

What to do with a ...

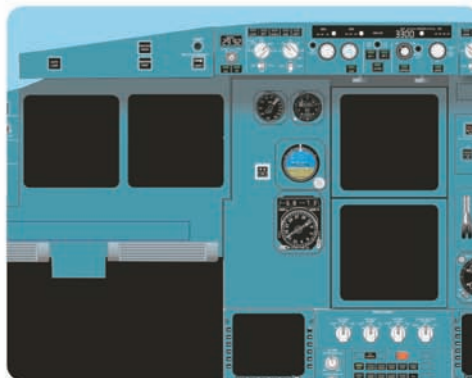
a COLD and DARK COCKPIT

If after pushing the "FLY NOW" button; your cockpit display looks like this, then the airplane is not connected to electrical power source and you have a cold, dark cockpit.

SYSTEM IS NOT POWERED ELECTRICALLY

The monitor screens may look black. This means that the airplane is unpowered .. and usually we can assume that neither the APU, External power, nor the engine generators are supplying electrical energy. If you have elected to conduct a "COLD and DARK" scenario for your flight simscenario, this is what you should see.

In order to continue, we need to have a plan. I am going to propose the following steps:



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- START APU
- ADIRUs to NAV
- LOAD MCDU PRESENT POSITION and ALIGN
- START ENGINES
- COMPLETE AFTER-START ITEMS
- FINISH LOADING of MCDU

Even though an EXTERNAL POWER source may be available, I suggest using the APU. This will facilitate the engine start procedure.

ADIRU stands for Air Data Inertial Reference System. For Boeing guys, this is the same thing as an **IRU**.

STEP 1: Select **INIT** page.
STEP 2: Enter **DEPT/DEST** in **LS1R**.
STEP 3: Select **ALIGN IRS** ➔.

NOTE:

If you choose to start the engines at this point, you will have to remember that in order to enter the weights, you will have to use the **FUEL PRED** page instead of the **INIT B** page. Access to the **INIT B** page is denied after the start of the second engine. In the "real world" airlines teach to complete the **MCDU BEFORE** starting engines.

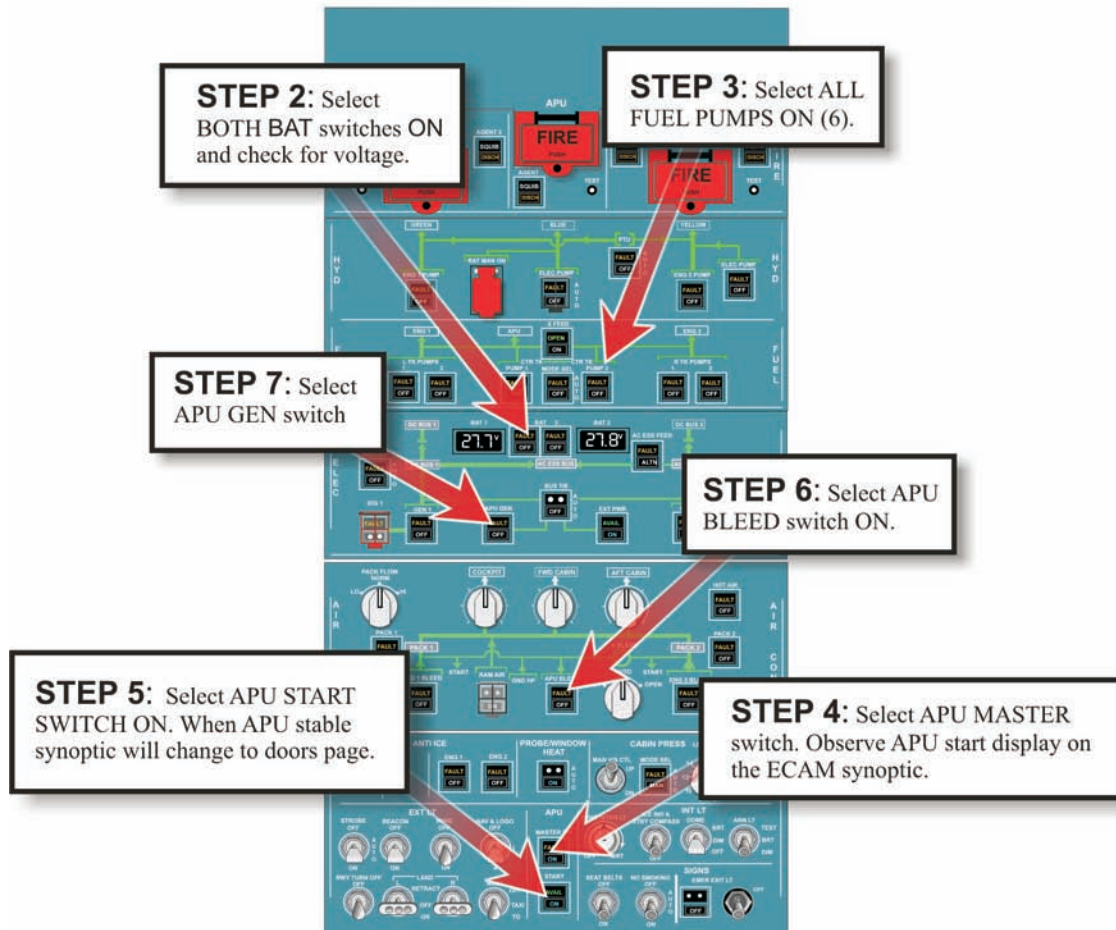
HOW TO START the APU (Auxiliary Power Unit).

... and get ready for engine start.

STEP 1: Select APU synoptic to monitor APU start. Use the ECAM selector panel APU button or the QWERTY command for lower ECAM display on your particular sim.

On the Wilco A320 sim, the qwerty commands are SHIFT-8, and SHIFT-9. I suggest that you open BOTH upper and lower ECAM synoptics and get them displayed at this time in order to monitor your progress... they may be blank and black.

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IF YOU SEE THIS DISPLAY ...

SYSTEM IS ELECTRICALLY POWERED

BUT

ADIRU NOT ALIGNED

Cockpit display units look something like this. Now don't get all picky on me here, each airplane is "slightly" different, and you add to that the fact that each sim developer may get things a little different. It is those "ORANGE" Xs that I want you to see.



STEP 8: I suggest that you select the STS (Status) position to monitor the alignment process.



STEP 11: LS1R. Place DEPT/DEST in the FROM/TO boxes.



STEP 9: All three ADIRU selectors to NAV.

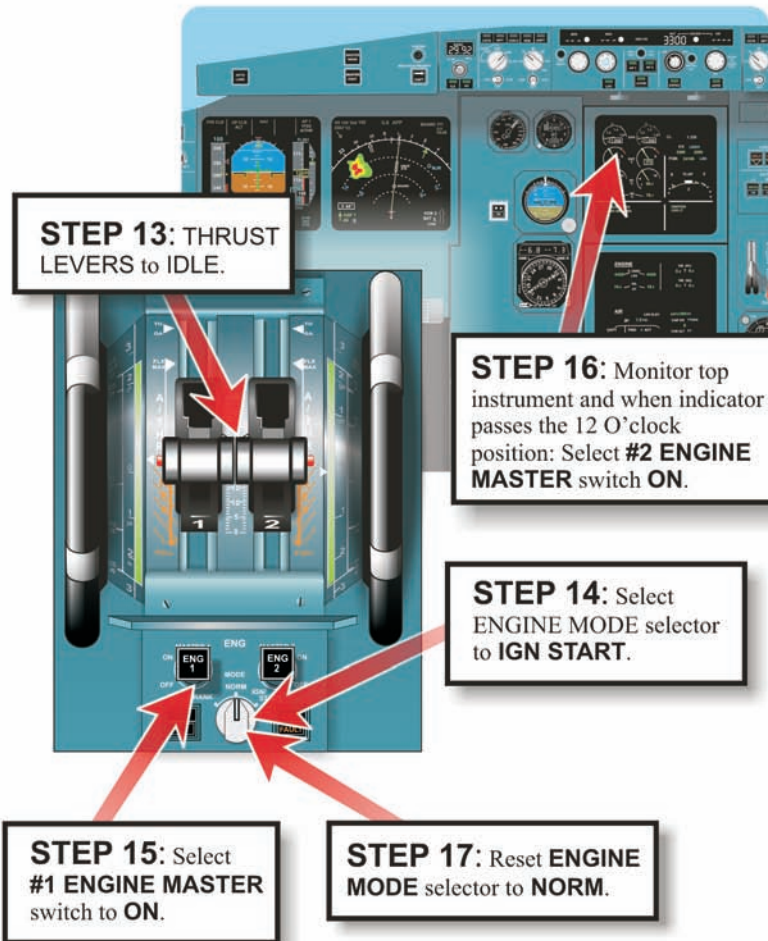
STEP 10:

Type DEPT/DEST in the MCDU, e.g.: LPPG/EGLL. The FMGC will recognize that as a PRESENT POSITION. (Wilco uses the SHIFT-5 key to display MCDU)

STEP 12: LS3R. ALIGN IRS →

There is a **10 MINUTE WARM-UP** for the ADIRUs. Some sims, such as Wilco have an adjustable time scale to over-ride that requirement.

HOW TO START THE ENGINES



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You have the option to start engines or complete the MCDU set-up. The only problem is that you will have to enter the weights on the FUEL PRED page if you start engines first. For some strange and unknown reason, the Airbus will deny access to the INIT-B page after the start of the second engine.

AFTER START CLEAN-UP

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