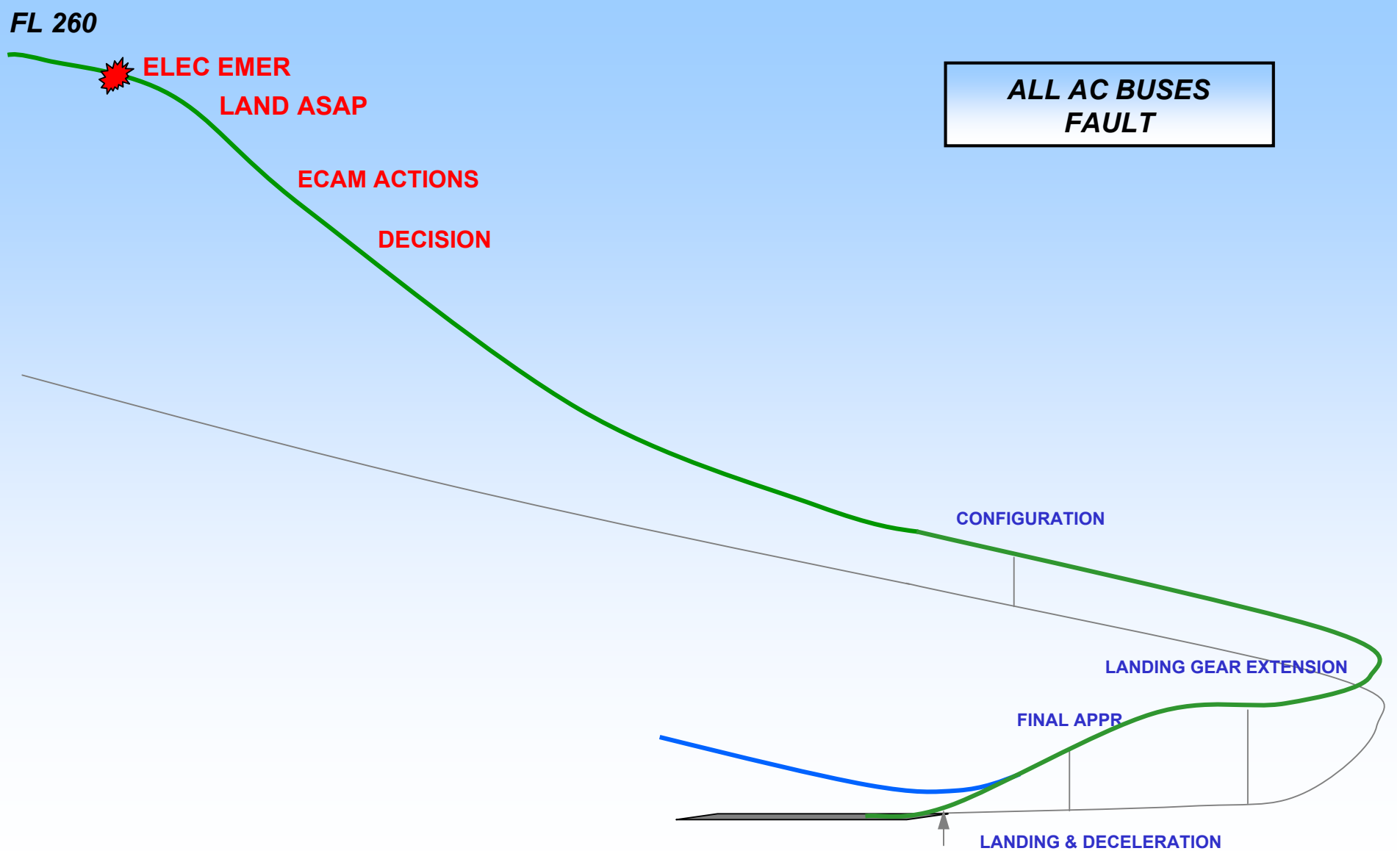
# ELEC EMER CONFIG



PF

PNF

## 1. ELEC EMER CONFIG

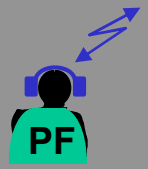
# DETECTION

## CM1 ⇒ PF

FLIES THE AIRCRAFT ⇒ LOSS OF AP, A/THR

NAVIGATES ⇒ LAND ASAP…Short term decision

*CONSIDER AUTOMATION USE*




COMMUNICATES
MAYDAY

# ECAM ACTIONS

*ECAM PROCEDURE* (A340-300) (A340-600)

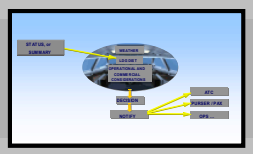
*SYSTEM DISPLAY*

*STATUS*

USE SUMMARY……..……..CRUISE part

*RETURN TO NORMAL TASK SHARING*

# DECISION



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

PF

PNF

## 2. APPROACH PREPARATION

ECAM STATUS……..REVIEW

SUMMARY……..……..USE

FMGS……..PREPARE

APPR BRIEFING .....……...PERFORM

*Done upon PF request*

**FMGS PREPARATION :**

**STANDARD**

**+**

**MANUAL INSERTION OF VAPP**

QRH 2.00

**APP BRIEFING :**

**STANDARD**

**+**

**STATUS**

**+**

QRH 1.00

***ELEC EMER CONFIG* summary :**
**APP, LDG & G/A parts**

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

PF

PNF

## 3. APPROACH

*For slats extension :*

**LAND RECOVERY……..ON**

***Approach synthesis***

**The Land recovery p/b**

- **Removes non necessary loads (remaining fuel pump)**
- **Restores equipment required for landing (SFCC 1, LGCIU 1)**

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

# ELEC EMER CONFIG

Electrical Emergency configuration = ***loss of all AC BUSES***

**It may be caused by :**

- **the loss of all engines**

***OR***

- **the loss of all GEN**

***OR***

- **a combination of both**

- ***simultaneous loss of all GEN*** → **suspect a *short-circuit***

→ **Probability of a successful APU GEN coupling is low**

- ***Note:*** **In this case, the EMER GEN is driven by the Green hydraulic system and powered by the Engine Driven Pump.**

PF

PNF

## 1. ELEC EMER CONFIG

# DETECTION

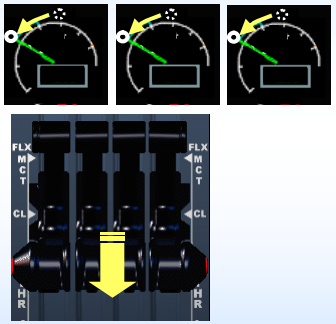
## CM1 ⇒ PF

FLIES THE AIRCRAFT ⇒ LOSS OF AP, A/THR

ENG THRUST LOCKED

*Single Chime (every 5 sec)*

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




*TIONS*

*M PROCEDURE* (A340-300) (A340-600)

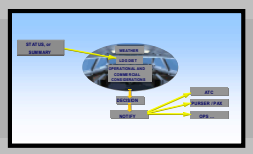
*EM DISPLAY*

*US*

SE SUMMARY……..……..CRUISE part

*TASK SHARING*

*ION*



EDURE APPLICATION ON THE M/FTD

# ECAM PROCEDURE

**Monitor**


➢ **fuel is fed from one side only (FUEL PUMP 1 or STBY PUMP 4)**

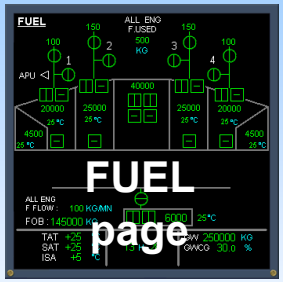
➢ **The rudder trim remains operative despite no indication on control panel.**

➢ **Observe flight domain limitations (ailerons preset upward)**

→ **ELEV REDUND LOST**

# ECAM PROCEDURE

**Monitor**

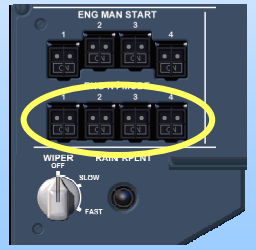



➢ **fuel is fed from one side only**
**(FUEL PUMP 1 or STBY PUMP 4)**

➢ **The rudder trim remains operative despite no indication on control panel.**

➢ **<u>Thrust control :</u>**


***<u>EPR</u> mode*** **(normal situation)**




***Overhead panel***


***<u>N1 rated</u> mode***

# SYSTEM DISPLAY

**Optional**

***Only EWD available :***

***If needed, analyse SYSTEM page displayed on the upper ECAM screen:***

**OTHER SYSTEM PAGES**

**ELEC**

ELEC key on ECP……PRESS and HOLD
ELEC PAGE DISPLAYED……...ANALYSE
REQUEST……..”CLEAR ELEC ?”

CONFIRM……..”CLEAR PRESS”

PRESS key on ECP……...RELEASE

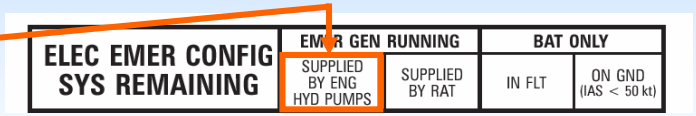
# STATUS

*To display the status :*

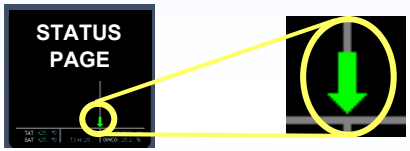
| | |
|---|---|
| CONFIRM……”READ STATUS” | ANNOUNCE……”STATUS ?” |
| | STATUS key on ECP…….PRESS and HOLD |

QRH 1.00

*ELEC EMER CONFIG – SYS REMAINING*




➢ **Status overflow :**




**… release the STATUS key on ECP and push it again within 2 sec to display the next STATUS page**

➢ **Observe the ECAM MEMO:**


QRH 1.00

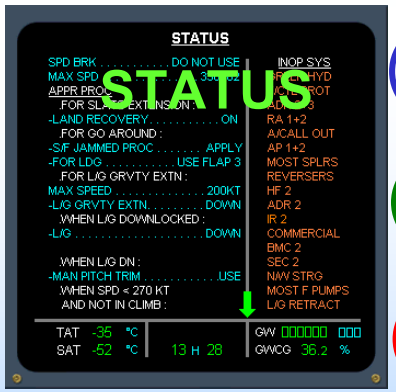
**Compute the LDG DIST with the SUMMARY, according to the estimated weight at DEST**

*Review FCOM 3.02 procedure (If time permits)*

**Important note regarding**
- **fuel consumption**
- **speed indication reliability**

FCOM 3.02.24

# USE OF SUMMARY


1

2

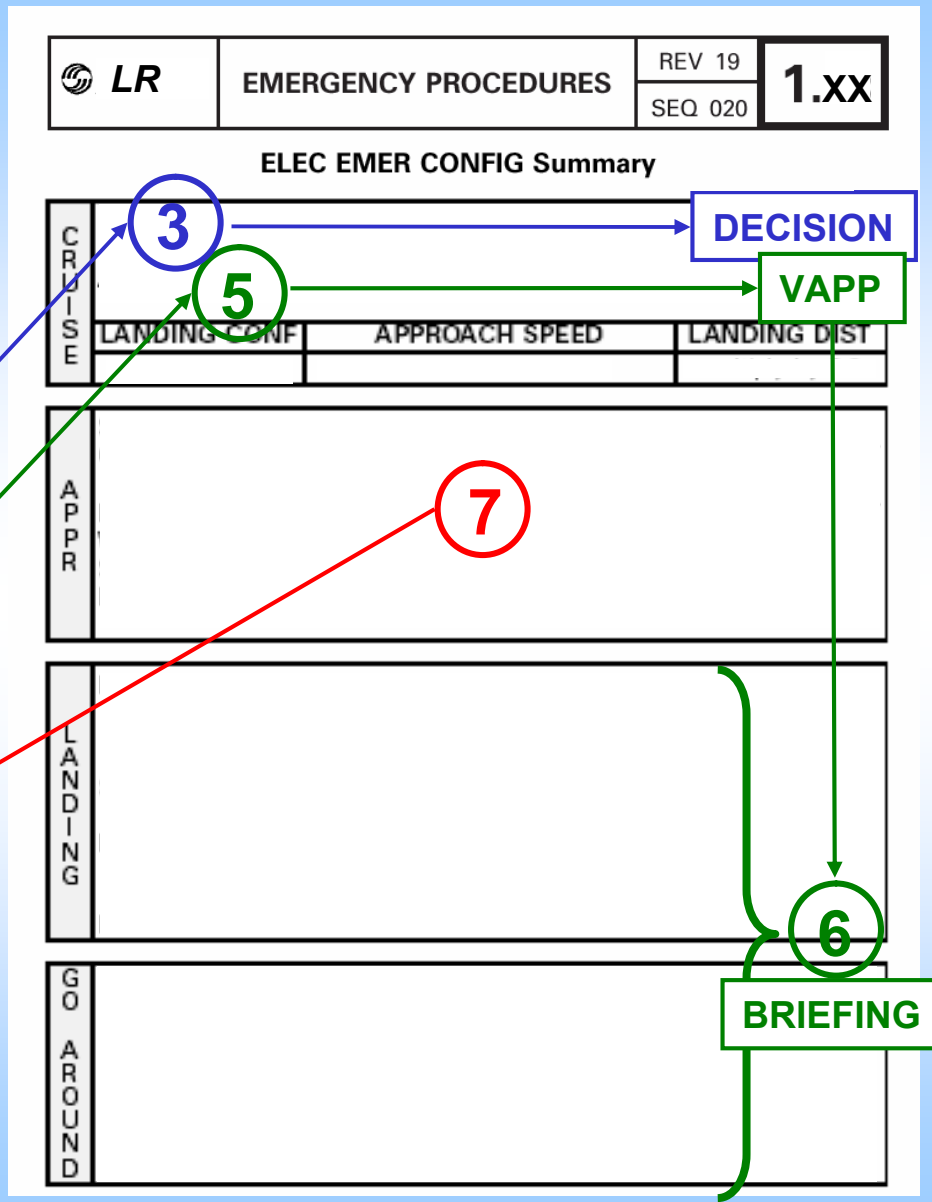
IN CRZ

APP PREP

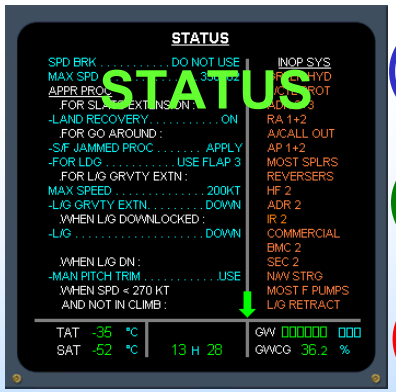
4

APP

8



# USE OF SUMMARY


1

2

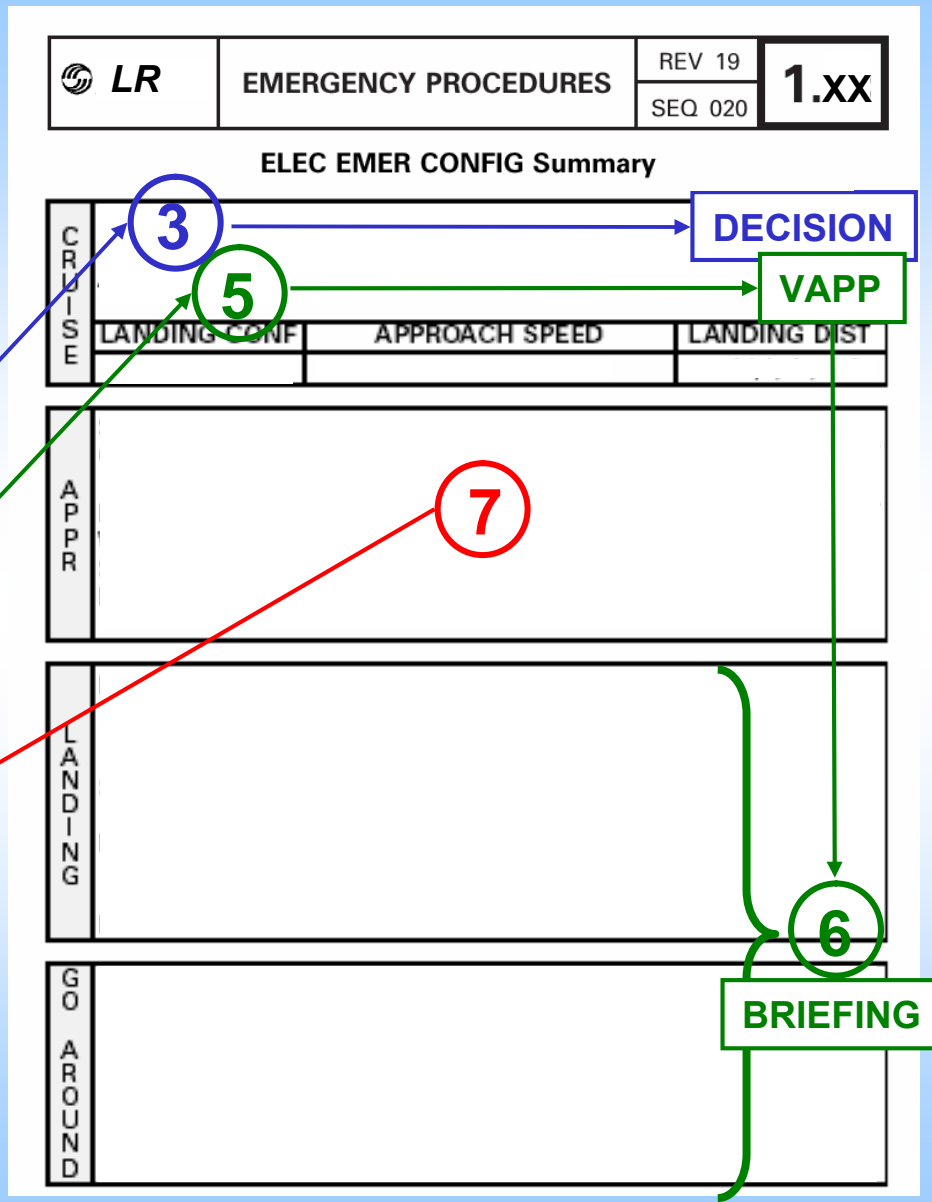
IN CRZ

APP PREP

4

APP

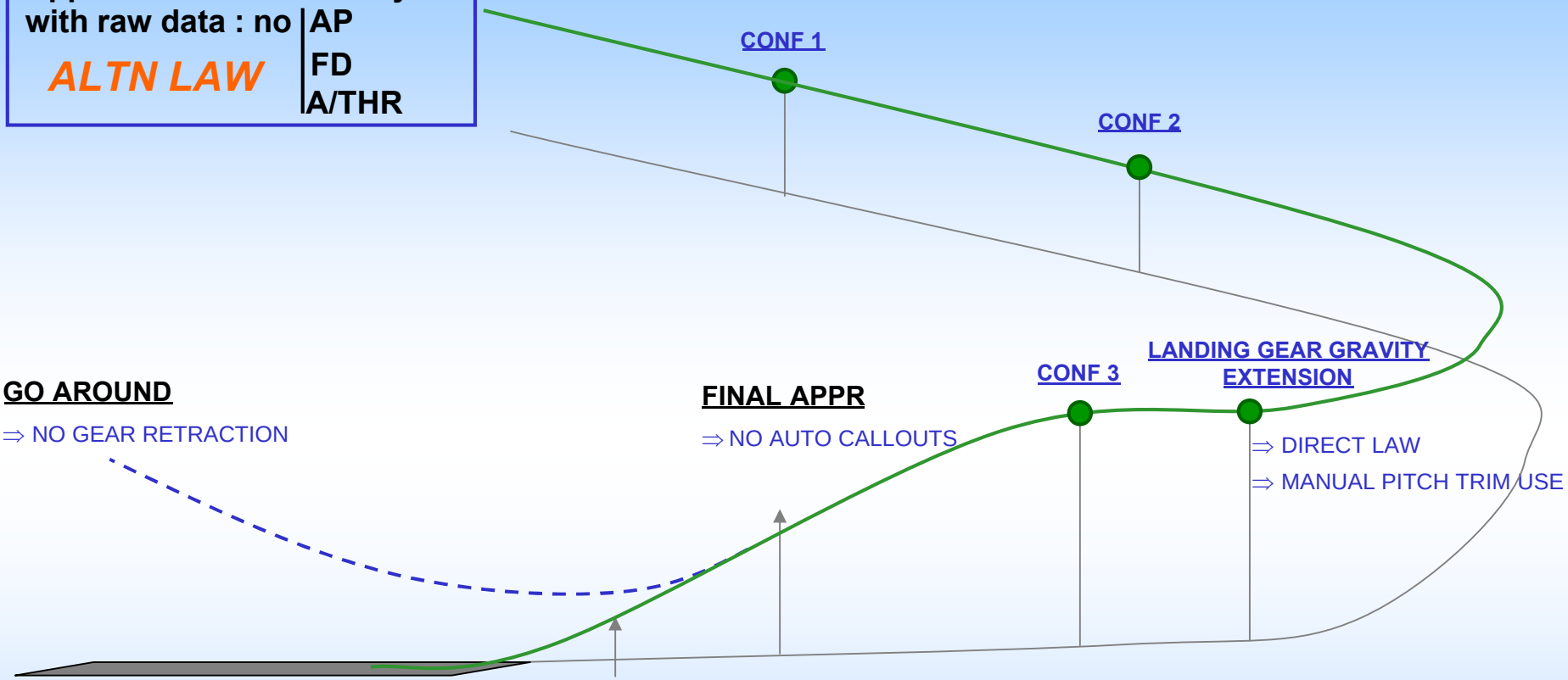
8



# APPROACH SYNTHESIS

**Approach flown manually with raw data : no** | **AP** / **FD** / **A/THR**

***ALTN LAW***




**GO AROUND**

⇒ NO GEAR RETRACTION

**FINAL APPR**

⇒ NO AUTO CALLOUTS

⇒ DIRECT LAW

⇒ MANUAL PITCH TRIM USE

**LANDING & DECELERATION**

BE AWARE OF :

⇒ NO REVERSER

⇒ NO NWS

⇒ NO AUTO BRK

⇒ PARTIAL LOSS OF GRND SPOILERS