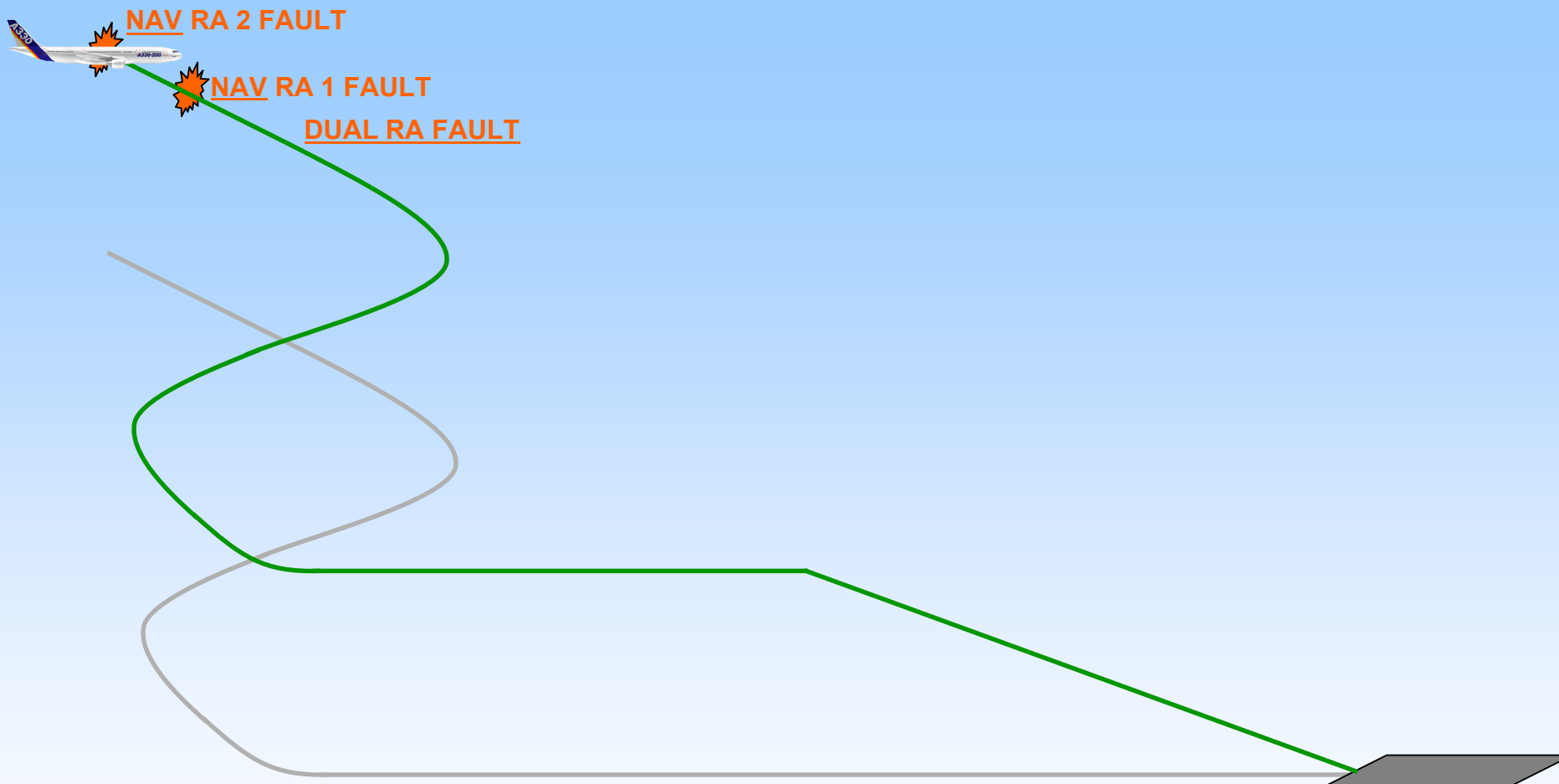


# NAV : RA 1+2 FAULT



PF

PNF

# 1. NAV RA 2 FAULT

## DETECTION

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE

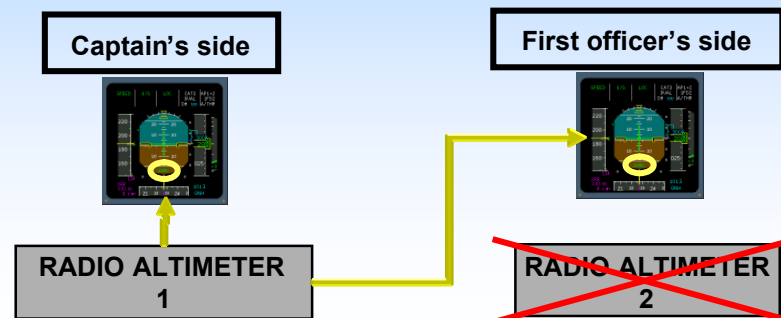
## ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS

➤ Below 2500 ft :



PF

PNF

## 2. NAV RA 1 FAULT

### DETECTION

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE

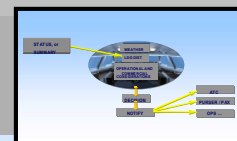
### ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS 

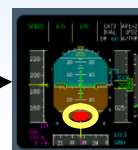
### DECISION



COMMUNICATES

➤ When FLAPS 1 selected :

~~RADIO ALTIMETER  
DATA~~



PF

PNF

### 3. APPROACH PREPARATION

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

FMGS.....PREPARE

APPR BRIEFING .....PERFORM

ANNOUNCE....."I HAVE CONTROL"



#### FMGS PREPARATION :

STANDARD

#### APPR BRIEFING :

STANDARD

+

STATUS

PF

PNF

#### 4. AUTOPILOT DISCONNECTION

*At CAT 1 minima:*

AP.....OFF

➤ In final stage of the APPR, the FD will command excessive roll rates

APPROACH SYNTHESIS



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



## DUAL RA FAULT

### ➤ APPROACH PREPARATION :

- Plan for ILS approach
- CAT I only (Approach mode inhibited)
- Configuration FULL

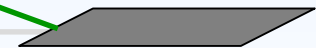
### ➤ INTERMEDIATE APPROACH :

- Localizer intercept ( LOC armed ) or raw data approach
- Use Track- FPA

### ➤ FINAL APPROACH :

- L/G DOWN
- A/P DISCONNECTION
- "Flare law" is active

USE MAN PITCH TRIM



# STATUS ANALYSIS

*Review FCOM 3.02 procedure (If time permits)*

