Airbus A380 Quick Reference Guide

Pre-Flight & Pushback

- Brief yourself (and any other pilots you may be flying with) on your takeoff flaps, thrust and speeds *(refer to the Takeoff & Landing Config Table)*; your initial flight level *(refer to Cruise Table)*; your climb thrust *(refer to Climbout Table)*, appropriate for your weight
- Engine start procedure:
  - Start ENG 1 & 2 simultaneously, wait until fully stabilized, then start ENG 3 & 4
  - Once all engines are fully stabilized, shut down the APU, perform a flight controls check and set your takeoff flaps
  - If you're flying at a weight requiring full takeoff power, keep the APU on and shut it down after setting CLB THR
- Reduced engine taxi procedure:
  - If ENG 2 & 3 (inner engines) are <u>NOT</u> above pavement, it's recommended to taxi on ENG 1 & 4 (outer engines). Otherwise, taxiing on the inner engines is recommended

Taxi

- Use no more than 40% N1 on ground
- If at a heavier configuration, the aircraft will slow down if kept at idle thrust, so a little above that will be required to keep a constant speed
- 90° turns are to be taken at no more than 10kts ground speed

Takeoff

- Set 25% THR, ensure the engines are stabilized
- Once stabilized, set takeoff power
- Rotate at your previously briefed speed
- Bring the nose up to 15° at around 3-5°/sec
- Verify you have a positive climb rate and retract the gear

Climbout

- Set climb thrust (Max CLB THR = 98.5%) at 1,000-1,500ft AAL
- After 10,000ft MSL, accelerate to 320kts (M0.85 above FL280)

Cruise

- Cruise at M0.83-M0.85
- Do not exceed the aircraft's MCT of 98.4% THR during cruise
- Consider step-climbing to maximize range *(refer to Cruise Table)*

Descent

- Descent via VNAV is recommended
- Avoid descending at >2,500 fpm below 20,000ft, as the A380 is slippery
- If on a continuous descent at or below 10,000ft, start slowing down to 250kts at around 16,000ft, to ensure a smooth descent
- Arm A/BRK

Arrival

- Slow down to 180kts by 10NM DME, and extend flaps as appropriate *(see Flap Speed Table)*
- Extend the landing gear at around 2,500ft AGL, start slowing down to V_{App}, keep extending flaps as appropriate
- Start your flare & reduce power to Idle once you hear the "50" callout
- Deploy reverse thrust on touchdown, stow at 60KIAS
- Start up your APU once ≤ 5min away from your gate
- Taxi to parking as instructed, shut down your engines and attach GSEs