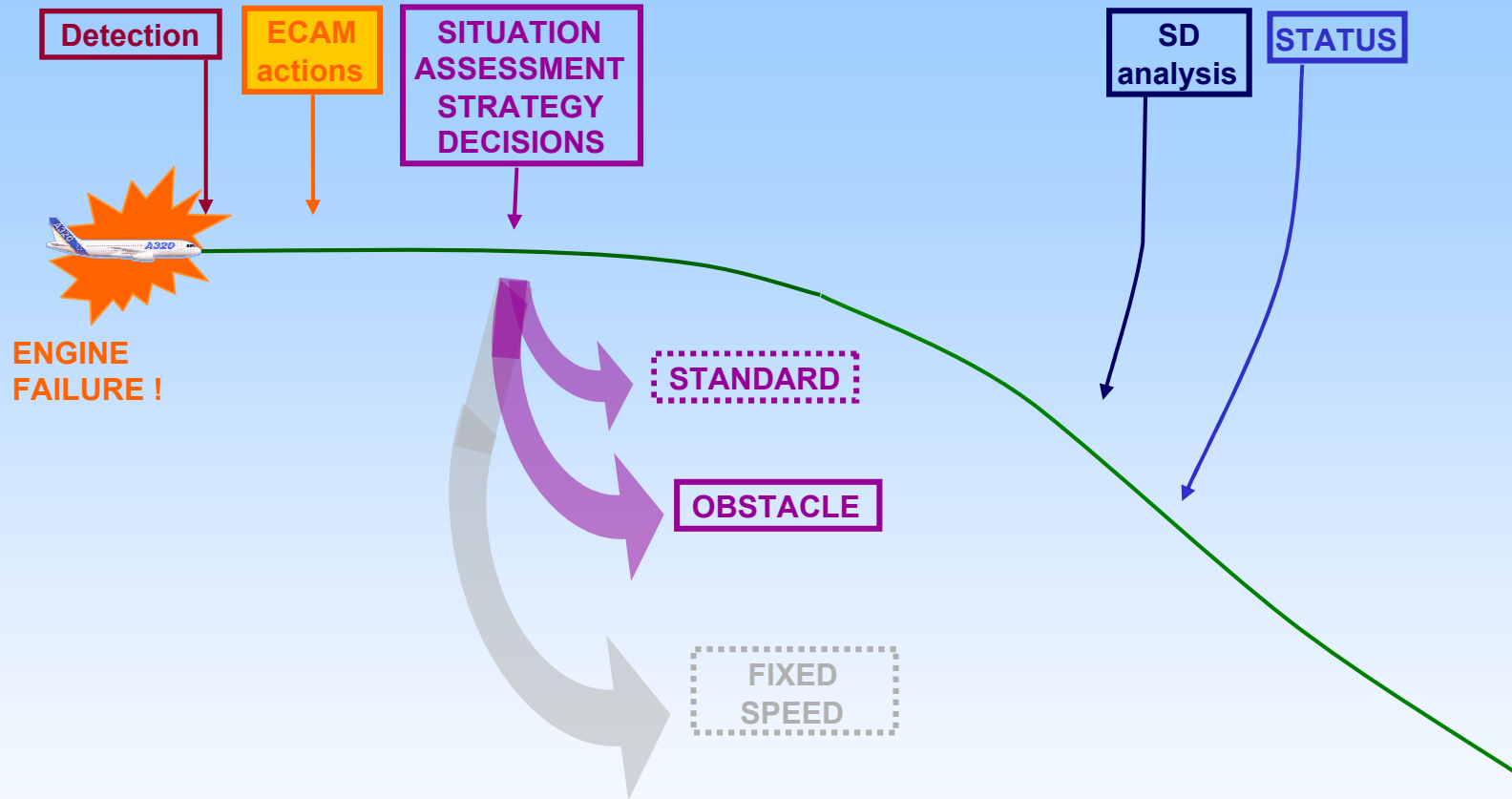


ENGINE FAILURE IN CRUISE

(WITH NO DAMAGE)



PF

PNF

1. ENG 1 FAIL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES ⇒ **LAND ASAP**...Short term decision

CONSIDER AUTOMATION USE

THRUST LEVERS.....MCT

A/THR.....OFF 

ECAM ACTIONS

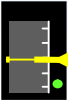
ECAM PROCEDURE

STOP ECAM actions when :



COMMUNICATES

Deceleration Not below Green Dot



PF

PNF

2. STANDARD STRATEGY



For descent :

M.78/300 KT.....SET AND PULL

LRC CEILING ALT.....SET AND PULL



PF

PNF

3. ENGINE RELIGHT

ORDER....."CONTINUE ECAM"

ECAM ACTIONS.....CONTINUE

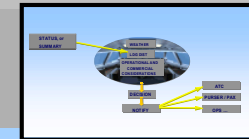
ECAM ACTIONS

ECAM PROCEDURE DAMAGE ?  , RELIGHT
SYSTEM DISPLAY
STATUS



RETURN TO NORMAL TASK SHARING

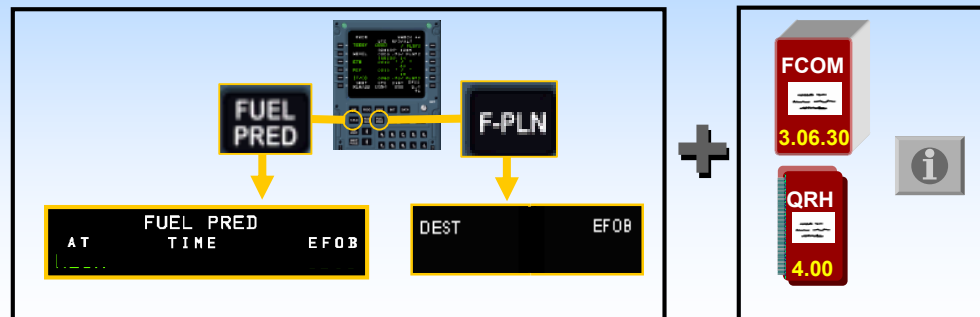
DECISION



➤ Consider APU Start
APU normal flight envelope :



➤ DIST & FUEL computations to Landing



PF

PNF

4. STANDARD STRATEGY

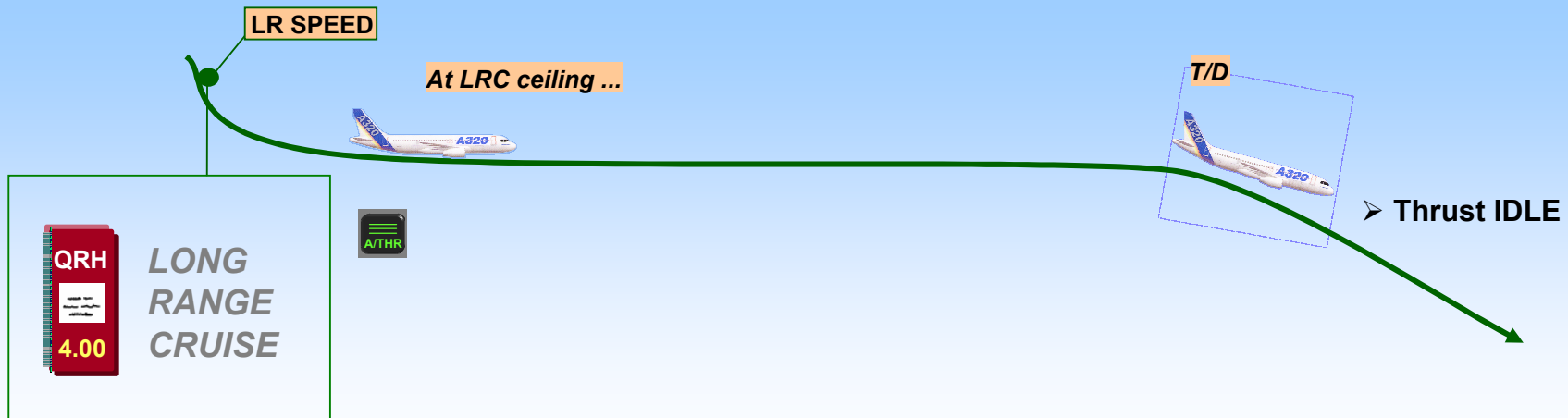
Reaching LRC ceiling

LR SPEED.....SET

A/THR.....ON

Descent to landing

RESUME MANAGED MODES



PF

PNF

1. ENG 1 FAIL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES ⇒ **LAND ASAP**...Short term decision

CONSIDER AUTOMATION USE

THRUST LEVERS.....MCT

A/THR.....OFF 

A/THR is set to OFF immediately to avoid thrust reduction to IDLE

ECAM ACTIONS

ECAM PROCEDURE

STOP ECAM actions when :



COMMUNICATES

Deceleration Not below Green Dot





STANDARD

No obstacle and time constraint

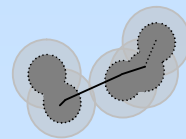
OBSTACLE

To ensure the margins over obstacles



FIXED SPEED

ETOPS constraint



*As established
before dispatch,
use:*

M.82 / 330 KT

Or

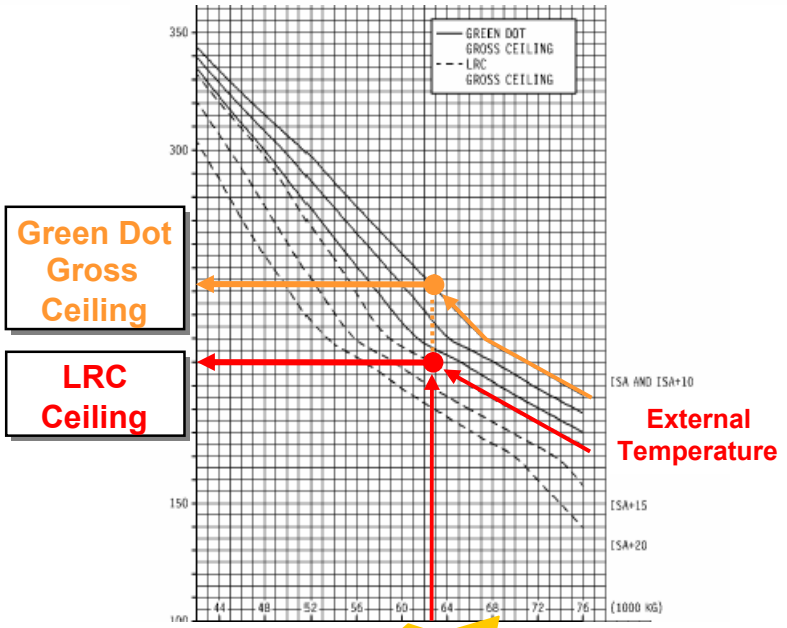
M.82 / 310 KT

LRC AND GREEN DOT GROSS CEILING QUICK CHECK



ONE ENGINE OUT MAX ALTITUDE

GROSS CEILING at LONG RANGE and GREEN DOT SPEEDS
Pack Flow Hi - Anti ice OFF



GW at ENG FAIL

PF

PNF

2. STANDARD STRATEGY



For descent :

M.78/300 KT.....SET AND PULL

LRC CEILING ALT.....SET AND PULL

During descent to LR ceiling ...



➤ Thrust MCT

➤ Speed controlled by the elevator




Check LRC CEILING



REC MAX = EO LRC Ceiling

➤ EO CLR Prompt

DEST EO CLR*

if pressed, predictions revert to dual engine predictions

DAMAGE OR NO DAMAGE ?



CONSIDER ENGINE DAMAGE IF YOU NOTICE :

- High vibration prior to engine stopped, loud noise
- Stall
- Any Abnormal Indication on ENG Page (such as N1 or N2 ~ 0)

⇒ **No attempt of RELIGHT**

1



Descent to LR CRZ ceiling computations

2



Descent from LR CRZ ceiling to landing computations

**Δ Dist
Δ Fuel
Δ Time**

**Remaining distance to diversion airport
Fuel used in LRC FL Down to Landing
Time in LRC FL Down to Landing**

Initial FL



LRC ceiling



Diversion Airport

