DO NOT USE FOR FLIGHT

**Airbus A318/A319/A320/A321**

+ **Airbus A330/A340**

**Checklist / Flow-Procedure**

*including basic Flight-Planning-Charts*

*for Wilco Airbus Series*

*with Microsoft Flight Simulator / Prepar3D*

*created by Carsten Rau*

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Version 7.0

Print Notice: Page size DIN A5. Print 2 pages per A4 or Letter page. This page is the front cover.
Attention:

1) You need a saved Flight with the aircraft parked at parking position and parking break set!
   If you don’t have such a flight you won’t be able to load the aircraft in Dark & Cold mode. So create such a flight, set the parking break and save it.
   For every new flight, set D&C in the configurator, load the flight and then change the location the desired airport.
2) Auto-Functions in FMC are only available in Beginner and Intermediate mode (configurator).
3) Intermediate mode is recommended as IRS alignment otherwise takes 10 minutes.
4) Thrust levers (e.g. CH Throttle Quadrant) have to be calibrated in special way for the Wilco Airbus Series, because FLEX and TO/GA detents can’t be reached otherwise. When calibrating set the max forward position about 1cm behind the normal max forward position. With the configuration you can push the Airbus Series thrust levers over the 100% manual thrust position to reach FLEX and TO/GA detents. Alternate method: Use keyboard for t/o thrust setting and use throttles only for taxi and manual approach.

Parking Position / Preparation:

- Dark & Cold (at Configurator)          Set
- Load & Fuel (at Configurator)         Set
- FSX                                   Start & load Airbus-Flight (with Parking Break set!)
- Parking Break                         Set
- All ENG Master switches               Off
- Load & Fuel (at FSX)                  Check (or reset)
- IVAP-Connection                       Activate
- Flightplan at FSX                     Create
- Dep-Metar                             Check & note
- Arr-Metar                             Check & note
- Door(s)                               Open
- Gangway                               Enable (if available) (Ctrl + J)
- Overhead-Panel:
  - Battery                              On
  - Engine GENerators                    On
  - NAV-Light                            On
• Radio Mgmt. Panel (Pedestal)  On
• External Power  On (if available)
• Window Heat  On
⇒ Overhead Panel End
• Autopilot-FD (Flight Director)  Off ⇒ On (Reset)
• FMC:
  - DATA INDEX ⇒ DATA Button
  - Import FS FPLN ⇒ 6R
  - INSERT ⇒ 6R
  - MCDU Menu ⇒ MCDU MENU Button
  - FMGC ⇒ 1L
  - Enter Flight No. ⇒ 3L
  - Enter Flight-Level ⇒ 6L
  - Enter Alternate Airport ⇒ 2R
  - Enter Cost-Index ⇒ 5L (50 average, 100 high speed cruise)
  - Align IRS ⇒ 3R
⇒ --- IRS Alignment has started---
  - INIT Page B ⇒ NEXT PAGE Button
  - Enter Zero Fuel Weight (ZFW) ⇒ 1R
    o (Auto-ZFW ⇒ 2x 1R)
  - Enter Block Fuel (BLOCK) ⇒ 2R
    o (Auto-Block Fuel ⇒ 2x 2R)
  - F-Plan Page ⇒ F-PLAN
⇒ ---Make sure to be at the top of the F-PLAN page (↑-Button)---
  - LAT REV Page (of Departure Airport) ⇒ 1L
  - DEPARTURE Page ⇒ 1L
  - Choose runway (up/down with ↑↓-Buttons) ⇒ xL
    o x = line no. of desired runway
  - Choose SID and Transition ⇒ xL ⇒ xR
    o x = line no. of desired SID / TRANS
    o You don’t have to choose a SID / TRANS (choose NONE).
  - INSERT ⇒ 6R
  - Clear any discontinuities at departure route ⇒ CLR Button ⇒ xL
    o x = line no. of discontinuity
  - Scroll page down to Arrival Airport ⇒ 2x AIRPORT Button
  - LAT REV Page (of Arrival Airport) ⇒ xL (standard 6L)
    o x = line no. of Arrival Airport
- ARRIVAL Page ➔ 1R
- Choose runway ➔ xL
  o  x = line no. of desired runway
  o  You can change this in-flight if required.
- Choose STAR and Transition ➔ xL ➔ xR
  o  x = line no. of desired STAR / TRANS
  o  You can change this in-flight if required.
  o  You don’t have to choose a STAR / TRANS (choose NONE / 1R).
- INSERT ➔ 6R
- Clear any discontinuities at arrival route ➔ CLR Button ➔ xL
  o  x = line no. of discontinuity

⇒ next steps are not necessary---
- Scroll page up to Dep. AP ➔ 2x AIRPORT Button
- VERT REV Page (of Dep. AP) ➔ 1R
- Enter estimated time of departure (UTC time) ➔ 2R
- RETURN ➔ 6L

⇒ next steps are necessary again---
- PERF TO Page ➔ PERF Button
- Enter Flap configuration for T/O (1, 2 or 3) ➔ 3R
- Enter FLEX T/O TEMP ➔ 4R (average value: 50)
  o  (Auto-Flex-Temp ➔ 2x 4R)
- Enter V1 ➔ 1L
- Enter VR ➔ 2L
- Enter V2 ➔ 3L
  o  (Auto-V1, -VR, -V2 ➔ 2x L1 ➔ 2x L2 ➔ 2x L3)
- Enter Thrust-Reduction Alt. in ft. (>1500) (or leave suggested value) ➔ 5L
- Enter Transition Alt. ➔ 4L
- Next PHASE ➔ 6R
- Enter Climb Speed (KIAS) ➔ 4L
- Next PHASE ➔ 6R
- Enter Cruise-Speed (KIAS or .Mach) ➔ 4L
- Next PHASE ➔ 6R

⇒ FMC finished---

• IVAP-flightplan  Read from FMC & enter
• Speed at flightplan  Enter TAS or MACH
--- TAS = KIAS + FL/2 ---

- **Departure Time**
  - Enter (UTC)
- **EFIS-Mode (MainPanel/MP)**
  - ARC
- **EFIS-Range (MP)**
  - 40nm (or as required)
- **GND-Control**
  - Set frequency
- **IFR-clrc**
  - Request (when ATC active)
- **IFR-clrc-data**
  - Note & Readback

--- Note: Squawk, First-Altitude, QNH ➔ Readback ---

- **Squawk**
  - Set
- **FP-correction**
  - Correct (if required / requested)
- **FMC-correction**
  - Correct (if required / requested)
- **Altimeter**
  - Set to atmospheric pressure (B)
- **Autopilot**
  - Set

--- Correct settings: dash-ball-dash-ball-ball-dash ----

  - CLB & NAV modes
    - Arm
  - FMS should display CLB / NAV ---
    - If not...
      - Reset FD (FD Off ➔ FD On)
  - First Altitude
    - Set
  - Speed
    - Managed
  - Heading
    - Managed
  - Altitude
    - Managed

--- Note: Target Alt. must be higher than Accel. Alt. ---

--- Note: Managed = Left Mouse Button, Selected = Right MB ---

**Engine s/u & Pushback:**

- **Gangway**
  - disable (CTRL + j)
- **Doors**
  - closed
- **Engine s/u & Pushback p/b clrc**
  - request
- **APU Master**
  - On
- **APU Start**
  - On

--- wait till APU Start switch shows available (AVAIL) ---

- **APU Bleed**
  - On
- **External Power**
  - Off
- **Fuel Pumps**
  - On

--- All Pumps of tanks containing fuel only ---

- **Beacon Lights**
  - On
**Checklist + Flow-Procedure**  
**Airbus A320/A330/A340 Series**

- Wing Lights: On
- Nose Light: Taxi
- Runway Turnoff Lights: On
- No Smoking: On (or Auto)
- Seat Belts: Auto
- Flaps: Select (as filled in FMC)
- Spoiler: Armed
- Autobrake: MAX (A340-600: RTO)

- Parking Break: Off
- Pushback: Start
- ENG-Mode (Pedestal): IGN/Start
  --- FADEC should turn active (from amber displays)---

**A340 Engine Start:**
- ENG 1 & 4 Master: On
  --- wait till started ---
- ENG 2 & 3 Master: On
  --- wait till started ---

**A320 / A330 Engine Start:**
- ENG 2 Master: On
  --- wait till started ---
- ENG 1 Master: On
  --- wait till started ---

**ENG-Mode:** NORM  
--- wait till take-off memo shows up ---

- Engine GENerators: Check On
- APU Bleed: Off
- APU Master: Off

- Engine & Wing anti-ice: On (under 10°C TAT)
- T/O Config: Check & push t/o-config button
- Main Display: Check for warnings
- Pushback: Finish
Taxi:

- Taxi-Clr
- Taxiways
- Ground-Guidance

h/p:

- Hand-off GND to TWR
- I/u & t/o clrc
- Landing Lights
- Nose Light
- Strobe Light
- T/O Memo
- IVAP-Transponder
- TCAS
- TCAS Mode
- Position & hold

Ready to Takeoff:

- Parkingbreak
- Thrust Levers
  - Flex–t/o
  - Power–t/o
- Parking Break
- Yoke
- FMA Display-Check:
  - 1st column
  - 2nd column
  - 3rd column
  - 4th column
- V1
- VR

Request
Note (if required)
Request (if required)
Change frequency
Request (rdy for dep h/p xx)
On
TO
On
Check all green
On (TA or TA/RA)
Above (or All)
Taxi & stop on rwy
Set
Forward to 60-70% N1
Thrust Levers up to FLX detent
--- there should be 2 audible sounds ---
Thrust Levers up to TO/GA
--- there should be 3 audible sounds ---
Release
Press forward till 80kts
MAN FLEX flex-number
(or TO/GA if TO/GA selected)
CLB (blue) and SRS (green)
NAV (blue) and RWY (green)
A/THR (blue)
V1, no abort of take-off
Rotate
• V2

V2, Lift-off

Takeoff:
• Trim settings
  --- Note: Auto-Trim active ---
• Gear
• Autopilot 1 / AP1
• Flaps
• Airborne
• Start time
• FMA Display:
  o Thrust Levers
    --- 1 sound back from FLX ---
• Hand-off TWR to APP(DEP)

DO NOT adjust
Up (at positive climb rate)
On
Raise (on schedule / at S speed)
Publish when on Unicom
Note (if required/for IVAO)
Check 1st column: LVR CLB
Back to CL detent
Change frequency

Climb:
• Landing Lights
• Runway Turnoff Lights
• Nose Light
• Autobreak
• Auto-Thrust (A/TH)
  --- ➔ A/TH Off ➔ A/TH On ---
• FMA Display, Check 2nd column
  --- to final FL / when cleared to next flight level ---
• AP altitude (& speed)
  --- Choose “Selected AP Mode” if required by ATC ---
• TCAS biasing mode
• Hand-off APP to CTR
• Engine & Wing anti-ice
• Altimeter

Off
Off
Off
Reset if required
CLB mode active
 Change
All
Change frequency
On (under 10°C TAT)
Readjust (above 18000ft) (“B”)
Cruise:
- FMA Display
- TCAS
- Radio /ATC contact
- Autopilot / FMC
- FMC

Check 2nd column: ALT CRZ
All
Maintain
Check permanently
Check FUEL PREDiction page for fuel consumption

Descent & Approach:
--- Begin descent preparations before top of descent (T/D) ---
- Descent preparations
- Airport-/Meta-Information
  --- When T/D reached or descend clearance received ---
- Altitude
  --- Press Alt. button for managed descend ---
- Autobreaks
- TCAS
  --- When Deceleration (D) – Point reached ---
- Approach Phase
  --- FMC should display AppPhase active, otherwise activate (6L) ---
- Target Speed
- FMC AppPhase Page
- Speedbrakes
- ILS
  --- Push ILS button for ILS info on PFD ---
- Altimeter
  Readjust (under 18000ft)
- Hand-off CTR to APP
  Change frequency
  --- Descend under ATC guidance: ---
- Autopilot (selected mode)
  Select HDG and ALT
  --- Descend without ATC guidance: ---
- Autopilot (managed mode)
  Follow flightplan
- Landing Lights
  On
- Nose Light
  TO
- Runway Turnoff Lights
  On
Approach & Landing (Autoland):

- Flaps
  --- Flaps, e.g. 5000ft 1; VFE NEXT 2; ... ---
  --- Under ATC guidance: ---
- Autopilot selected mode
  --- Without ATC: ---
- Autopilot managed mode
  --- stabilize on glideslope---
- Autopilot LOC
  --- Around 2000ft. AGL:
    o Landing gear
    o Flaps
    o Spoiler
  --- when localizer is captured---
- ILS captured
- Hand-off APP to TWR
- Landing clrc
- FMA Display
  o Autopilot
  o Autopilot
- Landing Memo
- Autopilot
  o LAND mode
  o FLARE mode
- “Retard” sound

--- Touchdown ---

- Throttles
  Idle
- Thrust reversers
  Engage (if required)
- Thrust reversers
  Disengage at 80kt, thrust idle
- Brakes
  Push (at 40-50kt)
  --- Note: auto-break now disabled ---
- Runway
  Vacate („rwy vacated“)
Approach & Landing (w/o Autoland):

- **Flaps**: Lower (as indicated)
  - Flaps, e.g. 5000ft 1; VFE NEXT 2; ...
  - Under ATC guidance: ---

- **Autopilot selected mode**: Select HDG and ALT
  - Without ATC: ---

- **Autopilot managed mode**: Follow flightplan
  - stabilize on glideslope---

- **Autopilot LOC**: On

- **Around 2000ft. AGL:**
  - Landing gear: Down
  - Flaps: Full / Check full
  - Spoiler: Armed
  - when localizer is captured---

- **ILS captured**: Announce

- **Hand-off APP to TWR**: Change frequency

- **Landing clr**: Request / Await

- **FMA Display**: Check LOC or LOC*
  - Autopilot APPR On

- **AP**: Off

- **Controls**: Check Movement, take control

- **Landing Memo**: Check all green

- **“Retard” sound**: Thrust Idle position

--- **Touchdown---**

- **Throttles**: Idle

- **Thrust reversers**: Engage (if required)

- **Thrust reversers**: Disengage at 80kt, thrust idle

- **Brakes**: Push (at 40-50kt)

--- **Note: auto-break now disabled ---**

- **Runway**: Vacate („rwy vacated“)
Taxi:
- Transponder
- Hand-off TWR to GND
- Taxiways
- (Ground-Guidance Request if required)
- Flaps
- Speedbrake
- Autobrakes
- Landing lights
- Strobe
- Landing time
- APU Master
- APU Start

Parking Position:
- Parking brake
- ATC contact
- All ENG Master switches
- Fuel pumps
- Seatbelts
- Door s
- Gangway
- Beacon lights
- Wing Lights
  --- wait 1 minute ---
- External Power
- APU Master
- Engine Anti Ice
- Wing Anti Ice
- Window Heat
- Flight Director
  ---if Dark & Cold is desired continue---
- TCAS
- Ground power
- External lights Off (all)
- Internal lights Off (all)
- Radio Mgmt. Panel (Pedestal) Off
- Engine GENerators Off
- Battery Off
Intentionally Blank
A320 Series Attachments:

A320 Series Optimum & Maximum Flight Level Charts:
# A320 Series Fuel Planning Charts:

<table>
<thead>
<tr>
<th>Distance (nm)</th>
<th>Fuel (lbs) at FL 290</th>
<th>Fuel (lbs) at FL 310</th>
<th>Fuel (lbs) at FL 330</th>
<th>Fuel (lbs) at FL 350</th>
<th>Fuel (lbs) at FL 370</th>
<th>Fuel (lbs) at FL 390</th>
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<tbody>
<tr>
<td>100</td>
<td>3600</td>
<td>97% of FL290</td>
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<td>93% of FL290</td>
<td>93% of FL290</td>
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</table>
NOTE FOR ALL A320 MODELS:

➔ **Flight Plan Fuel + 14,500 lbs = Total Fuel**
➔ Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h). Modify alternate value as needed.
➔ Load all wing tanks with same amount of fuel; outer tanks full ➔ inner tanks ➔ center tanks.

**Fuel planning notes A318:**

<table>
<thead>
<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Basic Operating Weight (OEW)</td>
<td>086.650 LBS</td>
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<tr>
<td>+ Payload (passengers &amp; cargo)</td>
<td>XXX.XXX LBS</td>
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<tr>
<td>= Zero Fuel Weigh (ZFW)</td>
<td>XXX.XXX LBS</td>
</tr>
<tr>
<td>+ Minimum Landing Fuel</td>
<td>005.500 LBS</td>
</tr>
<tr>
<td>+ Alternate Fuel (200nm distance)</td>
<td>003.500 LBS</td>
</tr>
<tr>
<td>+ Contingency Fuel (holding, taxi, etc.)</td>
<td>005.500 LBS</td>
</tr>
<tr>
<td>= Planned Landing Weight (PLW)</td>
<td>XXX.XXX LBS</td>
</tr>
<tr>
<td>+ Flight Plan Fuel (fuel for route)</td>
<td>XXX.XXX LBS</td>
</tr>
<tr>
<td>= Planned Takeoff Weight (PTOW)</td>
<td>XXX.XXX LBS</td>
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</tbody>
</table>

**Fuel planning notes A319:**

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<tr>
<th>Description</th>
<th>Value</th>
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<tbody>
<tr>
<td>Basic Operating Weight (OEW)</td>
<td>089.500 LBS</td>
</tr>
<tr>
<td>+ Payload (passengers &amp; cargo)</td>
<td>XXX.XXX LBS</td>
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<td>XXX.XXX LBS</td>
</tr>
<tr>
<td>= Planned Takeoff Weight (PTOW)</td>
<td>XXX.XXX LBS</td>
</tr>
</tbody>
</table>
### Fuel planning notes A320:

- **Basic Operating Weight (OEW):** 093.500 LBS
- **Payload (passengers & cargo):** XXX.XXX LBS

\[ \text{Zero Fuel Weigh (ZFW)} = \text{Basic Operating Weight} + \text{Payload} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} = 093.500 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{137.800} \]

- **Minimum Landing Fuel:** 005.500 LBS
- **Alternate Fuel (200nm distance):** 003.500 LBS
- **Contingency Fuel (holding, taxi, etc.):** 005.500 LBS

\[ \text{Planned Landing Weight (PLW)} = \text{Zero Fuel Weigh (ZFW)} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} = 093.500 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 \]
\[ = \text{Maximum} = \text{145.500} \]

- **Flight Plan Fuel (fuel for route):** XXX.XXX LBS

\[ \text{Planned Takeoff Weight (PTOW)} = \text{Planned Landing Weight (PLW)} + \text{Flight Plan Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} + \text{Flight Plan Fuel} = 093.500 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{169.800} \]

### Fuel planning notes A321:

- **Basic Operating Weight (OEW):** 106.300 LBS
- **Payload (passengers & cargo):** XXX.XXX LBS

\[ \text{Zero Fuel Weigh (ZFW)} = \text{Basic Operating Weight} + \text{Payload} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} = 106.300 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{162.700} \]

- **Minimum Landing Fuel:** 005.500 LBS
- **Alternate Fuel (200nm distance):** 003.500 LBS
- **Contingency Fuel (holding, taxi, etc.):** 005.500 LBS

\[ \text{Planned Landing Weight (PLW)} = \text{Zero Fuel Weigh (ZFW)} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} = 106.300 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 \]
\[ = \text{Maximum} = \text{171.500} \]

- **Flight Plan Fuel (fuel for route):** XXX.XXX LBS

\[ \text{Planned Takeoff Weight (PTOW)} = \text{Planned Landing Weight (PLW)} + \text{Flight Plan Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} + \text{Flight Plan Fuel} = 106.300 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{206.100} \]

### Fuel planning notes ACJ (based on A319):

- **Basic Operating Weight (OEW):** 095.900 LBS
- **Payload (passengers & cargo):** XXX.XXX LBS

\[ \text{Zero Fuel Weigh (ZFW)} = \text{Basic Operating Weight} + \text{Payload} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} = 095.900 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{128.970} \]

- **Minimum Landing Fuel:** 005.500 LBS
- **Alternate Fuel (200nm distance):** 003.500 LBS
- **Contingency Fuel (holding, taxi, etc.):** 005.500 LBS

\[ \text{Planned Landing Weight (PLW)} = \text{Zero Fuel Weigh (ZFW)} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} = 095.900 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 \]
\[ = \text{Maximum} = \text{137.790} \]

- **Flight Plan Fuel (fuel for route):** XXX.XXX LBS

\[ \text{Planned Takeoff Weight (PTOW)} = \text{Planned Landing Weight (PLW)} + \text{Flight Plan Fuel} \]
\[ = \text{Basic Operating Weight (OEW)} + \text{Payload} + \text{Minimum Landing Fuel} + \text{Alternate Fuel} + \text{Contingency Fuel} + \text{Flight Plan Fuel} = 095.900 + \text{XXX.XXX} + 005.500 + 003.500 + 005.500 + \text{XXX.XXX} \]
\[ = \text{Maximum} = \text{168.650} \]
A330-200 Attachments:
A330-200 Optimum & Maximum Flight Level Charts:
### A330-200 Fuel Planning Charts:

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<th>Distance (nm)</th>
<th>Fuel (lbs) at FL 310</th>
<th>Fuel (lbs) at FL 330</th>
<th>Fuel (lbs) at FL 350</th>
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<th>Fuel (lbs) at FL 390</th>
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**Fuel planning notes A330-200:**

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<td>Basic Operating Weight (OEW)</td>
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<td>Payload (passengers &amp; cargo)</td>
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<td>Zero Fuel Weigh (ZFW)</td>
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<tr>
<td>Minimum Landing Fuel</td>
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<tr>
<td>Alternate Fuel (200nm distance)</td>
<td>007.000 LBS</td>
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<tr>
<td>Contingency Fuel (holding, taxi, etc.)</td>
<td>013.000 LBS</td>
</tr>
<tr>
<td>Planned Landing Weight (PLW)</td>
<td>XXX.XXX LBS</td>
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<tr>
<td>Flight Plan Fuel (fuel for route)</td>
<td>XXX.XXX LBS</td>
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<tr>
<td>Planned Takeoff Weight (PTOW)</td>
<td>XXX.XXX LBS</td>
</tr>
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</table>

➔ **Flight Plan Fuel + 31.000 LBS = Total Fuel**

➔ Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h). Modify alternate value as needed.

➔ Load all wing tanks with same amount of fuel; inner tanks full ➔ outer tanks ➔ center tanks.
A330-300 Attachments:
A330-300 Optimum & Maximum Flight Level Charts:
### A330-300 Fuel Planning Charts:

<table>
<thead>
<tr>
<th>Distance (nm)</th>
<th>Fuel (lbs) at FL 310</th>
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<th>Fuel (lbs) at FL 350</th>
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Flightplan Fuel at CI = 50
MZFW 385800 lbs
Fuel Consumed (lbs)
Break Release to Landing
Climb: 250 / 300 kt M 0.78
Cruise: M 0.80
Descend: M 0.82 300 / 250 kt
**Fuel planning notes A330-300:**

- Basic Operating Weight (OEW) 274.500 LBS
- + Payload (passengers & cargo) XXX.XXX LBS
  = Zero Fuel Weigh (ZFW) XXX.XXX LBS (max 385.800)
- + Minimum Landing Fuel 013.000 LBS
- + Alternate Fuel (200nm distance) 005.000 LBS
- + Contingency Fuel (holding, taxi, etc.) 013.000 LBS
  = Planned Landing Weight (PLW) XXX.XXX LBS (max 412.300)
- + Flight Plan Fuel (fuel for route) XXX.XXX LBS
  = Planned Takeoff Weight (PTOW) XXX.XXX LBS (max 513.700)

➔ Flight Plan Fuel + 28.000 LBS = Total Fuel

➔ Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h). Modify alternate value as needed.
➔ Load all wing tanks with same amount of fuel; inner tanks full ➔ outer tanks ➔ center tanks.
A340-300 Attachments:
A340-300 Optimum & Maximum Flight Level Charts:
## A340-300 Fuel Planning Charts:

<table>
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<tr>
<th>Distance (nm)</th>
<th>Fuel (lbs) at FL 310</th>
<th>Fuel (lbs) at FL 330</th>
<th>Fuel (lbs) at FL 350</th>
<th>Fuel (lbs) at FL 370</th>
<th>Fuel (lbs) at FL 390</th>
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**Fuel planning notes A340-300 (1kg = 2,205 lbs):**

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<th>Description</th>
<th>Weight (LBS)</th>
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<tr>
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<td>= Zero Fuel Weigh (ZFW)</td>
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<tr>
<td>+ Minimum Landing Fuel</td>
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<td>+ Alternate Fuel (200nm distance)</td>
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<td>+ Contingency Fuel (holding, taxi, etc.)</td>
<td>012.000</td>
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<tr>
<td>= Planned Landing Weight (PLW)</td>
<td>XXX.XXX</td>
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<tr>
<td>+ Flight Plan Fuel (fuel for route)</td>
<td>XXX.XXX</td>
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<tr>
<td>= Planned Takeoff Weight (PTOW)</td>
<td>XXX.XXX</td>
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</table>

➔ Flight Plan Fuel + 30.000 LBS = Total Fuel

Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h). Modify alternate value as needed.

➔ Load all wing tanks with same amount of fuel; inner tanks full ➔ outer tanks ➔ center tanks.
A340-600 Attachments:

A340-600 Optimum & Maximum Flight Level Charts:
## A340-600 Fuel Planning Charts:

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<th>Distance (nm)</th>
<th>Flightplan Fuel Only</th>
<th>MZFW 553400 lbs</th>
<th>Fuel Consumed (lbs)</th>
<th>Fuel (lbs) at FL 310</th>
<th>Fuel (lbs) at FL 330</th>
<th>Break Release to Landing</th>
<th>Fuel (lbs) at FL 350</th>
<th>Fuel (lbs) at FL 370</th>
<th>Fuel (lbs) at FL 390</th>
<th>Fuel (lbs) at FL 410</th>
<th>Climb: 250 / 300 kt M 0.78</th>
<th>Cruise: M 0.80</th>
<th>Descend: M 0.82 300 / 250 kt</th>
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### Fuel planning notes A340-600:

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<th>Description</th>
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<tr>
<td>Basic Operating Weight (OEW)</td>
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<td>+ Payload (passengers &amp; cargo)</td>
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<tr>
<td>= Zero Fuel Weigh (ZFW)</td>
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<tr>
<td>+ Minimum Landing Fuel</td>
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<tr>
<td>+ Alternate Fuel (200nm distance)</td>
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<td>+ Contingency Fuel (holding, taxi, etc.)</td>
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<td>= Planned Landing Weight (PLW)</td>
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<tr>
<td>+ Flight Plan Fuel (fuel for route)</td>
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<td>= Planned Takeoff Weight (PTOW)</td>
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**Flight Plan Fuel + 43.000 LBS = Total Fuel**

**Total fuel = Enough fuel for route, 1h contingency (holding & taxi), problematic winds, alternate fuel for 200nm and a minimum landing fuel (1h). Modify alternate value as needed.**

**Load all wing tanks with same amount of fuel; inner tanks full ➔ outer tanks ➔ center tanks.**