Summary of Braking Recommendations in the SOP
INTRODUCTION

BRAKING RECOMMENDATIONS
In the Standard Operating Procedures (SOP)

WHERE ?
WHAT ?
WHY ?
Parking Brake Check

**PRELIMINARY COCKPIT PREPARATION**

- PARKING BRAKE ..........ON
- ACCU PRESS & BRAKE PRESS indicators.....CHECK

- The ACCU PRESS indication must be in the **Green** band.

- If not, recharge the accumulator using the **YELLOW** electric pump (SA aircraft), or the **BLUE** electric pump (LR aircraft).

**WARNING:**

Obtain ground crew clearance BEFORE using the electric pump.
Alternate Braking System Check

Objective: Check for absence of “spongy pedals”

➤ Only performed before the first flight of the day
Alternate Braking System Check …

**PRELIMINARY COCKPIT PREPARATION**

**COCKPIT PREPARATION**

**BEFORE PUSH BACK OR START**

**TAXI**

**BEFORE TAKEOFF**

**APPROACH**

**LANDING**

**AFTER LANDING**

**PARKING**

**SECURING THE AIRCRAFT**

---

**Single-Aisle aircraft With BSCS EM²**

**A340-500/600 aircraft**

**No Auxiliary LP Distribution Line**

**ALTERNATE BRAKING SYSTEM CHECK**
Alternate Braking System Check …

- Y ELEC PUMP .......... CHECK OFF
  ➢ For SA aircraft only.
  ➢ Ensures GREEN hydraulic system is not pressurized via the PTU.
  ➢ Normal braking system is not available.

- CHOCKS ................. CHECK IN PLACE

- PARKING BRAKE ....... OFF

- BRAKE PEDALS .......... PRESS

- BRAKE PRESSURE ....... CHECK

If unsuccessful, maintenance action is due.
Parking Brake for Exterior Inspection

- PARKING BRAKE........ ON

➢ To enable the flight crew to check brake wear indicators during the exterior inspection.
FLIGHT PHASE ...

- PRELIMINARY COCKPIT PREPARATION
- COCKPIT PREPARATION
- BEFORE PUSH BACK OR START
- TAXI
- BEFORE TAKEOFF
- APPROACH
- LANDING
- AFTER LANDING
- PARKING
- SECURING THE AIRCRAFT
Parking Brake Check

PARKING BRAKE.......ON THEN OFF
Parking Brake Check …

- PARKING BRAKE……..ON THEN OFF
  ➢ To check parking brake pressure

<table>
<thead>
<tr>
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Summary of Braking Recommendations in the SOP
Parking Brake Check …

- PARKING BRAKE……..ON THEN OFF

➢ To check parking brake pressure

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If chocks are in place, release the parking brake to increase brake cooling during transit.
<table>
<thead>
<tr>
<th>Flight Phase</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>Preliminary</td>
<td>Cockpit Preparation</td>
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<td>Cockpit Preparation</td>
<td>Before Push Back or Start</td>
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<tr>
<td>Taxi</td>
<td>Before Takeoff</td>
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<tr>
<td>Approach</td>
<td>Landing</td>
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<td>Landing</td>
<td>After Landing</td>
</tr>
<tr>
<td>Parking</td>
<td>Securing the Aircraft</td>
</tr>
</tbody>
</table>

Summary of Braking Recommendations in the SOP
## Parking Brake ACCU Pressure Check

### PRELIMINARY COCKPIT PREPARATION

- Before Push Back or Start

### COCKPIT PREPARATION

- Taxi

### BEFORE TAKEOFF

- Approach

### LANDING

- After Landing

### PARKING

- Securing the Aircraft

---

#### PARKING BRAKE ACCU PRESS.....CHECK

1. The ACCU PRESS indication must be in the **Green** band.

2. To ensure parking brake availability, in case emergency braking is required during pushback due to a broken towbar.

---

**Do NOT use brakes during pushback, unless required due to an emergency.**
Parking Brake

• If during engine start, the aircraft starts moving with parking brake ON:
  – PARKING BRAKE.....OFF
  – BRAKE PEDALS......PRESS

➢ For only A320 Family without new pressure switch (Mod 30062 – SB A320-32-1201), braking via pedals is not possible while the parking brake is ON.

➢ However, there is one single procedure in the SOP for all aircraft types, to cover Mixed Fleet cases.
FLIGHT PHASE …
Parking Brake Check

- PARKING BRAKE ............... OFF

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
TAXI
BEFORE TAKEOFF
APPROACH
Landing
AFTER LANDING
PARKING
SECURING THE AIRCRAFT
Parking Brake Check …

- PARKING BRAKE..................OFF
  - Check that brake pressure is zero

For the A340-500/600 aircraft:

If the brake pedals are pressed, before releasing the parking brake, alternate braking remains active.
  - Alternate pressure is displayed until pedals are released.
  - Corrected via the BSCU S3B Standard (MOD 52465)
Brakes Check…

- **BRAKES................................................CHECK**

  ➢ Once the aircraft starts moving:
    - Check normal braking efficiency
    - Check that **GREEN** pressure has taken over the **YELLOW** (SA aircraft) pressure, or the **BLUE** (LR aircraft) pressure.
Brakes Check…

If no braking order

- GREEN HP
- BLUE (A330/A340) or YELLOW (A320) HP
- NORMAL SERVO VALVE
- ALTERNATE SERVO VALVE
- WHEEL
- NORM BRK SEL VALVE
- SHUTTLE VALVE
- BDDV
- AUXILLARY LP DISTRIBUTION LINE
- To other gear

BSCU
Brakes Check…

Brake pedals pressed

Regulates according to pedal position

No pressure

GREEN HP

BLUE (A330/A340) or YELLOW (A320) HP

NORM BRK SEL VALVE

SHUTTLE VALVE

BDDV

NORMAL SERVO VALVE

ALTERNATE SERVO VALVE

AUXILLARY LP DISTRIBUTION LINE

To other gear

WHEEL

BSCU
Brakes Check ...

- **BRAKES........................................CHECK**

  - Once the aircraft starts moving:
    - Check normal braking efficiency
    - Check that **GREEN** pressure has taken over the **YELLOW** pressure.

  - “Spongy” pedals indicate degraded performance of the alternate braking system.
Brakes Check …

- BRAKES…………………………………………CHECK

- Once the aircraft starts moving:
  - Check normal braking efficiency
  - Check that GREEN pressure has taken over the YELLOW pressure.

- “Spongy” pedals indicate a degraded performance of the alternate braking system.

NOT APPLICABLE to A340-500/600 or single-aisle aircraft with the BSCS EM² Standard
A340-500/600 and SA aircraft with BSCS EM²

Summary of Braking Recommendations in the SOP
Brakes Check ...

---

**BRAKES........................................CHECK**

- Do not “ride” the brakes, to reduce brake wear.
- If an arc is displayed on the ECAM wheel page, above the brake temperature, set the brake FANS ON:
  - To reduce brake wear.

---

**PRELIMINARY COCKPIT PREPARATION**

**Cockpit Preparation**

**Before Push Back or Start**

**Taxi**

**Before Takeoff**

**Approach**

**Landing**

**After Landing**

**Parking**

**Securing the Aircraft**
Brakes Check …

— BRAKES…………………………………………CHECK

- Do not “ride” the brakes, to reduce brake wear.
- If an arc is displayed on the ECAM wheel page, above the brake temperature, set the brake FANS ON:
  - To reduce brake wear.
  - To ensure maximum energy will be sustained, in case of a rejected takeoff.
Autobrake

- Enhances safety, in case of a rejected takeoff.

- Perform the flight control check before arming the autobrake:
  - To check that ground spoilers are not extended
  - To prevent autobrake activation when armed.
## Brake Temperature

<table>
<thead>
<tr>
<th>PRELIMINARY COCKPIT PREPARATION</th>
<th>Brake type</th>
<th>Max brake temp for takeoff</th>
</tr>
</thead>
<tbody>
<tr>
<td>COCKPIT PREPARATION</td>
<td>ABS (SA aircraft only)</td>
<td>260°C</td>
</tr>
<tr>
<td>BEFORE PUSH BACK OR START</td>
<td>OTHER</td>
<td>300°C</td>
</tr>
<tr>
<td>TAXI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BEFORE TAKEOFF</td>
<td></td>
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<tr>
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<td>SECURING THE AIRCRAFT</td>
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Prevents hydraulic fluid ignition in the main landing gear bay, in the event of a fluid leak.
### Brake Temperature …

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<tr>
<th>PRELIMINARY COCKPIT PREPARATION</th>
<th>Brake type</th>
<th>Max brake temp for takeoff</th>
<th>Brake Fans</th>
<th>Displayed brake temp</th>
<th>Monitoring</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABS (SA aircraft only)</td>
<td>260°C</td>
<td>Not installed Or OFF</td>
<td>ON</td>
<td>ECAM “BRAKES HOT”</td>
<td></td>
</tr>
<tr>
<td>OTHER</td>
<td>300°C</td>
<td>Not installed Or OFF</td>
<td>ON</td>
<td>ECAM “BRAKES HOT”</td>
<td>Flight Crew</td>
</tr>
</tbody>
</table>

Prevents hydraulic fluid ignition in the main landing gear bay, in the event of a fluid leak.
Brake Temperature …

► Do not takeoff, in case of:
  ➔ “BRAKES HOT” ECAM Caution, or
  ➔ Brake temp> 150°C with the brake fans ON, and no ABS brakes

► Do not takeoff with the brake fans ON, to avoid brake fan damage caused by debris.
## FLIGHT PHASE ...

<table>
<thead>
<tr>
<th>Preparatory Phase</th>
<th>Description</th>
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</thead>
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<tr>
<td>PRELIMINARY COCKPIT PREPARATION</td>
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<td>SECURING THE AIRCRAFT</td>
<td></td>
</tr>
</tbody>
</table>
## Autobrake

### AUTOBRAKE

As Required

Use of the autobrake is recommended to:

- Optimize the deceleration rate
- Ensure single brake application
- Reduce carbon brake wear

### PRELIMINARY COCKPIT PREPARATION

Before push back or start

### COCKPIT PREPARATION

Before takeoff

### TAXI

Before approach

### APPROACH

Approach

### LANDING

Landing

### AFTER LANDING

After landing

### PARKING

Parking

### SECURING THE AIRCRAFT

Securing the aircraft
### Autobrake...

<table>
<thead>
<tr>
<th>AUTOBRAKE MODE</th>
<th>CONDITION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A340-500/600</strong></td>
<td></td>
</tr>
<tr>
<td>LO, 2 or 3</td>
<td>Long and dry runways</td>
</tr>
<tr>
<td>4</td>
<td>Short or contaminated runways</td>
</tr>
<tr>
<td><strong>OTHER</strong></td>
<td></td>
</tr>
<tr>
<td>LO</td>
<td>Long and dry runways</td>
</tr>
<tr>
<td>MED</td>
<td>Short or contaminated runways</td>
</tr>
<tr>
<td>MAX</td>
<td>Not recommended for landing</td>
</tr>
<tr>
<td>HI</td>
<td>In some emergency or short runway situations</td>
</tr>
</tbody>
</table>

**PRELIMINARY COCKPIT PREPARATION**

- BEFORE PUSH BACK OR START
- TAXI
- BEFORE TAKEOFF

**COCKPIT PREPARATION**

**COCKPIT PREPARATION**

**BEFORE PUSH BACK OR START**

**TAXI**

**BEFORE TAKEOFF**

**APPROACH**

**LANDING**

**AFTER LANDING**

**PARKING**

**SECURING THE AIRCRAFT**
## Autobrake …

**Temporary Revision:**
On wet or contaminated runways, use manual braking and maximum reverse.

**Cancelled by BSCU S3B Standard**

<table>
<thead>
<tr>
<th>AUTOBRAKE MODE</th>
<th>A340-500/600</th>
</tr>
</thead>
<tbody>
<tr>
<td>LO, 2 or 3</td>
<td>LO</td>
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<tr>
<td>4</td>
<td>MED</td>
</tr>
<tr>
<td></td>
<td>MAX</td>
</tr>
<tr>
<td>Hi</td>
<td></td>
</tr>
</tbody>
</table>

- **LO, 2 or 3**: Long and dry runways
- **LO**: Long and dry runways
- **MED**: Short or contaminated runways
- **MAX**: Not recommended for landing
- **Hi**: In some emergency or short runway situations
Residual Braking Check

• WHEN LANDING GEAR IS DOWN:
  – ECAM WHEEL PAGE ……………….CHECK

  ➢ Check residual braking on the triple indicator

### RESIDUAL BRAKING PROC

<table>
<thead>
<tr>
<th>IN FLIGHT</th>
</tr>
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<tbody>
<tr>
<td>● BRAKE PEDALS . . . . . . . . APPLY SEVERAL TIMES</td>
</tr>
<tr>
<td>- Press the brake pedals several times. This could zero a residual pressure on the alternate system.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IF RESIDUAL PRESSURE REMAINS :</th>
</tr>
</thead>
<tbody>
<tr>
<td>● A/SKID &amp; N/W STRG selector . . . . KEEP ON</td>
</tr>
</tbody>
</table>

<table>
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<tr>
<th>IF AUTOBRAKE IS AVAILABLE :</th>
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</thead>
<tbody>
<tr>
<td>● FOR LANDING . . . . . . AUTO/BRK MED</td>
</tr>
<tr>
<td>- Using MED mode gives immediate priority to normal braking upon landing gear touchdown, which cancels alternate pressure.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IF AUTOBRAKE IS NOT AVAILABLE :</th>
</tr>
</thead>
<tbody>
<tr>
<td>● JUST AFTER TOUCHDOWN . . . . APPLY BRAKING</td>
</tr>
<tr>
<td>- Pressing the brake pedals gives immediate priority to normal braking, which cancels residual alternate pressure.</td>
</tr>
<tr>
<td>- Beware of possible braking asymmetry after touchdown, which can be controlled by using the pedals.</td>
</tr>
</tbody>
</table>

**NOTE:** In case of taxi with deflated or damaged tires, refer to the TAXI WITH INFLATED TIRES procedures (FOM 3.61.32, page 2).
Residual Braking Check ...

• WHEN LANDING GEAR IS DOWN:
  – ECAM WHEEL PAGE .................. CHECK

With A330 FWC K7, and
A340-500/600 FWC W3:
“RESIDUAL BRAKING”
ECAM alert
not inhibited in flight

BRAKES RESIDUAL BRAKING
- RESIDUAL BRKG PROC.......APPLY

PRELIMINARY
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
TAXI
BEFORE TAKEOFF
APPROACH
LANDING
AFTER LANDING
PARKING
SECURING THE AIRCRAFT

RESIDUAL BRAKING PROC

IN FLIGHT:
  – BRAKE PEDALS .................. APPLY SEVERAL TIMES
    Press the brake pedals several times. This could see a residual pressure on the
    alternate system.

IF RESIDUAL PRESSURE REMAINS:
  – A/SKID & N/W STRG selector .............. KEEP ON

IF AUTOBRAKE IS AVAILABLE:
  – FOR LANDING .................... AUTO/BRK MED
    Using MED mode gives immediate priority to normal braking upon landing gear
    touchdown which cancels alternate pressure.

IF AUTOBRAKE IS NOT AVAILABLE:
  – JUST AFTER TOUCHDOWN .......... APPLY BRAKING
    Pressing the brake pedals gives immediate priority to normal braking, which
    cancels residual alternate pressure.
    – Beware of possible braking asymmetry after touchdown, which can be controlled by using the pedals.

NOTE: In case of taxi with deflated or damaged tires, refer to the "TAXI WITH DEF/ALT TRES" PROCEDURE (FOM I.8.1.32, page 2).
Residual Braking Check …

• WHEN LANDING GEAR IS DOWN:
  – ECAM WHEEL PAGE ……………….CHECK

  • With A340 FWC L10, “RESIDUAL BRAKING” procedure displayed on ECAM

  • Will be introduced in:
    - A330 FWC K8
    - A340-500/600 FWC W4
## FLIGHT PHASE ...

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Braking

- BRAKES .................................. AS REQUIRED
  - Monitor the autobrake

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<thead>
<tr>
<th>A340-500/600</th>
<th>Other</th>
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<tbody>
<tr>
<td>AUTO/BRK</td>
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</tr>
<tr>
<td>RTD ARM</td>
<td>RTD ARM</td>
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<tr>
<td>RTO</td>
<td>RTO</td>
</tr>
<tr>
<td>DECEL ACTIV</td>
<td>DECEL ACTIV</td>
</tr>
<tr>
<td>LDG DISARM</td>
<td>LDG DISARM</td>
</tr>
<tr>
<td>LO MAX</td>
<td>LO MAX</td>
</tr>
<tr>
<td>LO MED</td>
<td>LO MED</td>
</tr>
<tr>
<td>LO ON</td>
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<tr>
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<td>DECEL ON</td>
</tr>
<tr>
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<td>DECEL ON</td>
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</tbody>
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- When required, brake with pedals.
  - Before 20 knots:
    - AUTO BRK .................................. DISENGAGE
  - To prevent brake jerks at low speed.
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Summary of Braking Recommendations in the SOP
BRAKE TEMPERATURE ............... CHECK

- Check for discrepancies and high temperature
- Select brake fans:
  - At least 5 minutes after the temperature check to:
    - Allow thermal equalization and stabilization
    - Avoid oxidation of brake surface hot spots
  - Just before stopping at the gate, to:
    - Prevent carbon dust from being blown over ground personnel

However, when turnaround time is short, or brake temperatures are likely to exceed 500°C (ABS: 350°C): Use brake fans
## Brake Temperature ...

- **BRAKE TEMPERATURE ............CHECK**

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Refer to the FCOM 3.04.32 for brake temperature limitations requiring maintenance action
FLIGHT PHASE ...

PRELIMINARY COCKPIT PREPARATION

COCKPIT PREPARATION

BEFORE PUSH BACK OR START

TAXI

BEFORE TAKEOFF

APPROACH

LANDING

AFTER LANDING

PARKING

SECURING THE AIRCRAFT

Summary of Braking Recommendations in the SOP
Parking Brake

--- PARKING BRAKE ACCU PRESS........CHECK

- The ACCU PRESS indication must be in the **Green** band.

- If not, chocks are required before:
  - ENG 1 shutdown (A320 FAM)
  - ENG 1 and 2 shutdown (A330)
  - ENG 1 and 4 shutdown (A340)

- To ensure Green Hydraulic pressure/normal braking availability
Parking Brake …

– PARKING BRAKE………………….ON

➢ If the brake temperature is above 500°C (350°C with the Brake Fans ON, and for non ABS brakes), and unless operationally necessary:
  – Avoid applying the parking brake
    ➔ To prevent brake damage
• After shutting down the engines, and checking that the chocks are in place:
  – PARKING BRAKE……………………AS RQRD

  ➢ If the brake temperature is above 300°C (150°C with the Brake Fans ON, and for non ABS brakes), and unless operationally necessary:

    ➢ Avoid applying the parking brake

    ➢ To prevent brake damage, due to brake application for an extended period of time, and at high temperatures.
### FLIGHT PHASE ...

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<td>LANDING</td>
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<tr>
<td>AFTER LANDING</td>
</tr>
<tr>
<td>PARKING</td>
</tr>
<tr>
<td>SECURING THE AIRCRAFT</td>
</tr>
</tbody>
</table>
Parking Brake

- PARKING BRAKE…………….CHECK ON

➢ To reduce the hydraulic leak rate in the brake accumulator
CONCLUSION

• This presentation is designed to provide our recommendations for the standard operation of braking systems.

• These recommendations take the following aspects into account:

  1. SAFETY
  2. COST-EFFECTIVENESS
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