LOADING THE AIRCRAFT:

First we need to load the PMDG MD-11 and the correct panel state. Go to Aircraft and select the PMDG MD-11. Next, click Fly Now. When the MD-11 finishes loading press ALT, go to Add-ons-> PMDG, and under Panel State click Load. Select FS2CREW WARM EXT POWER. Now we're ready to begin the preflight. Right click with your mouse the right CRT display. Click START on the Secondary FS2Crew panel to begin the Preflight Phase.

PREFLIGHT:

1. At 45 Minutes the F/O will turn the Battery On.
2. At 42 Min the F/O will perform the ENG/APU Fire Test. He will hold down the switch until the Engine 3 Fire Warning is heard.
3. At 40 Min you will begin your cockpit preparation phase. Check that heading is set to MAG, HDG/TRK is set to HDG, and the AFS Override Switches are up. Also test the Oxygen System and test the SISP by turning the EIS Selector to AUX and checking the displays work and CAPT ON AUX is displayed. Then rotate the EIS Selector back to 1. Turn on the displays to the desired brightness.
4. At 36 Min the F/O will begin the Annunciator Lights Test. He will hold the test button until the Air System Test is started.
5. At 35 Min the F/O will turn the IRS selectors to NAV. At this point you should begin entering the required information into the FMS INIT page. This includes the route, alternate, cost index, cruising altitude, and flight number.
6. At 34 Min the F/O will perform the Voice Recorder Test. Ensure you hear a high tone when he performs this test.
7. At 32 Min the F/O will set the EMER PWR Selector to ARM. This will trigger the Emergency Power Test.
8. At 30 Minutes the Purser will enter the cockpit and tell you that the Emergency Equipment is OK. Click the PSR reply button to tell him the EVAC and Lights test will begin shortly.
9. At **about** 28 Minutes open the FS2crew Secondary Panel and click the red button in the PA section that says "PREPARE EVAC TEST".
10. 30 seconds later the Purser will call the flight deck and tell you that the cabin is ready for the Emergency lights and EVAC test.
11. Turn on the Emergency lights (located in the lower overhead) and the EVAC lights (located in the upper overhead, only available in the VC).
12. Press the button in the PA section of the Secondary FS2crew panel that reads "START EVAC TEST" to start the test.
13. After about 30 seconds the Purser will call the cockpit. Click the PSR reply button to reply.
14. At 25 Min the F/O will turn on the seatbelt and no smoking sign and the engineer will enter the cockpit and ask if the fuel quantity is OK. Check that it is and click the ENG reply button on the Main FS2crew Panel to tell him that it is.
15. When he leaves, press the "START BOARDING" switch in the PURSER section of the FS2crew Panel in order to start the boarding.
16. At 24 Min the F/O will run the GPWS Test. Ensure you hear all GPWS warnings.
17. At 22 Min the F/O will reset the fuel used by pressing the FUEL USED RESET switch.
18. At 21 Min the F/O will perform the landing gear test by pulling the landing gear out.
19. At 20 Min the F/O will perform the takeoff warning system test.
20. At 18 Min the F/O will perform the TCAS Test and set the Transponder Switch to TA/RA unless you have selected ONLINE ATC On.
21. At 15 minutes you will receive your IFR Clearance. Set the T/O data in the FMS, perform the departure briefing and welcome the passengers.
22. At 9 minutes the Gate Agent will arrive with the loadsheet. Check the values with the FMS INIT page 2 and click the GA reply button.
23. Set the PAX load to pax load +10 in the AIR PANEL section in the Overhead.
24. Call the purser and tell him he can close the doors. Use the CLOSE DOORS button in the PURSER section of the FS2crew Secondary panel.
25. Start the APU by pushing the APU PWR switch in the Electrical Panel section in the overhead.
26. Perform the Hydraulic System Test.
27. Set the Auto Brake to T.O.
28. Perform the Final Cockpit Preparation checklist by pressing the Green Button.

BEFORE START AND ENGINE START:

1. With 1 minute remaining, set the parking brake and call for the Before Start flow. The F/O will turn on the Beacon at this time.
2. As part of your Before Start flow, set the ENG IGN to A and the AUX HYD PUMP #1 to ON.
3. Obtain Pushback Clearance from ATC.
4. Perform the Before Start Checklist.
5. Via the START CREW section of the Secondary Panel, Contact the Ground Crew to begin the Pushback.
6. When Pushback starts, you may start engine number 3 (FS2Crew Engine Start Sequences is 3 – 1 – 2)
7. Press the Green Button to alert the F/O that you are starting engine number 3.
8. Pull the Start Switch and when the F/O calls 15% move the Fuel Selector to ON.
9. When the F/O calls "Parameters stabilized" you may repeat the process for the other engines. Start with 1 then lastly, start 2.

AFTER START:

1. When the Ground Crew calls and says "Push complete, set brakes please" set the parking brake.
2. When all of the engines are started call for the After Start Flow and tell the Ground Crew they can disconnect by pressing the DISCONNECT button in the Ground Crew section of the Secondary Panel.
3. When the After Start Flow is complete perform the After Start Checklist.
4. When the After Start Checklist is complete, push the Green Button to confirm that the left is clear.
5. Call for the Taxi Clearance. Set the Nose Light Switch to Taxi and the Runway Turnoff lights to On.

TAXI:

1. When you have begun your taxi, call for the Flight Controls Test and switch your SDP to CONFIG.
2. The F/O will test the ailerons and elevators. You will have to test the rudder. Press the green button once to say "Rudder left 2 green" and again to say "Rudder right 2 green". Ensure Auto-rudder is off because if not, the aircraft will turn abruptly when the F/O tests the ailerons.
3. When the Purser calls you to say the cabin is ready for takeoff, perform the Taxi Checklist.

BEFORE TAKEOFF, TAKEOFF, AND CLIMB:

1. As you approach the runway and when you have received Takeoff Clearance, perform the Before Takeoff Checklist.
2. When you are lined up and ready to go, advance the throttles to about 80% N1 and press the green button to have the F/O activate Auto-Throttle. This will set the required thrust for takeoff. Note: You may need to advance the throttles more than 80% for the AT to engage.
3. The F/O will call out the V-speeds and when he calls rotate, pitch the plane's nose up slowly to prevent a tail-strike.
4. With a positive rate of climb established, the F/O will retract the landing gear.
5. Above 400' you can tell the F/O to engage the autopilot and Prof and Nav. If you want him to just pull the heading select knob right-click the green button so HDG is displayed in the green button box.
6. When you pass transition altitude, the F/O will call "Altimeters". At this point pull the QNH knob to set the altimeters to standard pressure and press the Red button to confirm 29.92/1013 is set. Press the Red Button again to call "Top" when passing stated alt cross check altitude.
7. When you have passed transition altitude, press the green button to have the F/O perform the After Takeoff Checklist. If the Transition Altitude is high, like in the US, have the F/O perform the checklist after slats are retracted and when the workload permits.
8. When you have reached your cruising altitude, Press the "CRZ" Button in the FS2crew panel to tell the Purser that you are in cruise.

DESCENT AND LANDING:

1. About 40 NM or more from the Top of descent (TOD) set the appropriate data in the APROACH BRIEF section of the FS2crew Secondary Panel and play the briefing. Also set the autobrake.
2. Around 20NM from the TOD press the "TOD" button in the PA section so the F/O will set the windshield anti-ice switches to on.
3. Run the Descent checklist and begin the descent when necessary.
4. When you pass Transition Level, set the proper QNH and push the Red Button. Push the Red button again to X-Check the altimeters.
5. Set the Seatbelt switch to ON.
6. At 10000' set the Runway Turnoff Lights to ON.
7. At 7000' the Purser will call the cockpit saying the cabin is ready for landing. Push the PSR Reply Button. Run the Approach checklist.
8. Deploy the flaps on schedule during the approach using the Green button (the next flap setting is displayed in the green button box).
9. When you are cleared for landing turn the Landing Lights On and set the Nose Light to Land.
10. When you call for the landing gear, arm the Speedbrake.
11. When the FO sets Flaps 35, the F/O will begin the Final Checklist.
12. After the FO calls "Minimums", and when the Final Checklist is complete, press the Green button to call "Land".
13. When the main gears touch down press the F2 button once to unlock the reversers. When the nose gear touches down you can go to full reverse. Also check and make sure the spoilers extend and the autobrakes have engaged.

AFTER LANDING, PARKING, AND SHUTDOWN:

1. When you come to a stop and exit the runway, call for the After Landing checklist. The F/O will perform his flow.
2. Taxi to your gate and when you arrive set the parking brake.
3. The F/O will turn on the APU bleed. Turn off the nose lights and shutdown the engines.
4. When the engines are shutdown the F/O will begin his shutdown flow.
5. The Engineer will call the cockpit, saying the chocks are in place and that you can release the parking brake. Press the ENG reply button and release the parking brake.
6. Call the Purser and tell him to disarm the slides by pushing the "DISARM SLIDES" button on the PURSER section in the Secondary Panel.
7. When the Purser calls back press the PSR reply button and he will open the doors. Call for the Parking Checklist.
8. At this point you can either call for the shutdown checklist, or you can do a turn-around flight by pressing the START Button again.