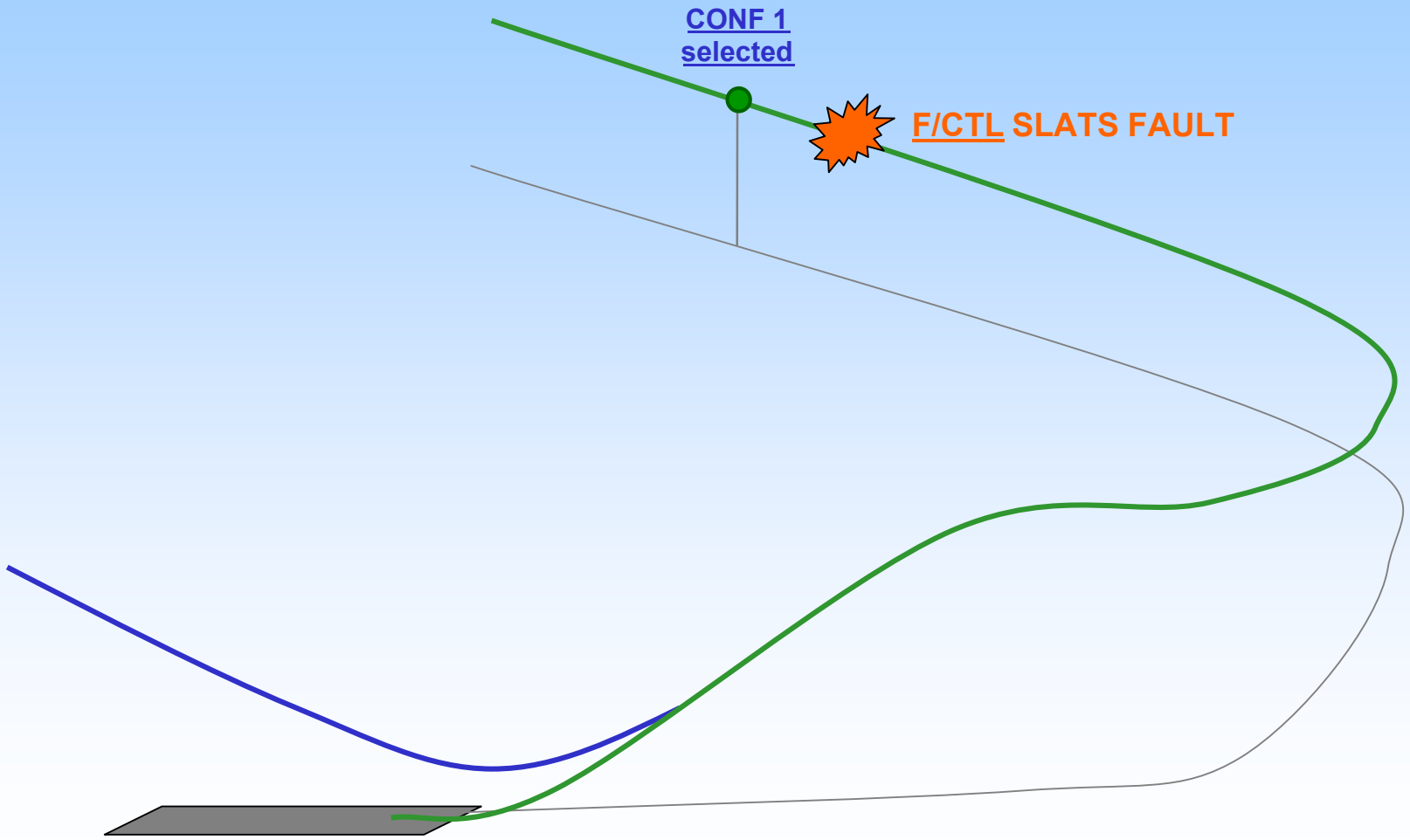
SLATS FAULT IN APPROACH



PF

PNF

1. F/CTL SLATS FAULT

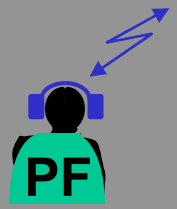
DETECTION

SPEED……PULL & SELECT

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE



COMMUNICATES

ECAM ACTIONS

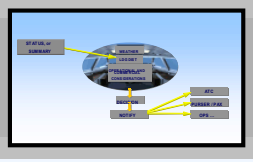
ECAM PROCEDURE

SYSTEM DISPLAY

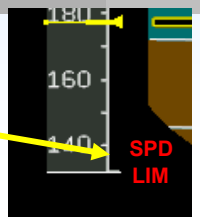
STATUS

RETURN TO NORMAL TASK SHARING

DECISION



➢ **No characteristic speed available**



PF

PNF

2. APPROACH PREPARATION

ANNOUNCE……..”YOU HAVE CONTROL ?”

ANNOUNCE……..”I HAVE CONTROL”

FMGS……PREPARE

APPR BRIEFING .....……PERFORM

FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF VAPP

A 330 / A340

A340- 600

APP BRIEFING :

STANDARD

+

STATUS

+

QRH 2.00

LANDING WITH SLATS OR FLAPS JAMMED

PF

PNF

3. APPROACH

For Flaps extension:

LANDING WITH SLATS OR
FLAPS JAMMED PROC……APPLY

Before 500 ft:

AP……OFF

➢ **Monitor AP behaviour (not tuned for abnormal configuration).**

➢ **Fly a *stabilized approach***

Approach synthesis

➢ **In case of go around**

Second approach → maintain configuration

Diversion → clean the A/C

Simulation ends at 500 ft

PF

PNF

1. F/CTL SLATS FAULT

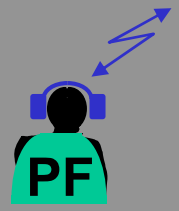
DETECTION

SPEED……PULL & SELECT

FLIES THE AIRCRAFT

NAVIGATES

CONSIDER AUTOMATION USE



COMMUNICATES

ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS

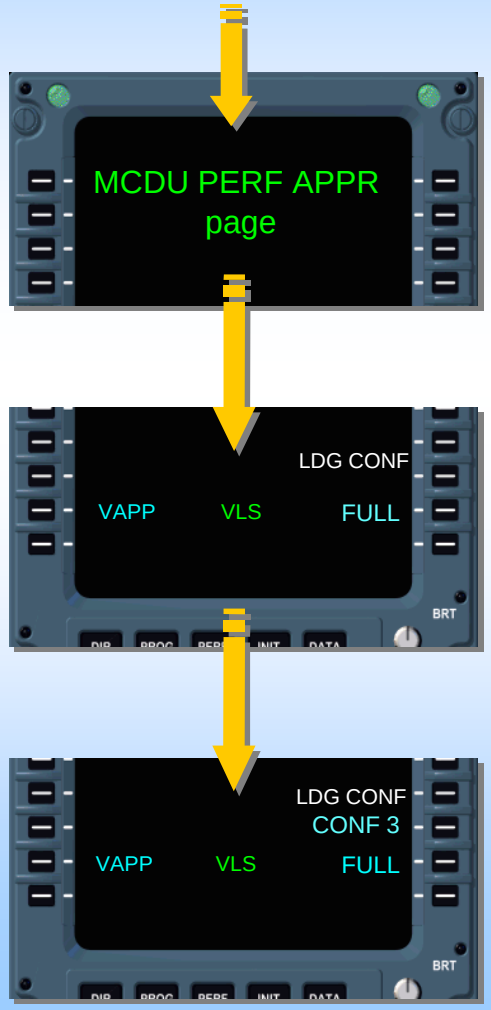
- **Flaps are available**
- **Compute the landing distance & speed increment**

APPROACH SPEED COMPUTATION

Check that NEW DEST has been entered → **Ensure that VLS & VAPP are based on the proper weight at destination**

VAPP = VREF + ΔVREF

WIND CORRECTION	
ΔVREF ≥ 20KT	ΔVREF < 20KT
NO WIND CORRECTION	1/3 HEADWIND (Δ VREF + WIND CORR LIMITED TO 20KT)



ΔVREF is given in the QRH

ΔVREF = 30 kt (A330)
ΔVREF = 35 kt (A340)

- **Select CONF FULL**
- **Read VREF = VLS CONF FULL**
- **Add ΔVREF to VREF**
- **Enter VAPP manually**

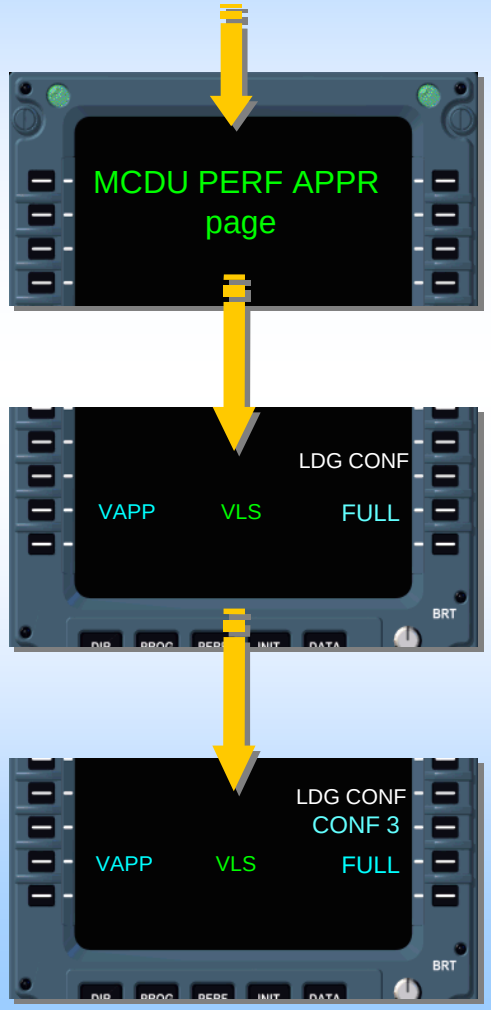
- **LDG CONF depends on the failure configuration**

APPROACH SPEED COMPUTATION

Check that NEW DEST has been entered → **Ensure that VLS & VAPP are based on the proper weight at destination**

VAPP = VREF + ΔVREF

WIND CORRECTION	
ΔVREF ≥ 20KT	ΔVREF < 20KT
NO WIND CORRECTION	1/3 HEADWIND (Δ VREF + WIND CORR LIMITED TO 20KT)



ΔVREF is given in the QRH

ΔVREF = 25 kt

- **Select CONF FULL**
- **Read VREF = VLS CONF FULL**
- **Add ΔVREF to VREF**
- **Enter VAPP manually**

- **LDG CONF depends on the failure configuration**

APPROACH SYNTHESIS

To reach next configuration:

Decelerate towards VFE NEXT – 5kt (use placard's speeds) but

not below VLS