

# Airbus A320 Full Flight Tutorial



Here is how to complete a flight with the Aerofly FS 2 Airbus 320 in its current state. **Note** - As features are added to Aerofly FS 2 this tutorial may change.

First create a flight plan using the Navigation page of Aerofly FS 2. Make sure that you choose a destination with an ILS (Instrument Landing System) for this tutorial. Position yourself on a departure runway.

## Take Off

**1.** On the Pedestal (the panel on which you can find the throttle, flaps, etc.) there is a button called T.O. config (Take Off config). Press it and the lower middle display will show a checklist. **Note** - Make sure everything is green on that checklist.



**2.** The Autobrake buttons can be found to the right of the upper middle display: press the most right button to set it to MAX. Set flaps to 1 on the Pedestal and arm the ground spoiler, which also is on the Pedestal, to the left of the flaps lever, by clicking on it.



**3.** Turn on the FD (Flight Director): this button can be found on the EFIS (Electronic Flight Instrument System), which is to the left (and right) of the panel that has all autopilot buttons, which is called the FCU (Flight Control Unit).





4. Set the desired cruise altitude by rotating the ALT (Altitude) knob on the FCU. **Note** - Do not push or pull the knob.



5. Set the desired V/S (Vertical Speed) by rotating the V/S knob on the FCU: for now use +2.500. **Note** - Do not push or pull the knob. **Note** - Do NOT touch the SPD (Speed) and HDG (Heading) knobs at this time.



6. Set full throttle and take off when speed reaches 120 knots (TOS empty).

## After Take Off

Try to follow the FD directions, the green 'cross' on the PFD (Primary Flight Display) which is right in front of you.

1. **Gear up** at positive climb (the gear lever is on the right of the two middle displays).
2. **Flaps up** when the speed reaches the "S" on the speedtape, which is on the left of the PFD.





3. Push A/THR (Auto Throttle, on the FCU) to turn on the Auto Throttle.



4. Push AP1 (AutoPilot 1, on the FCU) to turn on the autopilot: it will keep the HDG for now and the plane will start to climb using the set V/S.



**5a.** Press the SPD knob to let the autopilot take care of the so called managed speed. Later on this will take care of lowering your speed during descent and approach.

**5b.** Press the HDG knob to let the autopilot go into NAV (Navigation) mode which will automatically follow the flight plan you created.

**5c.** Press the ALT knob to let the autopilot take care of the altitudes. **Note** - The aircraft will level off at first (for quite some time) but then continue to climb.



**Note** - The above steps 11 to 15 can be done in quick succession.



## Descent, Approach and Landing

**1.** Set the desired approach altitude by turning the ALT knob on the FCU (use 3000 ft. for now) and **press** the ALT knob at the TOD (Top Of Descent) to start the descent.



**Note** - Since there is no TOD being shown in this Airbus currently you will have to calculate the TOD yourself. You will descend at around 3.500 ft per 10 nm, for example; if you cruise at 24.000 ft (officially called FL240 = Flight Level 240) and you want to be at 3.000 feet before you intercept the ILS, you will have to start the descent 60 nm before the FAF (Final Approach Fix). Aerofly FS 2 planner inserts this FAF automatically when you choose your landing runway during planning and it usually is 10 nm out of the landing runway.

**2.** Make sure the ILS button is on: it's to the right of the FD button on the EFIS. **Note** - Your decent should begin automatically.



- 3a.** Set flaps 1 when the speed is at the “green dot” on the speed tape.
- 3b.** Set flaps 2 when the speed is at the “S” on the speed tape.
- 4.** Lower the gear.
- 5.** When you reach the FAF and the plane starts to turn into the direction of the runway, turn on the APP (Approach) button on the FCU to automatically intercept the ILS. **Note** - Be sure to be underneath the glideslope at this point. Two magenta diamonds on the PFD will show you the GS (Glideslope, which will guide your plane vertically) and the LOC (Localizer, which will guide your plane horizontally).





6. Set flaps 3 and then 4 when the speed is at the "F" on the speed tape.

7. Set Autobrake to MED and arm the ground spoilers.



8. When on final, turn off AP1. **Note** - Do this when you are 2 nm out of the airport. Now you are in control of the altitude and direction of the plane: the speed is still taken care of by the AutoPilot.



**9.** Turn of A/THR when you are near the threshold of the runway. **Note** - You will now be in complete control of the aircraft.



**10.** Begin your flare (leveling out your aircraft parallel to the runway) by making the descent less steep and line up with the runway.

**11.** When you hear the callout of 20 feet, pull the throttle full back and land.

You have now completed a complete flight using the steps that real ATP (Airline Transport Pilot) pilots use! A special thank you to **"J van E"** for the writing of this tutorial.

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