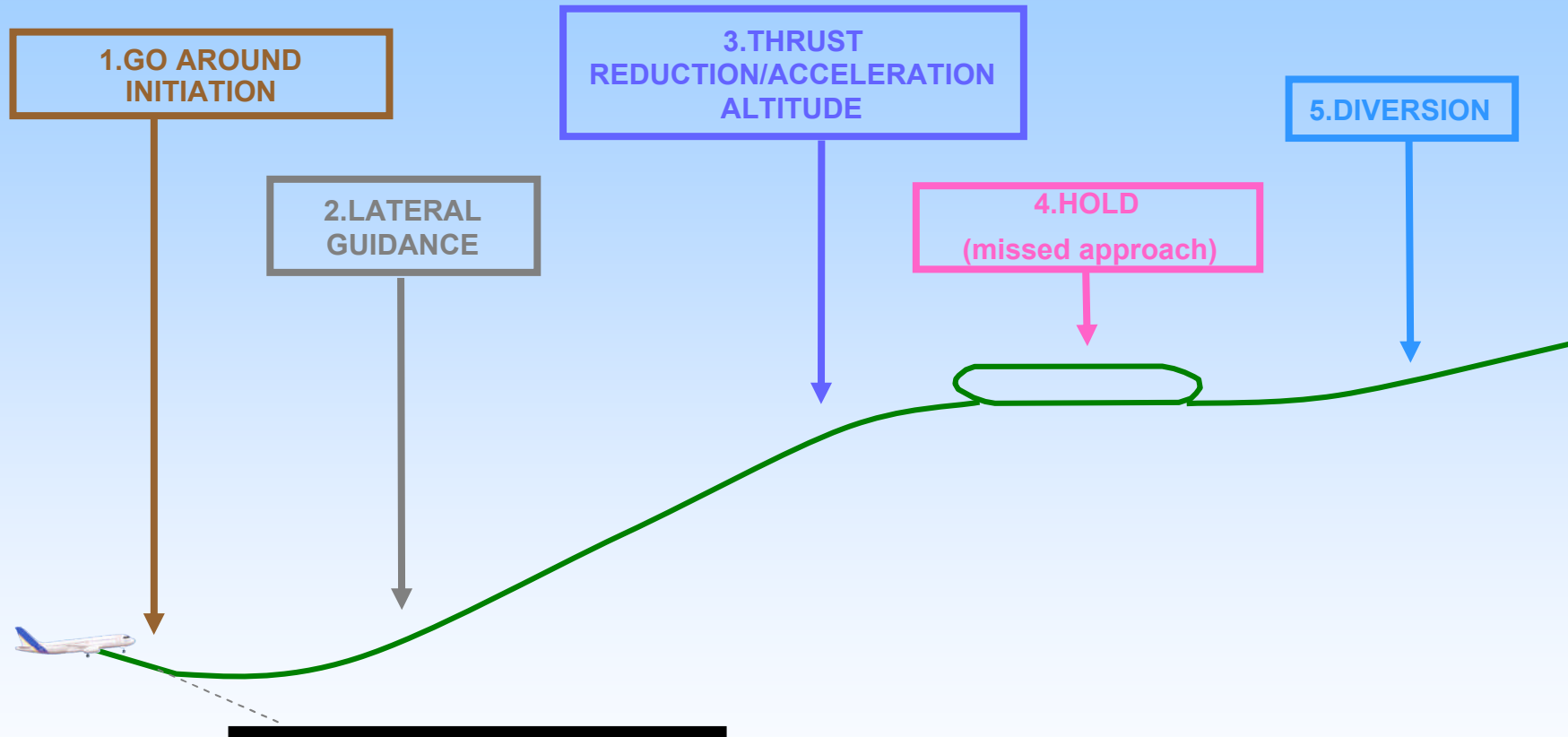


GO AROUND



PF

PNF

1. GO AROUND INITIATION

Decision

THRUST LEVERS.....TOGA

ANNOUNCE....."GO AROUNDS FLAPS"

FLAPS.....RETRACT ONE STEP

FMA

When positive climb

ORDER....."GEAR UP"

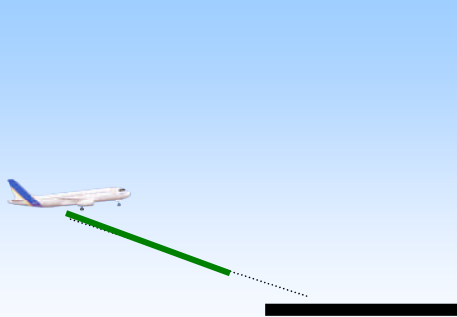
ANNOUNCE....."POSITIVE CLIMB"

L/G.....UP

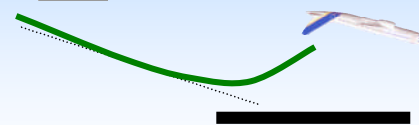
ANNOUNCE....."GEAR UP - FLAPS"

GRND SPLR.....DISARM

EXTERIOR LIGHTS.....SET



Missed approach becomes the ACTIVE F-PLN and the previously flown approach is strung back into the F-PLN



PF

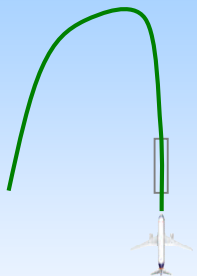
PNF

2. LATERAL GUIDANCE

NAV or HDG.....SELECT

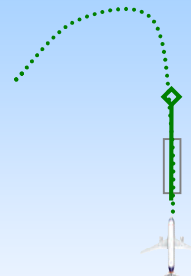
FMA

➤ The GA TRK mode guides the A/C on the memorized track at the time of TOGA selection

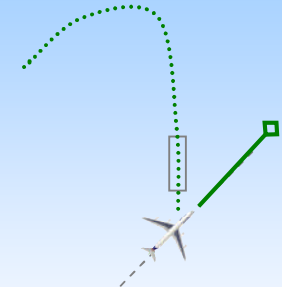


Push HDG Knob:
NAV mode engages
(Guidance for published
missed approach)...

Or



Pull HDG Knob
and set heading as
cleared by ATC...



PF

PNF

3. THRUST REDUCTION/ACCELERATION ALTITUDE

When LVR CLB flashing at thrust reduction/acceleration altitude

THRUST LEVERS.....CL

FMA

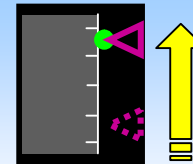
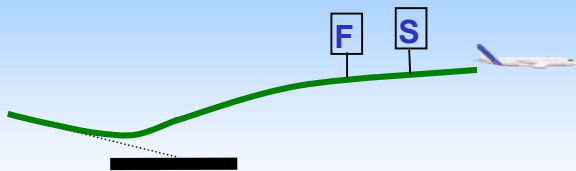
At F speed with positive speed trend :

FLAPS 1

At S speed with positive speed trend :

FLAPS 0

AFTER TAKEOFF / CLIMB C/L down to the line



PF

PNF

4. HOLD

CONTINUE ON STANDARD MISSED APPROACH PROCEDURE AND ENTER HOLDING PATTERN

➤ 3 types of HOLD can be performed



➤ Observe on ND the pattern entry type :

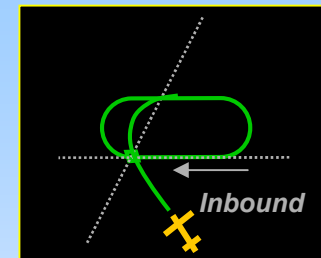
➤ LATERAL REV at HOLD :



FMGS HOLD parameters

HOLD EXIT LIMIT information

(When established in Holding pattern)




Ex: direct entry

PF

PNF

5. DIVERSION

Divert to another airport :

Lat Rev at TO WPT.....ENABLE ALTN 

When cleared to a WPT:

IMM EXIT.....PRESS

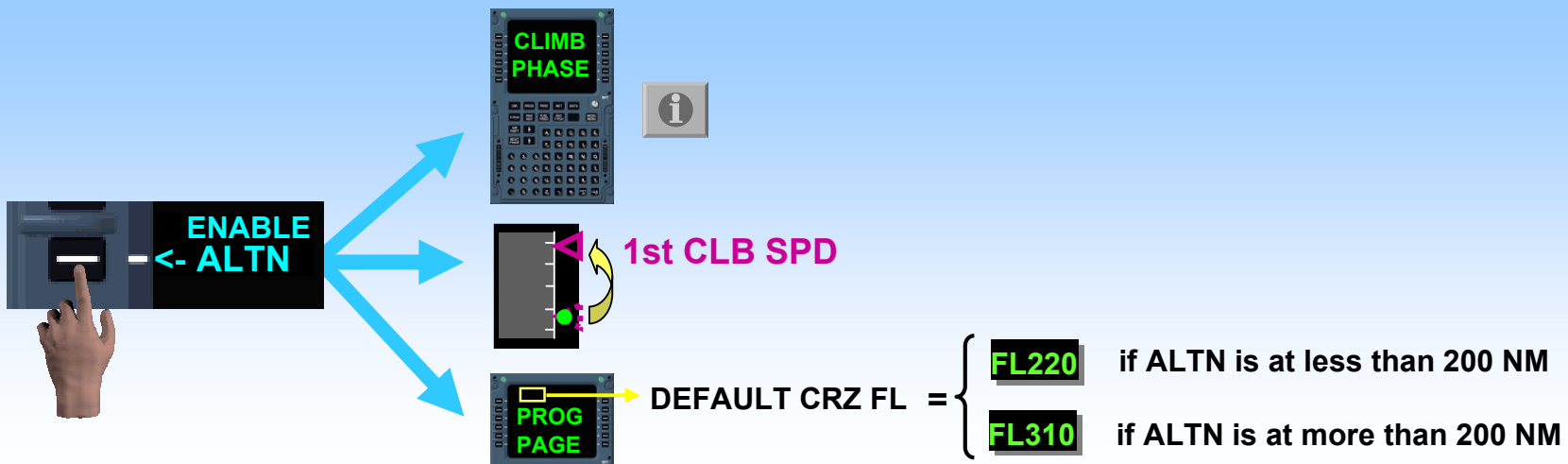
DIR TO.....PERFORM

FMA

If necessary, at transition altitude :

BARO REF: STD

AFTER TAKEOFF / CLIMB C/L below the line



GO AROUND

IF:

- Approach is not properly stabilized
- Doubt about situation awareness
- Malfunction
- ATC changes the final approach clearance
- Adequate visual cues not obtained at MDA or DH
- Any GPWS/TCAS or Windshear alert occurs

THEN engage GO AROUND procedure

FLIGHT PHASE SWITCHING CONDITIONS



FLIGHT PHASES	OPTIMUM SPEED PROFILE	SWITCHING CONDITIONS TO NEXT PHASE
PREFLIGHT	/	SRS take off mode engaged and N1 > 85% (EPR >= 1.25) or Ground Speed > 90 kt
TAKE OFF	V2 (V2 + 10)	At acceleration altitude or by engagement of another vertical mode
CLIMB	ECON CLB SPD / MACH	Reaching cruise FL
CRUISE	ECON CRZ MACH	At descent initiation (if distance to DEST < 200 NM and no step descent)
DESCENT	ECON DES MACH / SPD	- Over flying (DECEL) pseudo waypoint with NAV (or LOC*/LOC) mode engaged and altitude < 7200 ft AGL - Manual activation of the approach phase.
APPROACH	Vapp (GS Min)	1. To Go Around : when thrust levers at TO.GA detent or 2. To Done: 30 seconds after landing or 3. To Climb: when inserting a new CRZ FL
GO AROUND	Vapp or current SPD whichever is greater. Green Dot at ACC ALT	1. To Approach : Manual activation of the approach phase or 2. To Climb: Above acceleration altitude by - Selecting ALTN or - inserting NEW DEST and CRZ FL
DONE	/	To preflight when INIT or PERF key depressed

HOLD



DATABASE HOLD AT . . .

➤ (Database stored HOLD)

COMPUTED HOLD AT . . .

➤ (Standard HOLD computed by FMGS)

HOLD AT . . .

➤ (Manual entry)

Reversions

REVERT TO
COMPUTED →

REVERT TO
DATABASE →



DIVERSION : 3 POSSIBILITIES



- *The ALTN has been prepared*

Lat Rev at TO WPT.....ENABLE ALTN



- *The SEC F-PLN has been prepared to a diversion airfield*

SEC F-PLN.....ACTIVATE



- *Nothing has been prepared !*

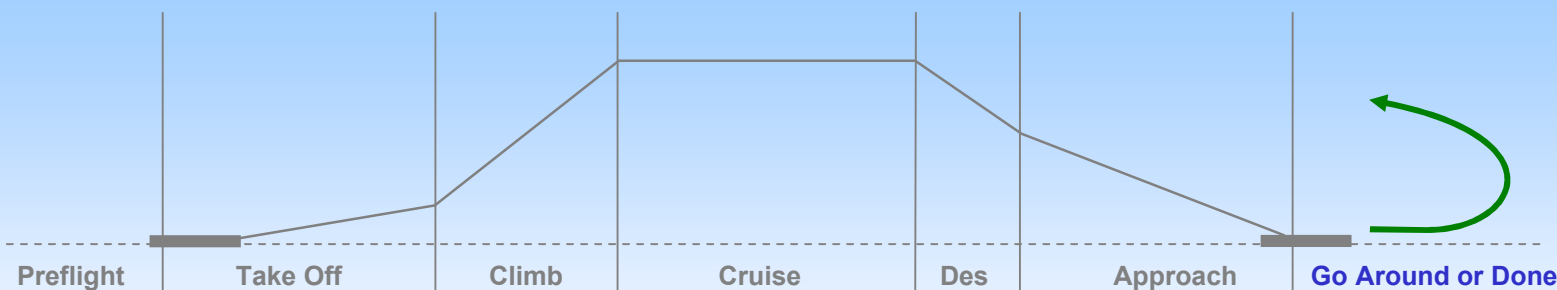
SPD 250 kt + OP CLB.....SELECT

NEW DEST + CRZ FL.....INSERT

F-PLN.....FINALIZE



FLIGHT PHASE SWITCHING CONDITIONS



FLIGHT PHASES	OPTIMUM SPEED PROFILE	SWITCHING CONDITIONS TO NEXT PHASE
PREFLIGHT	/	SRS take off mode engaged and N1 > 85% (EPR >= 1.25) or Ground Speed > 90 kt
TAKE OFF	V2 (V2 + 10)	At acceleration altitude or by engagement of another vertical mode
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GO AROUND	Vapp or current SPD whichever is greater. Green Dot at ACC ALT	1. To Approach : Manual activation of the approach phase or 2. To Climb: Above acceleration altitude by - Selecting ALTN or - inserting NEW DEST and CRZ FL
DONE	/	To preflight when INIT or PERF key depressed