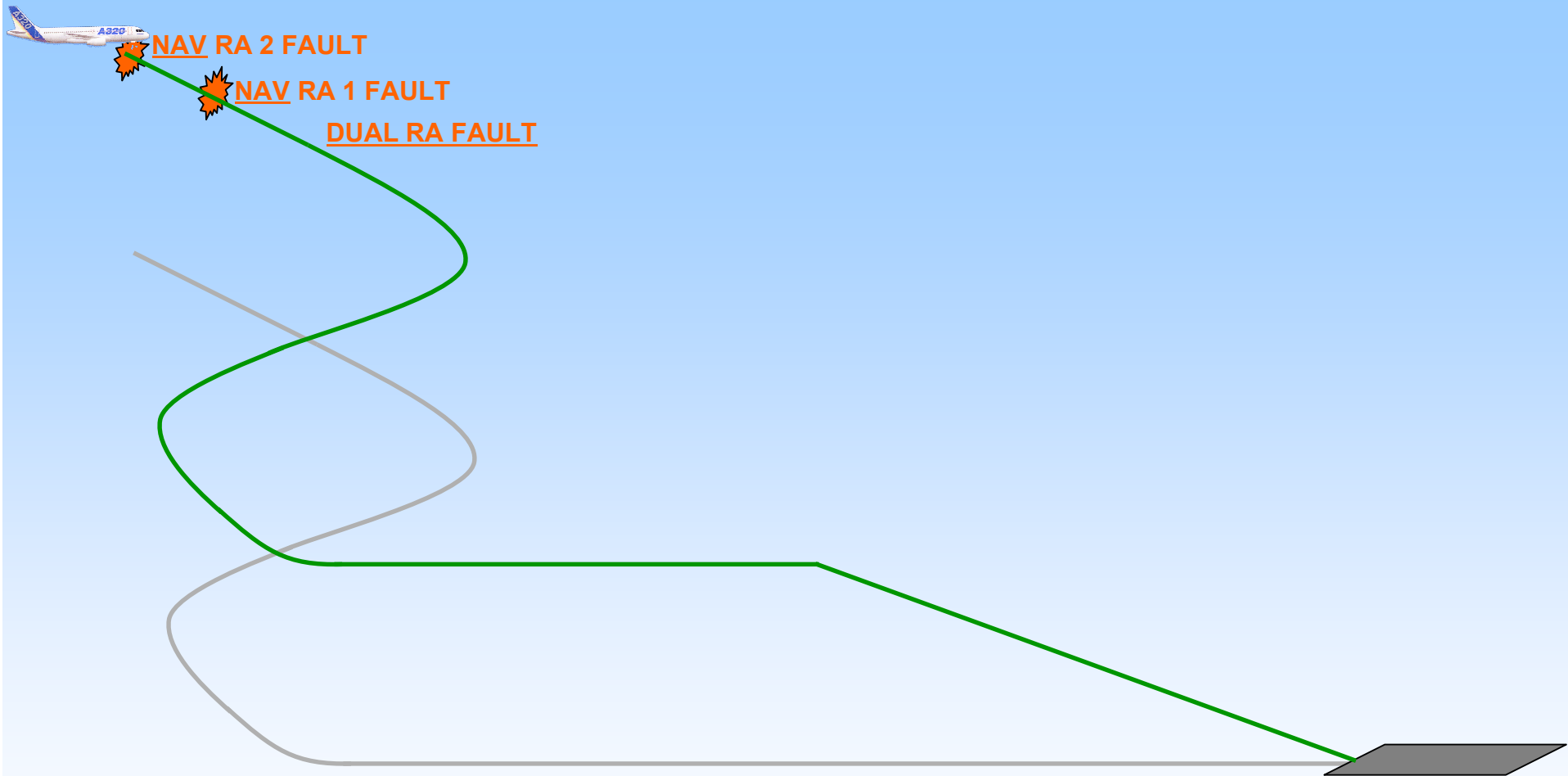


# NAV : RA 1+2 FAULT



PF

PNF

# 1. NAV RA 2 FAULT

## DETECTION

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE

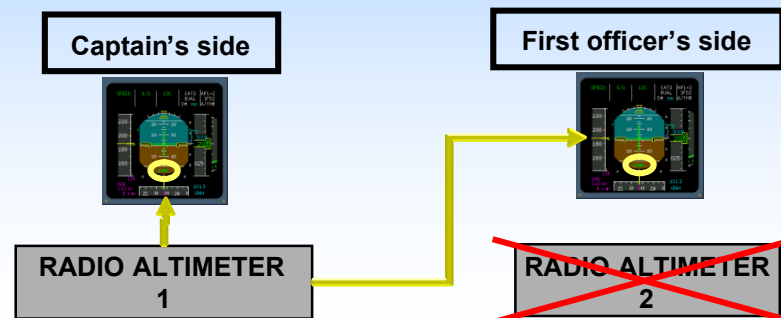
## ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS

➤ Below 2500 ft :



PF

PNF

## 2. NAV RA 1 FAULT

### DETECTION

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE

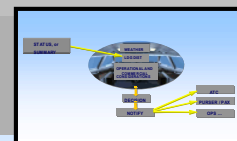
### ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS 

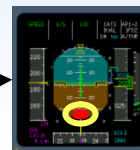
### DECISION



COMMUNICATES

➤ When FLAPS 1 selected :

~~RADIO ALTIMETER  
DATA~~



PF

PNF

### 3. APPROACH PREPARATION

ANNOUNCE....."YOU HAVE CONTROL ?"

FMGS.....PREPARE

APPR BRIEFING .....PERFORM

ANNOUNCE....."I HAVE CONTROL"

**ANTICIPATES DIRECT LAW CONSEQUENCES**



#### FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF VAPP



#### APPR BRIEFING :

STANDARD

+

STATUS

PF

PNF

#### 4. L/G DOWN

When L/G DOWN

**DETECTION**

**ECAM ACTIONS**

**ECAM PROCEDURE**

**SYSTEM DISPLAY**

**STATUS**



- In final stage of the APP it is recommended to fly raw data
- Due to Direct Law, use of Manual Thrust is recommended
- Close to the ground the Flight Director will command excessive roll rates

SYNTHESIS



**FLIGHT IS FROZEN TO PERMIT THE PROCEDURE APPLICATION ON THE M/FTD**

## APPROACH SPEED COMPUTATION

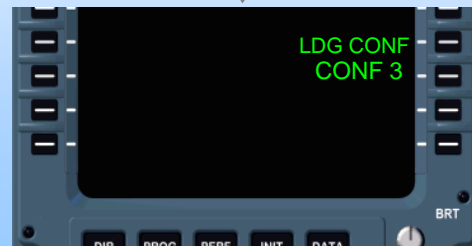
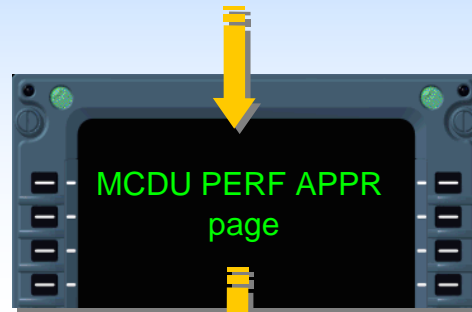
Check that NEW DEST  
has been entered



Ensure that VLS & VAPP are based  
on the proper weight at destination

$$VAPP = VREF + \Delta VREF (10 \text{ kt}) + \text{wind correction}$$

| WIND CORRECTION         |  |
|-------------------------|--|
| $\Delta VREF \geq 20KT$ | $\Delta VREF < 20KT$   |
| NO WIND<br>CORRECTION   | 1/3 HEADWIND<br>( $\Delta VREF + \text{WIND CORR}$<br>LIMITED TO 20KT) |



$\Delta VREF$  is given:

- On the ECAM, and
- On the QRH

- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 10 kt ( $\Delta VREF$ ) to VREF
- Add wind correction
- Enter VAPP manually

LDG in CONF 3 :

- ➔ Select CONF 3

# SYNTHESIS



## DUAL RA FAULT

### ➤ APPROACH PREPARATION:

- Plan for ILS approach
- CAT I only (Approach mode inhibited)
- Configuration 3
- Approach speed: VREF + 10

### ➤ INTERMEDIATE APPROACH:

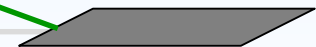
- Localizer intercept ( LOC armed ) or raw data approach
- Use Track- FPA

### ➤ L/G DOWN:

- **DIRECT LAW is active & AP disconnects**

### ➤ Final Approach:

- If LOC was engaged:
- FDs off and continue with FPV



# STATUS ANALYSIS

*Review FCOM 3.02 procedure (If time permits)*

