

ENGINE FAILURE

Stop swing with Rudder, rotate @ Vr to put a/c symbol on top of 10° (≈ 12.5° Pitch) – also called putting the 'box on the shelf'

PNF: **“POSTIVE CLIMB”**
 PF: **“GEAR UP”**
 PNF: **“GEAR UP”**

PF sets TOGA THRUST, trims rudder and engages Autopilot

PF: **“API, xxx CLB BLUE, I HAVE CONTROL AND COMMUNICATIONS”**

Advise ATC of intentions

PNF disarms spoilers, lights OFF

@400' AGL

PF: **“ECAM Actions”** or if workload is high **“Standby”**

Do ECAM until Engine Secure

PNF: **“ENGINE SECURE”**
 PF: **“STOP ECAM”**

Climb to Acceleration Altitude:

Push V/S Accelerate and Retract Flaps on schedule

Pull OP CLB when @ GRN DOT

LVR MCT

PNF: **PACKS ON**

HEAD IN THE RIGHT DIRECTION!

PF: **“Request DIR to xxx to hold or PPOS Hold”**

Perhaps Start APU and select TCAS TA at crew discretion

PF: **“CONTINUE ECAM”**

Do ECAM drills noting secondary failures and lost systems until you get to STATUS

PF: **“STOP ECAM, AFTER TAKEOFF CHECKLIST”**

Check the **“SCORE”**

Stop ECAM

Checklists/Circuit Breakers

OEBs

Resets

ECAM continued

PF: **“CONTINUE ECAM”**

PNF: Reads each STATUS page and clears it once both crew understand what is happening on SYS pages”

PNF: **“REMOVE STATUS?”**

PF: **“REMOVE STATUS”**

Ref FCOM 3.03.90 p4

PNF: **“ECAM ACTIONS COMPLETE”**

BOTH: Do GRADE or CLEAR and come up with a plan:

Summary – get it out and have handy for review and use

Fuel

Weather/ATIS

Aerodrome

Comms: ATC

NITS

Pax Brief

Company

Top Hat and STATUS review

Briefing and Approach Checklist

PF: **‘YOUR COMMUNICATIONS’**

PF: **“YOU HAVE CONTROL”**

give:

CSM NITS BRIEF AND PA

SET UP the APPROACH – TOP HAT

PF: **“I HAVE CONTROL”**

DO APPROACH BRIEFING

PF: **“APPROACH CHECKLIST”**

PNF: **ADVISE ATC READY FOR APPROACH**

ECAM DRILL - General

FCOM 3.02.01

1st to see: Cancel warn and read **“ECAM xxx”**

2nd to see: **“Confirm xxx”**

PF: **“I have control and communications, ECAM ACTIONS”**

PNF: **“Your communications”**

Do ECAM

When BLUE actions complete or when there is no 'action feedback' then **BOTH crew confirm and then PNF CLR**s

PNF: **“Clear xxx?”** PF: **“Clear xxx!”**

Note on use of SUMMARIES Refer QRH 0.00A

Only after “ECAM ACTIONS COMPLETE” including the STATUS page. Refer to Summary when setting up for approach and RCL STATUS. This is when you calculate Vref etc.

CIRCUITS

@ 500' **TURN DOWNWIND**
@ 1000' **FLAP 1, ACTIVATE APPROACH**
@ 1500' **FD OFF, BIRD ON, SET D/WIND TRK**
@ ABM TDZ **FLAP 2 and fly 45 seconds downwind**
@ Base **Bank 15° Gear Down, Flap 3, SET RWY TRK**
Start Descent at approx -300'/min
@ 1nm from Centreline turn Final not less than 500' AGL

GO AROUND MOUTH MUSIC

- PF “GO AROUND, FLAPS”
- PNF “FLAP 3”
- PF “MAN TOGA, SRS , RUNWAY TRACK, A/T BLUE”
- PNF “POSITIVE CLIMB”
- PF “GEAR UP”
- PNF “GEAR UP”
- PF “PUSH NAV” OR WHATEVER MODE IS REQ'D

A320 RECALLS

WINDSHEAR QRH 1.26

- <V1 – ABORT
- >V1 TOGA, Rotate at Vr, follow SRS
- In Flight TOGA, AP KEEP, follow SRS

TCAS QRH 1.15

- “TCAS, I HAVE CONTROL”
- AP OFF, FDs OFF, FOLLW RA COMMANDS
- “TCAS RA” to ATC

EGPWS QRH 1.14

- “PULL UP, TOGA”, AP OFF, FULL BACKSTICK, SPEEDBRAKES IN, WINGS LEVEL

LOSS OF BRAKING QRH 1.13

- “LOSS OF BRAKING” MAX REV, Release Brakes, A/SKID OFF, Brakes ON – max 1000psi
- If No Braking then Bursts of Parking Brake

ARRIVAL GATES – 4TIMES PROFILE IS GOOD!

DME	ALT	KIAS
46	11500'	DECEL
35	10000'	250
30	8000'	250
20	5000'	250
10	3000'	GRN DOT

Aim at 20nm, 5000' and 250kts

then:

- A Activate Approach Phase**
- M Manage the Speed (push)**
- P Performance V/S -800**

This will ensure you meet 210kt <3000'

DIR TO: A very powerful button – Standby to PULL HDG ☺

Gives 4 options:

- DIR TO
- TRACK IN
- TRACK OUT
- DIR with ABM Waypoints

HDG KNOB – every time you turn it give it a PULL as well! This avoids inadvertent NAV mode selection when being vectored.

Some notes:

- You know you are in G/A Phase because there are no **ETA's and SPEEDs** in MCDU and no **TGT SPD** on below speed tape on **PFD**
- In **APPR** Phase the **FLAP HANDLE** controls the **MANAGED SPEED**.
- When **CLRing** things always do it on the **TOP LINE** of **F-PLAN**
- All you need for an Approach ion a hurry is **FRP (F-PLAN, RAD/NAV and PERF**
- There are 4 A's for the PNF to check. **Autopilots, A/THR, Autobrake and AUTO LDG ELEV.**
- MCDU always shows **TRK/DIST** on 3rd line of **F-PLAN**
- **EFIS PLAN** mode shows **TRK/DIST** and **CSTR** for each **WP**

EMERGENCY DESCENT QRH 1.25

- PF: **OXY MASKS ON – CHECK COMMS**
- PULL ALT AND SPIN - 10000'/MEA**
- PULL HDG AND TURN OFF AIRWAY**
- PULL SPEED AND SPIN – MMO/VMO**
- SPEED BRAKES – WHEN IN DESCENT**
- PNF: **SIGNS, IGNITION, MAYDAY, TCAS, OXY**

UNRELIABEL AIRSPEED QRH 2.15

- “UNRELIABEL AIRSPEED”
- AP/FD OFF, A/THR OFF,
- < AccAlt = 15°/TOGA
- <10K' = 10°/CLB
- >10K' or 5°/CLB
- FLAPS MAINTAIN CURRENT CONFIG
- SPEEDBRAKES IN
- LANDING GEAR UP

CREW INCAPACITATION

FCOM 3.02.80

- “CABIN MANAGER REPORT TO THE FLIGHT DECK IMMEDIATELY”
- CREW: LOCK HARNESS, SEAT AFT, RECLINE, ASSIST. SEEK DOCTOR AND PAXING CREW.**

ENGINE FAIL IN CRUISE

FCOM 3.06.30/40/50

- SET MCT AND A/THR OFF**
- PULL SPEED FOR STRATEGY** say 220 to start
- PULL HDG** perhaps turn off Airway
- PULL ALT** see QRH 4.05 say 22K' to start