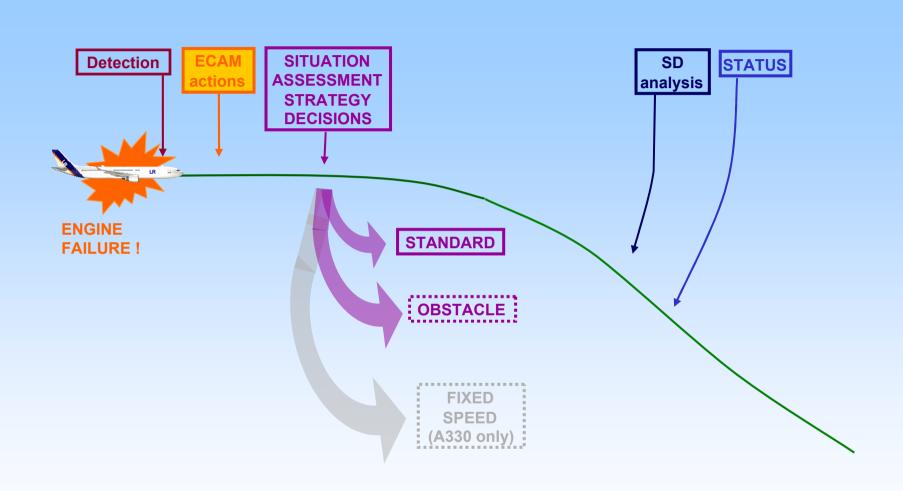
ENGINE FAILURE IN CRUISE (WITH NO DAMAGE)



PF

PNF

1. <u>ENG 1</u> FAIL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES ⇒ LAND ASAP...Short term decision

CONSIDER AUTOMATION USE

THRUST LEVERS.....MCT

A/THR....OFF ①

ECAM ACTIONS

ECAM PROCEDURE

STOP ECAM actions when:



And



<u>Or</u>





Deceleration Not below Green Dot





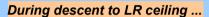
2. STANDARD STRATEGY 1 A330 1 A340

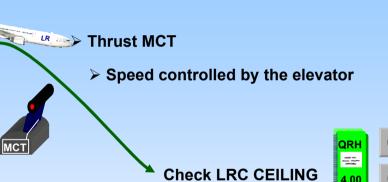


For descent:

M.82/300 KT.....SET AND PULL

LRC CEILING ALT.....SET AND PULL





REC MAX = EO LRC Ceiling

► EO CLR Prompt







A330

A340

PF

PNF

3. ENGINE RELIGHT

ECAM ACTIONS

SYSTEM DISPLAY
STATUS



RETURN TO NORMAL TASK SHARING

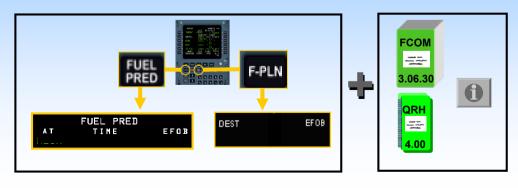
DECISION



➤ Consider APU Start
APU normal flight envelope :



➤DIST & FUEL computations to Landing



4. STANDARD STRATEGY

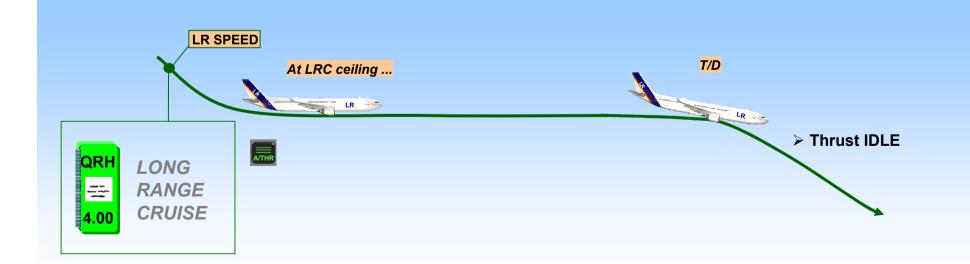
PNF

Reaching LRC ceiling

LR SPEED.....SET A/THR....ON

Descent to landing

RESUME MANAGED MODES



PF

PNF

1. <u>ENG 1</u> FAIL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES ⇒ LAND ASAP...Short term decision

CONSIDER AUTOMATION USE

THRUST LEVERS.....MCT

A/THR.....OFF

A/THR is set to OFF immediately to avoid thrust reduction to IDLE

ECAM ACTIONS

ECAM PROCEDURE

STOP ECAM actions when:



And



<u>Or</u>





Deceleration Not below Green Dot





DNE

STANDARD

No obstacle and time constraint

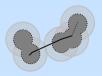
OBSTACLE

To ensure the margins over obstacles



FIXED SPEED

ETOPS constraint

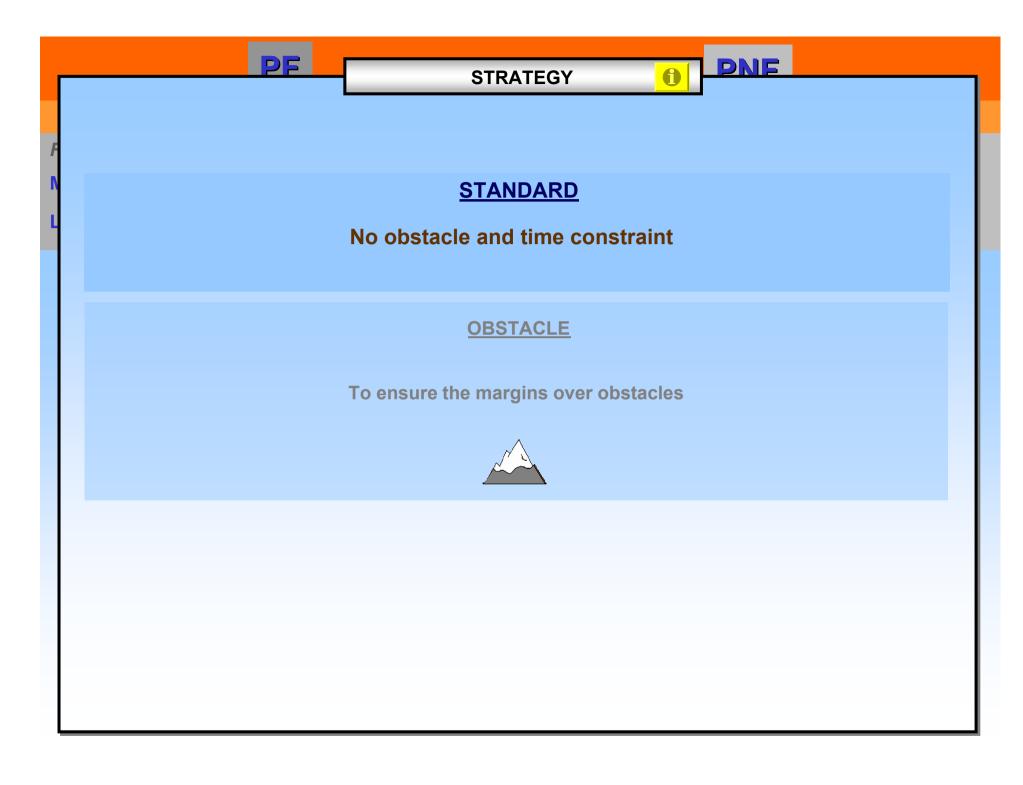


As established before dispatch, use:

M.82 / 330 KT

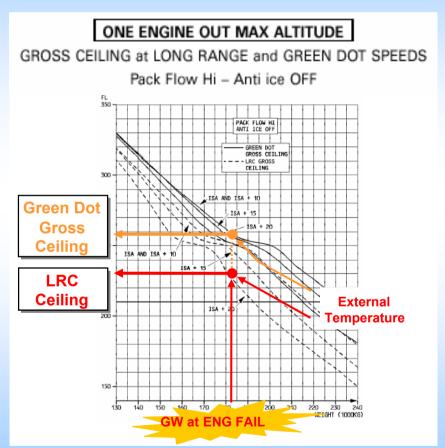
Or

M.82 / 310 KT



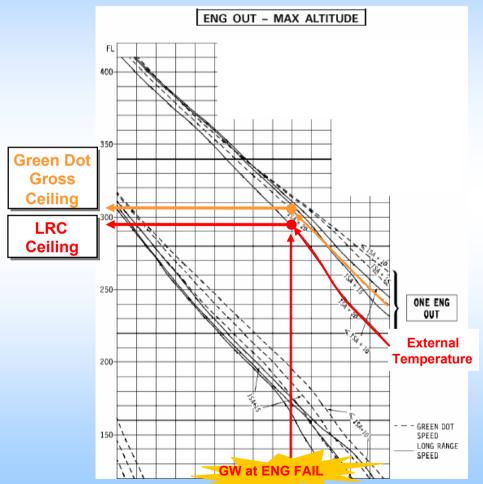














2. STANDARD STRATEGY 1 A330 1 A340

A330

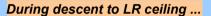
A340

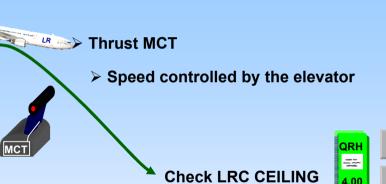


For descent:

M.82/300 KT......SET AND PULL

LRC CEILING ALT.....SET AND PULL





REC MAX = EO LRC Ceiling

> EO CLR Prompt



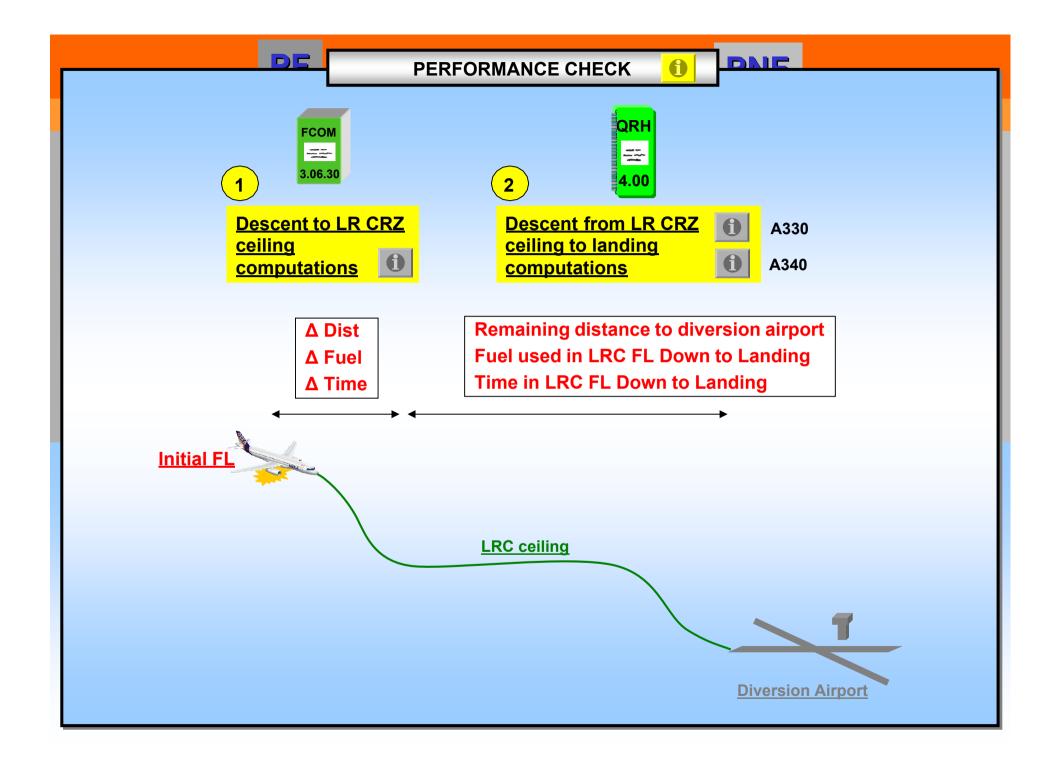




CONSIDER ENGINE DAMAGE IF YOU NOTICE:

- > High vibration prior to engine stopped, loud noise
- > Stall
- > Any Abnormal Indication on ENG Page (such as N1 or N2 ~ 0)

⇒No attempt of RELIGHT





Descent to LR CRZ computations

