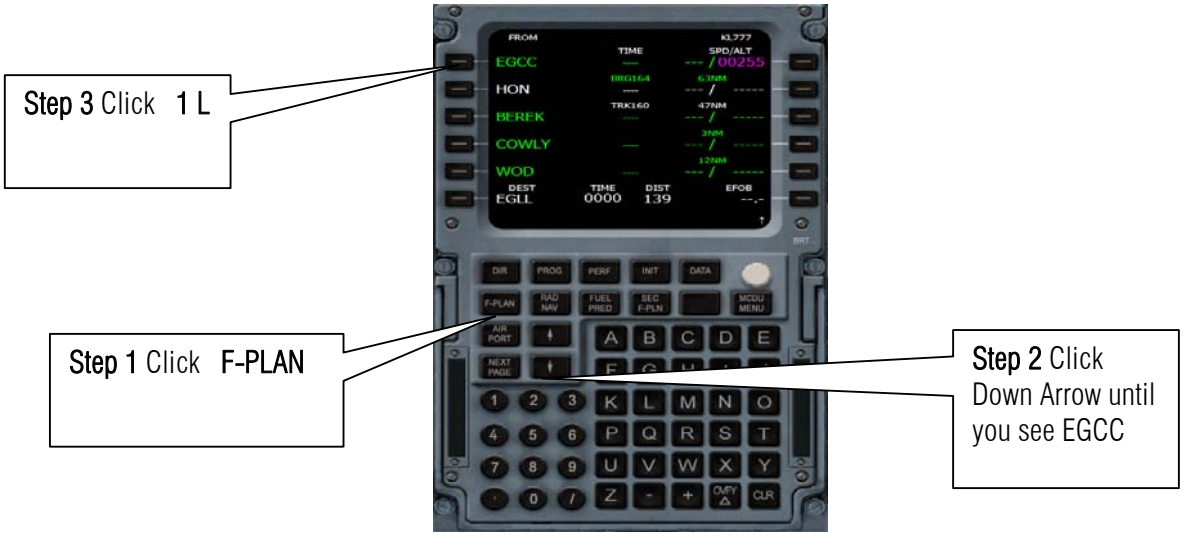
Step 01 click **DATA**

40. Click again **6R** to insert all this way point to the MCDU

DONE!!!!

IT'S YOUR CHOICE!!! OPTION 1 OR 2??

41. Now what ever is your choice in entering the routes we must enter the SID (Standard Instrument Departure). To do this you must click F-Plan

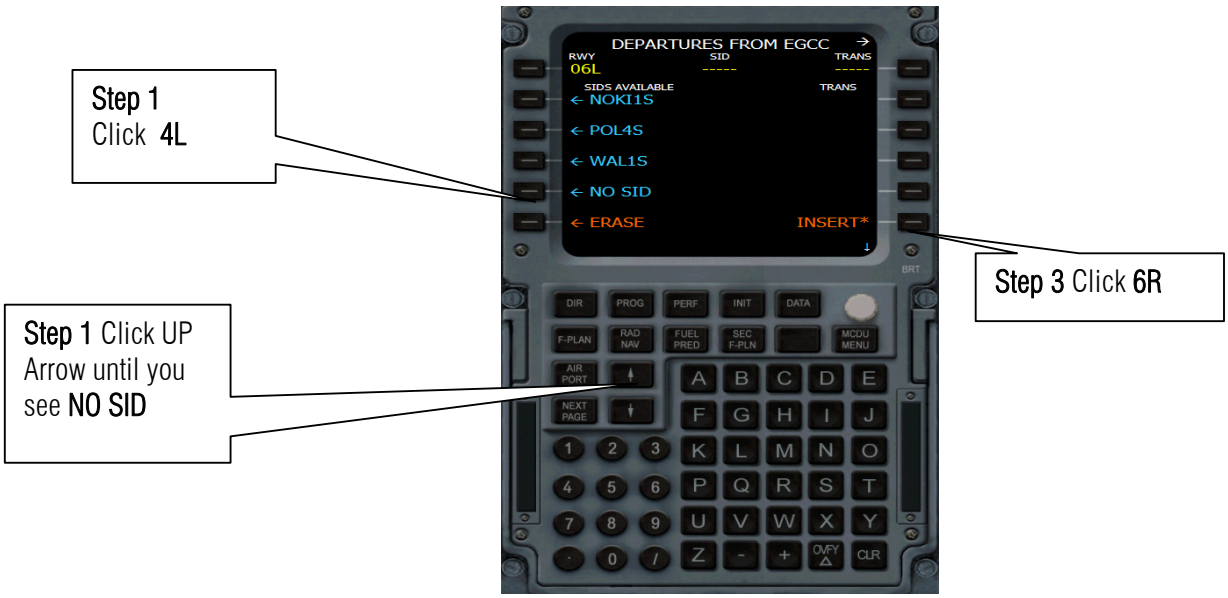


42. Click **1L** for Departure

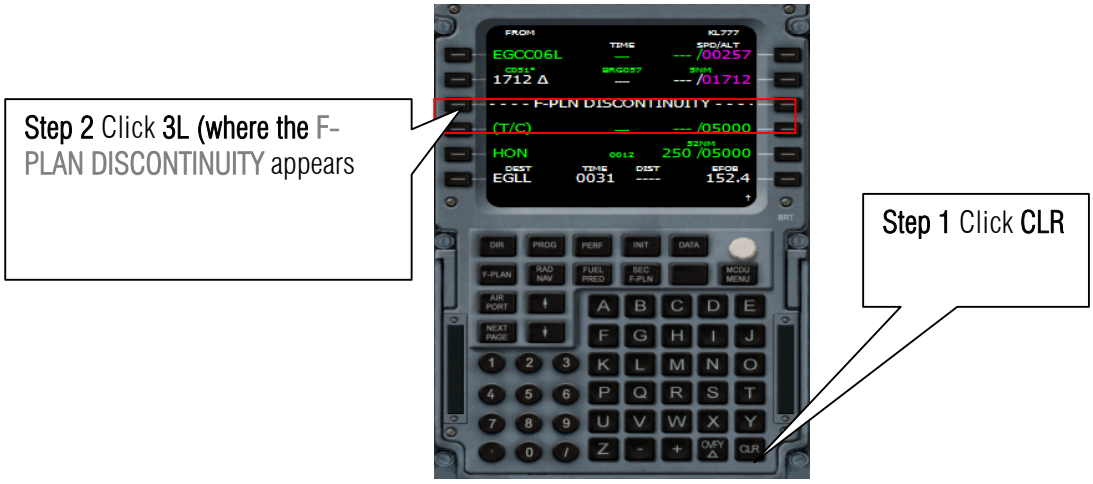
43. We are departing from **runway 6L** so click **5L**

Depending on which airport you are sometime SID database is not there so you can choose none if you encounter this.

44. Scroll Up using the up arrow. Let us select **NO SID** as our SID click **5L** then click **6R** to INSERT. (Please take note that the "position **5L**" NO SID can be in any other position)



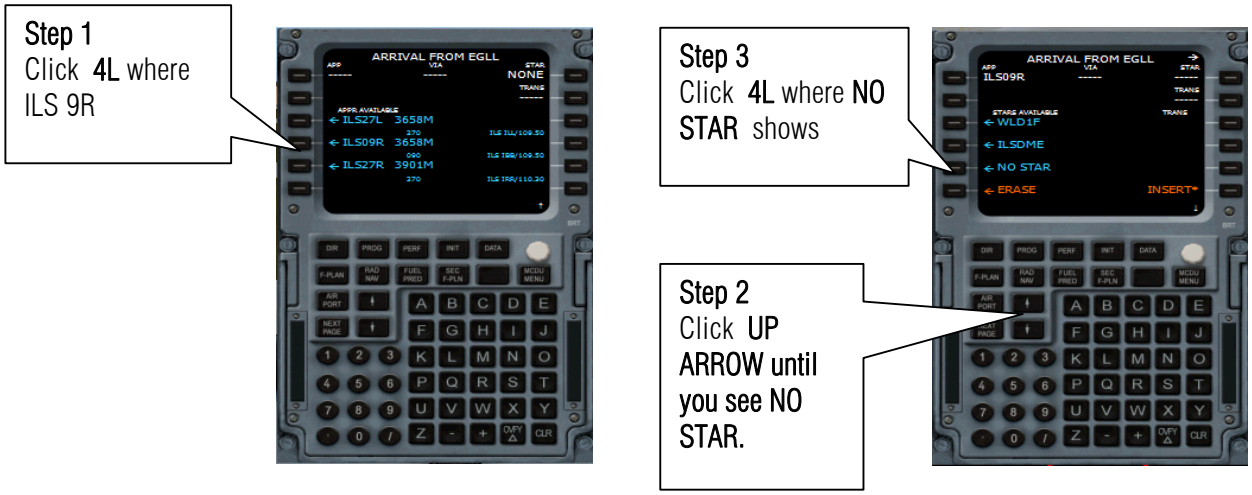
45. Click the Down arrow to scroll down or Up to scroll up look for the figure shown below that says F-PLAN DISCONTINUITY. Then Press CLR button



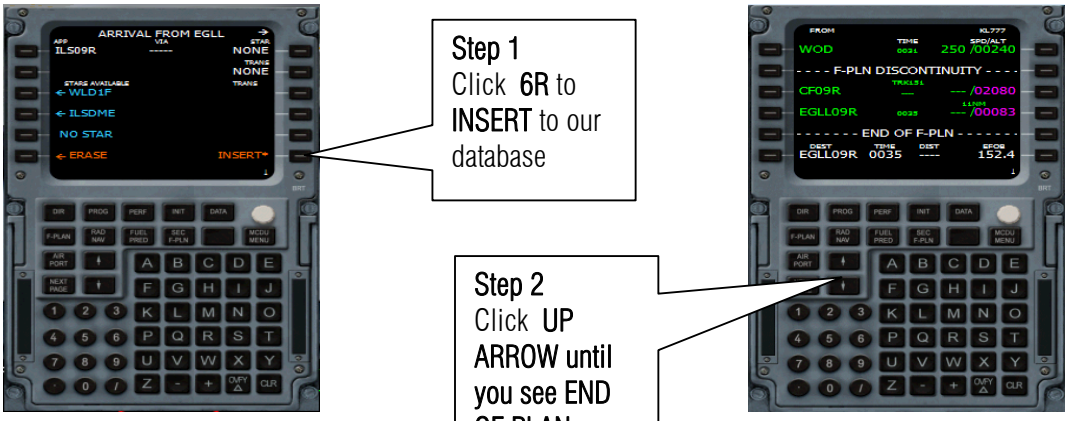
46. There you have it. Its connected and nothing to worry about. Okay so much for the SID let us go for the STAR.

47. STAR means Standard Terminal Arrival Routes. I am schedule to arrive on Runway 9R so do the following Stuff.

48. Shown is the list of runway in EGLL or Heathrow. Do again the following steps.



49. Let us continue…



50. Let us clear the F-PLAN DISCONTINUITY

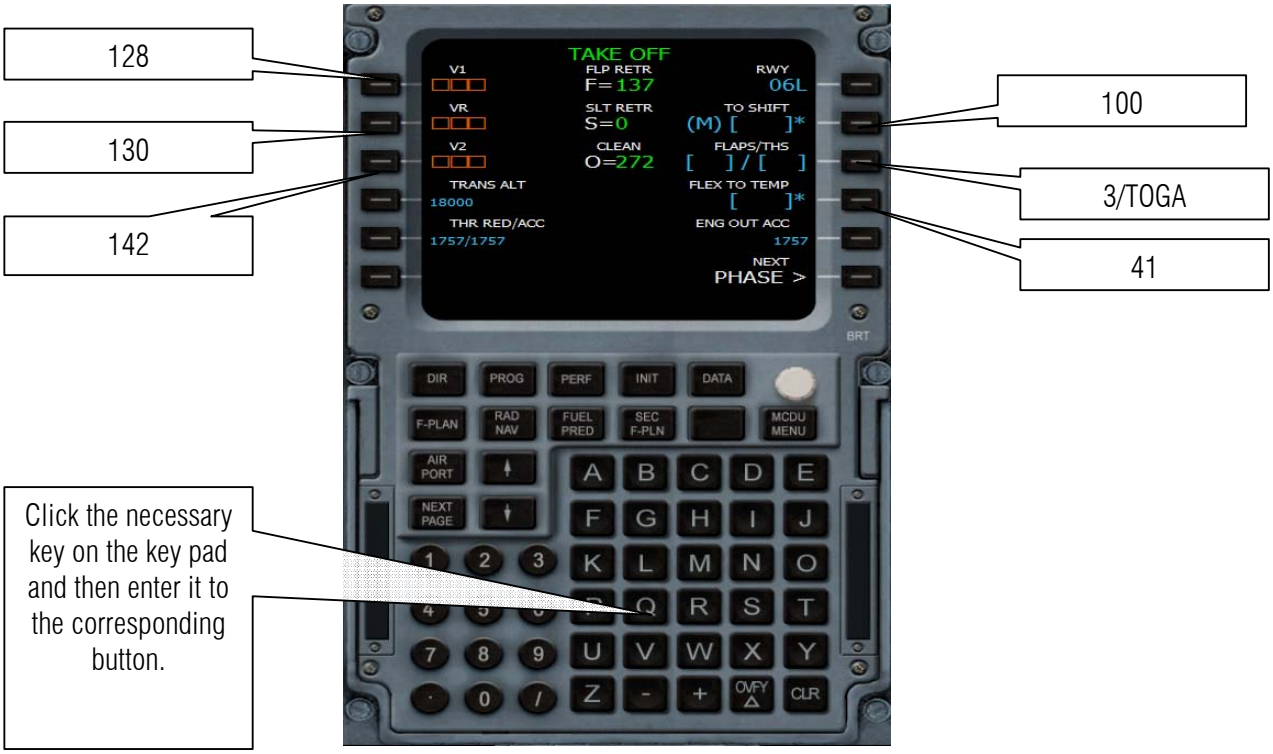
51. Now everything is in place, let us align IRS. This will allow airbus computer know where she is. Click 3R and watch the EWD till it finished. Do this if you still see ALIGN IRS-> if this is not shown anymore then skip this step and Step 52

52. Watch EWD and wait until its aligned.

53. Align and ready to rock and roll.

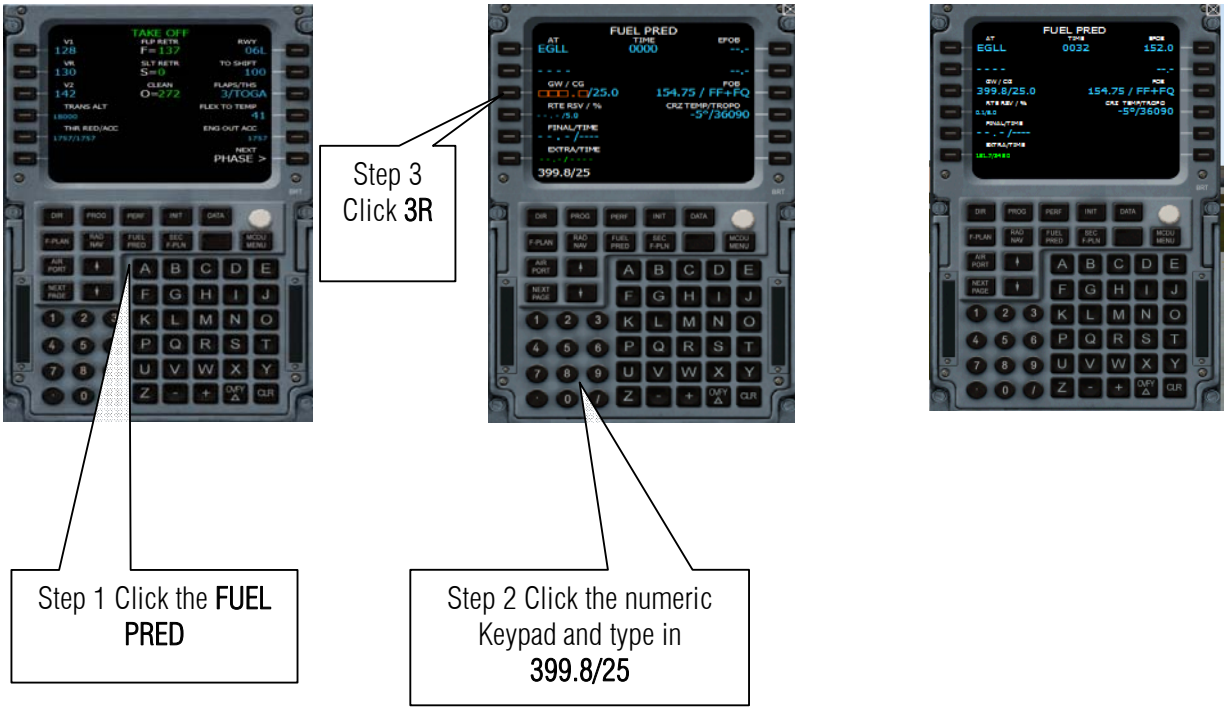
54. Click the PERF or performance button and enter the following

55. Using the keypad of MCDU let us enter the values shown on the sides.

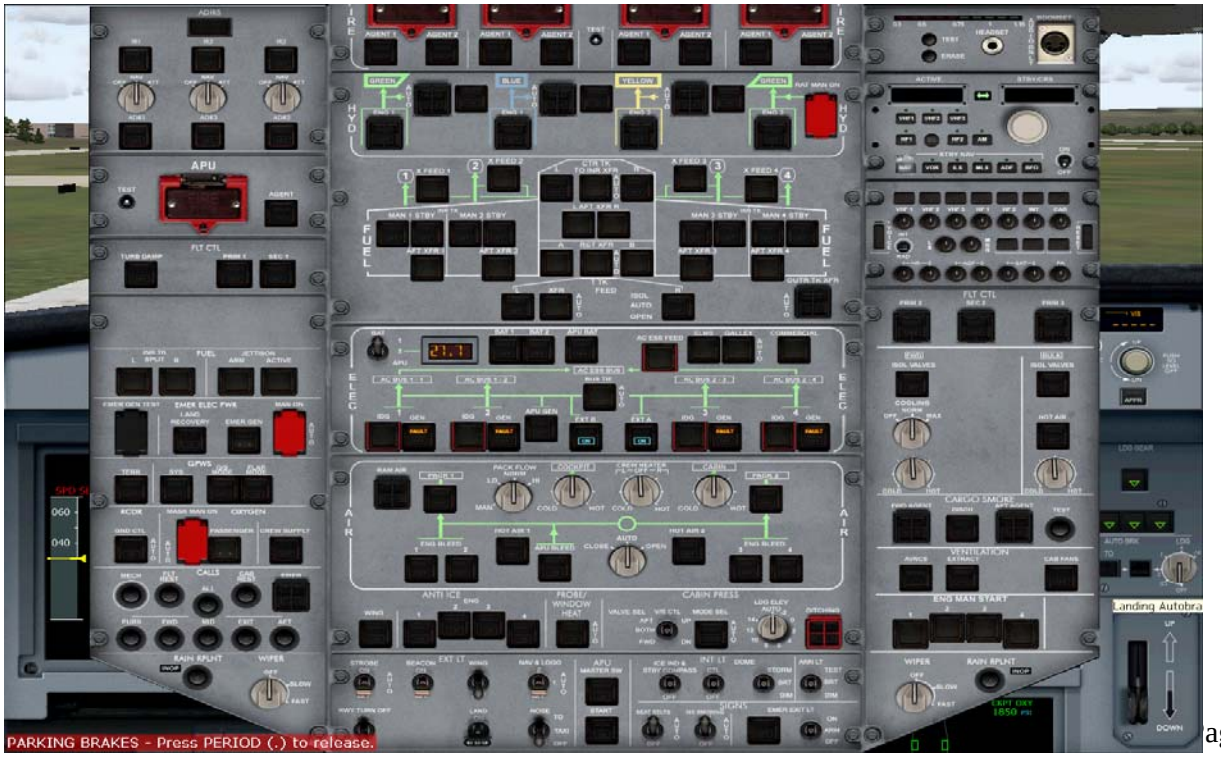


After entry this should look like this.

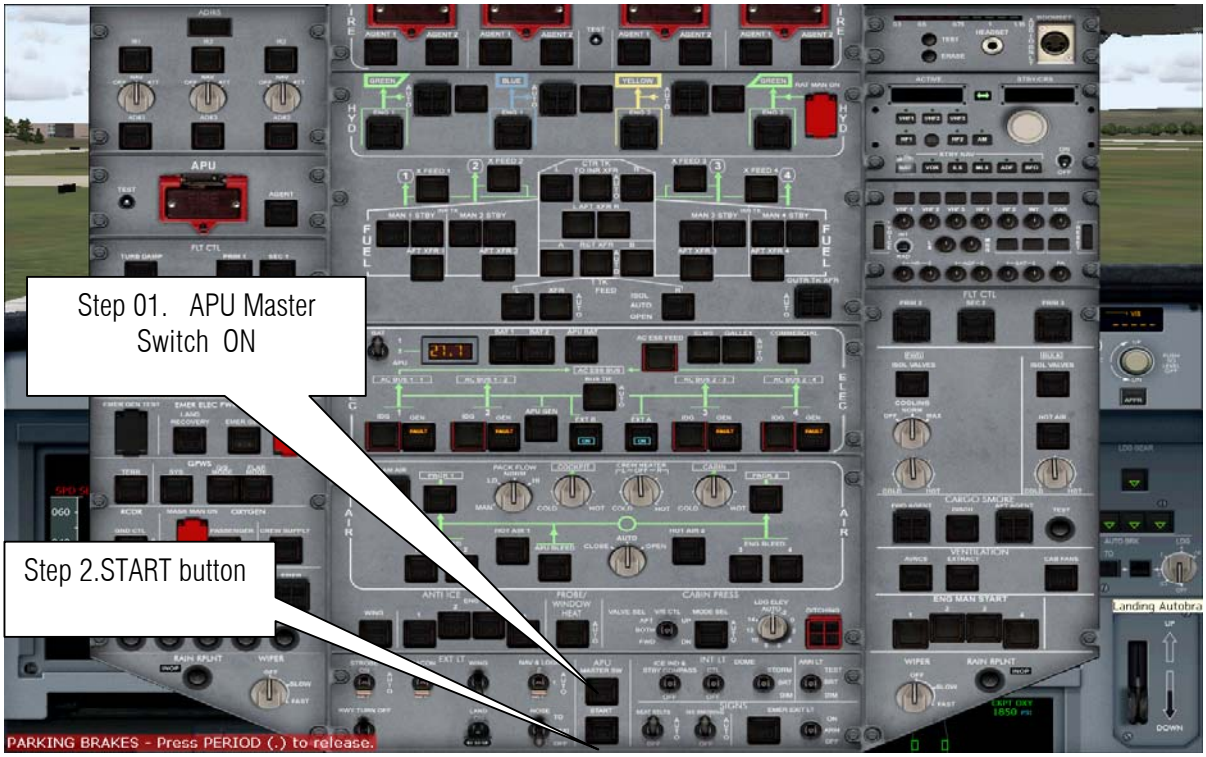
56. Let us enter the Fuel stuff



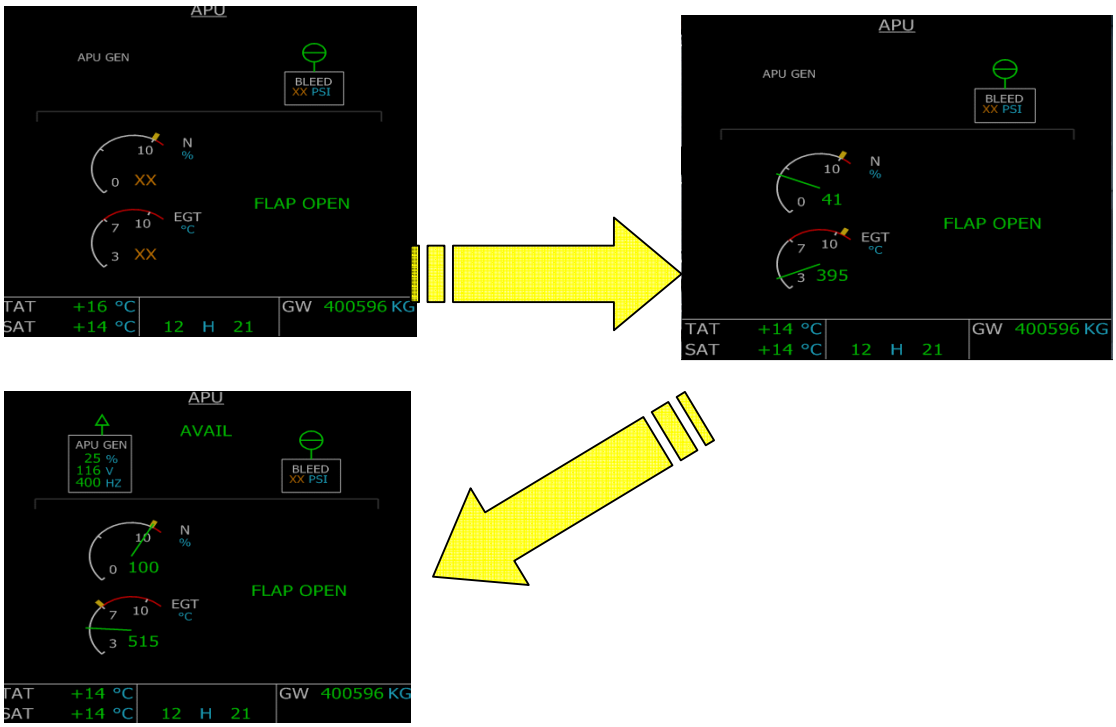
57. Press Shift + 4 key or put the mouse cursor near the lower left corner this will show the toolbar to open other panel then press shift+ 9



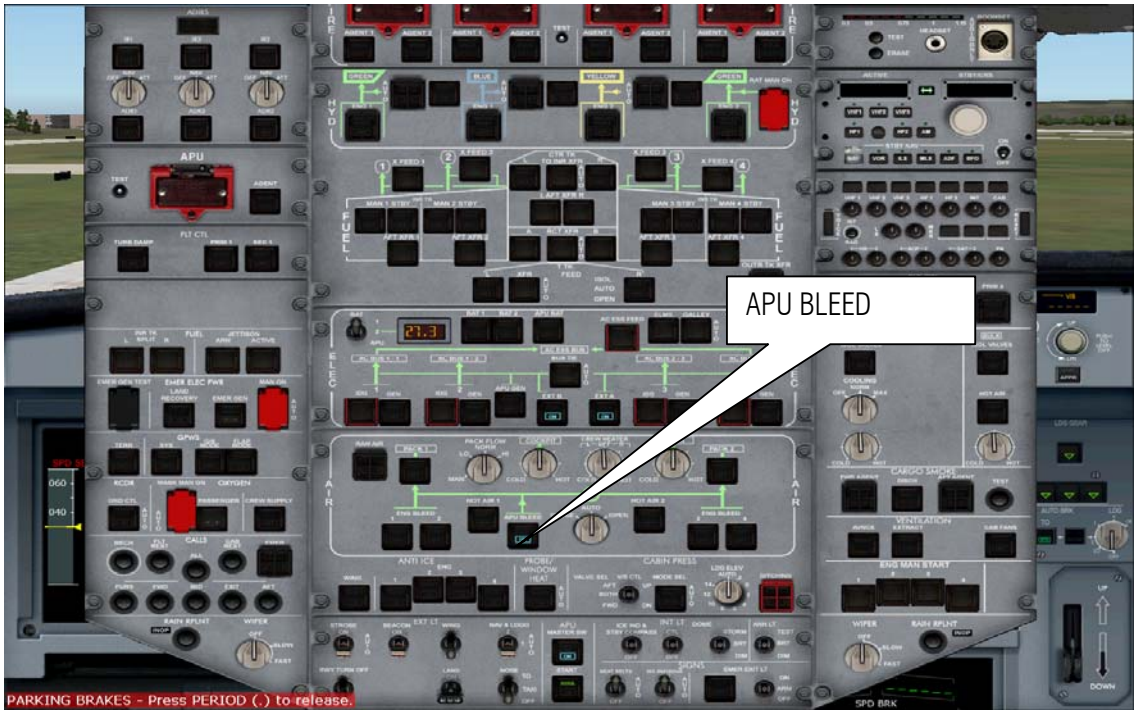
58. APU or Auxiliary Power Unit start before you can start the engines. On the overhead panel, press the APU Master Switch ON. Then press the START button. Monitor the APU start sequence of the SD (press Shift and wait for the APU to be available.



Watch the EWD

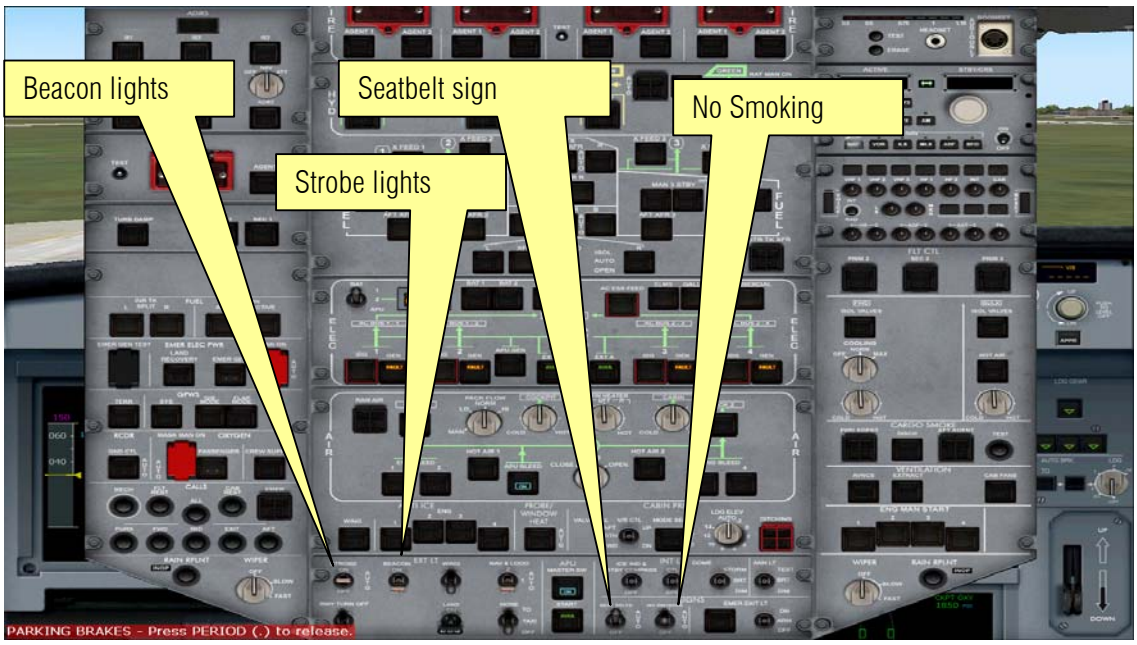


59. After the APU is power up turn on the APU bleed by pressing the APU BLEED switch on the overhead panel.



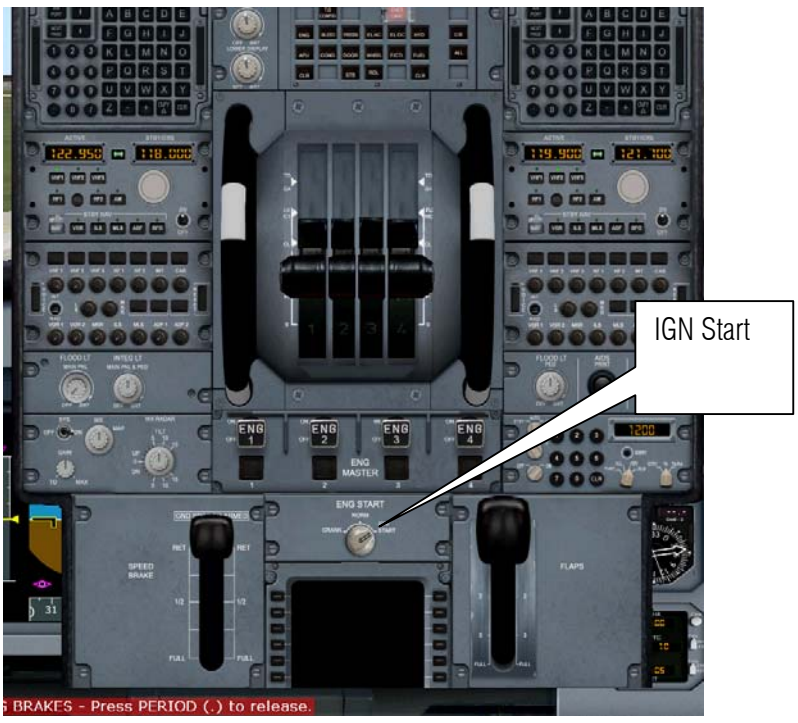
60. In no Particular order turn on the following:

Beacon lights ON
Strobe lights AUTO
Seatbelt sign AUTO
No Smoking Sign AUTO



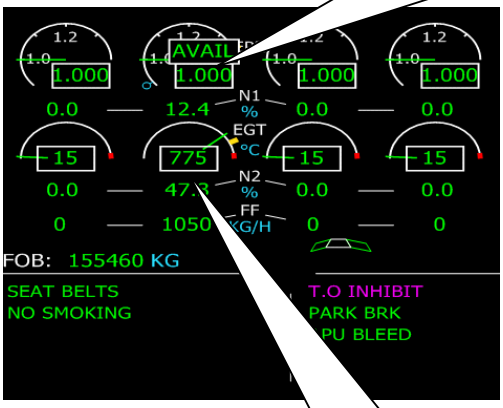
61. START UP THE ENGINE Press **Shift +4** to hide the overhead panel and Press **Shift +3** to show the Pedestal panel. Set the ENG mode switch to IGN/START position. Press **Shift+8** to show the EWD. But before starting the engines make sure that **parking brakes is on**. If not press Ctrl+.

62. Select the knob to IGN Start. Then Click the

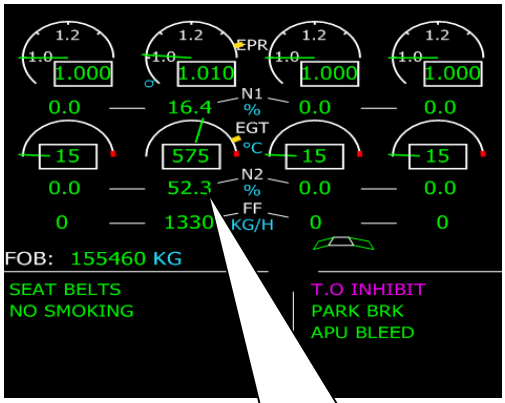


63. Click the ENG 2 button to Fire Up Engine Number 2 watch the EWD normalized

Engine 2 is up and running

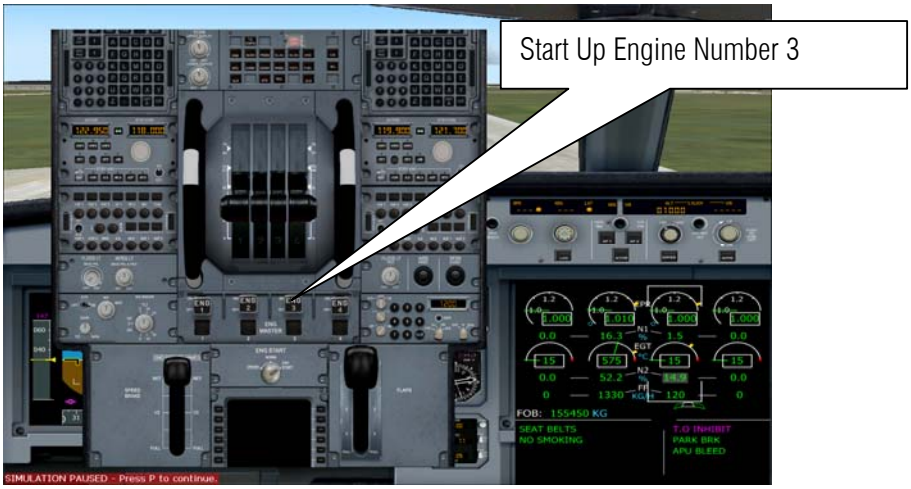


Wait until this goes back to 575 before starting Engine 3

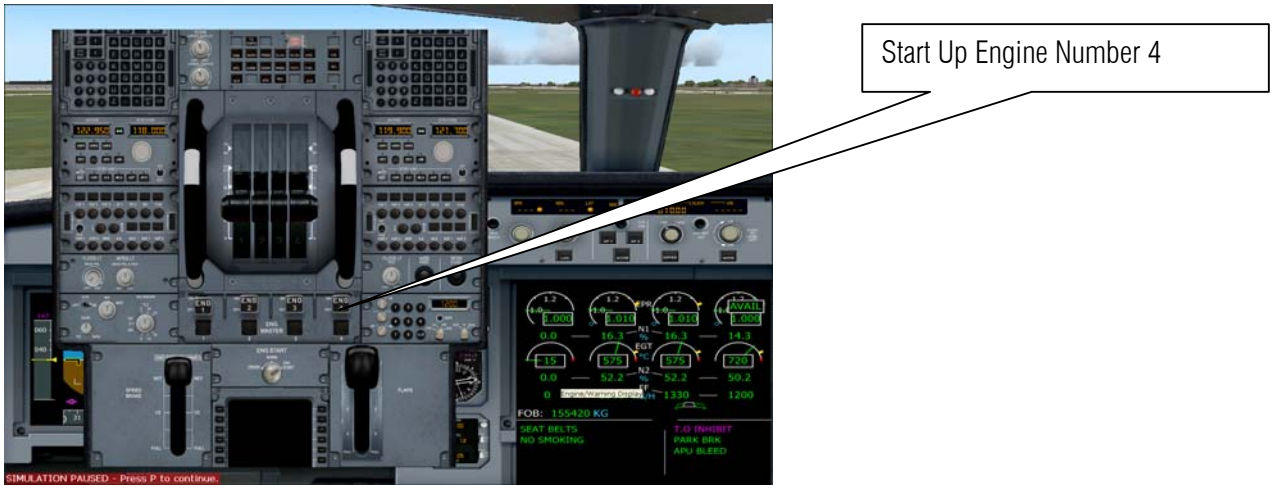


Wait until this goes back to 575 starting Engine 3

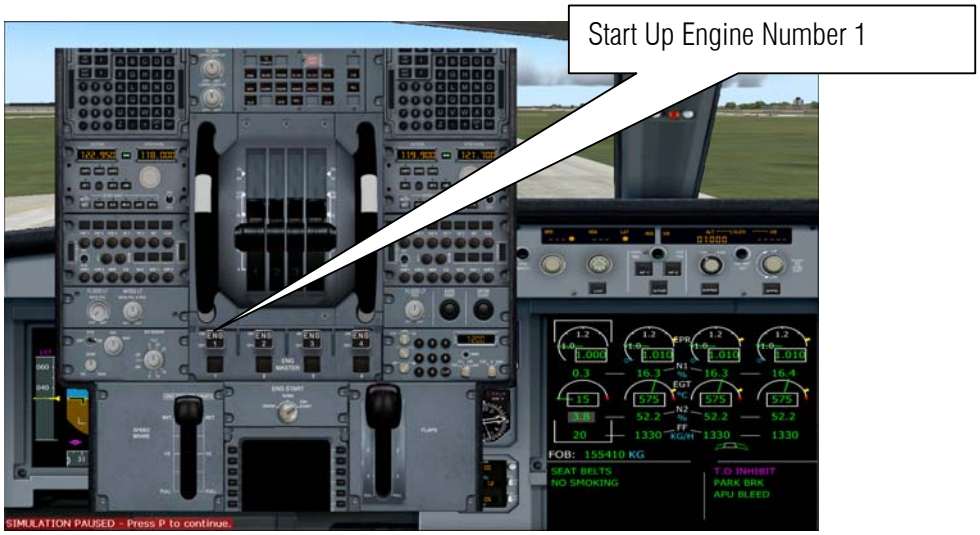
64. Click Engine 3 to start it up.



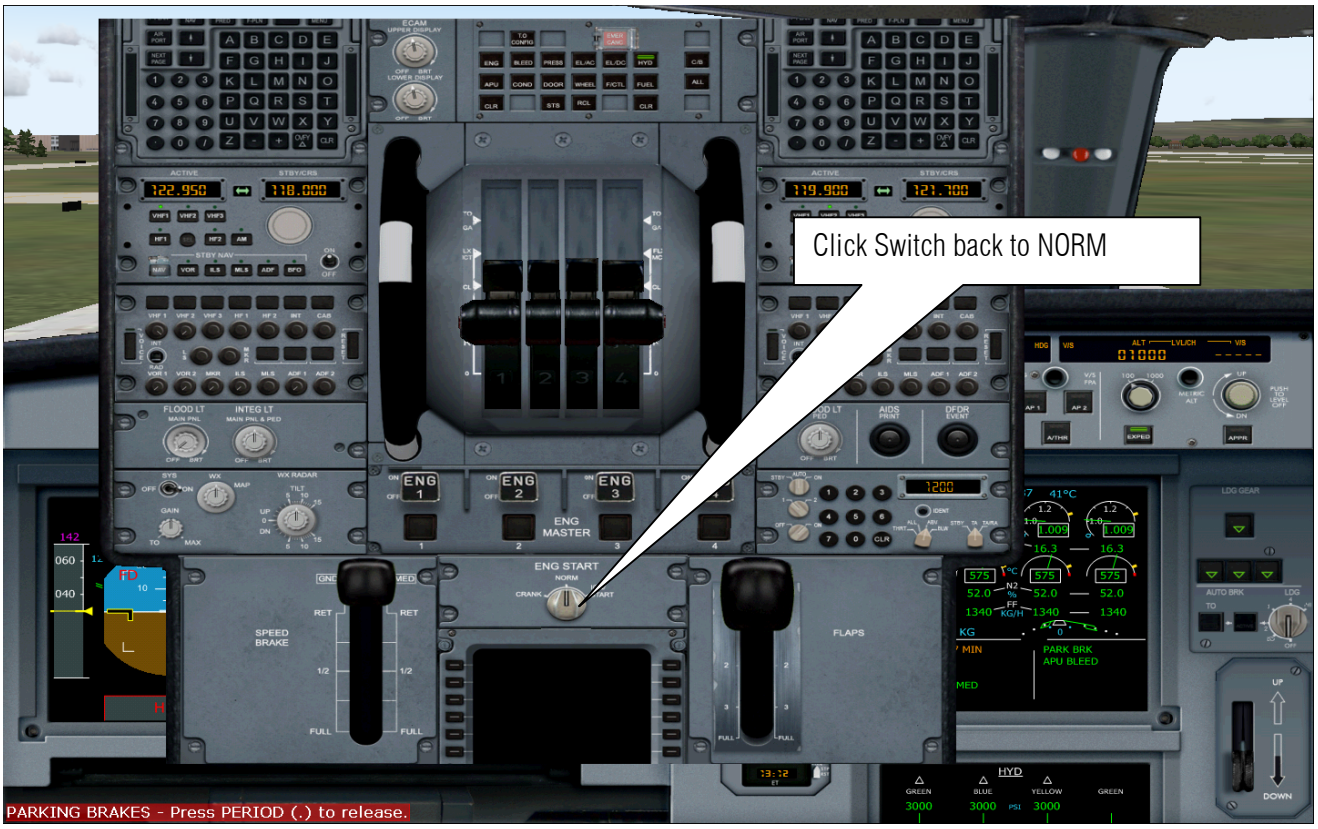
65. Click Engine 4 to start it up.



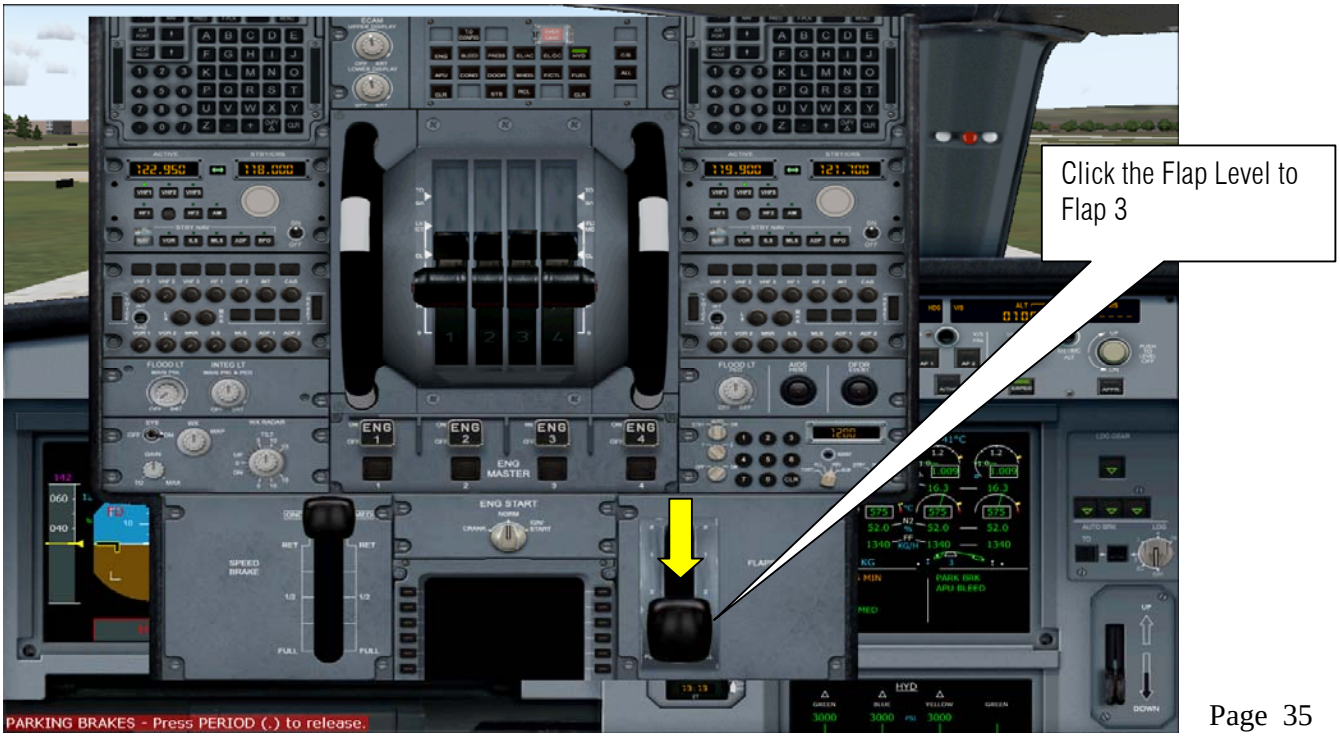
66. Click Engine 1 to start it up.



67. After all engine is running turn the knob selector to Norm



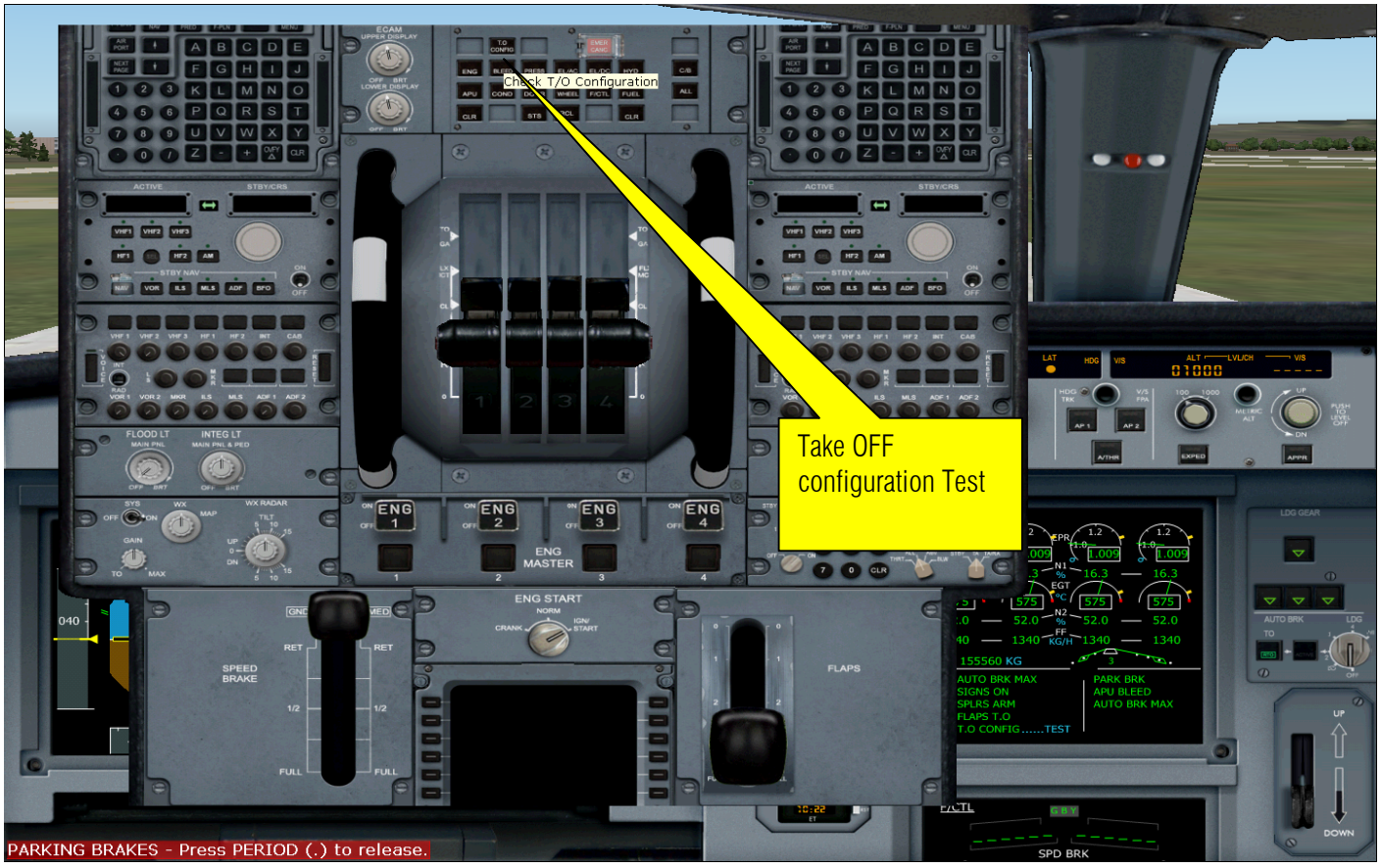
68. Now set the Flaps to 3 (as what we have enter on the MCDU remember?). Press **F7** 3 times or use the mouse cursor to push down the Flaps Lever.



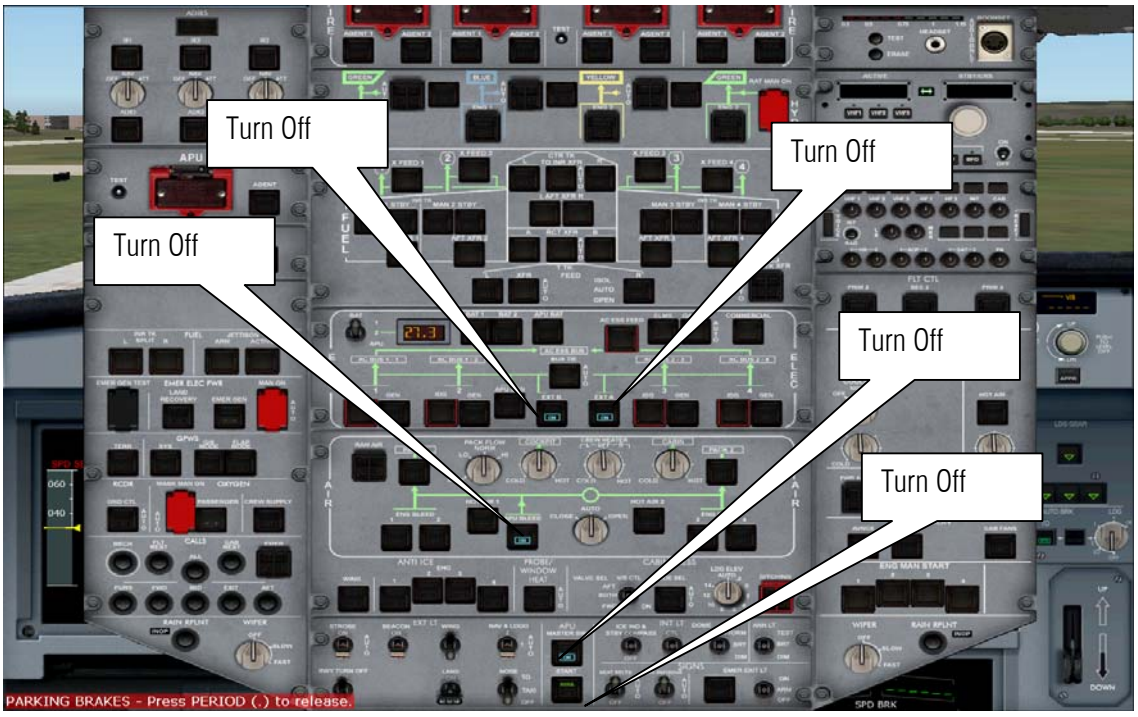
69. Push up to arm spoiler

70. Click the RTO to Max in case we got a problem during take off.

71. Finally click the TO configuration if there is still something missing with the take off list.



72. Go to overhead panels and turn off the APU and other stuff shown below.

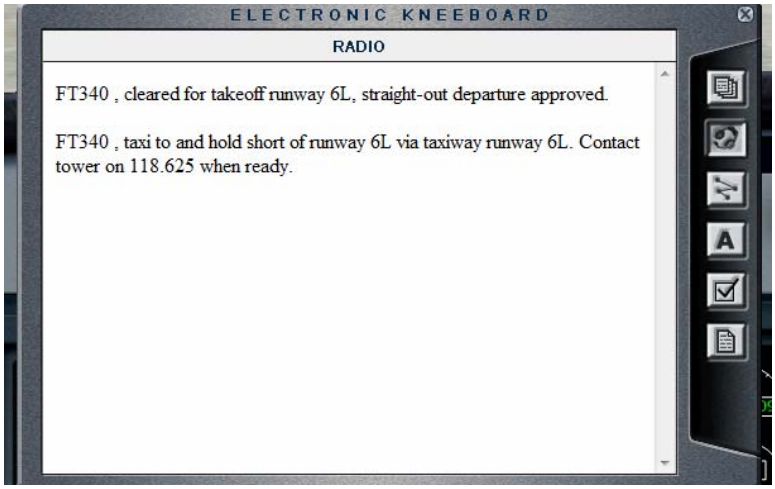


73. Before take off make sure that the FCU is in the manner shown below. Otherwise click the button or right click at the button until it shows you a --- o .

74. Make sure the **FD** is on and **A/THR** is also ON.

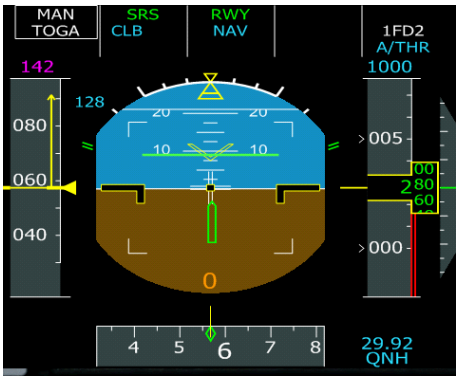
75. Remove the Parking Brakes by pressing Ctrl + Period (.) button on your key board.

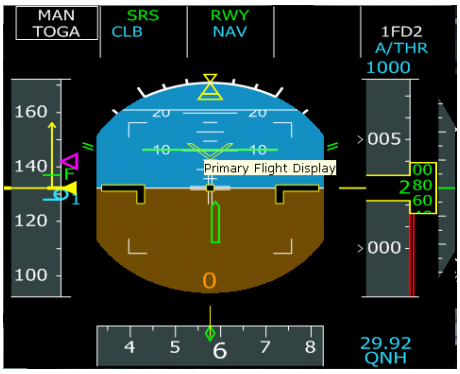
76. Let us request ATC clearance to departure



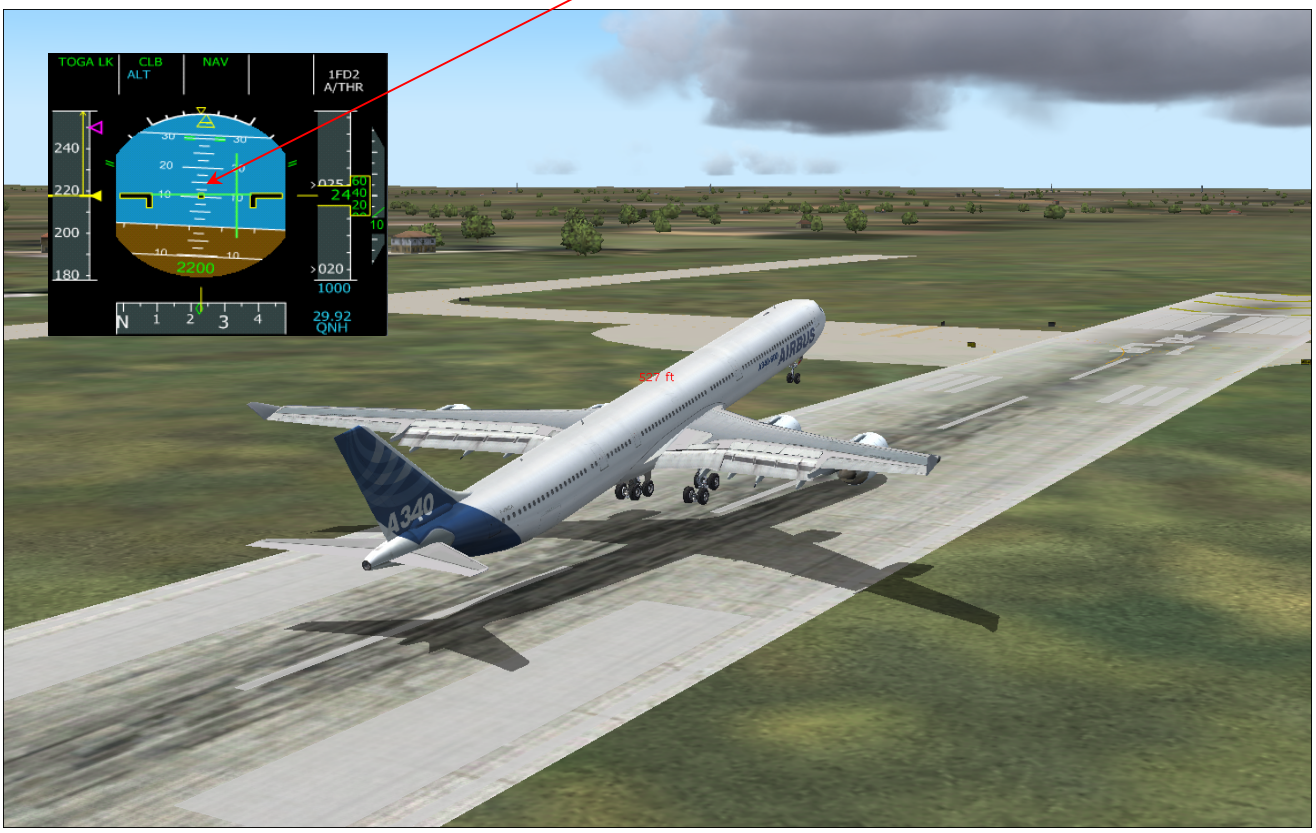
77. If you got a clearance set throttles to Full (TOGA) or press **F4 key or on your Joystick push up the throttles!**

78. Watch closely the PFD and the EWD as the speed approach the velocity of V1 VR and V2. That means no turning back. You have to FLYYY!!!!!





79. pull the stick gently BEFORE YOU RUN OUT OF SPACE in runway nose up 10 degrees

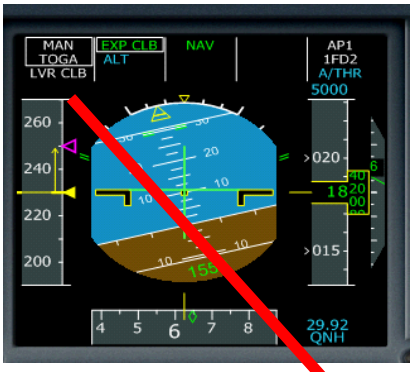


80. After reaching the safe 1000 Ft mark retracts the landing gear or press **G** in the keyboard.

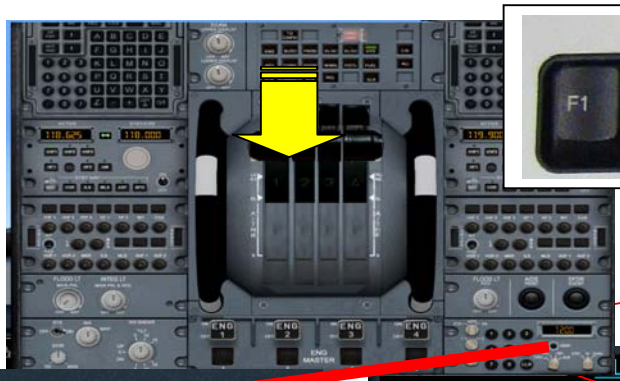
81. Retract the Flaps to 0 press **F5**

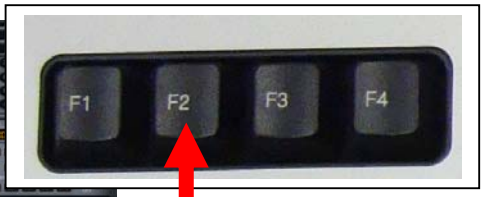
82. Engage the Auto Pilot AP1

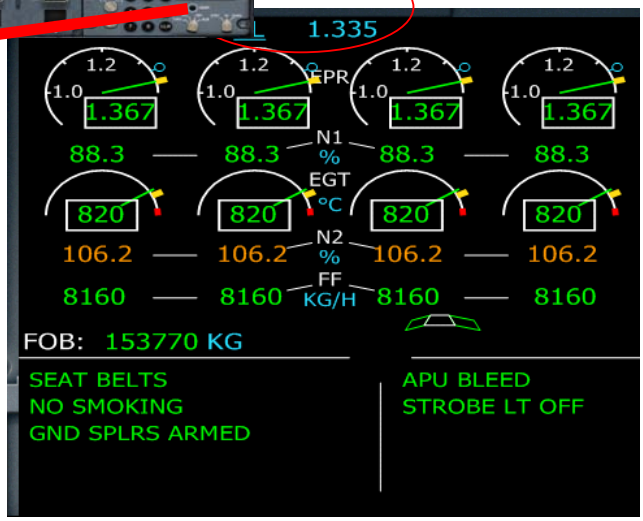
83. PFD says LVR CLB slowly retract the throttle to CL indent. Check the EWD .



Using your Joystick
Throttles
Push back a little bit
Until it's on **CL**.







84. Watch as the airbus turn to the first waypoint. During this time click the altitude to 5000 ft

85. Let us climb up click the  to climb up.

86. Encountering an over speed is a serious matter. Disengage auto throttle by clicking  and retracting the throttle to idle by pressing F1 in the keyboard until the red tape is gone!

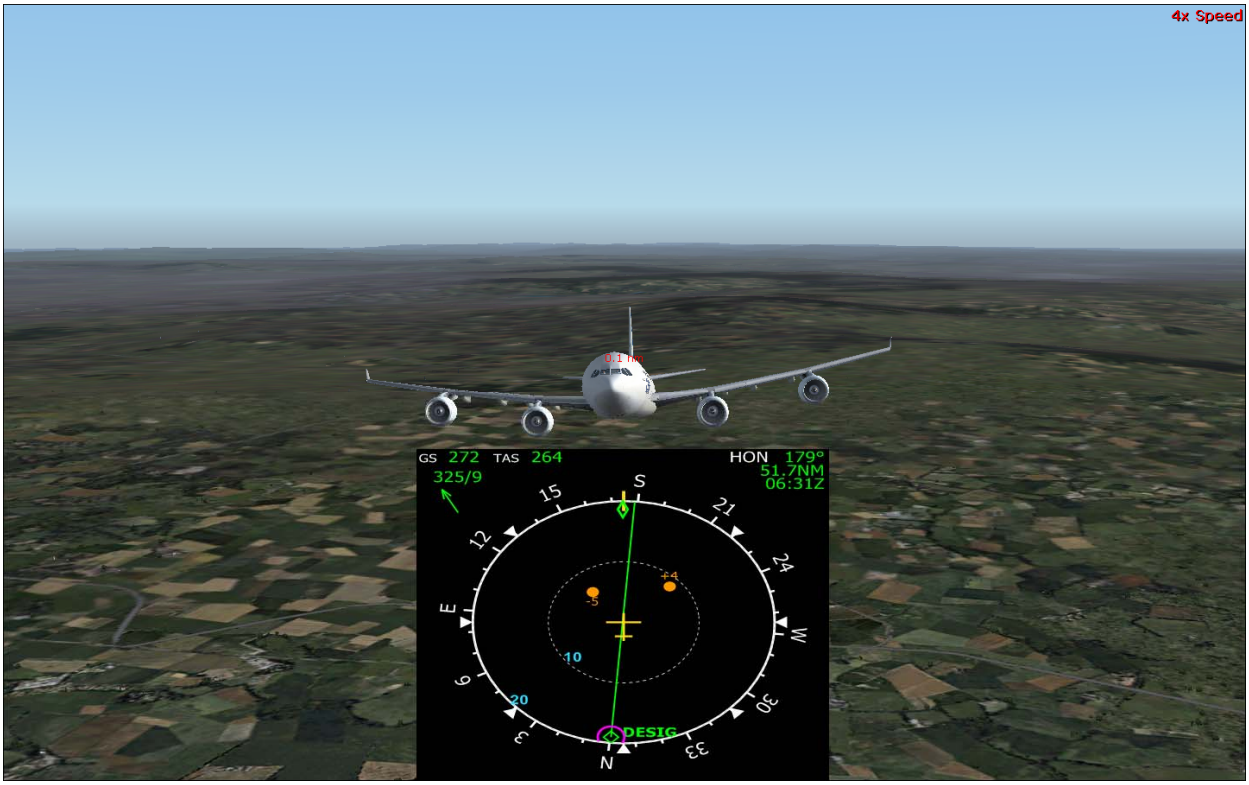
87. WATCH THE SPEED AT THE PFD. If it shows that we are going to fall to or CRASH!!! Engage the 

by clicking it then push the throttle to CL indent.

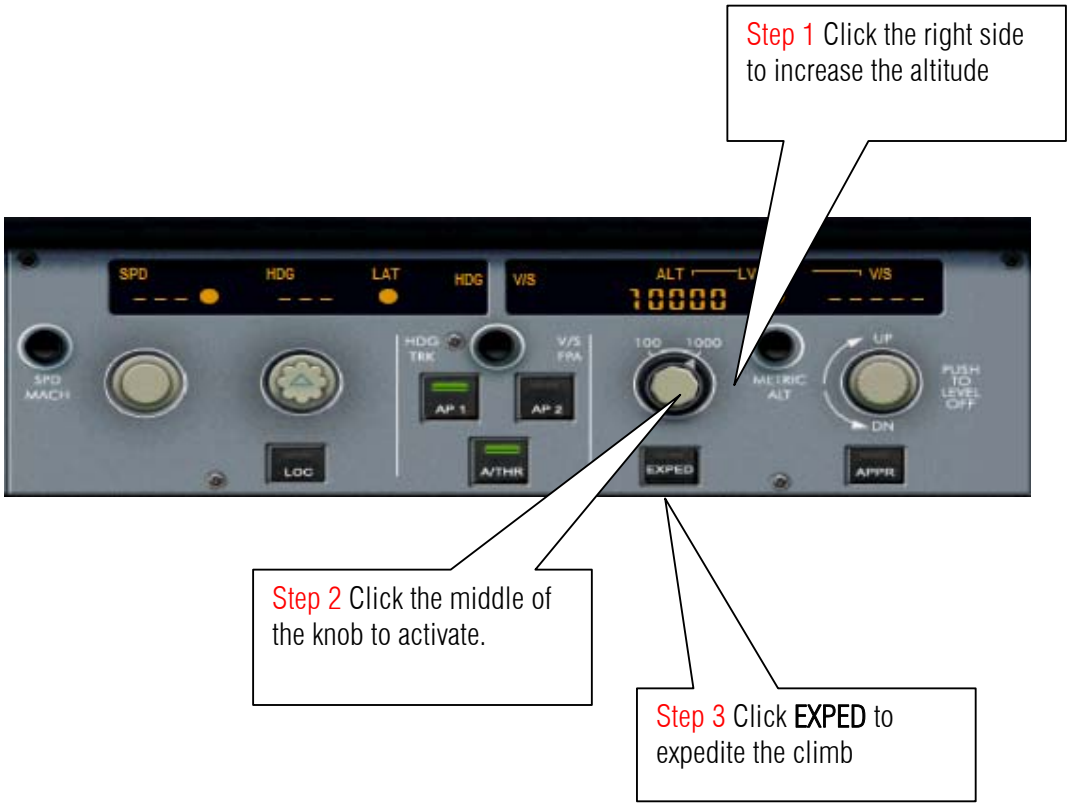
Using the Joystick throttles push it up. Or Press **F4** !

88. No Red tape and your plane is climbing to 5000 ft plus turning.

89. Like a racing pigeon it will find the flight path, it may circle few time from the airport until it will go to Plan flight path.



90. Time to increase again the altitude so using step 84increase it the altitude by **10,000 feet**. To cruise and save gas (its expensive this days) Then hit the expedite button to climb fast.



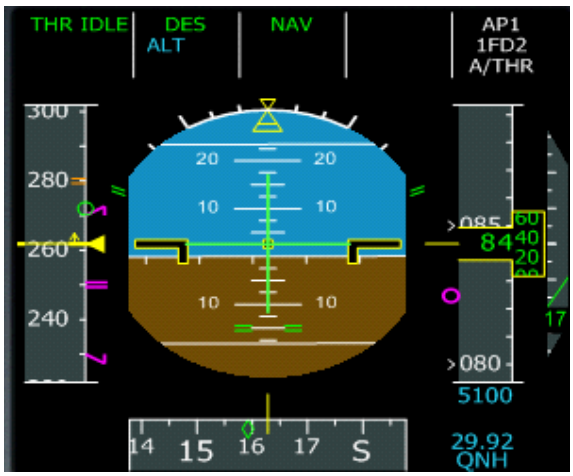
Upon reaching 10,000 Ft the PFD will show **ALTCRZ** means your Airbus is now in cruising Altitude. The MCDU is program to execute 323 Knots.

According to MDCU we should be 5100 FT when we are in waypoint **COWLY** .

91. Before we reach that point we have to descent. To do this so set the Altitude to 5100 FT by rotating the Altitude knob. Click on the left outer edge of the Alt button.

92. Then click the center of the ALT knob to execute the gradual descent.

93. The PFD shows you the DES means it on descent mode.



94. After passing COWLY next is WOD and it says 2080 but I will go by 2500 FT instead

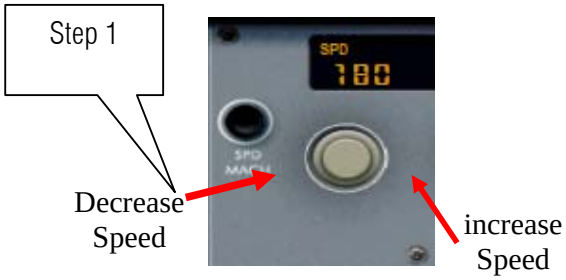
95. Like Step 91 and 92 rotate the Altitude knob to 2500 Ft then click the knob to engage the descent. But I also click **EXP** button to expedite my descent

96. Let us contact Heathrow "as usual the ATC want me to land on 9L but I like 9R

97. So we have confirm that we are arriving to land on Runway 09 Right let us now engage the approach phase in the MCDU. Activate MCDU (**Shift+ 5**) click **PERF button on MCDU.**

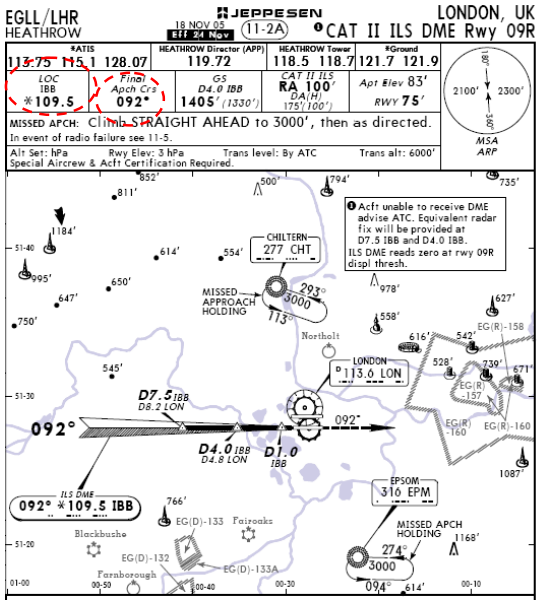
98. Click again button **6L** on the MCDU to confirm.

99. Using the FCU again I slow down my speed by clicking the SPD knob and setting it to 180 Knots. If you put the mouse cursor on the left you will decrease the number on the right side it will increase the number. Decrease Speed to 180 knots and then click the center of the speed knob to activate it.

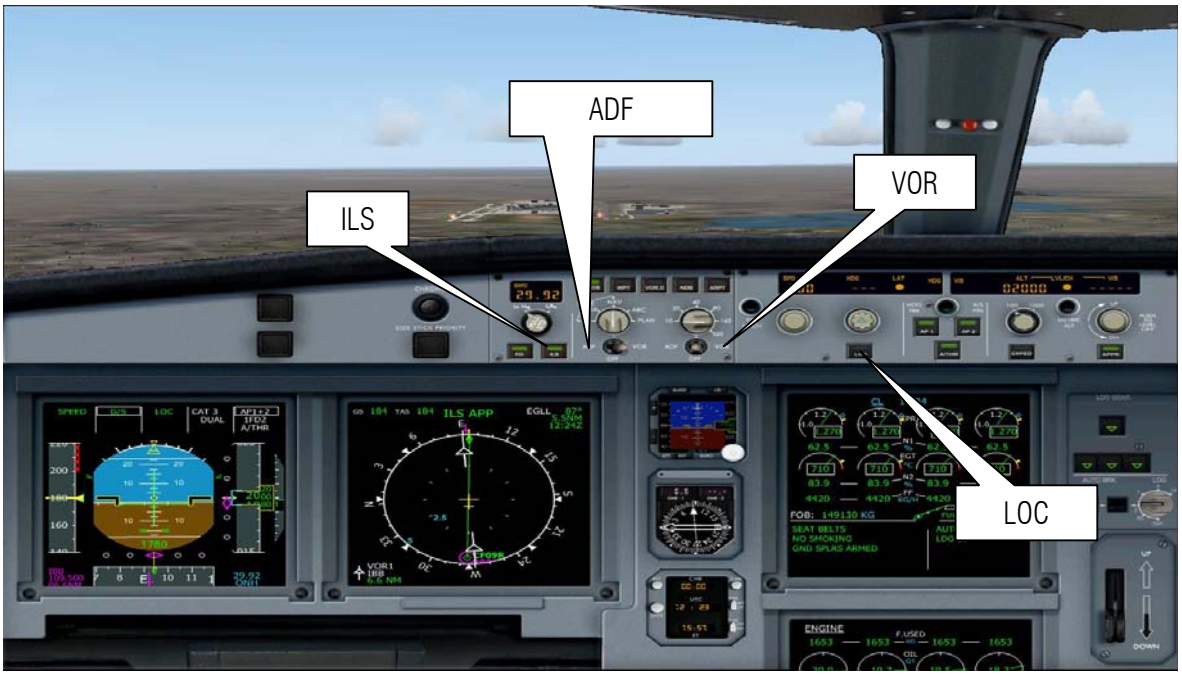


100. At 210 knots I push the flaps to 2

101. Approaching the final Leg and checking the **RAD NAV** if the LOC is the same as shown in the approach plate. If you don't have a approach plate use the Flight planner as discuss in the previous steps.



102. In no particular order. Switch the ILS and LOC button to ON. Clicking the ADF and VOR switches



103.Make sure that you Turn on the Landing Lights Seat belt sign ON and click the set the Autobrake to MED

Step 1 .Landing Light **ON**

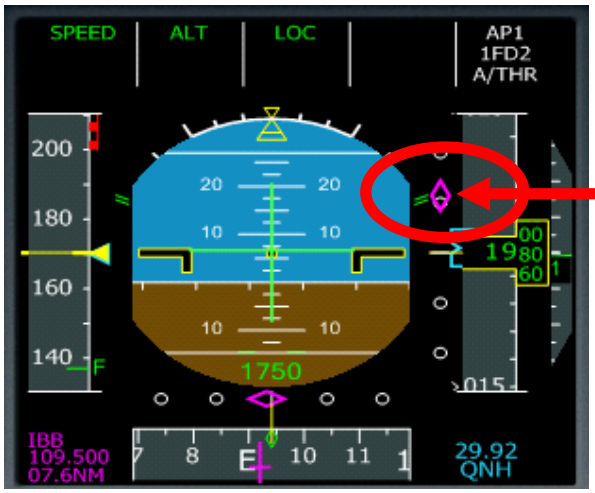
Step 2 Seat belts sign **ON**

Landing Gears Down

104.Reduce altitude to 2000 Ft by clicking the ALT button again just like Step 95.

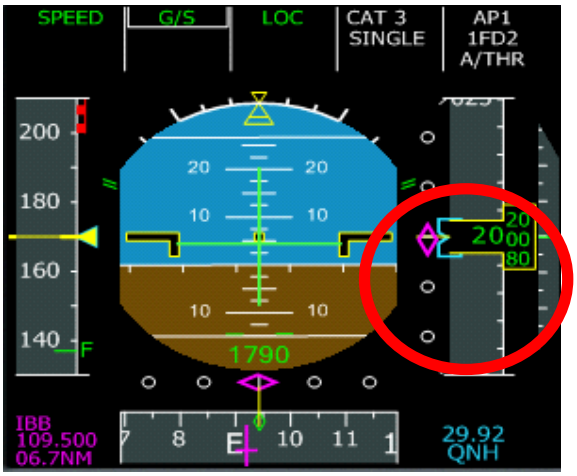
105.Reducing speed again to 170 knots or Maintain 180 knots.

106. The moment we are waiting for the magenta Diamond is exactly in position click the APP and AP2 button immediately



WATCH FOR THE MAGENTA DIAMOND AS IT REACHES THE MIDDLE MARKER OF ALTIMETER

You have to **act fast** or you miss the Glide slope so put the mouse cursor near the APPR button and when you see the Diamond magenta is on the middle marker CLICK APPR Button NOW!!!!
Then click AP 2.



Step 01

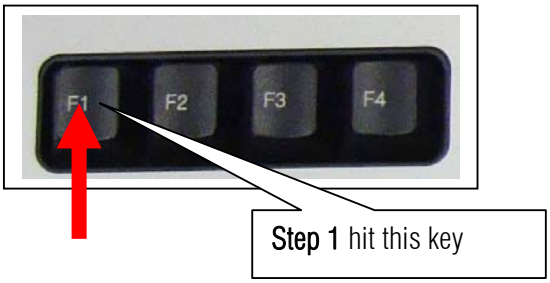
Step 02

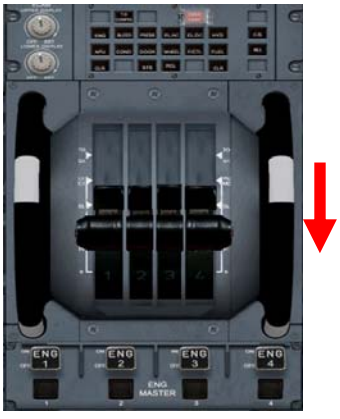
107.Ready to Autoland

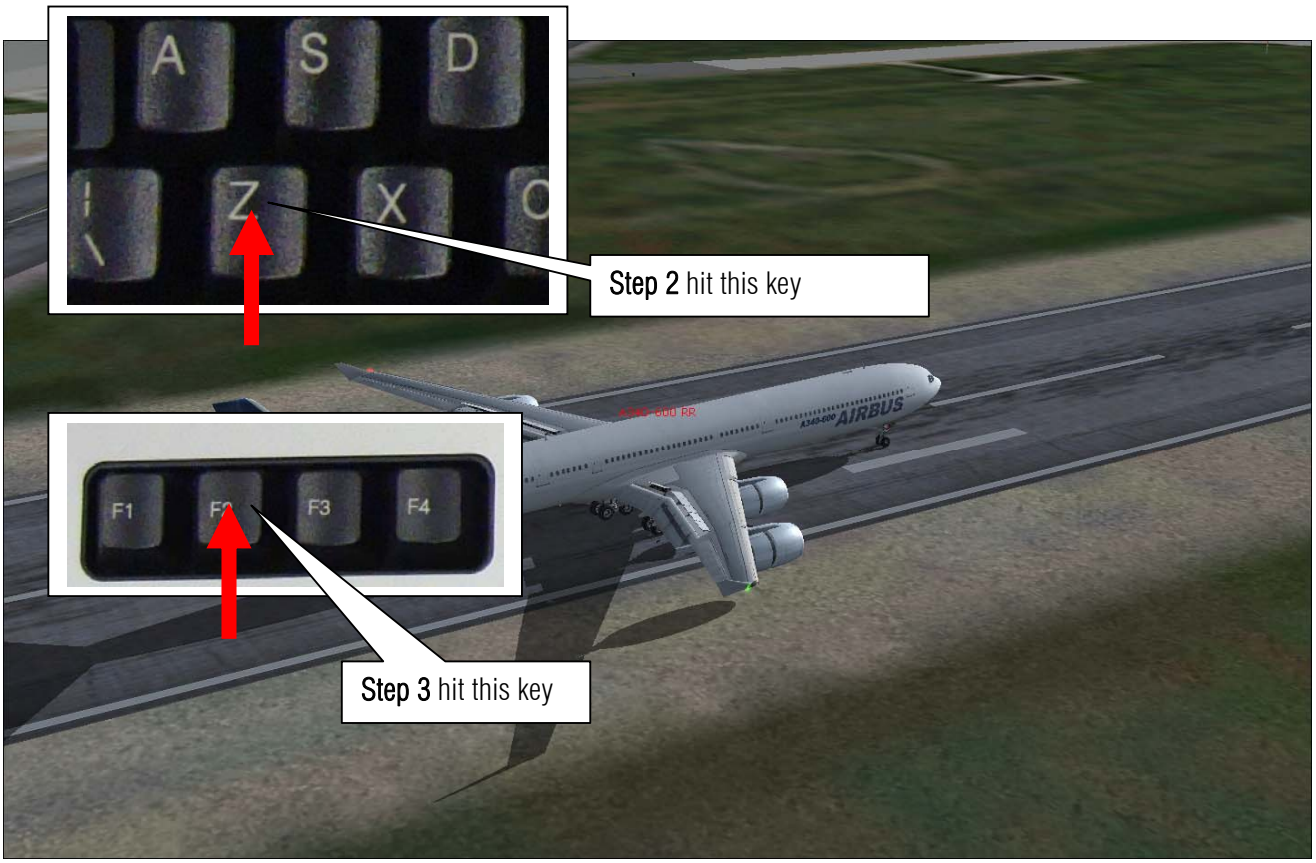

A340-600 RR
SIMULATION PAUSED - Press P to continue.

RETARD!!!RETARD!!!

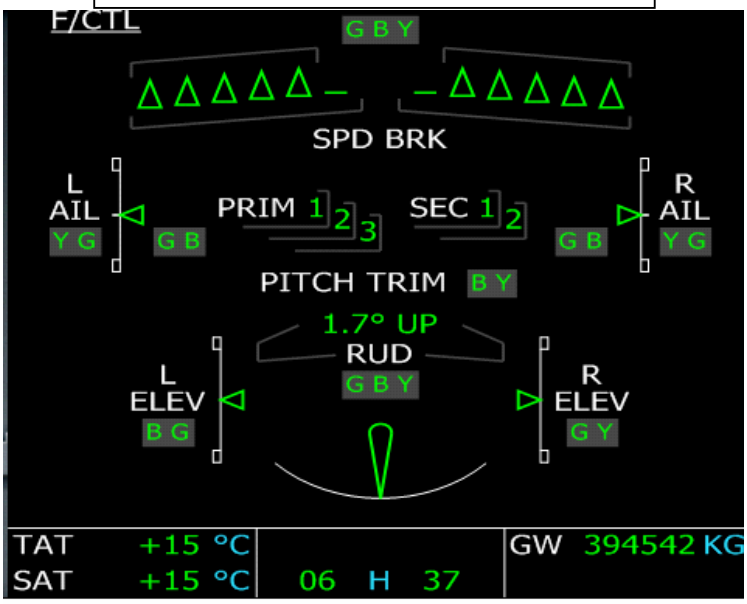
Set the throttles to IDLE hit **F1** and prepare to remove the Autopilot by pressing **Z** in the keyboard. Then press **F2** to reverse thrust!







108.Press slash / key on the keyboard to disengage the speed brake.



109.Retract the flaps to Null and clear the runway.

Cabin Crew:" *Ladies and Gentlemen welcome to London please remain seated until the seat belt sign is switch off*."

Call ATC and get your assign taxiway to Gate. I am going to see my daughter Beatrice in London and enjoy the rest of the day. Thank you for downloading.

Sample flight of Airbus Series Vol 2 develop by Feelthere and Wilco Publishing

Author: Herrera

I am not an Airbus pilot. Regarding some other wrong procedure stuff and wrong words my apologies. This sample flight is dedicated to my beloved daughter Beatrice. Thanks to Mr. Christophe Modave. Thank you to **Wilco Publishing** and www.**Feelthere.com**. Please do more!

Recommended Software.