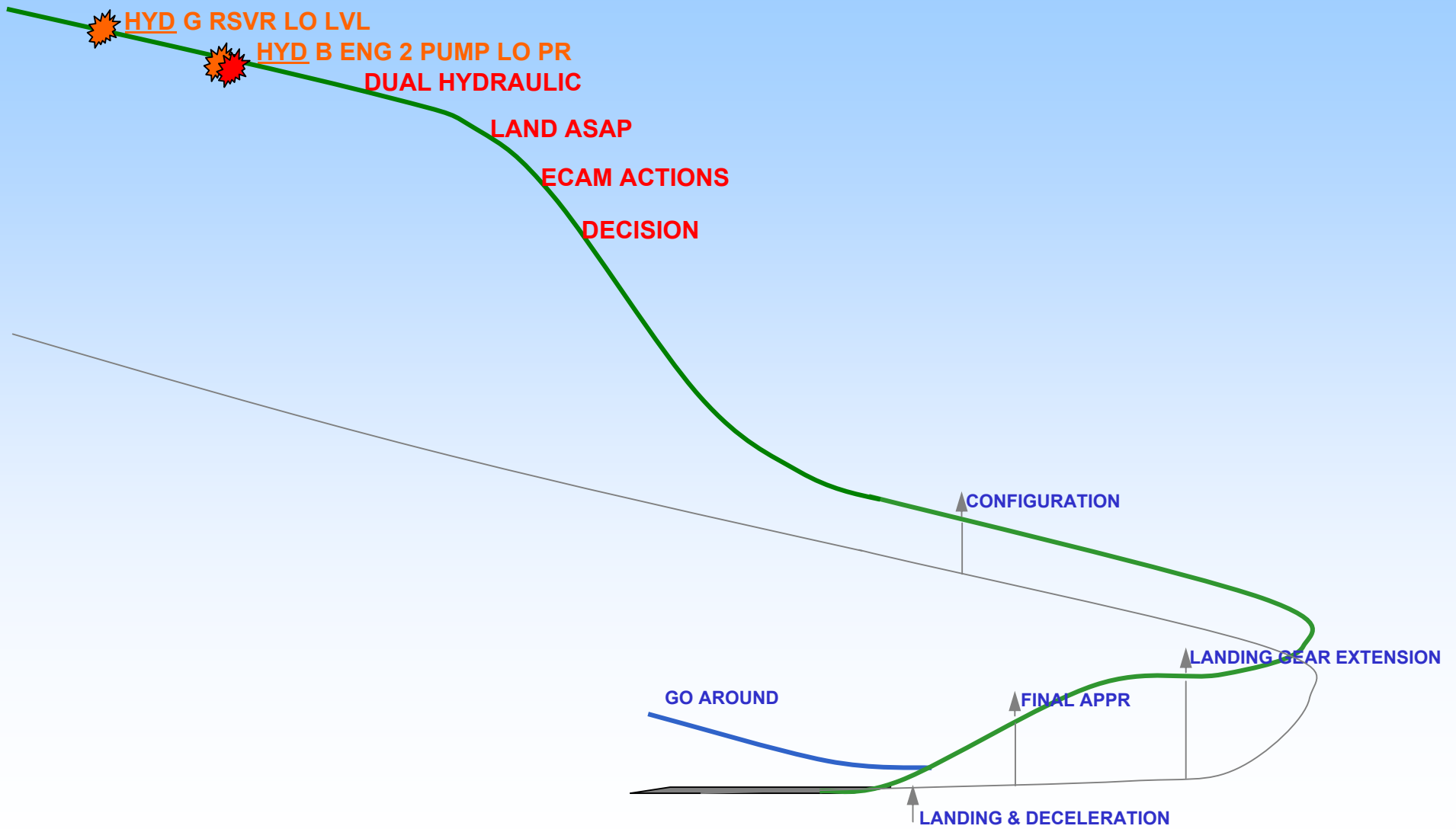


HYD : G+B SYS LO PR



PF

PNF

1. HYD G RSVR LO LVL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE

ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS



COMMUNICATES

PF

PNF

2. HYD G + B SYS LO PR

DETECTION

FLIES THE AIRCRAFT ⇒ **LOSS OF AP**
NAVIGATES ⇒ **LAND ASAP**...Short term decision
CONSIDER AUTOMATION USE

ECAM ACTIONS

ECAM PROCEDURE



SYSTEM DISPLAY



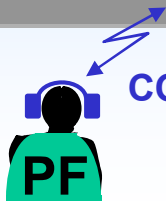
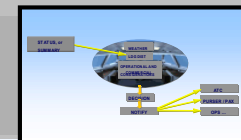
STATUS

USE SUMMARY.....CRUISE part



RETURN TO NORMAL TASK SHARING

DECISION



COMMUNICATES : **MAYDAY** message

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


PF

PNF

3. APPROACH PREPARATION

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

ECAM STATUS.....REVIEW

SUMMARY.....USE 

FMGS.....PREPARE

APPR BRIEFINGPERFORM

ANNOUNCE....."I HAVE CONTROL"



FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF VAPP

APP BRIEFING :

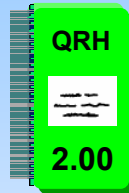
STANDARD

+

STATUS

+

SUMMARY APP, LDG & G/A sections



A 330 :



A 340 :



A340-600 :



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

PF

PNF

4. APPROACH

FLAPS EXTENSIONUSE SUMMARY

➤ Fly a *stabilized approach*

APPROACH 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

$$VAPP = VREF + \Delta VREF$$

$\Delta VREF$ is given:

- On the QRH, and
- On the summary

$$\Delta VREF = 30 \text{ kt}$$

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



- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 30 kt ($\Delta VREF$) to VREF
- Enter VAPP manually

APPROACH SPEED COMPUTATION

Check that NEW DEST has been entered



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

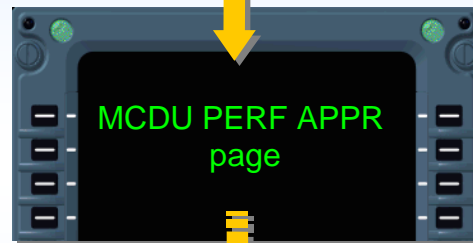
$$VAPP = VREF + \Delta VREF$$

$\Delta VREF$ is given:

- On the QRH, and
- On the summary

$$\Delta VREF = 35 \text{ kt}$$

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



- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 35 kt ($\Delta VREF$) to VREF
- Enter VAPP manually

APPROACH SPEED COMPUTATION

Check that NEW DEST has been entered



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

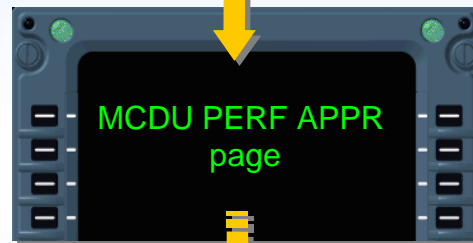
$$VAPP = VREF + \Delta VREF$$

$\Delta VREF$ is given:

- On the QRH, and
- On the summary

$$\Delta VREF = 25 \text{ kt}$$

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



- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 35 kt ($\Delta VREF$) to VREF
- Enter VAPP manually

USE OF SUMMARY

EWD PROC

FF 11200 CLB 1.531
 N3 % 95.5 EGT 86.9 NI % 86.9
 FOB: 70000

AUTO FLT. AP OFF
 HYD G+Y SYS LO PR
 - RAT MAN ON
 - MIN RAT SPEED 140 KT
 - GREEN ENG 1 PUMP OFF
 - GREEN ENG 2 PUMP OFF
 - BLUE ENG 2 PUMP OFF

STATUS

MAX SPEED 320/77 INOP SYS
 MAX BRK PR 1000 PSI G+Y HYD
 MANEUV. WITH CAR. 50% PROT
 -FOR LDG USE FLAPS 3 REVERSER 1+2
 -GPWS FLAP MODE OFF SPLR 1+2+4+5
 -WHEN CONF 3 AND VAPP: FLAPS
 -L/G YAW DAMPER
 APPR SPD VREF +25 KT AP 1+2
 LDG DIST PROC APPLY ANTI SKID
 N/W STEER
 L/G RETRACT
 CARGO DOOR
 EMER GEN
 G ENG 1 PUMP
 B ELEC PUMP

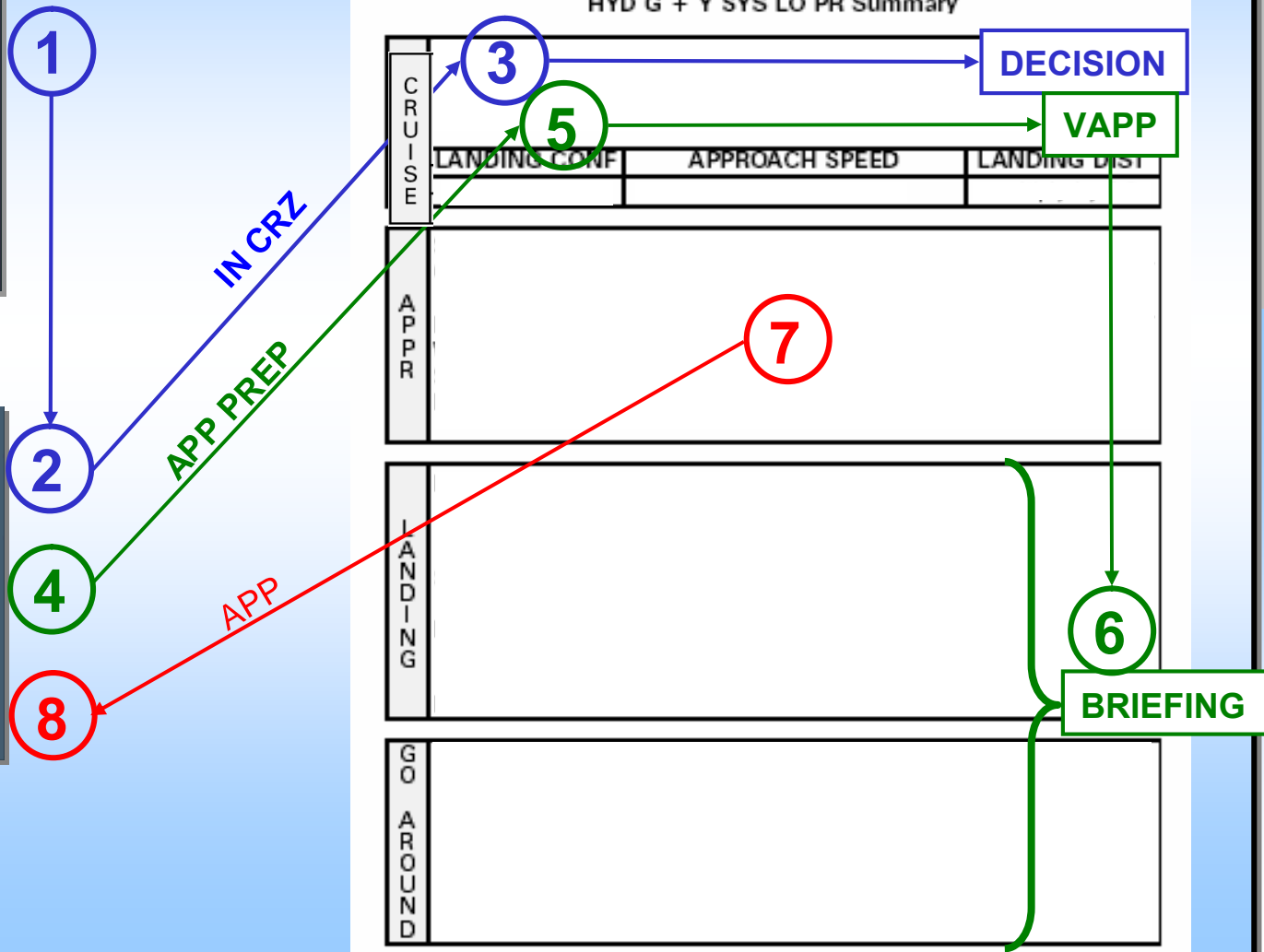
ALTN LAW: PROT LOST
 WHEN L/G DOWN: DIRECT LAW
 BRK Y ACCU PR ONLY
 SLATS SLOW
 CAT 1 ONLY

TAT +12 °C GW 000000 000
 SAT +4 °C 13 H 28

A330 A340 EMERGENCY PROCEDURES REV 36 SEQ 112 **1.**

HYD G + Y SYS LO PR Summary

	LANDING CONF	APPROACH SPEED	LANDING DIST
CRUISE			
APPR			
LANDING			
GO AROUND			



RAT MAN USE



CONSIDER RAT MAN USE

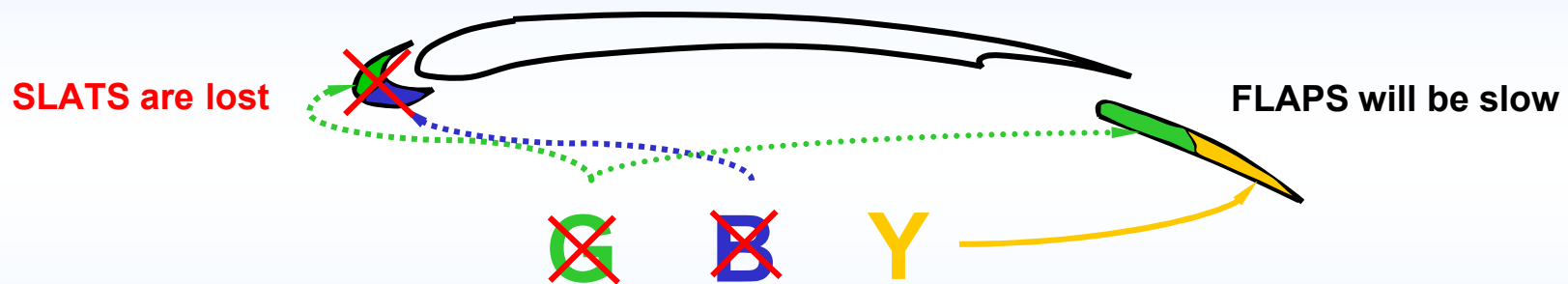


- With the RAT extended, the green SYS is recovered.
 - This permits slat extension recovery.
- With the RAT extended, the fuel consumption increases by approx 0.6 ~ 1 %

SYSTEM PAGE ANALYSIS



- Roll control is affected by loss of spoilers
- SLATS are lost
- FLAPS will be slow



SYNTHESIS



ALTN LAW

CONFIGURATION

⇒ LDG WITH SLATS JAMMED

LANDING GEAR EXTENSION

⇒ L/G GRAVITY EXTENSION

GO AROUND

⇒ GEAR CANNOT BE RETRACTED
(DOORS WILL REMAIN OPEN)

LANDING & DECELERATION

BE AWARE OF :

⇒ NO ANTISKID

(BRK PRESSURE MONITORED BY PNF)

⇒ PARTIAL LOSS OF GRND SPOILERS



USE OF SUMMARY

EWD PROC

FF 11200 CLB 1.531
 N3 % 95.5 EGT 86.9 NI % 86.9
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 HYD G+Y SYS LO PR
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A330 A340 EMERGENCY PROCEDURES REV 36 SEQ 112 **1.**

HYD G + Y SYS LO PR Summary

	LANDING CONF	APPROACH SPEED	LANDING DIST
CRUISE			
APPR			
LANDING			
GO AROUND			

