

SLATS FAULT IN APPROACH



PF

PNF

1. F/CTL SLATS FAULT

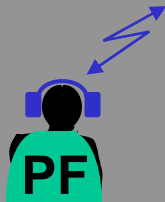
DETECTION

SPEED.....PULL & SELECT
 FLIES THE AIRCRAFT ⇒ LOSS OF AP, A/THR, FD's
 NAVIGATES
 CONSIDER AUTOMATION USE



ECAM ACTIONS

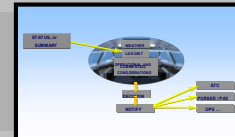
ECAM PROCEDURE
 SYSTEM DISPLAY
 STATUS



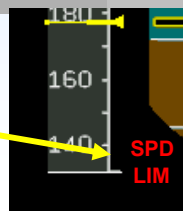
COMMUNICATES

RETURN TO NORMAL TASK SHARING

DECISION



➤ No characteristic speed available



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

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2. APPROACH PREPARATION

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

FMGS.....PREPARE

APPR BRIEFINGPERFORM

ANNOUNCE....."I HAVE CONTROL"



FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF VAPP



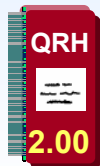
APP BRIEFING :

STANDARD

+

STATUS

+



LANDING WITH SLATS OR
FLAPS JAMMED

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

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3. APPROACH



For Flaps extension:

LANDING WITH SLATS OR

FLAPS JAMMED PROC.....APPLY

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

➤ Fly a stabilized approach

Approach synthesis



➤ In case of go around

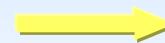


Second approach

Diversion



maintain configuration



clean the A/C



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

THE END...

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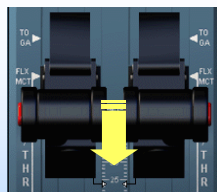
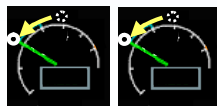


**ENG THRUST
LOCKED**



*Single Chime
(every 5 sec)*

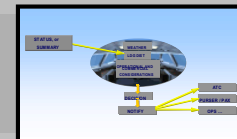
**Move the thrust levers to
the actual thrust position**



ONS
PROCEDURE
DISPLAY



WORK SHARING



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

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1. F/CTL SLATS FAULT

DETECTION

SPEED.....PULL & SELECT

FLIES THE AIRCRAFT ⇒ LOSS OF AP, A/THR, FD's



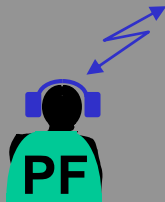
NAVIGATES

CONSIDER AUTOMATION USE

ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY



COMMUNICATES

STATUS



- Flaps are available
- Compute the landing distance & speed increment

APPROACH SPEED COMPUTATION

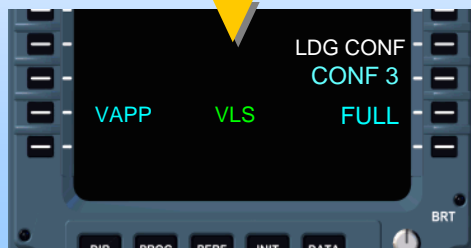
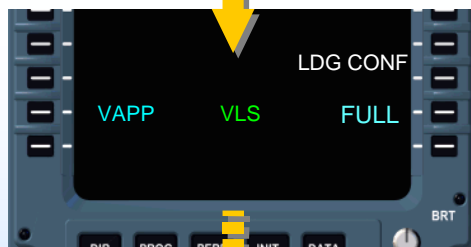
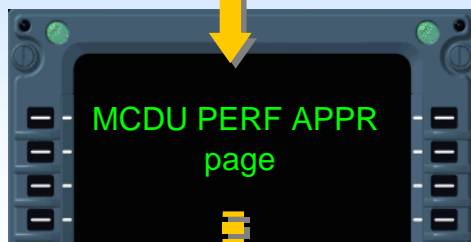
Check that NEW DEST has been entered



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

$$VAPP = VREF + \Delta VREF (25kt)$$

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



$\Delta VREF$ is given:

- On the ECAM, and
- On the QRH

- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 25 kts ($\Delta VREF$) to VREF
- Enter VAPP manually

LDG in CONF 3 :

➔ Select CONF 3

APPROACH SYNTHESIS



Approach flown manually
with raw data : no

ALTN LAW

AP
FD
A/THR

To reach next configuration:
Decelerate towards VFE NEXT – 5kt
(use placard's speeds) but
not below VLS

