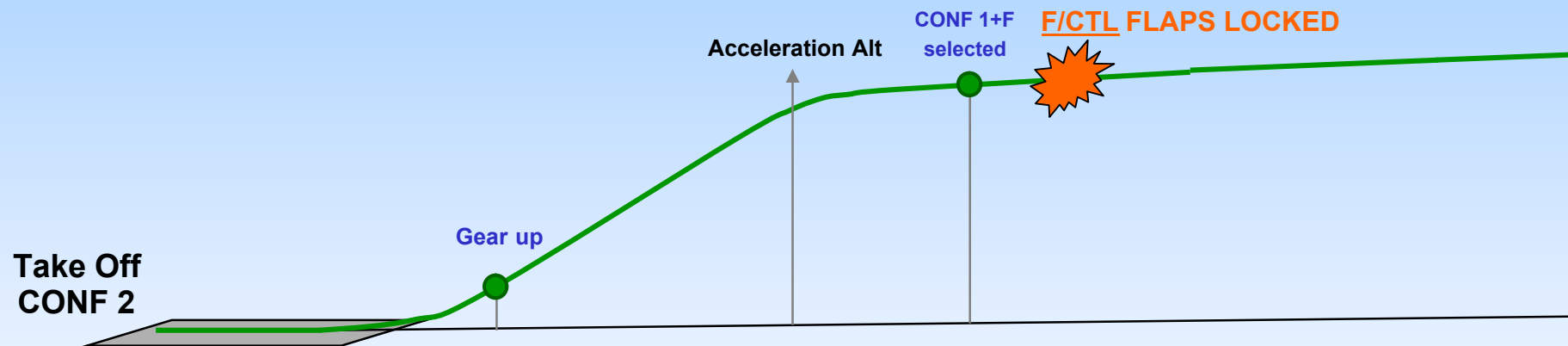


FLAPS LOCKED AFTER TAKE OFF



PF

PNF

1. F/CTL FLAPS LOCKED

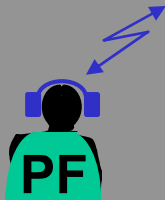
DETECTION

SPEED.....PULL & SELECT 

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE



COMMUNICATES

ECAM ACTIONS

ECAM PROCEDURE

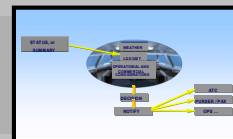
SYSTEM DISPLAY

Standby status : 

STATUS 

RETURN TO NORMAL TASK SHARING

DECISION



PF

PNF

2. APPROACH PREPARATION

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

FMGS.....PREPARE

APPR BRIEFINGPERFORM

ANNOUNCE....."I HAVE CONTROL"



FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF VAPP



APPR BRIEFING :

STANDARD

+

STATUS

+



LANDING WITH SLATS OR FLAPS JAMMED

+

OVERWEIGHT LANDING

PF

PNF

3. APPROACH



For Slats extension:

LANDING WITH SLATS OR
FLAPS JAMMED PROC.....APPLY

Before 500 ft:

AP.....OFF

➤ MONITOR AP behaviour (not tuned for abnormal configuration).

➤ FLY a stabilized approach

Approach synthesis ⓘ

➤ USE selected speed to avoid deceleration to S and F.

➤ In case of go around :



maintain configuration

- Maintain configuration if FLAPS jammed >0
- Select clean configuration if FLAPS jammed at 0



Simulation ends at 500 ft

THE END...

PF

PNF

1. F/CTL FLAPS LOCKED

DETECTION

SPEED.....PULL & SELECT



Selected speed should be used to avoid overspeed



STANDBY STATUS



➤ Some actions may have to be performed before reading the status :

➤ NORMAL TAKEOFF C/L

➤ OEB



➤ Computer resets



In this exercise :

ORDER....."STAND BY STATUS"

ANNOUNCE....."STATUS ?"

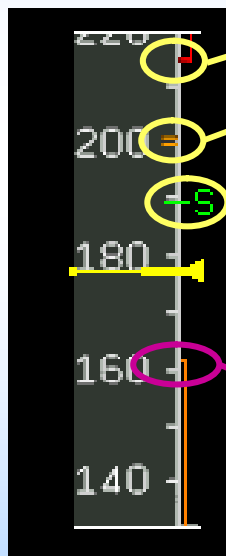
AFTER TAKEOFF C/L

STATUS



Review FCOM 3.02 procedure *(if time permits)*

- Flaps' Wing Tip Brake ON
- Slats available
- Compute the landing distance & speed increment
- Speed displayed on PFD :



- VFE
- VFE NEXT
- S speed
- F speed

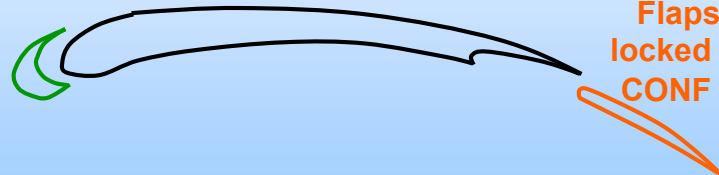
Computed according to the flaps' lever position



- Overspeed warning
- VLS

Computed according to the actual flaps/slats position

Slats in CONF 1



Flaps locked in CONF 2

APPROACH SPEED COMPUTATION

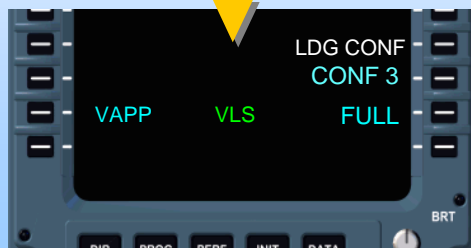
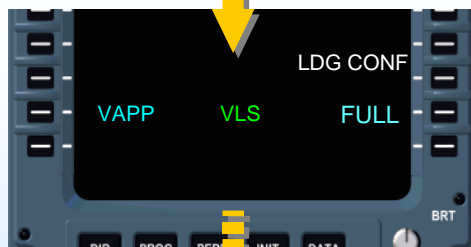
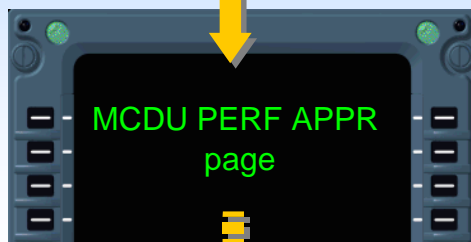
Check that NEW DEST has been entered



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

$$VAPP = VREF + \Delta VREF (15 \text{ kt}) + \text{wind correction}$$

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



$\Delta VREF$ is given:

- On the ECAM, and
- On the QRH

- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 15 kt ($\Delta VREF$) to VREF
- Add the wind correction
- Enter VAPP manually

LDG in CONF 3 :

➔ Select CONF 3

APPROACH SYNTHESIS



To reach the next configuration, decelerate towards VFE NEXT - 5kt but ***not below VLS***

