

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	TRANSMITTAL LETTER	1/2
		09 FEB 26

Issue date: 09 FEB 26

This is the QUICK REFERENCE HANDBOOK at issue date 09 FEB 26 for the A318/A319/A320/A321 and replacing last issue dated 27 JAN 26

QRH PAGE GEN.02A PROVIDES ADDITIONAL GUIDANCE TO MANAGE THE QRH UPDATES.

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	TRANSMITTAL LETTER	2/2
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(1) Evolution code: N=New MSN, R=Content Revised, D=Deleted MSN, empty=Unchanged.

M ⁽¹⁾	MSN	REG. NUMBER	LESS	LAST REVISION DATES	
				LEOEB	LETDU
R	02155	AP-BLB	09 FEB 26	14 JUL 25	10 AUG 21
R	02212	AP-BLC	09 FEB 26	14 JUL 25	10 AUG 21
R	02719	AP-BLU	09 FEB 26	14 JUL 25	10 AUG 21
R	02758	AP-BLV	09 FEB 26	14 JUL 25	10 AUG 21
R	02789	AP-BLW	09 FEB 26	14 JUL 25	10 AUG 21
R	02926	AP-BLY	09 FEB 26	14 JUL 25	10 AUG 21
R	02944	AP-BLZ	09 FEB 26	14 JUL 25	10 AUG 21
R	03031	AP-BLA	09 FEB 26	14 JUL 25	10 AUG 21
R	03060	AP-BLS	09 FEB 26	14 JUL 25	10 AUG 21
R	04392	AP-BMX	09 FEB 26	14 JUL 25	10 AUG 21
R	05152	AP-BMV	09 FEB 26	14 JUL 25	12 JAN 22
R	05162	AP-BMY	09 FEB 26	14 JUL 25	12 JAN 22
R	05253	AP-BOM	09 FEB 26	27 JAN 26	12 JAN 22
R	05746	AP-BON	09 FEB 26	14 JUL 25	12 JAN 22
R	07784	AP-BOK	09 FEB 26	14 JUL 25	10 AUG 21
R	07792	AP-BOL	09 FEB 26	14 JUL 25	10 AUG 21

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		14 JUL 25

Identification	Title
OEB42 Issue 2	Incorrect Vertical Profile During Non Precision Approaches <u>ECAM Entry</u> None
Applicable to: MSN 04392	
OEB46 Issue 2	No Engagement of Guidance Mode <u>ECAM Entry</u> None
Applicable to: MSN 04392	
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
Applicable to: MSN 02155-02926, 03031-05162	
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>
Applicable to: ALL	

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QUICK REFERENCE HANDBOOK



AP-BLB

A320-214
MSN 02155

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
	ABN-01	[ADV] ECAM ADVISORY	27 JAN 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 OCT 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
	ABN-18	ELEC	20 AUG 25
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	17 AUG 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		01 JUL 14	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		01 JUL 14	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		01 JUL 14	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		01 JUL 14	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2527		01 JUL 14	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K0070		01 JUL 14	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K1806		01 JUL 14	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		01 JUL 14	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		01 JUL 14	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		01 JUL 14	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6807		23 AUG 23	EQUIPMENT/FURNISHINGS -MISCELLANEOUS EMERGENCY EQUIPMENT- INSTALL AN SEXTANT ELT WITH CONTROL PANEL IN COCKPIT AND PROGRAMMING DONGLE
	K7790		01 JUL 14	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0622		09 SEP 15	NAVIGATION-USE OF THE QFE BARO SETTING
	P1044		01 JUL 14	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P1573		01 JUL 14	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		01 JUL 14	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		01 JUL 14	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		01 JUL 14	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		01 JUL 14	INDICATING - FWS DEFINE FWC C3 STANDARD
	P3112		01 JUL 14	NAVIGATION - INSTALLATION OF TCAS II COLLINS SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		01 JUL 14	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		01 JUL 14	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		01 JUL 14	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4766		01 JUL 14	NAVIGATION - SINGLE PWS - COLLINS SINGLE PWS ACTIVATION
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5088		04 SEP 18	NAVIGATION - SENSORS - INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	P5168		01 JUL 14	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		01 JUL 14	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5591		01 JUL 14	NAVIGATION - MMR - INSTALL SEXTANT MMR (WITH ADIRUHNW) PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION (HYBRID)
	P5638		01 JUL 14	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706	31-1257 01	01 JUL 14	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5726		04 SEP 18	NAVIGATION - MMR - INSTALL SEXTANT MMR PROVIDING ILS (FM IMMUNE) P/N TLS755-01-0101B
	P5768		01 JUL 14	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6054		01 JUL 14	NAVIGATION - MMR - SEXTANT MMR - ACTIVATE GPS PRIMARY FUNCTION (HYBRID) (WITH HONEYWELL OR LITTON ADIRU)
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)
	P6183		01 JUL 14	NAVIGATION - MMR - REMOVE COLLINS MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7175		01 JUL 14	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7455		01 JUL 14	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		01 JUL 14	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	22-1079 08		01 JUL 14	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL NEW FAC SOFTWARE STANDARD PN B397BAM0515.
	22-1102 02		04 SEP 18	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL FAC STANDARD BAM0617.
	22-1226 04		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION (FAC) INTRODUCE FAC SOFTWARE STD "BAM0619".
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWLT STD P1C12 ON CFM A/C.
	22-1269 05		27 APR 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	23-1373 03		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - INSTALL UNITS FOR A COCKPIT DOOR SURVEILLANCE SYSTEM (CDSS)
	25-1444 02		01 JUL 14	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS - INTRODUCE PPTC FOR COCKPIT DOOR STRIKE PROTECTION
	25-1BPJ 01		02 JAN 23	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		20 SEP 16	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		22 MAR 16	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		23 NOV 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1156 01		08 SEP 21	HYDRAULIC POWER - POWER TRANSFER - INTRODUCE OPTIMIZED PTU INHIBITION LOGIC
	31-1257 01		04 SEP 18	INDICATING RECORDING SYSTEM - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F2.
	31-1331 03		21 AUG 24	ACTIVATE ENGINE AVAIL DISPLAY
	31-1334 04		01 JUL 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		01 JUL 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		27 APR 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		10 OCT 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
	31-1574 03		27 JAN 26	INSTALL FWC H2-F12E (CEO)
	31-1601 02		02 MAR 23	EIS - REPLACE EIS1 BY EIS2 OR ENHANCED EIS2 WITH S16 SOFTWARE
	31-1608 04		27 JAN 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1305 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU STD L4.8 (EM2).
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1332 02		04 SEP 19	ADIRS - INTRODUCE HONEYWELL ADIRU 4 MCU P/N HG2030AE22.
	34-1345 04		25 MAR 24	INSTALL EGPWS CAPABLE OF USING THE GPS LATERAL POSITION AND ACTIVATION OF PEAKS AND OBSTACLES FUNCTIONS.
	34-1352 01		01 JUL 14	NAVIGATION - GPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION OF TERRAIN MODES.



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	34-1575 12		04 SEP 19	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1610 01		04 SEP 18	NAVIGATION - AOA - INSTALL AOA PROBES IN MIXED CONFIGURATION (THALES FOR CAPTAIN AND FIRST OFFICER AND UTAS ON STANDBY)
	34-1692 09		10 AUG 21	ATC - INSTALLATION OF ATC TRANSPONDER TPR901 COMPLIANT ADS-B OUT DO-260B
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		01 JUL 14	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

This Export Control Assessment does not include additional restrictions pursuant to EU, UK, or US Regulations regarding the Destination or the Final User.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	2	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	3	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	4	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	5	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	3/4	8	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	9	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	5	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	6	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.



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Localization Title	Page	ID	Reason
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <u>Low Speed</u>- Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <u>High Speed</u>- Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

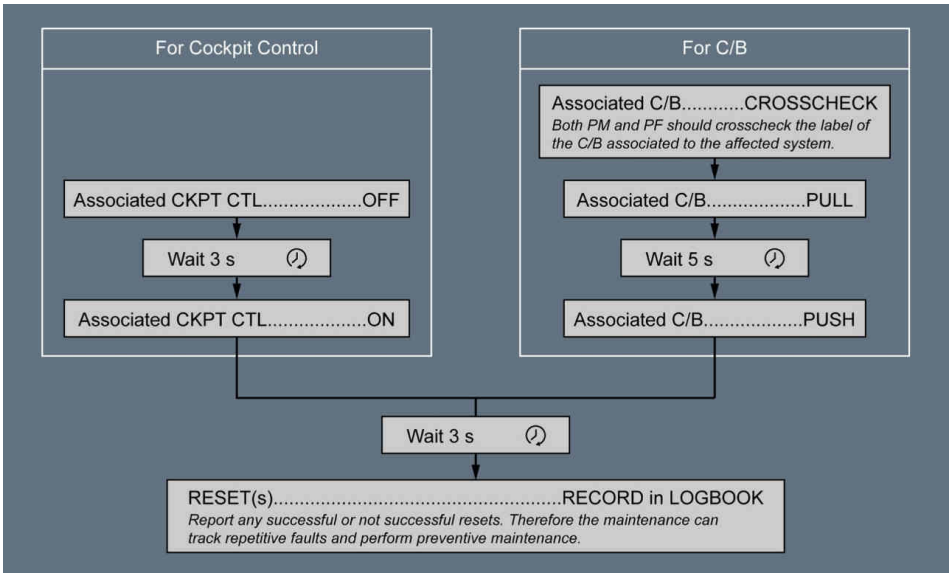
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Failure messages on the Forward Attendant Panel	Refer to procedure	VSC
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP or Tape reproducer/PRAM
COM - SATCOM malfunction	Refer to procedure	SATCOM
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC
HYD PTU FAULT	Refer to procedure	PTU
L/G LGCIU 1(2) FAULT	Refer to procedure	LGCIU 1(2)



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
<u>NAV</u> GPS 1(2) FAULT or <u>NAV</u> LS 1(2) (1+2) FAULT or <u>NAV</u> ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
<u>NAV</u> GPWS FAULT or <u>NAV</u> GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
<u>NAV</u> GPWS FAULT and <u>NAV</u> GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
<u>NAV</u> - ISIS malfunction	<i>Refer to procedure</i>	ISIS
<u>NAV</u> TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
<u>SMOKE</u> DET FAULT	<i>Refer to procedure</i>	SDCU
<u>VENT</u> AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
<u>WHEEL</u> N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF

- If the ENG BLEED pb-sw (affected side) FAULT light is On:

Delay application of the reset until FAULT light goes off.

- If the ENG BLEED pb-sw (affected side) FAULT light is OFF:

X BLEED..... AUTO

PACK (affected side)..... ON

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is open on the BLEED SD page.

- If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:

ENG BLEED pb-sw (affected side)..... OFF

PACK (affected side)..... OFF

X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

 - **If ANTI ICE L WINDSHIELD:**
C/B X13 (ANTI ICE / WHC / 1).....PULL
Wait 5 s
C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
C/B W13 (ANTI ICE / WHC / 2).....PULL
Wait 5 s
C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE..... REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BAR CONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency

2. Record BSCU reset in the logbook.

COM CIDS 1+2 FAULT

- **In flight:**
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PULL
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PULL
 Wait 10 s
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PUSH
 Wait 10 s
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PUSH
 Wait 4 min before recovering normal operation of the CIDS.
- **On ground:**
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PULL
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PULL
 Wait 10 s
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PUSH
 Wait 5 min
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PUSH
 Wait 4 min before recovering normal operation of the CIDS.

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**COM - FAILURE MESSAGES ON
THE FORWARD ATTENDANT PANEL**

- In flight or on ground:**
On 2001VU (aft cabin):
C/B A06 or B06 (VACU TOIL SYS-VACU-SYS)..... PULL
Wait 30 s
C/B A06 or B06 (VACU TOIL SYS-VACU-SYS)..... PUSH

COM - FAP FROZEN

- **In flight or on ground:**
On 121VU:
C/B M14 or Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
C/B M14 or Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
- **If not successful, on 2000VU (cabin):**
C/B D01 or E01 or F07 (PRAM)..... PULL
Wait 10 s
C/B D01 or E01 or F07 (PRAM)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:

ELT selector.....TEST/RESET

The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.

Wait 3 s

ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s
- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

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DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: *Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).*

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: *ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.*

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

- In flight:

Not authorized.
- On ground:

If ENG 1 FIRE DET FAULT:

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

If ENG 2 FIRE DET FAULT:

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
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ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
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ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

● **In flight or on ground:**

- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PULL
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PULL
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL
- Wait 5 s
- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION	The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.
	<u>In flight:</u> • If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel: - FUEL CTR TK MODE SEL.....MAN • When center tank is empty: - CTR TK PUMP 1.....OFF - CTR TK PUMP 2.....OFF - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

- In flight or on ground:**

 - If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH
 - If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

On 49VU:

C/B C06 (AIR COND / SDCU / CHAN1).....PULL

On 122VU:

C/B T18 (AIR COND / SDCU / CHAN2)..... PULL

Wait 10 s

On 49VU:

C/B C06 (AIR COND / SDCU / CHAN1).....PUSH

On 122VU:

C/B T18 (AIR COND / SDCU / CHAN2)..... PUSH

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VENT AVNCS SYS FAULT

6

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO
EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH
BLOWER pb-sw..... AS RQRD
EXTRACT pb-sw..... AS RQRD

WHEEL N/W STRG FAULT

- **In flight:**
 Not authorized.
- **On ground:**
 ■ **Case A:**
 If all the following conditions occurs:

 - the WHEEL N/W STRG FAULT alert was triggered just after engine start
 - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
 - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).
 Apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
- **Case B:**
 In all other cases, including in case of doubt on the above conditions, maintenance action is due.
 Before returning to the gate, apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 Even if the WHEEL N/W STRG FAULT alert disappears:
 TAXI SPEED..... BELOW 10 KT
- Note: *After any BSCU reset:*
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
● When CAB PR ΔP < 1 psi: RAM AIR..... ON 		

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RESIDUAL BRAKING
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

- CKPT DOOR CONT [OVHD PANEL] CHECK
- If one or more **STRIKE** status lights on:
 COCKPIT DOOR..... OPEN
 COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM
 - If two or more **STRIKE** status lights on:
 COCKPIT DOOR NOT INTRUSION PROOF.
 - If two **CHAN** status lights on:
 AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.
 - If no status light on:
 TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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		22 MAR 17

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	Norm	Norm	Norm
	MAN PRESS CTL	Inop	Inop	Inop ^(b)
	RAM AIR	Norm	Norm	Norm
	PACK VALVE 1	Norm	Closure Inop	Closure Inop
	PACK VALVE 2	Closure Inop	Closure Inop	Closure Inop ^(b)
	AVIONIC VENT	Norm	Norm	Partial
	AFT CRG ISOL VALVE	Norm	Inop	Inop
	AFT CRG HEAT	Norm	Inop	Inop
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm
EIS	PF1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm



ABNORMAL AND EMERGENCY PROCEDURES

18.02B

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Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EMER EQPT	CREW OXY	Norm	Norm ^(e)	Norm ^(e)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(f)	A + B ^(f)	A + B ^(f)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1+ N° 2	N°1+ N°2 ^(g)
	SEC	N° 1 only	N° 1	N° 1 ^(g)
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ^(h)	N° 1 only ^(h)	N° 1 only ^(h)
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.*
- (b) Restored, when speed is below 100 kt.*
- (c) For APU start only.*
- (d) Not available for 45 s, after the loss of both engine generators.*
- (e) Crew oxygen valve inoperative.*
- (f) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.*
- (g) Lost 30 s after last engine shutdown.*
- (h) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied*

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● If engine relight can be attempted:

Refer to QRH 19.02A

● If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 ENGS RELIGHT..... TRY REGULARLY
 USE RUDDER WITH CARE
 - **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
 - **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



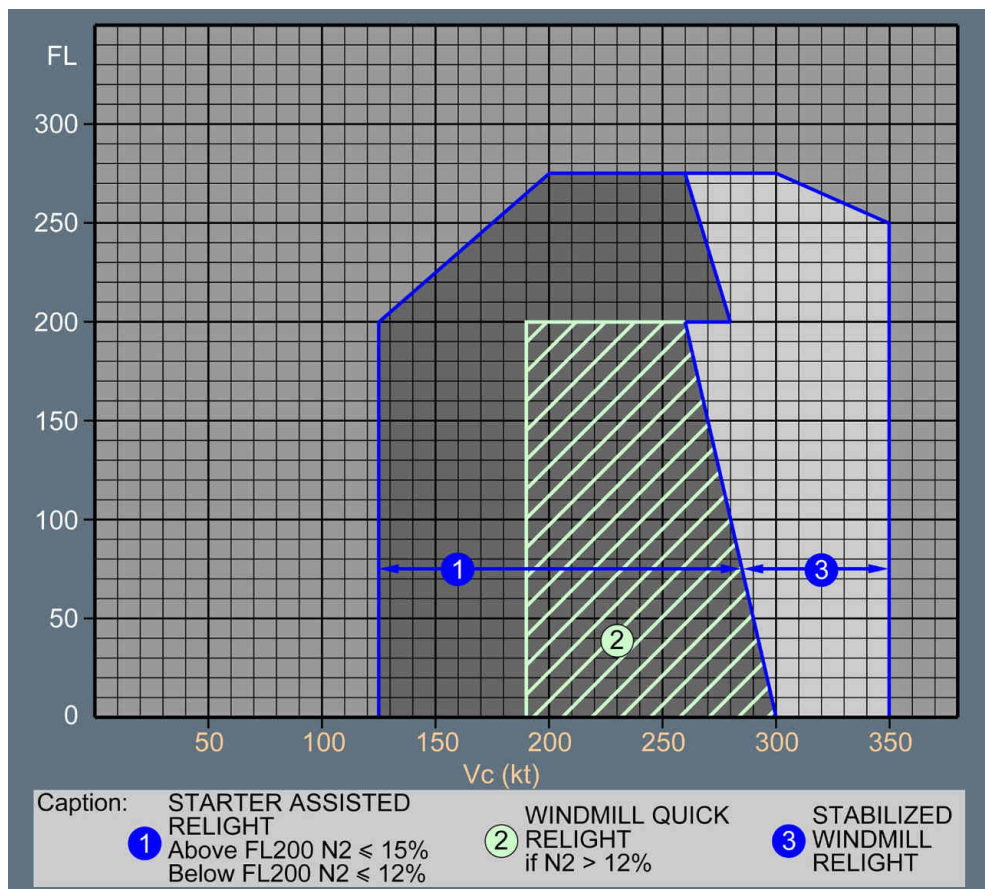
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted).....OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

● If **ENG 1(2) START FAULT - ENG STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
- ENG MAN START pb (affected engine)..... OFF
- ESTABLISH AIR BLEED PRESS
- BEACON.....ON
- ENG MODE sel..... CRANK
- ENG MAN START pb (affected engine)..... ON
- **When fire stopped :**
 - ENG MAN START pb (affected engine)..... OFF
 - ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

- ENG PARAMETERS..... CHECK

If icing suspected:

A/THR..... OFF

THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %

Reduce thrust to idle if flight conditions permit.

*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*

To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.

If no icing:

THRUST (affected engine)..... REDUCE

After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT LP FUEL VALVE POSITION (affected engine).....CHECK ■ If LP fuel valve closed (cross line amber): NO CREW ACTION ■ If LP fuel valve open: ENG FIRE pb-sw (affected engine).....PRESS GROUND CREW.....NOTIFY IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY
Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- For approach:**

 AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE RUDDER IS DEFLECTED

 MAX XWIND FOR LDG: 15 kt

 AUTO BRK..... DO NOT USE FOR LANDING.....USE NORMAL CONF SPEED AND TRAJECTORY..... STABILIZE ASAP
- For landing:**

 DIFFERENTIAL BRAKING..... USE ASAP

 REVERSER: SYMMETRIC USE ONLY

Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

- **On lighter side :**
FUEL PUMPS.....OFF
- **When fuel balanced:**
ALL FUEL PUMPS.....ON
FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
- FL 300 if flight time above FL 300 < 30 min.
- Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
- FL 100 for JET B.
- When reaching gravity feed ceiling:
- FUEL X FEED..... OFF
- If no fuel leak and with one engine running (fed by gravity):
- FUEL X FEED..... ON
- BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
- RUDDER TRIM..... USE
- When fuel imbalance reaches 1 000 kg (2 200 lb):
- BANK ANGLE..... 2 °or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE
NO NOSE WHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



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GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever..... DOWN

GEAR DOWN indications (if available)..... CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

N/W STEERING NOT AVAILABLE

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever..... DOWN

GEAR DOWN indications (if available)..... CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

N/W STEERING NOT AVAILABLE

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

 ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

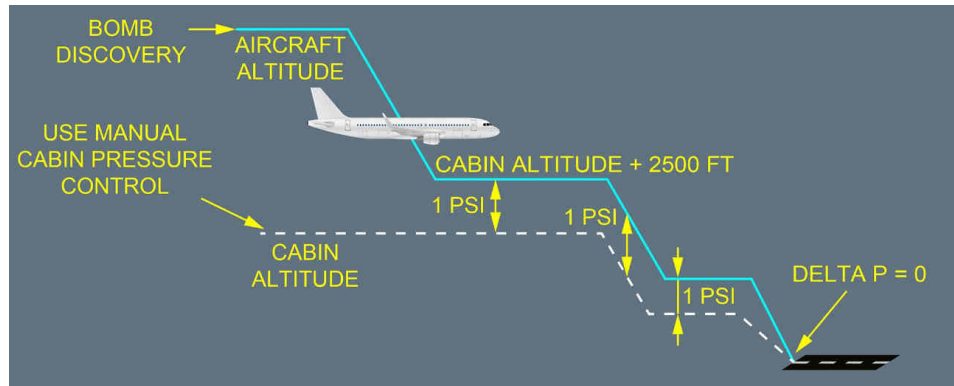
- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- **If landing and evacuation possible within 30 min:**

ATC/COMPANY.....NOTIFY
EVAC..... PREPARE
- **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
CABIN PRESS MODE SEL.....MAN
MAINTAIN CAB ALT
ATC/COMPANY.....NOTIFY
TRGT SPEED: PREFER LO IAS

L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*

L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
AVOID SHARP MANEUVERS
MAINTAIN CAB ALT

- **When at CAB ALT + 2 500 ft:**

MAINTAIN 1 PSI ΔP
GALY & CAB.....OFF
FUEL RESERVES.....DETERMINE

L2 *When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

- **When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
EMER EXIT LT..... ON
COMMERCIAL..... OFF

- **If fuel permits:**

FLAPS..... AT LEAST CONF 1
L/G lever (except for flight over water)..... DOWN
USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- **During approach:**

CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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		09 FEB 26
A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU

 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS
MINIMIZE V/S AT TOUCHDOWN
- For landing:**

INCREASE FLARE HEIGHT
USE MAX REVERSE ASAP

 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s) OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR.....ALT RPTG OFF
 FOR LDG : FLAP LVR 3
 APP SPD VLS +10 kt
 LDG DIST PROC.....APPLY

● **For flight continuation: USE PITCH/THRUST TABLES**

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)

CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)

FINAL APPROACH AT -3° DESCENT FLIGHT PATH

APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

ADR 1+2+3 FAULT

In case of triple ADR failure, ECAM only displays dual ADR alerts.

ALL ADR pbs.....OFF

STBY INST.....USE

DISREGARD ECAM ACTIONS FOR AIR DATA SWTG AND ATC

TCAS & ATC ALT RPTG INOP

EXPECT ALTN LAW

FL	390	370	350	330	310	290	280 and below
MAX SPEED (kt)	252	265	278	290	305	315	320

USE RUDDER WITH CARE

WHEN L/G DOWN: DIRECT LAW

CABIN PRESS MODE SEL.....MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

- **For approach:**
 - CAT 1 ONLY
 - FOR LDG : FLAP LVR 3
 - GPWS LDG FLAP 3..... ON
 - LDG DIST PROC..... APPLY
- **For L/G GRVTY EXTN:**
 - LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
- **When L/G downlocked:**
 - L/G lever.....DOWN
 - GEAR DOWN indications..... CHECK
 - L/G DOORS REMAIN OPEN
- **During final approach:**
 - MAN V/S CTL.....FULL UP
- **Before door opening: CHECK ΔP ZERO**

IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s

■ **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER

■ **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG

● **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS

CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE AS REQUIRED

SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**

 REMOVAL OF SMOKE / FUMES procedure.....

CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**

 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	NORMAL PROCEDURES SUMMARY OF HIGHLIGHTS	NP 2/2
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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION:	
* ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	ALTN BRAKING..... CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONAL DATA SUMMARY OF HIGHLIGHTS	OPS 2/2
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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	Yes
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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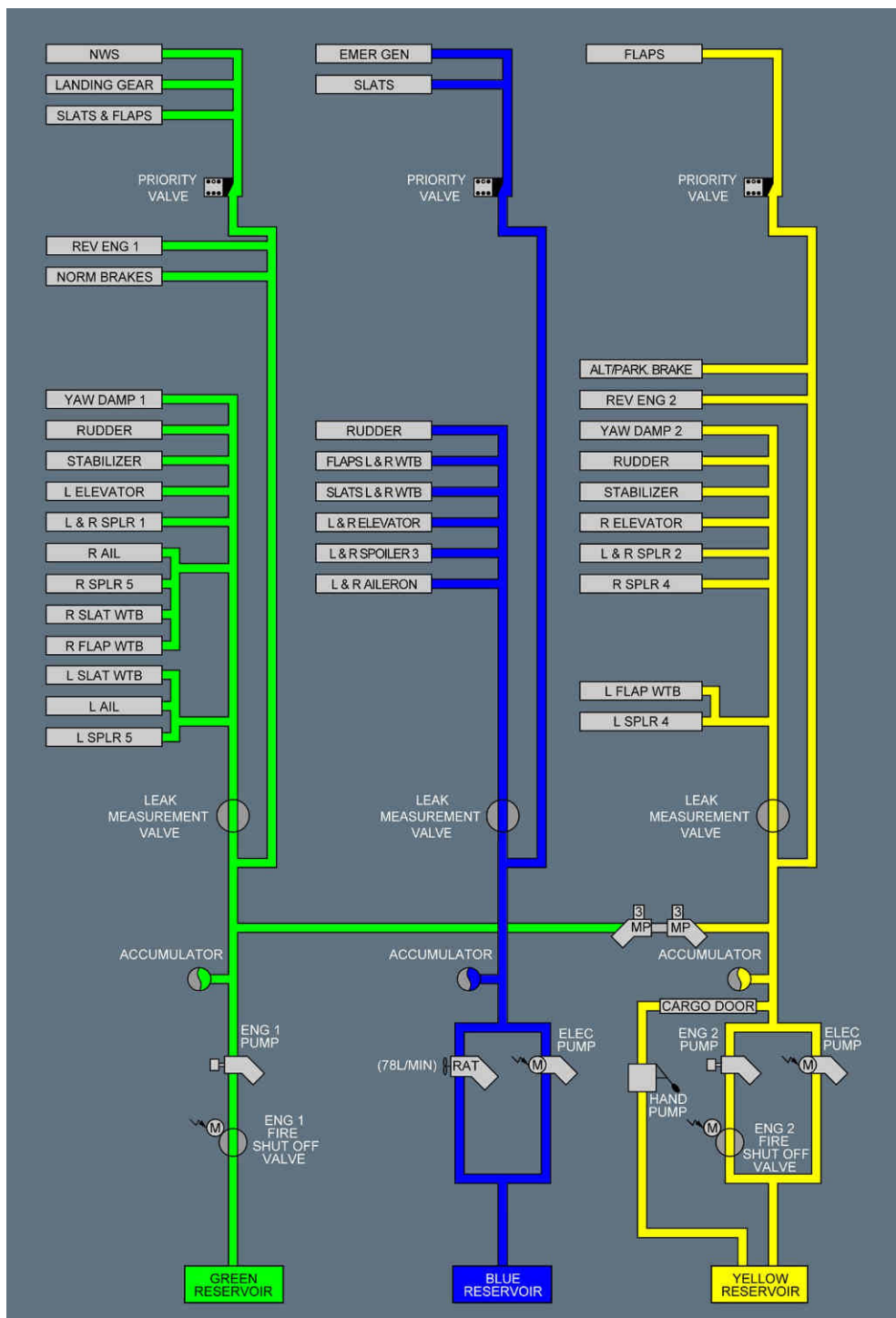
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended (Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

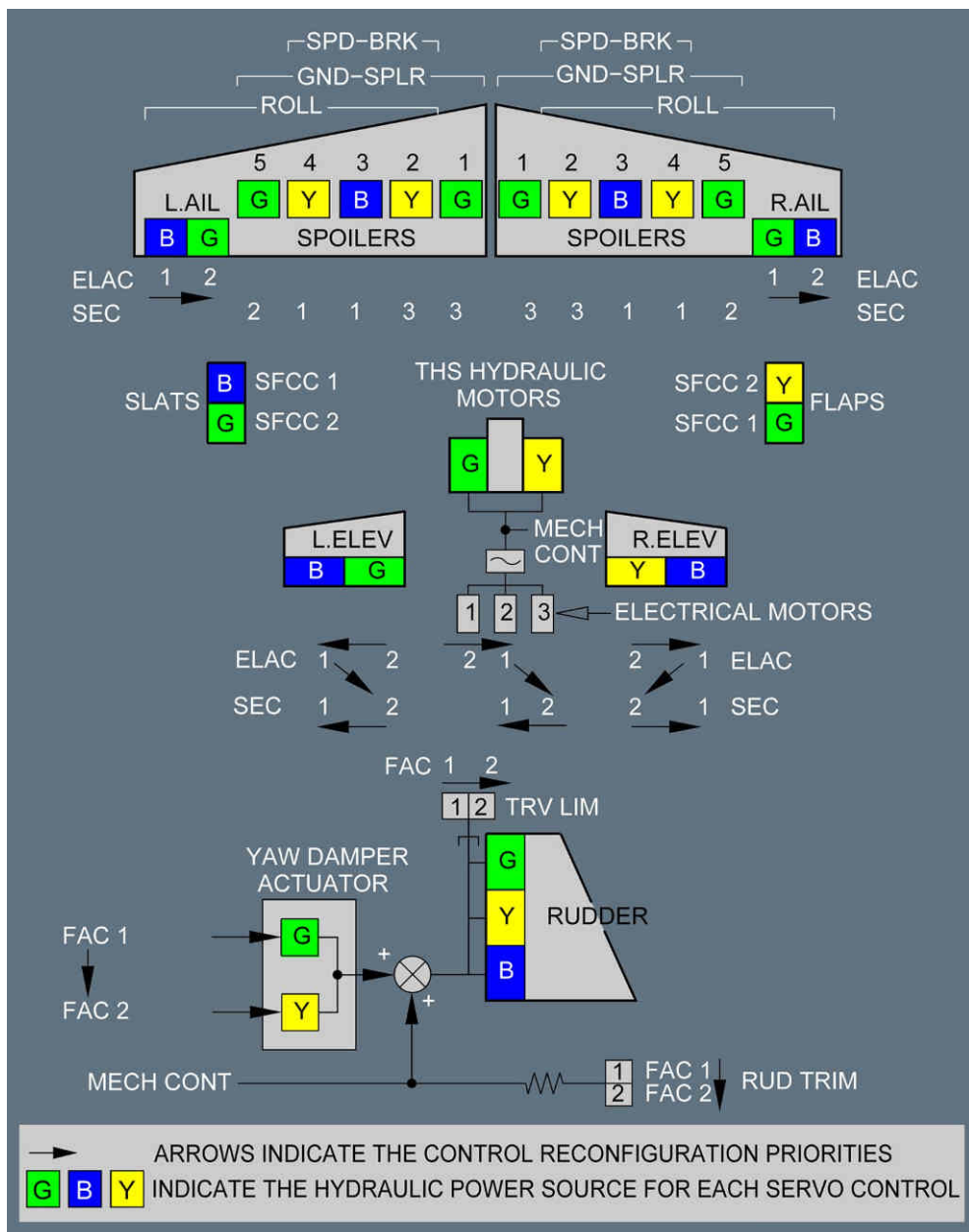
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR</u> EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2)</u> EGT OVER LIMIT

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		14 JUL 25

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS	BLANK
		21 AUG 24

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		22 MAR 17

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NORMAL CHECKLIST

C3

09 FEB 26

COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

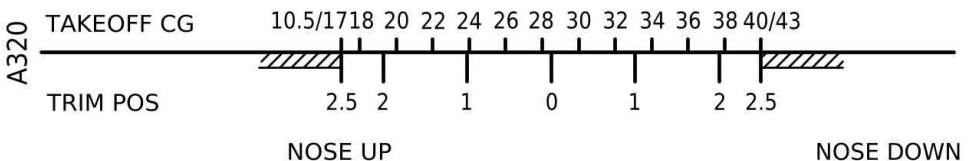
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLC

A320-214
MSN 02212

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 OCT 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
	ABN-18	ELEC	20 AUG 25
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	17 AUG 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES LIST OF MODIFICATIONS

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		01 JUL 14	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		01 JUL 14	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		01 JUL 14	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		01 JUL 14	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2527		01 JUL 14	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K0070		01 JUL 14	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K1806		01 JUL 14	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		01 JUL 14	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		01 JUL 14	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		01 JUL 14	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6807		23 AUG 23	EQUIPMENT/FURNISHINGS -MISCELLANEOUS EMERGENCY EQUIPMENT- INSTALL AN SEXTANT ELT WITH CONTROL PANEL IN COCKPIT AND PROGRAMMING DONGLE
	K7790		01 JUL 14	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0622		09 SEP 15	NAVIGATION-USE OF THE QFE BARO SETTING
	P1044		01 JUL 14	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P1573		01 JUL 14	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		01 JUL 14	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		01 JUL 14	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		01 JUL 14	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		01 JUL 14	INDICATING - FWS DEFINE FWC C3 STANDARD
	P3112		01 JUL 14	NAVIGATION - INSTALLATION OF TCAS II COLLINS SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		01 JUL 14	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		01 JUL 14	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		01 JUL 14	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4766		01 JUL 14	NAVIGATION - SINGLE PWS - COLLINS SINGLE PWS ACTIVATION
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5088		04 SEP 18	NAVIGATION - SENSORS - INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	P5168		01 JUL 14	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		01 JUL 14	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5591		01 JUL 14	NAVIGATION - MMR - INSTALL SEXTANT MMR (WITH ADIRUHNW) PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION (HYBRID)
	P5638		01 JUL 14	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706	31-1257 01	01 JUL 14	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5726		04 SEP 18	NAVIGATION - MMR - INSTALL SEXTANT MMR PROVIDING ILS (FM IMMUNE) P/N TLS755-01-0101B
	P5768		01 JUL 14	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6054		01 JUL 14	NAVIGATION - MMR - SEXTANT MMR - ACTIVATE GPS PRIMARY FUNCTION (HYBRID) (WITH HONEYWELL OR LITTON ADIRU)
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)
	P6183		01 JUL 14	NAVIGATION - MMR - REMOVE COLLINS MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7175		01 JUL 14	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7455		01 JUL 14	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		01 JUL 14	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	22-1079 08		01 JUL 14	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL NEW FAC SOFTWARE STANDARD PN B397BAM0515.
	22-1102 02		05 SEP 17	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER - INSTALL FAC STANDARD BAM0617.
	22-1226 04		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION (FAC) INTRODUCE FAC SOFTWARE STD "BAM0619".
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		27 APR 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	23-1373 03		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - INSTALL UNITS FOR A COCKPIT DOOR SURVEILLANCE SYSTEM (CDSS)
	25-1444 02		01 JUL 14	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS - INTRODUCE PPTC FOR COCKPIT DOOR STRIKE PROTECTION
	25-1BPJ 01		23 AUG 23	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		20 SEP 16	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		03 MAY 16	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1156 01		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - INTRODUCE OPTIMIZED PTU INHIBITION LOGIC
	31-1257 01		04 SEP 18	INDICATING RECORDING SYSTEM - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F2.
	31-1331 03		21 AUG 24	ACTIVATE ENGINE AVAIL DISPLAY
	31-1334 04		01 JUL 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		01 JUL 14	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		27 APR 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		10 OCT 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
	31-1601 02		17 OCT 22	EIS - REPLACE EIS1 BY EIS2 OR ENHANCED EIS2 WITH S16 SOFTWARE
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1305 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU STD L4.8 (EM2).
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1332 02		04 SEP 19	ADIRS - INTRODUCE HONEYWELL ADIRU 4 MCU P/N HG2030AE22.
	34-1345 04		25 MAR 24	INSTALL EGPWS CAPABLE OF USING THE GPS LATERAL POSITION AND ACTIVATION OF PEAKS AND OBSTACLES FUNCTIONS.
	34-1352 01		01 JUL 14	NAVIGATION - GPWS - USE LATERAL GPS POSITION WITH AUTOMATIC DESELECTION OF TERRAIN MODES.



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	34-1575 12		04 SEP 19	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1610 01		04 SEP 18	NAVIGATION - AOA - INSTALL AOA PROBES IN MIXED CONFIGURATION (THALES FOR CAPTAIN AND FIRST OFFICER AND UTAS ON STANDBY)
	34-1692 09		10 AUG 21	ATC - INSTALLATION OF ATC TRANSPONDER TPR901 COMPLIANT ADS-B OUT DO-260B
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		01 JUL 14	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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General Information.....GEN.02A

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason	
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".	
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".	
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".	
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".	
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"	
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".	
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".	
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".	
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".	
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".	
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".	
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".	
ABN-PLP-TOC MISC	3/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".	
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".	
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".	
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".	
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".	
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit	
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"	
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit	
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"	
			Layout modification. No technical change.	
			Documentation update: Deletion of information.	
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	5	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit	
ABN-02 VENT AVNCS SYS FAULT	02.71A	6	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.	
			Documentation update: Deletion of information.	
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.	
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.	



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Localization Title	Page	ID	Reason
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note:</i> If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature. In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended: 1. <i>Low Speed</i>- Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed</i>- Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

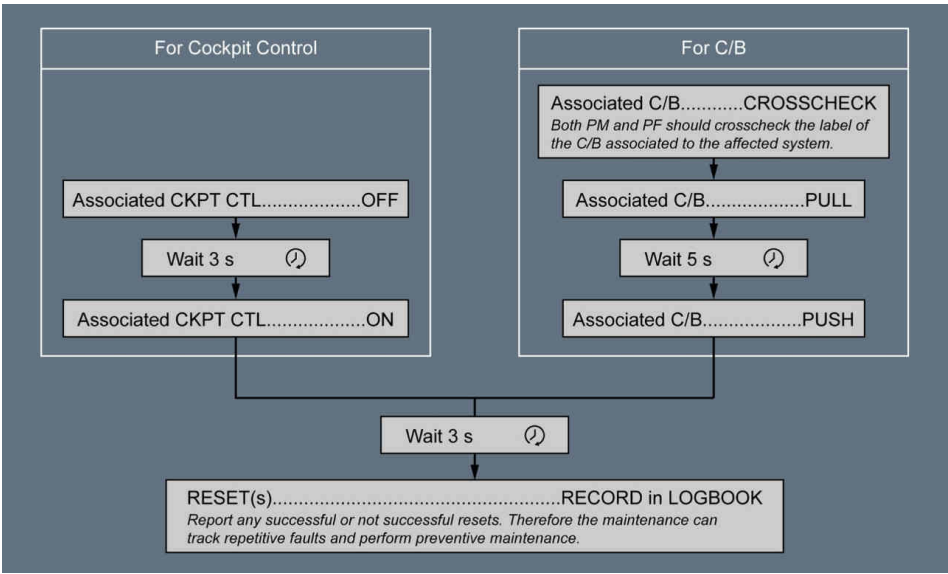
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Failure messages on the Forward Attendant Panel	Refer to procedure	VSC
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP or Tape reproducer/PRAM
COM - SATCOM malfunction	Refer to procedure	SATCOM
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC
HYD PTU FAULT	Refer to procedure	PTU
L/G LGCIU 1(2) FAULT	Refer to procedure	LGCIU 1(2)



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
<u>NAV</u> GPS 1(2) FAULT or <u>NAV</u> LS 1(2) (1+2) FAULT or <u>NAV</u> ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
<u>NAV</u> GPWS FAULT or <u>NAV</u> GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
<u>NAV</u> GPWS FAULT and <u>NAV</u> GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
<u>NAV</u> - ISIS malfunction	<i>Refer to procedure</i>	ISIS
<u>NAV</u> TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
<u>SMOKE</u> DET FAULT	<i>Refer to procedure</i>	SDCU
<u>VENT</u> AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
<u>WHEEL</u> N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**

ENG BLEED pb-sw (affected side)..... OFF

 - If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

X BLEED..... AUTO

PACK (affected side)..... ON

ENG BLEED pb-sw (affected side).....ON

Check that the affected engine bleed valve is open on the BLEED SD page.
 - If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**

ENG BLEED pb-sw (affected side).....OFF

PACK (affected side)..... OFF

X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 Not authorized.
- **On ground:**
 If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
 PACK 1+2.....ON
 Wait 5 min
 On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
 C/B X13 (ANTI ICE / WHC / 1).....PULL
 Wait 5 s
 C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 C/B W13 (ANTI ICE / WHC / 2).....PULL
 Wait 5 s
 C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**

FAC 1 pb.....OFF

Wait 3 s

FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**

FAC 2 pb.....OFF

Wait 3 s

FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency

2. Record BSCU reset in the logbook.

COM CIDS 1+2 FAULT

- **In flight:**
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PULL
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PULL
 Wait 10 s
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PUSH
 Wait 10 s
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PUSH
 Wait 4 min before recovering normal operation of the CIDS.
- **On ground:**
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PULL
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PULL
 Wait 10 s
 On 49VU:
 C/B G02 (COM / CIDS / DIR 1 AND 2 / ESS)..... PUSH
 Wait 5 min
 On 121VU:
 C/B M05 (COM NAV / CIDS / DIR 1 AND 2 / NORM)..... PUSH
 Wait 4 min before recovering normal operation of the CIDS.

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COM - FAILURE MESSAGES ON
THE FORWARD ATTENDANT PANEL

- In flight or on ground:**
On 2001VU (aft cabin):
C/B A06 or B06 (VACU TOIL SYS-VACU-SYS)..... PULL
Wait 30 s
C/B A06 or B06 (VACU TOIL SYS-VACU-SYS)..... PUSH

COM - FAP FROZEN

- **In flight or on ground:**
On 121VU:
C/B M14 or Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
C/B M14 or Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
- **If not successful, on 2000VU (cabin):**
C/B D01 or E01 or F07 (PRAM)..... PULL
Wait 10 s
C/B D01 or E01 or F07 (PRAM)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:

ELT selector.....TEST/RESET

The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.

Wait 3 s

ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

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DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2
	- Do not attempt more than one reset.

ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ In flight:

Not authorized.

■ On ground:

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
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ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

● **In flight or on ground:**

- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PULL
 On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PULL
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL
 Wait 5 s
 On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH
 On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	02.53A 09 FEB 26
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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ In flight:

Not authorized.

■ On ground:

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ If L/G LGCIU 1 FAULT:

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ If L/G LGCIU 2 FAULT:

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

On 49VU:

C/B C06 (AIR COND / SDCU / CHAN1).....PULL

On 122VU:

C/B T18 (AIR COND / SDCU / CHAN2)..... PULL

Wait 10 s

On 49VU:

C/B C06 (AIR COND / SDCU / CHAN1).....PUSH

On 122VU:

C/B T18 (AIR COND / SDCU / CHAN2)..... PUSH

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VENT AVNCS SYS FAULT

6

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO
EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH
BLOWER pb-sw..... AS RQRD
EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

- In flight:

Not authorized.

On ground:

Case A:

If all the following conditions occurs:

the WHEEL N/W STRG FAULT alert was triggered just after engine start

the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)

the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note:

After any BSCU reset:

1. Check brake efficiency

2. Check absence of aircraft veering

3. Record the BSCU reset in the logbook.

PIA MSN 02212 **AP-BLC**

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON 		

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		22 MAR 17
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP..... FREQUENTLY MONITOR

- If ΔP >9 PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		22 MAR 17

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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		10 AUG 21

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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		22 MAR 17

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	Norm	Norm	Norm
	MAN PRESS CTL	Inop	Inop	Inop ^(b)
	RAM AIR	Norm	Norm	Norm
	PACK VALVE 1	Norm	Closure Inop	Closure Inop
	PACK VALVE 2	Closure Inop	Closure Inop	Closure Inop ^(b)
	AVIONIC VENT	Norm	Norm	Partial
	AFT CRG ISOL VALVE	Norm	Inop	Inop
	AFT CRG HEAT	Norm	Inop	Inop
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm
EIS	PF1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm



ABNORMAL AND EMERGENCY PROCEDURES

18.02B

20 AUG 25

Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EMER EQPT	CREW OXY	Norm	Norm ^(e)	Norm ^(e)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(f)	A + B ^(f)	A + B ^(f)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1+ N° 2	N°1+ N°2 ^(g)
	SEC	N° 1 only	N° 1	N° 1 ^(g)
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ^(h)	N° 1 only ^(h)	N° 1 only ^(h)
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.*
- (b) Restored, when speed is below 100 kt.*
- (c) For APU start only.*
- (d) Not available for 45 s, after the loss of both engine generators.*
- (e) Crew oxygen valve inoperative.*
- (f) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.*
- (g) Lost 30 s after last engine shutdown.*
- (h) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied*

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)

Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

● If relight not successful

ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
 WING ANTI ICE..... OFF
 APU BLEED (below FL 200).....ON
 SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT ☒ (when conditions permit)..... ON
 USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



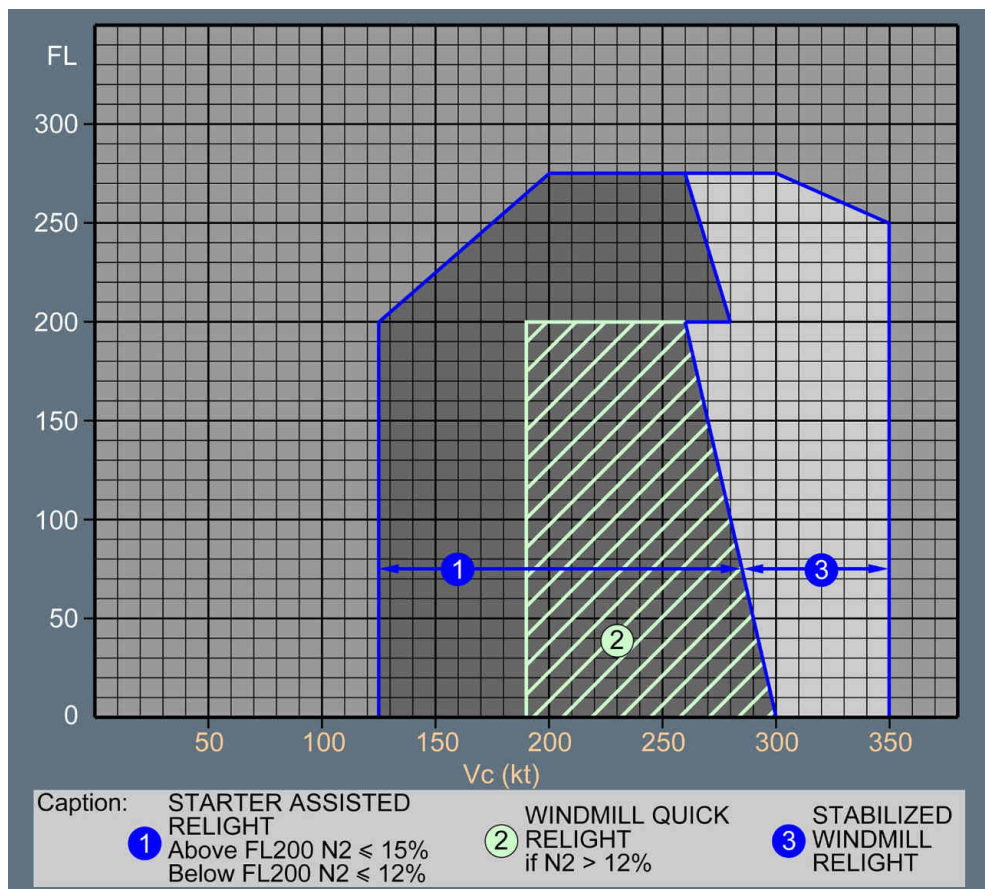
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted).....OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

- If **ENG 1(2) START FAULT - ENG STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



ENG RELIGHT (Cont'd)
IN FLIGHT



- If no relight:
ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

- 1

- **On Ground:**

THR LEVER (affected engine)..... IDLE
ENG MASTER (affected engine)..... OFF
 - **In Flight:**

THR LEVER (affected engine)..... IDLE
ENG PARAMETERS (affected engine)..... CHECK
 - **If abnormal ENG parameters:**

ENG MASTER (affected engine)..... OFF

Note: If the flight crew suspects that the stall was transient, they can consider an engine relight.

 - **If normal ENG parameters:**

ENG ANTI-ICE (affected engine)..... ON
THR LEVER (affected engine)..... SLOWLY MOVE FORWARD
 - **If stall recurs:**

THR LEVER (affected engine)..... MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.
 - **If stall does not recur:**

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- If no icing:**
THRUST (affected engine)..... REDUCE
- After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS

GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:
 - For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:

SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

- FUEL X FEED..... ON
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 ● **On lighter side :**
 FUEL PUMPS.....OFF
 ● **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**
 FUEL X FEED..... OFF
- **If no fuel leak and with one engine running (fed by gravity):**
 FUEL X FEED..... ON
 BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
 RUDDER TRIM..... USE
- **When fuel imbalance reaches 1 000 kg (2 200 lb):**
 BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE
NO NOSE WHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



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GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOME LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever..... DOWN

GEAR DOWN indications (if available)..... CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

N/W STEERING NOT AVAILABLE

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever..... DOWN

GEAR DOWN indications (if available)..... CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

N/W STEERING NOT AVAILABLE

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

 ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- Loose equipment secured
 - Survival equipment prepared
 - Belts and shoulder harness locked.
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

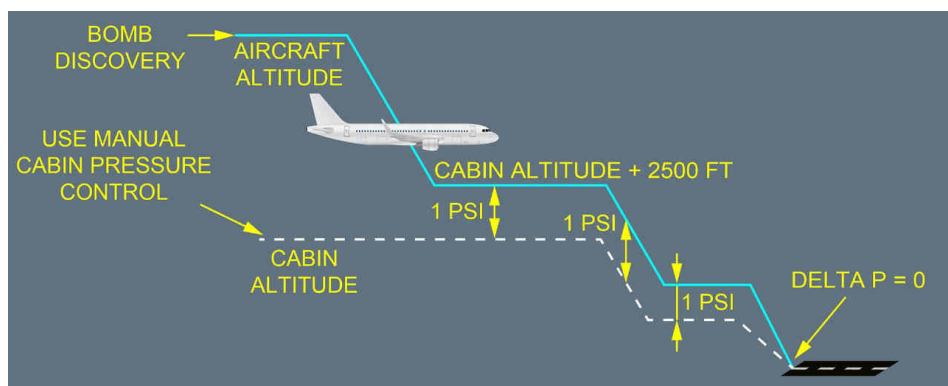
CKPT/CAB COM..... ESTABLISH

■ **If landing and evacuation possible within 30 min:**

ATC/COMPANY..... NOTIFY

EVAC..... PREPARE

■ **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF

CABIN PRESS MODE SEL..... MAN

MAINTAIN CAB ALT

ATC/COMPANY..... NOTIFY

TRGT SPEED: PREFER LO IAS

L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*

L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE

AVOID SHARP MANEUVERS

MAINTAIN CAB ALT

● **When at CAB ALT + 2 500 ft:**

MAINTAIN 1 PSI ΔP

GALY & CAB..... OFF

FUEL RESERVES..... DETERMINE

L2 *When flying at cabin altitude + 2 500 ft, the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

● **When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT..... ON

COMMERCIAL..... OFF

● **If fuel permits:**

FLAPS..... AT LEAST CONF 1

L/G lever (except for flight over water)..... DOWN

USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

● **During approach:**

CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- **For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS

MINIMIZE V/S AT TOUCHDOWN
- **For landing:**

INCREASE FLARE HEIGHT

USE MAX REVERSE ASAP

 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
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SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON

ALL SPEED INDICATIONS.....CROSSCHECK

ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE

UNRELIABLE ADR pb(s) OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

KEEP ONE ADR ON

TWO ADR pbs..... OFF

ATC/XPDR.....ALT RPTG OFF

FOR LDG : FLAP LVR 3

APP SPD VLS +10 kt

LDG DIST PROC.....APPLY

● **For flight continuation: USE PITCH/THRUST TABLES**

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)

CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)

FINAL APPROACH AT -3° DESCENT FLIGHT PATH

APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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ADR 1+2+3 FAULT

In case of triple ADR failure, ECAM only displays dual ADR alerts.

ALL ADR pbs.....OFF
STBY INST.....USE
DISREGARD ECAM ACTIONS FOR AIR DATA SWTG AND ATC
TCAS & ATC ALT RPTG INOP
EXPECT ALTN LAW

FL	390	370	350	330	310	290	280 and below
MAX SPEED (kt)	252	265	278	290	305	315	320

USE RUDDER WITH CARE
WHEN L/G DOWN: DIRECT LAW
CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD
Target CAB PRESS V/S:
- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFTCRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

- **For approach:**
CAT 1 ONLY
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3..... ON
LDG DIST PROC..... APPLY
- **For L/G GRVTY EXTN:**
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
- **When L/G downlocked:**
L/G lever.....DOWN
GEAR DOWN indications..... CHECK
L/G DOORS REMAIN OPEN
- **During final approach:**
MAN V/S CTL.....FULL UP
- **Before door opening:** CHECK ΔP ZERO

IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s

■ **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER

■ **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG

● **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS

CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG

VENTILATION BLOWER.....OVRD

VENTILATION EXTRACT..... OVRD

CAB FANS..... OFF

GALY & CAB..... OFF

SIGNS..... ON

CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious, accessible, and extinguishable:**
FAULTY EQPT.....ISOLATE
- **If smoke/fumes source not immediately isolated:**
DIVERSION..... INITIATE
DESCENT TO FL 100 / MEA-MORA..... INITIATE

● **At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT:**
REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
ELEC EMER CONFIG.....CONSIDER
Refer to the end of the procedure to set ELEC EMER CONFIG.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)


- If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- If smoke/fumes disappear within 5 minutes:

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- When EMER GEN AVAIL:

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- At 3 min or 2 000 ft AAL before landing:

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- When aircraft stopped:

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

● **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	ALTN BRAKING..... CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONAL DATA SUMMARY OF HIGHLIGHTS	OPS 2/2
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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	No
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	Yes
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE
--

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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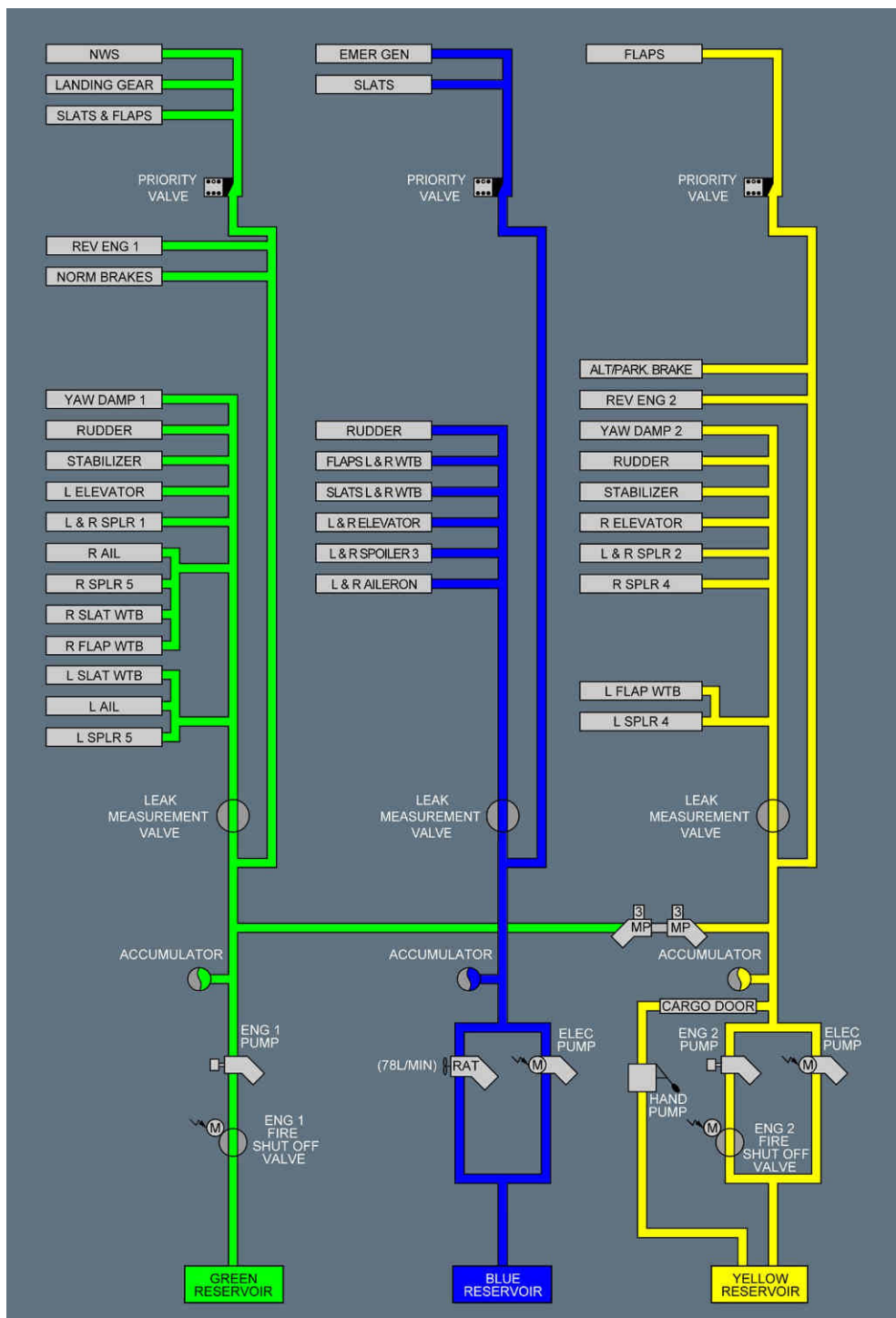
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

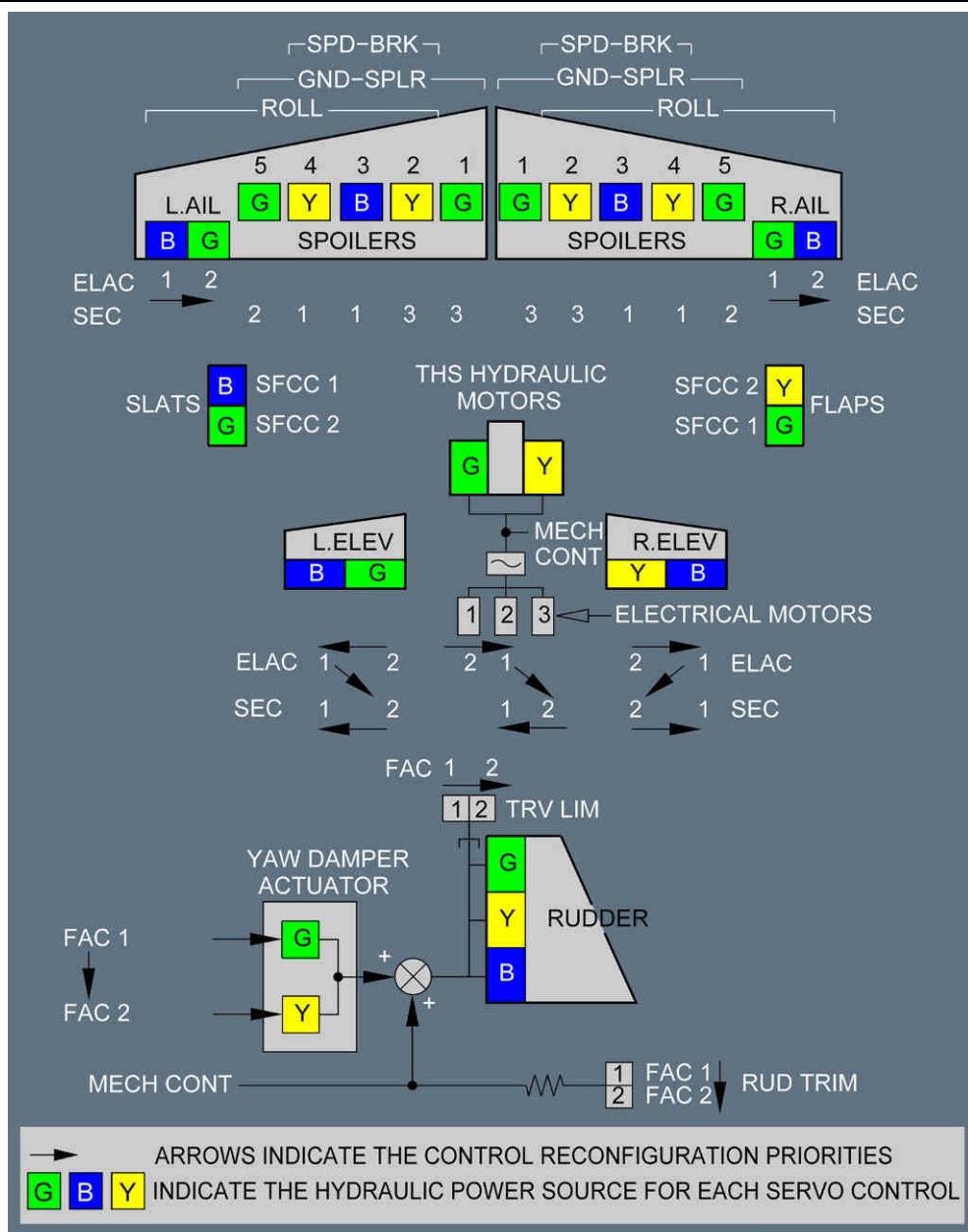
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHURST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR</u> EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2)</u> EGT OVER LIMIT

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the "ECAM ENTRY" field and must apply the QRH's OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:

The "Identification" field that identifies the OEB number and its issue number.

The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		22 MAR 17

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

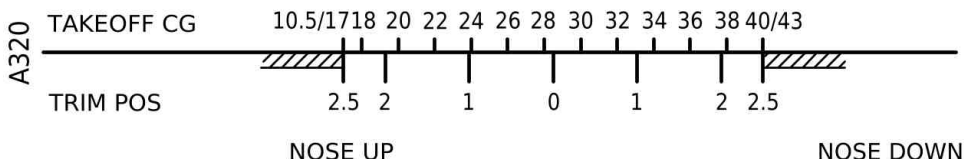
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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QUICK REFERENCE HANDBOOK



AP-BLU

**A320-214
MSN 02719**

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	04 SEP 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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LIST OF MODIFICATIONS

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		27 APR 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		27 APR 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		27 APR 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		27 APR 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		27 APR 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		27 APR 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K0070		27 APR 15	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		27 APR 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		27 APR 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K1806		27 APR 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		27 APR 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3357		20 AUG 25	COMMUNICATIONS - CIDS - PUBLIC ADDRESS POWER SUPPLY
	K3901		27 APR 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		27 APR 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		27 APR 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		27 APR 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		27 APR 15	AIR CONDITIONING _AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		27 APR 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		27 APR 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9009		20 AUG 25	COMMUNICATIONS-PASSENGER ADDRESS EMERGENCY POWER SIMPLIFICATION
	K9231		23 AUG 23	EQUIPMENT/FURNISHINGS - MISCELLANEOUS EMER EQPT INSTALL AN ELT WITH RCP IN COCKPIT BASED ON ENHANCED PROVISIONS - HONEYWELL
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		27 APR 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0357		20 AUG 25	ELECTRICAL GENERATION-PUBLIC ADDRESS SWITCHING BY P/B ON HOT BUS BUSBAR
	P1044		27 APR 15	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13



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	P1573		27 APR 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		27 APR 15	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		27 APR 15	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		27 APR 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		27 APR 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		27 APR 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		27 APR 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		27 APR 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		27 APR 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		27 APR 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		27 APR 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		04 SEP 18	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4801		27 APR 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5168		27 APR 15	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		27 APR 15	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		27 APR 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		27 APR 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		27 APR 15	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834	34-1444 01	24 JAN 17	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)



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	P6578		27 APR 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		09 SEP 15	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		04 SEP 18	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7062		27 APR 15	OXYGEN - CREW OXYGEN - INSTALL ALTERNATIVE 115CU FT FLIGHT CREW OXYGEN CYLINDER COMPOSITE - SCOTT P/N 897940-15
	P7125		27 APR 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		27 APR 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		27 APR 15	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		27 APR 15	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		27 APR 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		04 SEP 18	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		04 SEP 18	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		27 APR 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	25-1BPJ 01		02 JAN 23	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1150 01		27 APR 15	FUEL - QUANTITY INDICATION - REMOVE FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH FQIC 13-10 (ANTI-MOD FOR MOD 32650)
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	31-1276 02		05 SEP 17	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	31-1334 04		27 APR 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		27 APR 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		27 APR 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		04 SEP 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
	34-1444 01		04 SEP 18	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB.
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
N	34-1763 19		09 FEB 26	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1040 16		27 APR 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB5/HW-A10 WITH FANS B APPLICATIONS WITH VDL MODE 2 ACTIVATED
	46-1047 13		27 APR 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB6/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	46-1095 03		02 JAN 23	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD
	49-1075 01		27 APR 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING - INTRODUCE HONEWELL VECB WITH SOFTWARE -04
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		27 APR 15	ENGINE FUEL AND CONTROL- FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0006001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note:</i> If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature. In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended: 1. <i>Low Speed</i>- Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed</i>- Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

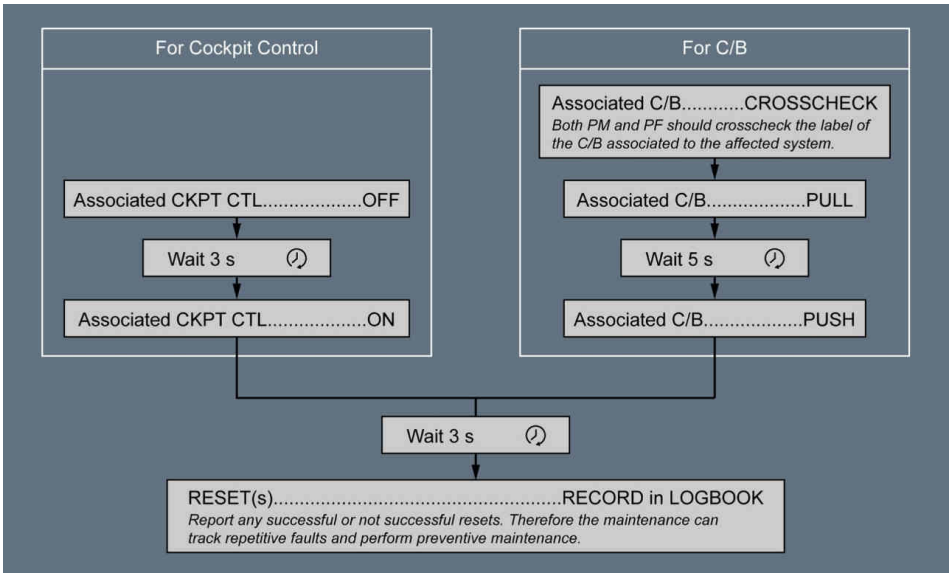
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or - If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
----------------	---

Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
----------------	--

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
Not authorized.
- **On ground:**
If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
PACK 1+2.....ON
Wait 5 min
On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
C/B X13 (ANTI ICE / WHC / 1).....PULL
Wait 5 s
C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
C/B W13 (ANTI ICE / WHC / 2).....PULL
Wait 5 s
C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH



**COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER
ADDRESS AND/OR LOSS OF CABIN INTERPHONE (Cont'd)**



C/B P13 (COM/ CIDS / DIR 1 / BAT)..... PUSH
C/B P14 (COM/ CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B P14 (COM / CIDS / DIR 2 / BAT).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT).....PULL

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5
- **In flight:**

Not authorized.

■ **On ground:**

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

■ **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

■ **If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ **In flight**

Not authorized.

■ **On ground**

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... OFF
ELAC 1 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 On 49VU:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 On 122VU:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 Wait 10 s
 On 49VU, simultaneously:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 Within 2 s, on 122VU, simultaneously:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- 7
- **In flight:**
Not authorized.
 - **On ground:**
BLOWER pb-sw.....AUTO
EXTRACT pb-sw.....AUTO
On 122VU:
C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL
Wait 30 s
On 122VU:
C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH
BLOWER pb-sw.....AS RQRD
EXTRACT pb-sw.....AS RQRD
- 1

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due. Before returning to the gate, apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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		04 SEP 18
BLEED 1+2 FAULT (Cont'd)		
● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON 		

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

 PAKISTAN International Airlines Great People to Fly With	ABNORMAL AND EMERGENCY PROCEDURES	12.02A
		22 MAR 17
A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF

VENTILATION BLOWER.....OVRD

VENTILATION EXTRACT..... OVRD

ΔP FREQUENTLY MONITOR

- **If $\Delta P >9$ PSI:**

LAND ASAP

PACK 1..... OFF

PACK 2..... OFF
- **10 min before landing:**

PACK 1..... OFF

PACK 2..... OFF

VENTILATION BLOWER..... AUTO

VENTILATION EXTRACT..... AUTO
- **Before door opening: CHECK ΔP ZERO**

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		22 MAR 17

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- If difference between both packs at or above 10 °C:
PACK WITH THE HIGHEST OUTLET TEMPOFF

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		10 AUG 21

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		22 MAR 17

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.
- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK UNUSABLE

FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G unlocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	18.03A 09 FEB 26
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C/B TRIPPED

- On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		09 FEB 26

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1.....USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● If engine relight can be attempted:

Refer to QRH 19.02A

● If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
ALL ENG MASTERS..... OFF 30 S THEN ON
ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
ALL ENG MASTERS..... OFF
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
APU BLEED..... ON

ENGINE RELIGHT (one at a time)
ALL ENG MASTERS..... OFF
ENG MASTER 1 or 2..... ON
ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
ALL ENG MASTERS..... OFF
FOR SAME ENGINE RELIGHT..... WAIT 30S
ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT ☒ (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- **If forced landing anticipated:**

DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)

MIN RAT SPEED: 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **When in CONF 2 and VAPP:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Flight controls revert to direct law at landing gear extension.

MAN PITCH TRIM NOT AVAILABLE

Disregard the "USE MAN PITCH TRIM" message on the PFD.

- **When L/G downlocked:**

L/G lever..... DOWN

APPROACH SPEED..... ADJUST

Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM

MAX BRK PR : 1 000 PSI

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR LANDING

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

BRAKES ON ACCU ONLY

- **When aircraft stopped:**

PARKING BRK..... ON

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**

EVACUATION..... INITIATE



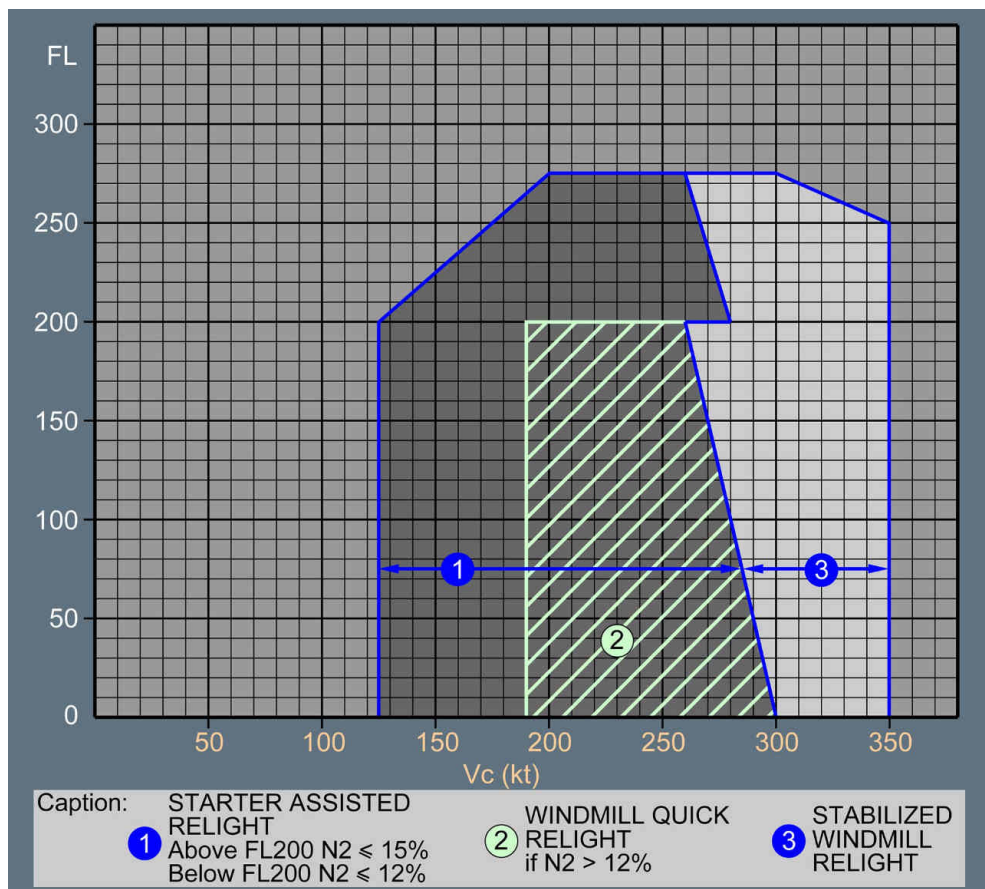
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

● If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- **When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
 A/THR..... OFF
 THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
 THRUST (affected engine)..... REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	19.10A 09 FEB 26
ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT LP FUEL VALVE POSITION (affected engine).....CHECK ■ If LP fuel valve closed (cross line amber): NO CREW ACTION ■ If LP fuel valve open: ENG FIRE pb-sw (affected engine).....PRESS GROUND CREW.....NOTIFY IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)

OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 09 FEB 26

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**

SPD SEL..... VFE NEXT - 5 kt

AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- *OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position*
- *VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds*
- *In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.*
- *If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.*

- **When in landing CONF and in final approach:**

DECELERATE TO CALCULATED VAPP

The flight crew must use and keep the selected speed.

DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	177 kt

- **If SLATS FAULT:**

- **For circuit:**

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

- **For diversion:**

SELECT FLAPS LEVER 0

Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED

Recommended speed for diversion: MAX SPEED - 10 kt

INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

● **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

● **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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- FUEL X FEED..... ON
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 ● **On lighter side :**
 FUEL PUMPS.....OFF
 ● **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**
 THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**
 FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**
 THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**
 ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**
 WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION	Do not apply the FUEL IMBALANCE procedure. Approach and landing can be done, even with one full wing/one empty wing.
----------------	---

- **If both inner tanks deplete at a similar rate:**
 LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED
 - **If fuel smell in cabin:**
 APU..... OFF

 - **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
- FL 300 if flight time above FL 300 < 30 min.
- Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
- FL 100 for JET B.
- When reaching gravity feed ceiling:
- FUEL X FEED..... OFF
- If no fuel leak and with one engine running (fed by gravity):
- FUEL X FEED..... ON
- BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
- RUDDER TRIM..... USE
- When fuel imbalance reaches 1 000 kg (2 200 lb):
- BANK ANGLE..... 2 °or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

 ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
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● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

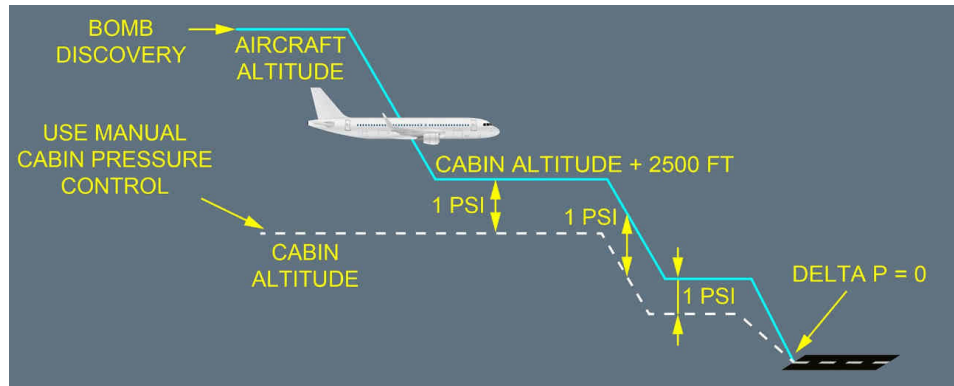
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 Low speed could reduce the consequences of possible structural damage, if the bomb explodes.
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

- When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
 EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- **For approach:**
 - PACK 1.....OFF OR SUPPLIED BY APU
 - PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
- SPEED AT RUNWAY THRESHOLD : VLS
- MINIMIZE V/S AT TOUCHDOWN
- **For landing:**
 - INCREASE FLARE HEIGHT
 - USE MAX REVERSE ASAP
 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**
 - BRAKE FANS  ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
 Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

● **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

● **For flight continuation: USE PITCH/THRUST TABLES**

● **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s

■ **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER

■ **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG

● **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS

CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● If AIR COND smoke/fumes suspected:

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● If smoke/fumes continue:

PACK 1..... ON
 PACK 2..... OFF

● If smoke/fumes persist:

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● If CABIN EQPT smoke/fumes suspected:

● If smoke/fumes continue:

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● If smoke/fumes persist or when faulty equipment confirmed isolated:

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- If smoke/fumes disappear within 5 minutes:

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- When EMER GEN AVAIL:

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- At 3 min or 2 000 ft AAL before landing:

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- When aircraft stopped:

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
¹ PED compatible Flight Document Stowage	EQPT	Yes
² PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
³ PWS	SURV	Yes
QFE BARO Setting	NAV	No
⁴ QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

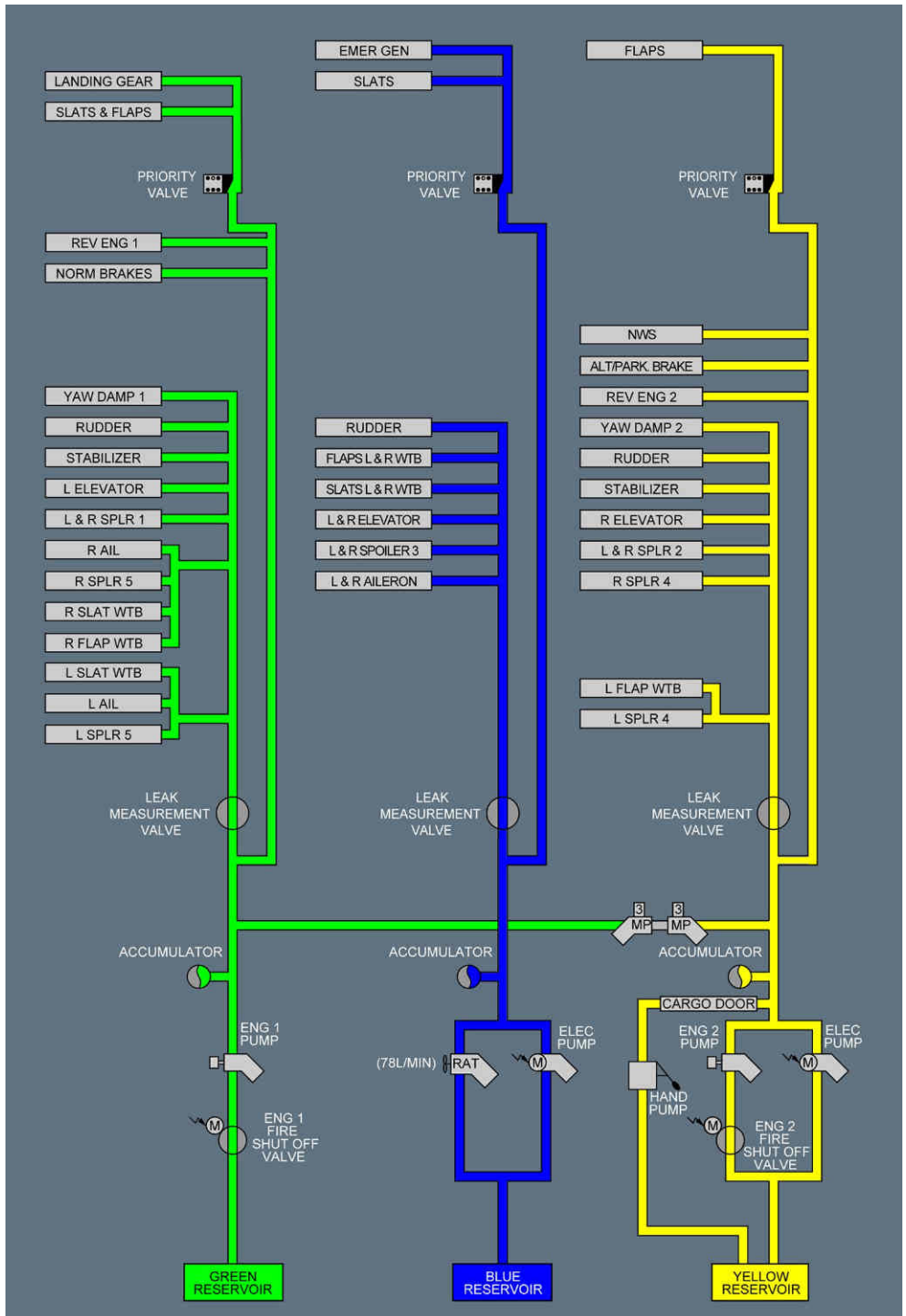
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

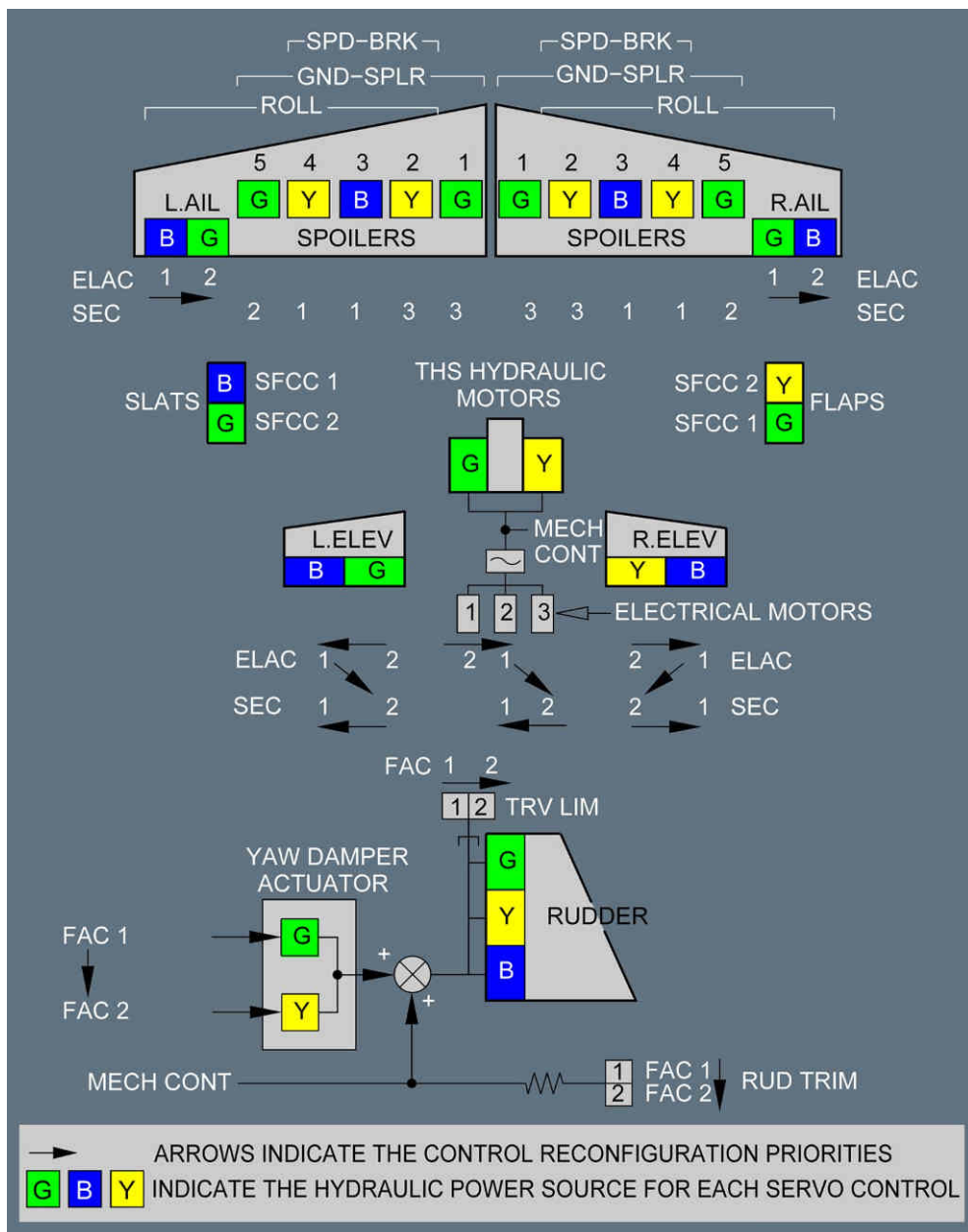
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		22 MAR 17

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NORMAL CHECKLIST

C3

09 FEB 26

COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

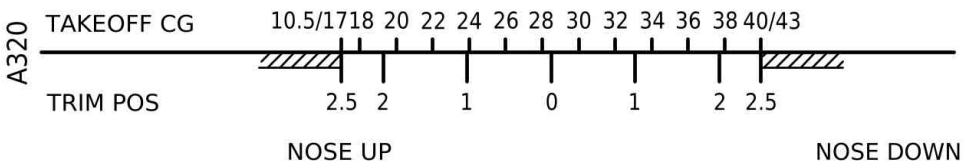
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLV

A320-214
MSN 02758

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	21 AUG 24
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

09 FEB 26

M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		27 APR 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		27 APR 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		27 APR 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		27 APR 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		27 APR 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		27 APR 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K0070		27 APR 15	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		27 APR 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		27 APR 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K1806		27 APR 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		27 APR 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3357		20 AUG 25	COMMUNICATIONS - CIDS - PUBLIC ADDRESS POWER SUPPLY
	K3901		27 APR 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		27 APR 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		27 APR 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		27 APR 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		27 APR 15	AIR CONDITIONING _AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		27 APR 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		27 APR 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9009		20 AUG 25	COMMUNICATIONS-PASSENGER ADDRESS EMERGENCY POWER SIMPLIFICATION
	K9231		23 AUG 23	EQUIPMENT/FURNISHINGS - MISCELLANEOUS EMER EQPT INSTALL AN ELT WITH RCP IN COCKPIT BASED ON ENHANCED PROVISIONS - HONEYWELL
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	K9458		27 APR 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
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	P1573		27 APR 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		27 APR 15	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		27 APR 15	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		27 APR 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		27 APR 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		27 APR 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		27 APR 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		27 APR 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		27 APR 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
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	P4576		27 APR 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		27 APR 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		04 SEP 18	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4801		27 APR 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
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	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
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	P5451		27 APR 15	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		27 APR 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		27 APR 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		27 APR 15	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)



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	P6578		27 APR 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		09 SEP 15	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		27 APR 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		04 SEP 18	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7062		27 APR 15	OXYGEN - CREW OXYGEN - INSTALL ALTERNATIVE 115CU FT FLIGHT CREW OXYGEN CYLINDER COMPOSITE - SCOTT P/N 897940-15
	P7125		27 APR 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		27 APR 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		27 APR 15	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		27 APR 15	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		27 APR 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		04 SEP 18	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		04 SEP 18	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		27 APR 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	25-1BPJ 01		23 AUG 23	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALODING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALODING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALODING CAPABILITY
	28-1150 01		27 APR 15	FUEL - QUANTITY INDICATION - REMOVE FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH FQIC 13-10 (ANTI-MOD FOR MOD 32650)
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	31-1276 02		05 SEP 17	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	31-1334 04		27 APR 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		27 APR 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		27 APR 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		21 AUG 24	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
N	34-1763 19		09 FEB 26	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1040 16		27 APR 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB5/HW-A10 WITH FANS B APPLICATIONS WITH VDL MODE 2 ACTIVATED
	46-1047 13		27 APR 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB6/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED
	46-1095 03		02 JAN 23	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD



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	49-1075 01		27 APR 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING - INTRODUCE HONEWELL VECB WITH SOFTWARE -04
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		27 APR 15	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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 PAKISTAN International Airlines <i>Great People to Fly With</i> A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES SUMMARY OF HIGHLIGHTS	ABN 1/2
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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0006001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

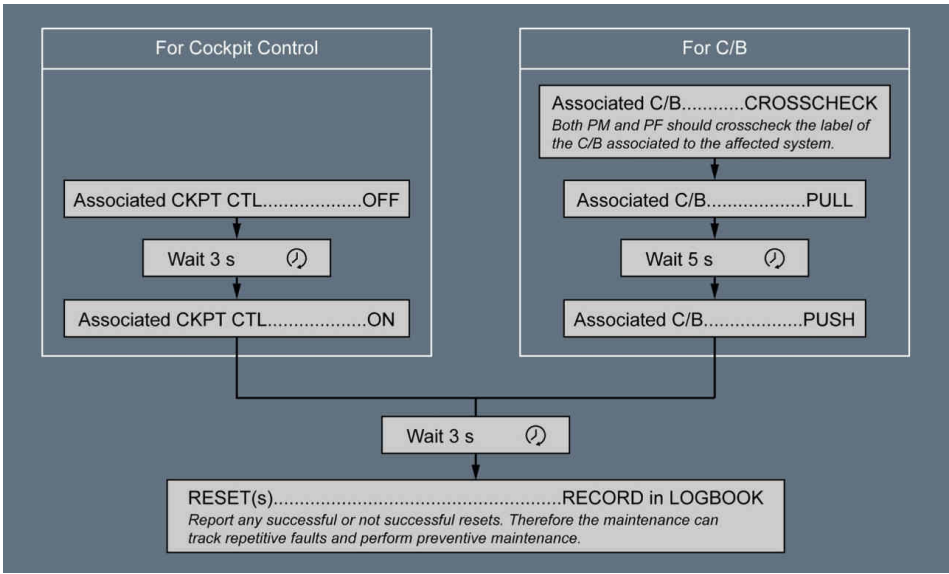
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or - If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

 Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ **In flight:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **On ground:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 1+2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1+2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH



**COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER
ADDRESS AND/OR LOSS OF CABIN INTERPHONE (Cont'd)**



C/B P13 (COM/ CIDS / DIR 1 / BAT)..... PUSH
C/B P14 (COM/ CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B P14 (COM / CIDS / DIR 2 / BAT).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT).....PULL

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

- **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON
- Note:

During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5
- **In flight:**

Not authorized.

■ **On ground:**

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

■ **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

■ **If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- In flight:**
 Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... OFF
 ELAC 1 pb-sw..... ON
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF
 PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON
 PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- In flight:

Not authorized.
- On ground:

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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		21 AUG 24
BLEED 1+2 FAULT (Cont'd)		
 ● When CAB PR ΔP < 1 psi: RAM AIR..... ON		



ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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		RESIDUAL BRAKING In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON For landing: AUTO/BRK.....MED If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <i>Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.</i>

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

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C/B TRIPPED

- On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● If engine relight can be attempted:

Refer to QRH 19.02A

● If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
 - **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
 - **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- If engine relight cannot be attempted:
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
 WING ANTI ICE..... OFF
 APU BLEED (below FL 200).....ON
 SPEED BRAKES AVAILABLE

- Below 10 000 ft AGL:
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 USE RUDDER WITH CARE

- If ditching anticipated:
Refer to Ditching procedure - 19.04A
- If forced landing anticipated:
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- **If forced landing anticipated:**
 DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
 MIN RAT SPEED: 140 KT
 GPWS SYS..... OFF
 GPWS TERR..... OFF
- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
 FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
 VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **When in CONF 2 and VAPP:**
 GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
 MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- **When L/G downlocked:**
 L/G lever..... DOWN
 APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

 SPLRs..... ARM
 MAX BRK PR : 1 000 PSI
- **At 2 000 ft AGL:**
 CABIN CREW.....NOTIFY FOR LANDING
- **At 500 ft AGL:**
 BRACE FOR IMPACT..... ORDER
- **At touchdown:**
 ALL ENG MASTERS.....OFF
 APU MASTER SW..... OFF
 BRAKES ON ACCU ONLY
- **When aircraft stopped:**
 PARKING BRK.....ON
 ATC (VHF 1)..... NOTIFY
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- **If evacuation required:**
 EVACUATION.....INITIATE



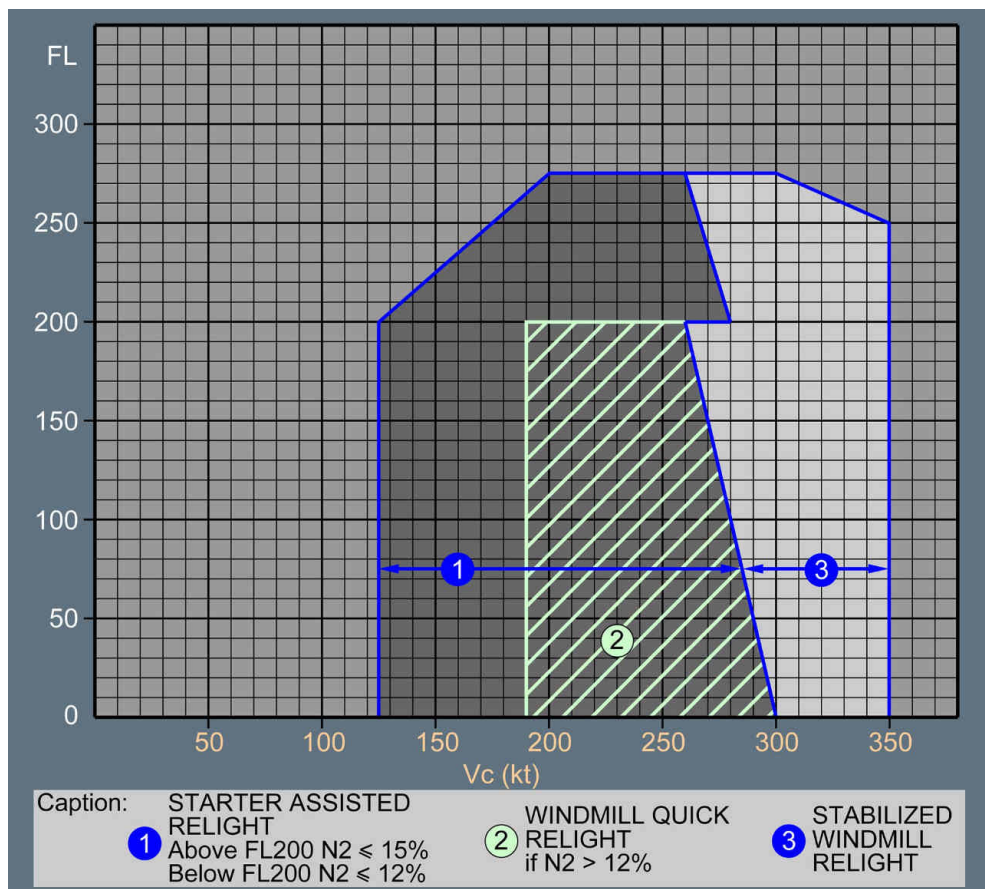
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted).....OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

- If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- If no icing:**
THRUST (affected engine)..... REDUCE
- After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS
GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**
 SPD SEL..... VFE NEXT - 5 kt
 AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered.
In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- **When in landing CONF and in final approach:**
 DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
 DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	
S > 3	177 kt		177 kt	177 kt	177 kt

- **If SLATS FAULT:**
 - **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Recommended speed: MAX SPEED - 10 kt
 - **For diversion:**
 SELECT FLAPS LEVER 0
 Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
 Recommended speed for diversion: MAX SPEED - 10 kt
 INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING..... USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

● **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

● **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

- **On lighter side :**
 FUEL PUMPS.....OFF
- **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
- **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
- **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY**CRUISE**

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)For **Landing Performance** assessment, use the performance application of the EFB.**APPROACH**

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING**FLARE:** Only one ELEV and two spoilers per wing**SPOILERS:** Only 2 per wing**REVERSER:** Only N°1**BRAKING:** NORMAL**NO NOSEWHEEL STEERING****GO-AROUND**

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION**FUEL:** Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
 - **If evacuation required:**
 EVACUATION..... INITIATE
 - **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

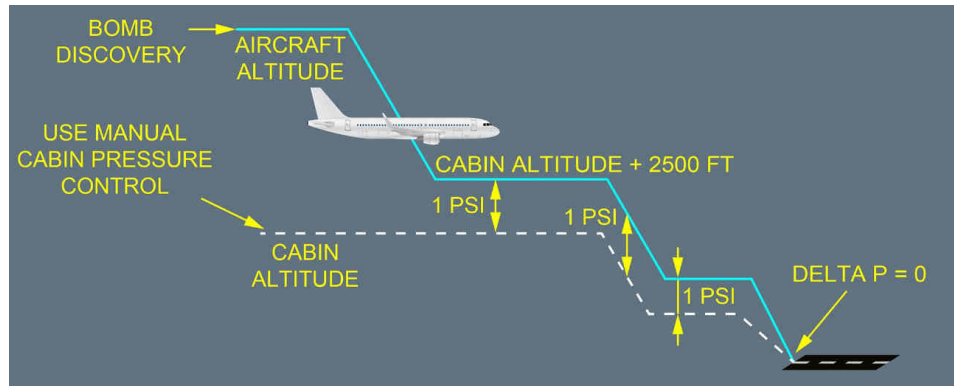
- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
- RAM AIR..... ON
- L/G lever..... DOWN
- SLATS / FLAPS..... MAX AVAIL
- GND SPLR..... ARM
- MAX BRK PR: 1000 PSI
- **At 2 000 ft AGL:**
- CABIN CREW..... NOTIFY FOR LANDING
- **At 500 ft AGL:**
- BRACE FOR IMPACT..... ORDER
- **At touchdown:**
- ALL ENG MASTERS..... OFF
- APU MASTER SW..... OFF
- BRAKES ON ACCU ONLY
- **When aircraft stopped:**
- PARKING BRK..... ON
- ATC (VHF 1)..... NOTIFY
- ALL FIRE pb (ENGs & APU)..... PUSH
- ALL AGENTS (ENGs & APU)..... DISCH
- **If evacuation required:**
- EVACUATION..... INITIATE
- **If evacuation not required:**
- CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM.....ESTABLISH

- If landing and evacuation possible within 30 min:**
ATC/COMPANY.....NOTIFY
EVAC.....PREPARE

If landing and evacuation NOT possible within 30 min:



AIRCRAFT (IF CLIMBING).....LEVEL OFF

CABIN PRESS MODE SEL.....MAN

MAINTAIN CAB ALT

ATC/COMPANY.....NOTIFY

TRGT SPEED: PREFER LO IAS

L2

Low speed could reduce the consequences of possible structural damage, if the bomb explodes.

L1

DESCENT TO CAB ALT + 2 500 ft or MEA-MORA.....INITIATE

AVOID SHARP MANEUVERS

MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
MAINTAIN 1 PSI ΔP
GALY & CAB.....OFF
FUEL RESERVES.....DETERMINE

L2

When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.

- When bomb secured at the LRBL or cannot be moved:**
Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
EMER EXIT LT.....ON
COMMERCIAL.....OFF

- If fuel permits:**
FLAPS.....AT LEAST CONF 1
L/G lever (except for flight over water).....DOWN
USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
CABIN PRESS MODE SEL.....AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
 LDG DIST PROC..... APPLY

- For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
 PACK 2.....OFF OR SUPPLIED BY APU

 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS
 MINIMIZE V/S AT TOUCHDOWN
- For landing:**

INCREASE FLARE HEIGHT
 USE MAX REVERSE ASAP

 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

● **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

● **For flight continuation: USE PITCH/THRUST TABLES**

● **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

- IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
- **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER
- **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG
- **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS
 CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG

VENTILATION BLOWER.....OVRD

VENTILATION EXTRACT..... OVRD

CAB FANS..... OFF

GALY & CAB..... OFF

SIGNS..... ON

CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious, accessible, and extinguishable:**
FAULTY EQPT.....ISOLATE
- **If smoke/fumes source not immediately isolated:**
DIVERSION..... INITIATE
DESCENT TO FL 100 / MEA-MORA..... INITIATE

● **At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT:**
REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
ELEC EMER CONFIG.....CONSIDER
Refer to the end of the procedure to set ELEC EMER CONFIG.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty
equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY

Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE

Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	NORMAL PROCEDURES SUMMARY OF HIGHLIGHTS	NP 2/2
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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONAL DATA SUMMARY OF HIGHLIGHTS	OPS 2/2
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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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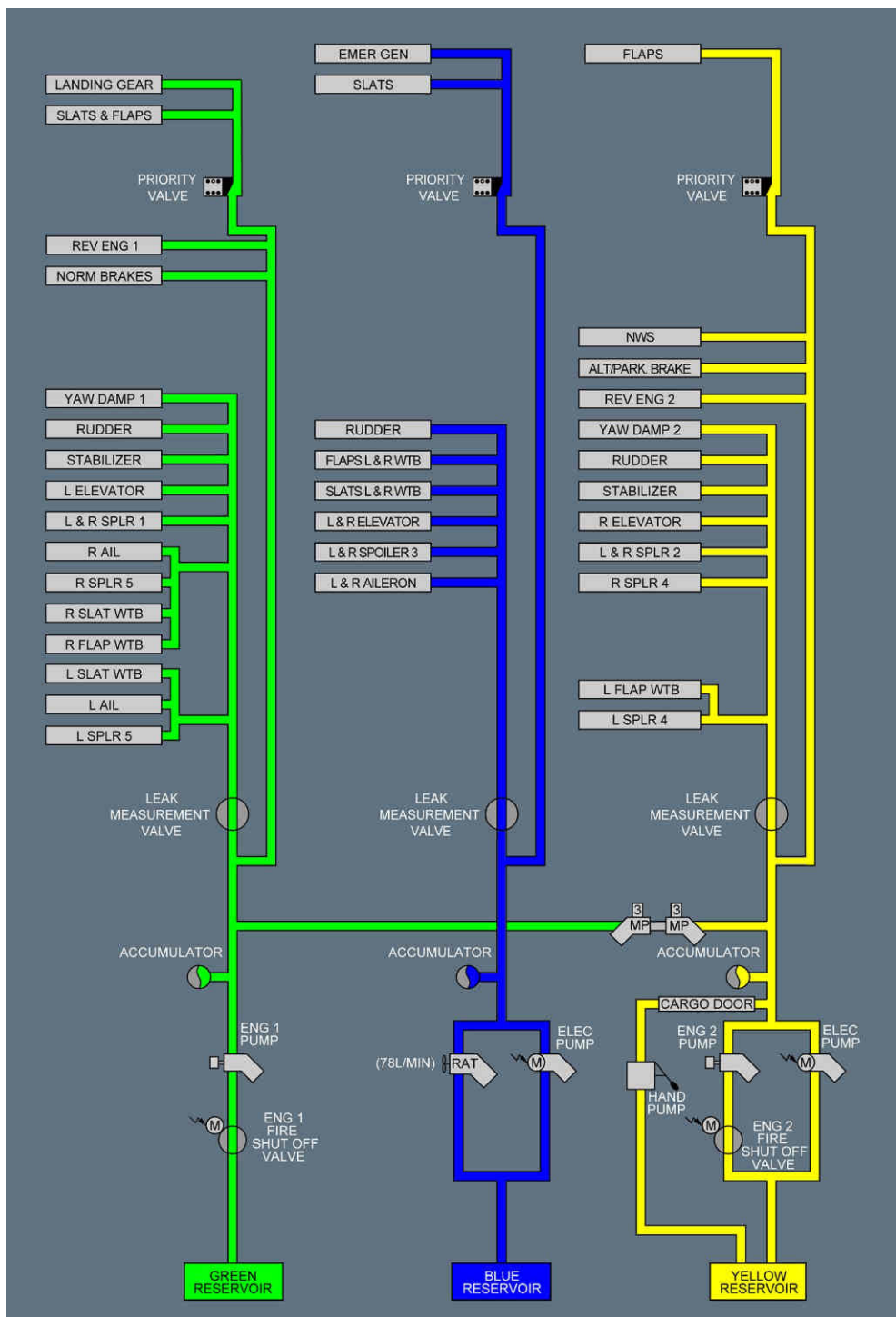
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

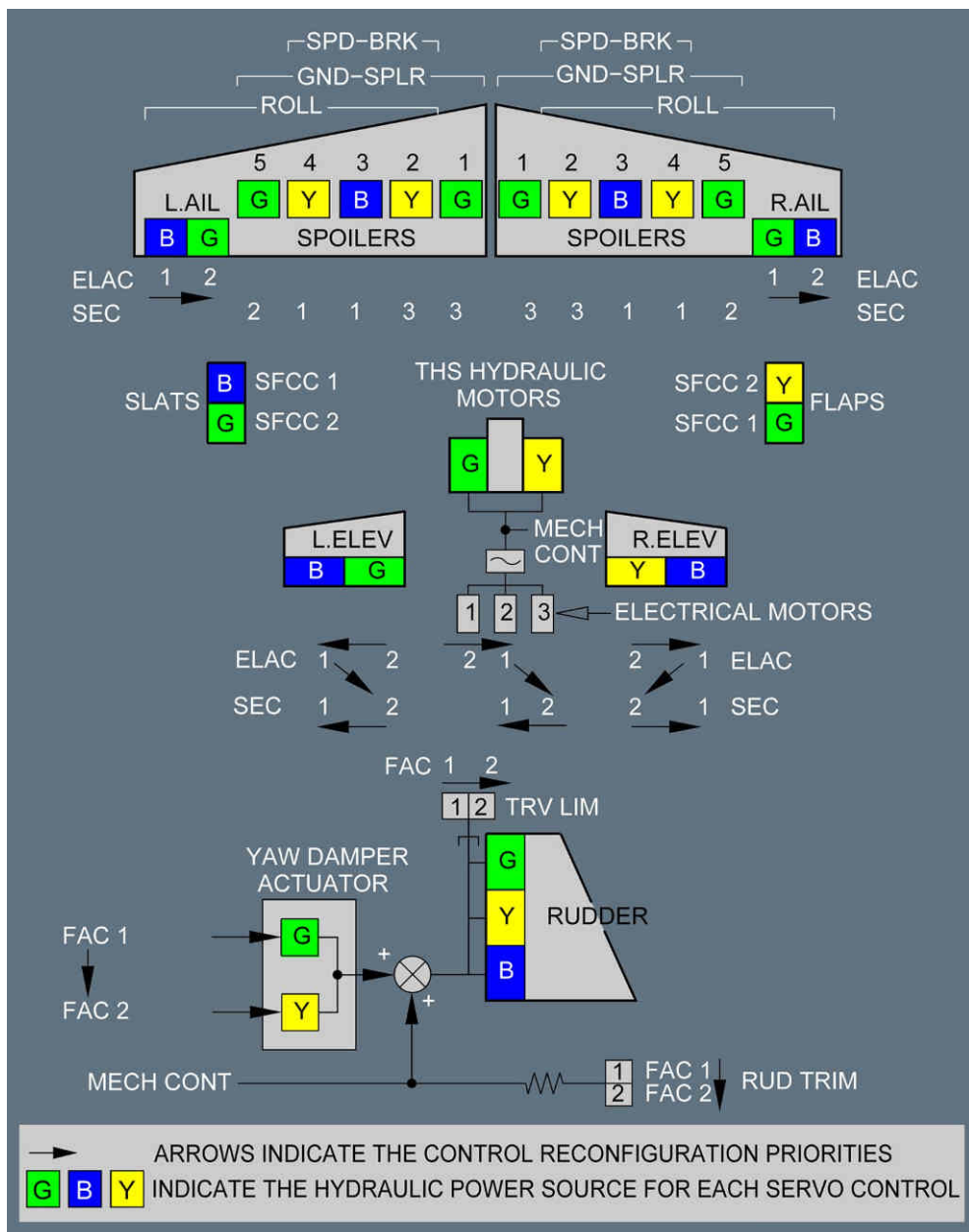
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS)		
	EQUIPMENT ↓		CAT 3 SINGLE	CAT 3 DUAL
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

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	CAB PR EXCESS CAB ALT	
--	------------------------------	--

ECAM ENTRY

CAB PR EXCESS CAB ALT

PROCEDURE

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS	BLANK 21 AUG 24

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 22 MAR 17

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COCKPIT PREPARATION

GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

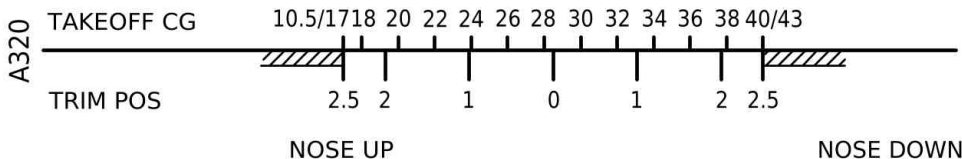
PARKING

PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLW

A320-214
MSN 02789

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 OCT 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		18 MAY 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		18 MAY 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		18 MAY 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		18 MAY 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		18 MAY 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		18 MAY 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K0070		18 MAY 15	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		18 MAY 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		18 MAY 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K1806		18 MAY 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		18 MAY 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3357		20 AUG 25	COMMUNICATIONS - CIDS - PUBLIC ADDRESS POWER SUPPLY
	K3901		18 MAY 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		18 MAY 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		18 MAY 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		18 MAY 15	AIR CONDITIONING _AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		18 MAY 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		18 MAY 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9009		20 AUG 25	COMMUNICATIONS-PASSENGER ADDRESS EMERGENCY POWER SIMPLIFICATION
	K9231		23 AUG 23	EQUIPMENT/FURNISHINGS - MISCELLANEOUS EMER EQPT INSTALL AN ELT WITH RCP IN COCKPIT BASED ON ENHANCED PROVISIONS - HONEYWELL
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0357		20 AUG 25	ELECTRICAL GENERATION-PUBLIC ADDRESS SWITCHING BY P/B ON HOT BUS BUSBAR
	P1044		18 MAY 15	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P1573		18 MAY 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		18 MAY 15	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		18 MAY 15	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		18 MAY 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		18 MAY 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		18 MAY 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		18 MAY 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		18 MAY 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		18 MAY 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		18 MAY 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		18 MAY 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		04 SEP 18	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4801		18 MAY 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5168		18 MAY 15	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		18 MAY 15	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		18 MAY 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		18 MAY 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		18 MAY 15	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834	34-1444 01	04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P6578		18 MAY 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		18 MAY 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		09 SEP 15	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		18 MAY 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		04 SEP 18	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7062		18 MAY 15	OXYGEN - CREW OXYGEN - INSTALL ALTERNATIVE 115CU FT FLIGHT CREW OXYGEN CYLINDER COMPOSITE - SCOTT P/N 897940-15
	P7125		18 MAY 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		18 MAY 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		18 MAY 15	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		18 MAY 15	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		18 MAY 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		04 SEP 18	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		04 SEP 18	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		18 MAY 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	25-1BPJ 01		17 OCT 22	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1150 01		18 MAY 15	FUEL - QUANTITY INDICATION - REMOVE FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH FQIC 13-10 (ANTI-MOD FOR MOD 32650)
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	31-1276 02		05 SEP 17	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	31-1334 04		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		18 MAY 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		10 OCT 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
	34-1444 01		04 SEP 18	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB.
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
N	34-1763 19		09 FEB 26	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1040 16		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB5/HW-A10 WITH FANS B APPLICATIONS WITH VDL MODE 2 ACTIVATED
	46-1047 13		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB6/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	46-1095 03		02 JAN 23	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD
	49-1075 01		18 MAY 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING - INTRODUCE HONEWELL VECB WITH SOFTWARE -04
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		18 MAY 15	ENGINE FUEL AND CONTROL- FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0006001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

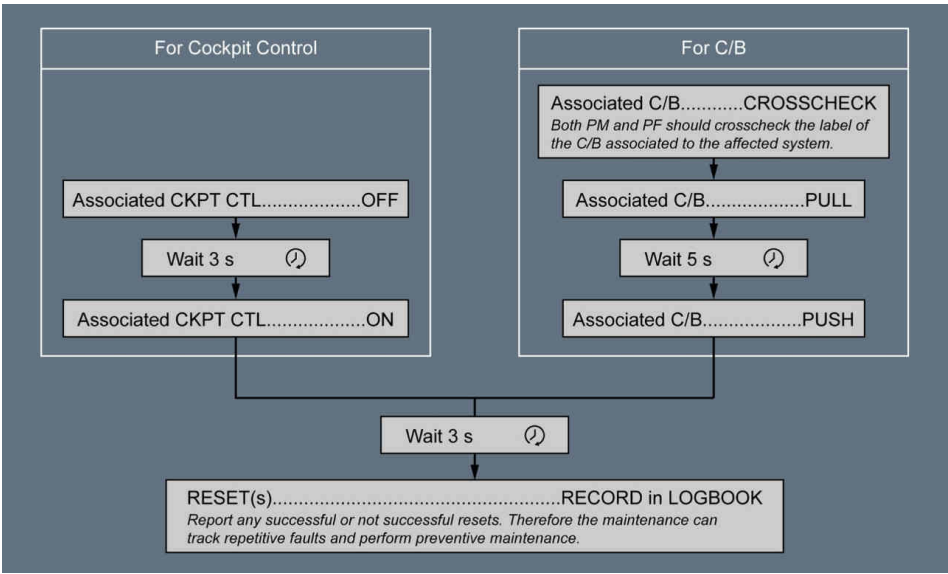
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
----------------	---

Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
----------------	--

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 Not authorized.
- **On ground:**
 If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
 PACK 1+2.....ON
 Wait 5 min
 On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
 C/B X13 (ANTI ICE / WHC / 1).....PULL
 Wait 5 s
 C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 C/B W13 (ANTI ICE / WHC / 2).....PULL
 Wait 5 s
 C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency

2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH



**COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER
ADDRESS AND/OR LOSS OF CABIN INTERPHONE (Cont'd)**



C/B P13 (COM/ CIDS / DIR 1 / BAT)..... PUSH
C/B P14 (COM/ CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B P14 (COM / CIDS / DIR 2 / BAT).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT).....PULL

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5

- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 1 pb-sw..... OFF
 Wait 3 s
 ELAC 1 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2
	- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

- **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 On 49VU:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 On 122VU:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 Wait 10 s
 On 49VU, simultaneously:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 Within 2 s, on 122VU, simultaneously:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ In flight:

Not authorized.

■ On ground:

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



PAKISTAN International Airlines Greatest People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	11.01D
		10 OCT 18
BLEED 1+2 FAULT (Cont'd)		
 ● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON		



ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	12.02A
		22 MAR 17
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		22 MAR 17

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		10 AUG 21

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		22 MAR 17

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	18.01A 09 FEB 26
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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	18.03A 09 FEB 26
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C/B TRIPPED

- On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)

Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

● If relight not successful

ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- If engine relight cannot be attempted:
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
 WING ANTI ICE..... OFF
 APU BLEED (below FL 200).....ON
 SPEED BRAKES AVAILABLE

- Below 10 000 ft AGL:
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 USE RUDDER WITH CARE

- If ditching anticipated:
Refer to Ditching procedure - 19.04A
- If forced landing anticipated:
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



● **If forced landing anticipated:**

DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)

MIN RAT SPEED: 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

● **At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

● **When in CONF 2 and VAPP:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Flight controls revert to direct law at landing gear extension.

MAN PITCH TRIM NOT AVAILABLE

Disregard the "USE MAN PITCH TRIM" message on the PFD.

● **When L/G downlocked:**

L/G lever..... DOWN

APPROACH SPEED..... ADJUST

Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM

MAX BRK PR : 1 000 PSI

● **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR LANDING

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

BRAKES ON ACCU ONLY

● **When aircraft stopped:**

PARKING BRK..... ON

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

■ **If evacuation required:**

EVACUATION..... INITIATE



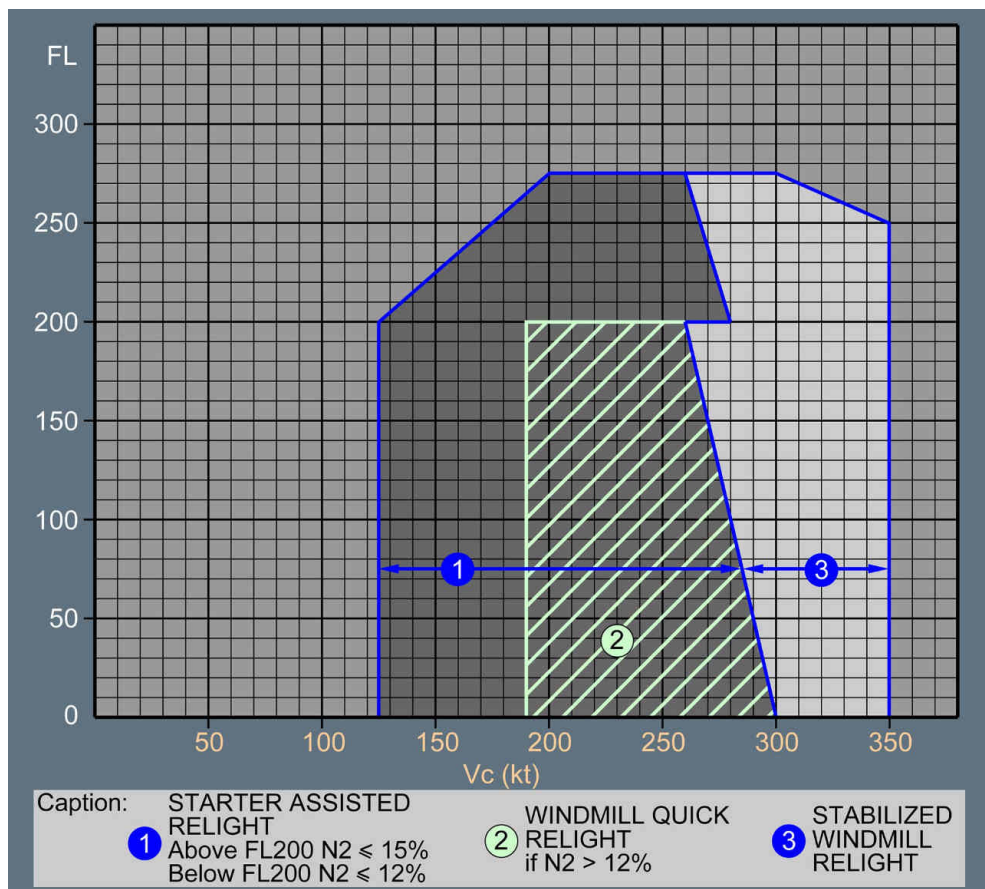
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted).....OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

- If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

- 1

■ **On Ground:**

THR LEVER (affected engine)..... IDLE

ENG MASTER (affected engine)..... OFF

■ **In Flight:**

THR LEVER (affected engine)..... IDLE

ENG PARAMETERS (affected engine)..... CHECK

■ **If abnormal ENG parameters:**

ENG MASTER (affected engine)..... OFF

Note:

If the flight crew suspects that the stall was transient, they can consider an engine relight.

■ **If normal ENG parameters:**

ENG ANTI-ICE (affected engine).....ON

THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● **If stall recurs:**

THR LEVER (affected engine).....MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.

● **If stall does not recur:**

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
---------	--

- ENG MASTER (affected engine).....OFF
- ENG MAN START pb (affected engine)..... OFF
- ESTABLISH AIR BLEED PRESS
- BEACON.....ON
- ENG MODE sel..... CRANK
- ENG MAN START pb (affected engine)..... ON
- **When fire stopped :**
 - ENG MAN START pb (affected engine)..... OFF
 - ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- If no icing:**
THRUST (affected engine)..... REDUCE
- After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	19.10A 09 FEB 26
ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT LP FUEL VALVE POSITION (affected engine).....CHECK ■ If LP fuel valve closed (cross line amber): NO CREW ACTION ■ If LP fuel valve open: ENG FIRE pb-sw (affected engine).....PRESS GROUND CREW.....NOTIFY IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY
Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:**
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:**
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

● **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

● **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

- **On lighter side :**
 FUEL PUMPS.....OFF
- **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
- FL 300 if flight time above FL 300 < 30 min.
- Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
- FL 100 for JET B.
- When reaching gravity feed ceiling:
- FUEL X FEED..... OFF
- If no fuel leak and with one engine running (fed by gravity):
- FUEL X FEED..... ON
- BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
- RUDDER TRIM..... USE
- When fuel imbalance reaches 1 000 kg (2 200 lb):
- BANK ANGLE..... 2 °or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT
- Loose equipment secured
 - Survival equipment prepared
 - Belts and shoulder harness locked.
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SELECT 00
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit) ON
- **For approach and ditching:**
- KEEP LANDING GEAR UP
- SLATS / FLAPS..... MAX AVAIL
- FOR FLARE: TARGET PITCH 11 ° & MIN V/S
- Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.*
- **At 2 000 ft AGL:**
- CAB PRESS MODE SEL..... CHECK AUTO
- ALL BLEEDS (ENGs & APU)..... OFF
- CABIN CREW..... NOTIFY FOR DITCHING
- DITCHING pb..... ON
- **At 500 ft AGL:**
- BRACE FOR IMPACT..... ORDER
- **At touchdown:**
- ALL ENG MASTERS..... OFF
- APU MASTER SW..... OFF
- **After ditching:**
- ATC (VHF 1)..... NOTIFY
- ALL FIRE pb (ENGs & APU)..... PUSH
- ALL AGENTS (ENGs & APU)..... DISCH
- EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
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● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

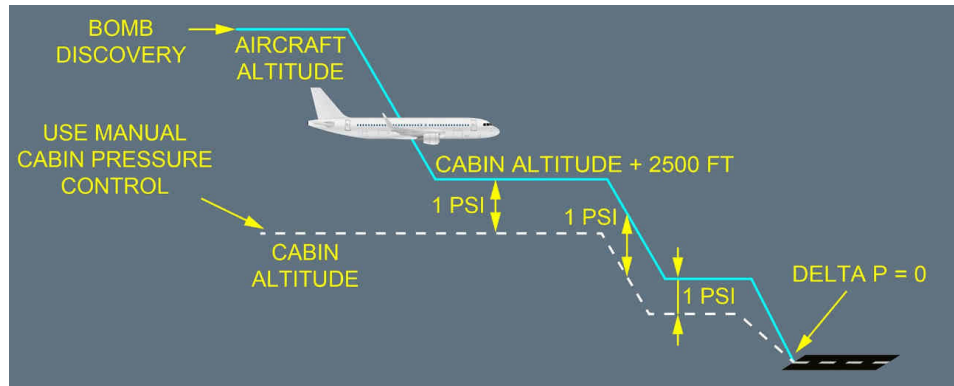
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- **If landing and evacuation possible within 30 min:**
 - ATC/COMPANY.....NOTIFY
 - EVAC..... PREPARE
- **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- **When at CAB ALT + 2 500 ft:**
 - MAINTAIN 1 PSI ΔP
 - GALY & CAB.....OFF
 - FUEL RESERVES.....DETERMINE

L2 *When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

- **When bomb secured at the LRBL or cannot be moved:**
 - Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door*
 - EMER EXIT LT..... ON
 - COMMERCIAL..... OFF
- **If fuel permits:**
 - FLAPS..... AT LEAST CONF 1
 - L/G lever (except for flight over water)..... DOWN
 - USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- **During approach:**
 - CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
NO LIMITATION
- **If cracks on cockpit side:**
CREW OXY MASKS.....USE
MAX FL: 230 / MEA-MORA
CAB PRESS MODE SEL.....MAN
DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
MAN V/S CTL.....AS RQRD
SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
CREW OXY MASKS.....REMOVE
- **Below FL 100:**
CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
CONSIDER AUTOLAND
 - **For approach, if AUTOLAND not available:**
CAB PRESS MODE SEL.....MAN
MAN V/S CTL.....FULL UP
MAX SPEED: 200 kt
PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- **For approach:**
 - PACK 1.....OFF OR SUPPLIED BY APU
 - PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
- SPEED AT RUNWAY THRESHOLD : VLS
- MINIMIZE V/S AT TOUCHDOWN
- **For landing:**
 - INCREASE FLARE HEIGHT
 - USE MAX REVERSE ASAP
 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**
 - BRAKE FANS  ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

- IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
- **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER
- **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG
- **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS
- CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious,
accessible, and extinguishable:**

FAULTY EQPT.....ISOLATE

- **If smoke/fumes source not immediately isolated:**

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- **At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:**

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- **At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:**

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**
 - APU BLEED..... OFF
 - VENTILATION BLOWER..... AUTO
 - VENTILATION EXTRACT..... AUTO
 - CARGO AFT ISOL VALVE..... OFF
 - PACK 1..... OFF
- **If smoke/fumes continue:**
 - PACK 1..... ON
 - PACK 2..... OFF
- **If smoke/fumes persist:**
 - PACK 2..... ON
 - VENTILATION BLOWER..... OVRD
 - VENTILATION EXTRACT..... OVRD
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*
- **If CABIN EQPT smoke/fumes suspected:**
 - **If smoke/fumes continue:**
 - EMER EXIT LIGHT..... ON
 - COMMERCIAL..... OFF
 - SMOKE / FUMES DISSIPATION..... CHECK
 - FAULTY EQPT..... SEARCH / ISOLATE
 - **If smoke/fumes persist or when faulty equipment confirmed isolated:**
 - COMMERCIAL..... NORM
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- If smoke/fumes disappear within 5 minutes:

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- When EMER GEN AVAIL:

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- At 3 min or 2 000 ft AAL before landing:

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- When aircraft stopped:

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER..... USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION
--

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
¹ PED compatible Flight Document Stowage	EQPT	Yes
² PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
³ PWS	SURV	Yes
QFE BARO Setting	NAV	No
⁴ QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

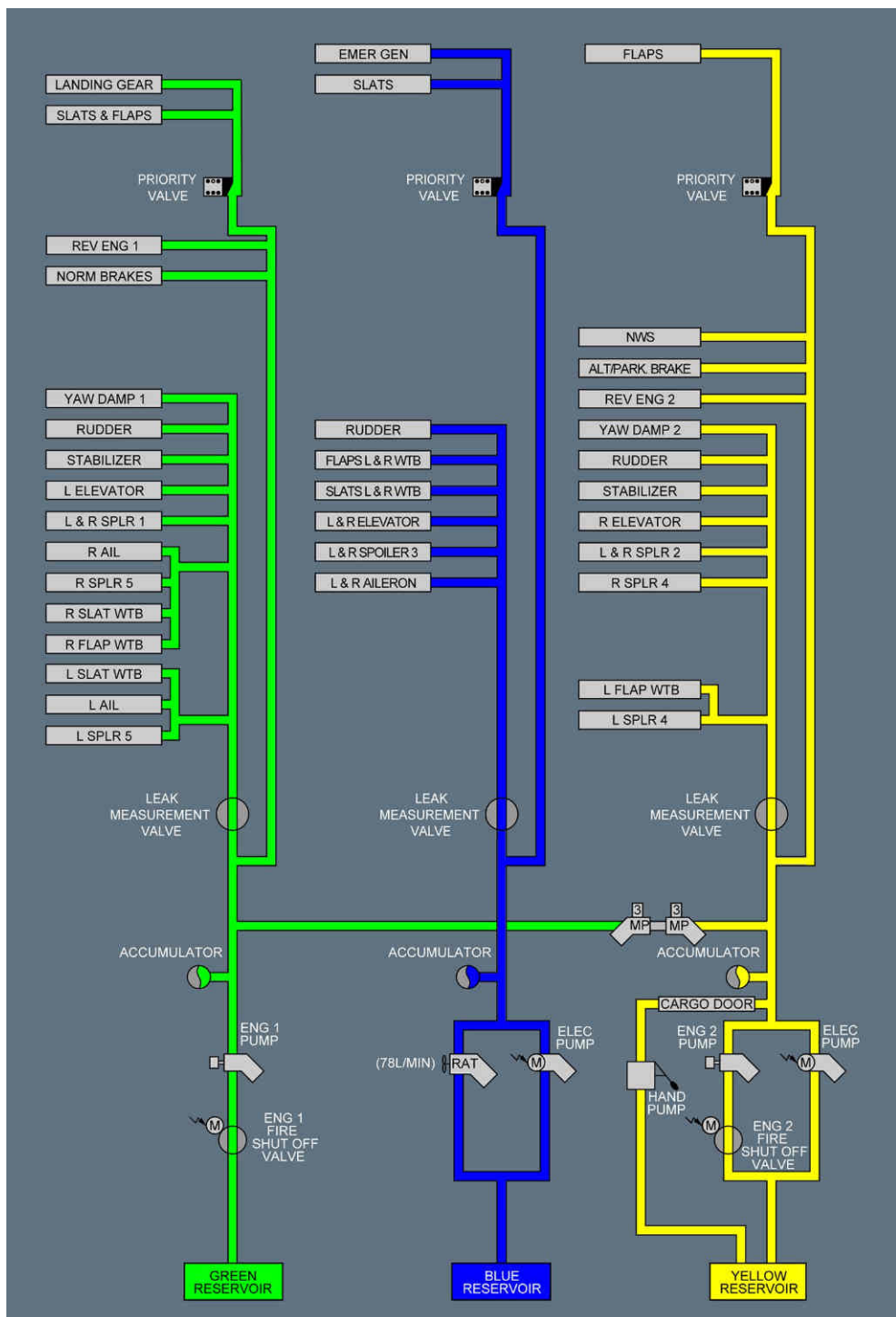
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

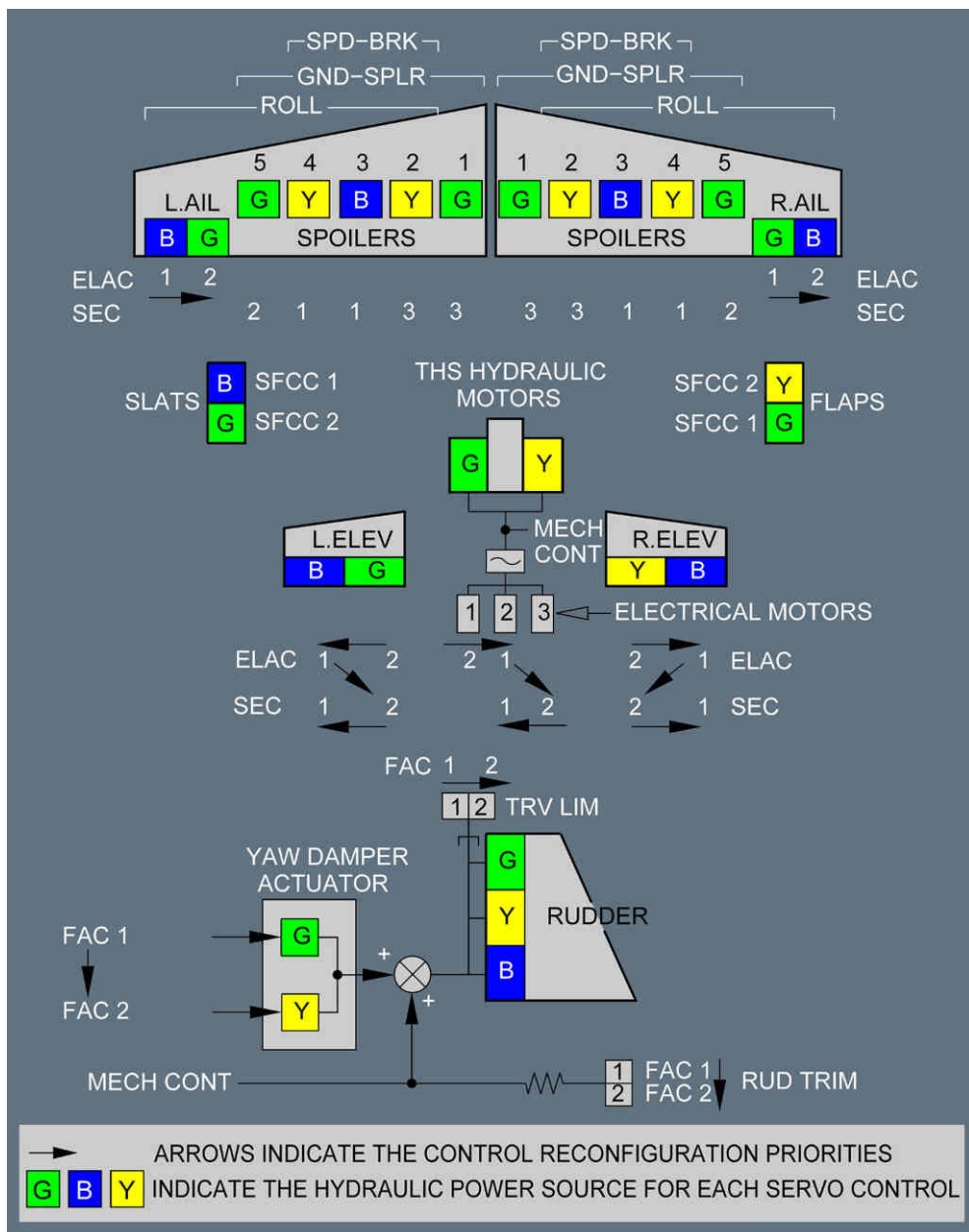
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS)	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR</u> EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2)</u> EGT OVER LIMIT

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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NORMAL CHECKLIST

C3

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

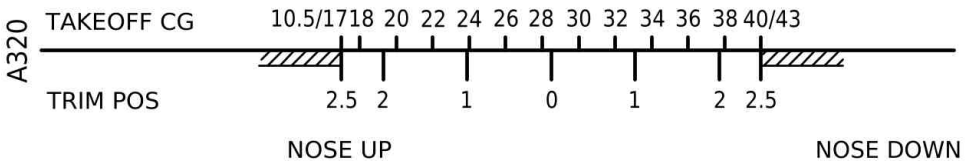
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLY

A320-216
MSN 02926

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	04 SEP 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

09 FEB 26

M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		17 AUG 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		17 AUG 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		17 AUG 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		17 AUG 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		17 AUG 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		17 AUG 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K10009		17 AUG 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10143		23 AUG 23	EQUIPMENT/FURNISHING - MISC.EMERGENCY EQUIPMENT - INSTALL ELT (406AF) WITH PROG. DONGLE AND RCP IN COCKPIT - THALES
	K10494		17 AUG 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K10516		17 AUG 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING INTRODUCE HONEYWELL VECB WITH SOFTWARE -04
	K1806		17 AUG 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		17 AUG 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		17 AUG 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONING-COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		17 AUG 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		17 AUG 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		17 AUG 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		17 AUG 15	AIR CONDITIONING_AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		17 AUG 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		17 AUG 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		17 AUG 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
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	P1573		17 AUG 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
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	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		17 AUG 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		17 AUG 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		17 AUG 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
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	P4576		17 AUG 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		17 AUG 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
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	P4801		17 AUG 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
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	P7519		17 AUG 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
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	P8454		17 AUG 15	NAVIGATION - T2CAS - INSTALL ACSS TRAFFIC & TERRAIN COLLISION AVOIDANCE SYSTEM (T2CAS)
	P8751		22 MAR 17	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		17 AUG 15	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
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	P9332		04 SEP 18	NAVIGATION - ADIRU - INSTALL NORTHROP GRUMAN ADIRU P/N 465020-0303-0316
	P9654		22 MAR 17	NAVIGATION EGPWS RE-INSTALL EGPWS P/N 965-1676-001 (ANTI-MOD 34634)
	22-1205 02		17 AUG 15	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMS2 THALES S4 (REV2+) STD ON CFM A/C.
	22-1247 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC THALES S4C12 ON CFM A/C.
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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	22-1362 03		09 SEP 15	AUTOFLIGHT-FMGC-INSTALL FMS THALES RELEASE 1A S6 (WITH FG C12) ON CFM A/C
	22-1462 02		04 SEP 18	AUTOFLIGHT - FMGC - INSTALL FMS THALES RELEASE 1A S7A (WITH FG C13) ON CFM A/C
	22-1545 01		10 AUG 21	FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC S7AC14 THALES ON CFM A/C
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
N	31-1132 69		09 FEB 26	DMC - DISPLAY ALTITUDE IN METRIC UNITS ON THE PRIMARY FLIGHT DISPLAY (PFD)
	31-1276 02		05 SEP 17	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	31-1334 04		17 AUG 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		17 AUG 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		17 AUG 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		04 SEP 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
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	32-1343 01		04 SEP 18	LANDING GEAR - NORMAL BRAKING - REINSTALL BSCU SOFTWARE STD "L4.8" (EMM)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1384 02		04 SEP 18	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122.
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
	34-1418 76		02 JAN 23	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	34-1444 01		04 SEP 18	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB.



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	34-1521 01		04 SEP 18	NAVIGATION - GENERAL - INSTALL A NEW CONIC PLATE FOR AOA SENSORS AND NEW PROTECTION COVERS IN FLIGHT KIT NO 2
	34-1564 01		04 SEP 18	NAVIGATION - GENERAL - REPLACE AOA PROBE CONIC PLATE BY FORMER AOA PROBE FLAT PLATE
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1712 17		25 MAR 24	ATC - INSTALL ACSS TRANSPONDERS XS950 P/N 7517800-12402 COMPLIANT WITH ADS-B OUT DO-260B
N	71-1043 07		09 FEB 26	GENERAL - DEFINE ENGINE INTERMIX CONFIGURATIONS BETWEEN CFM56-5BX/P, CFM56-5BX, CFM56-5BX/3 AND CFM56-5BX/P TI HPC KIT (SAC ENGINES ONLY)
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		17 AUG 15	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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EMER EVAC.....	C2
Ditching.....	25.01A
EMER Descent.....	25.02A
Forced Landing.....	25.03A
Bomb on Board.....	25.04A
Cockpit Windshield / Window Arcing.....	25.05A
Cockpit Windshield / Window Cracked.....	25.06A
Overweight Landing.....	25.07A
Severe Turbulence.....	25.08A
Tailstrike.....	25.09A
Volcanic Ash Encounter.....	25.10A

⁹ NAV

ABN-26

ALL ADR OFF.....	26.01A
Unreliable Speed Indication.....	26.02A
IR Alignment in ATT Mode.....	26.04A

SMOKE

ABN-27

Smoke / Fumes / AVNCS Smoke.....	27.01A
Removal of Smoke / Fumes	27.02A
Smoke / Fire from Lithium Battery.....	27.03A

WHEEL

ABN-28

Wheel Tire Damage Suspected.....	28.01A
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			09 FEB 26

Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0011001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC NAV	4/4	9	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information. Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-18	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.



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Localization Title	Page	ID	Reason
ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information. Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Deletion of information.
			Deletion of action line "CARGO ISOL VALVES (if installed)" to be in accordance with the cockpit layout.

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

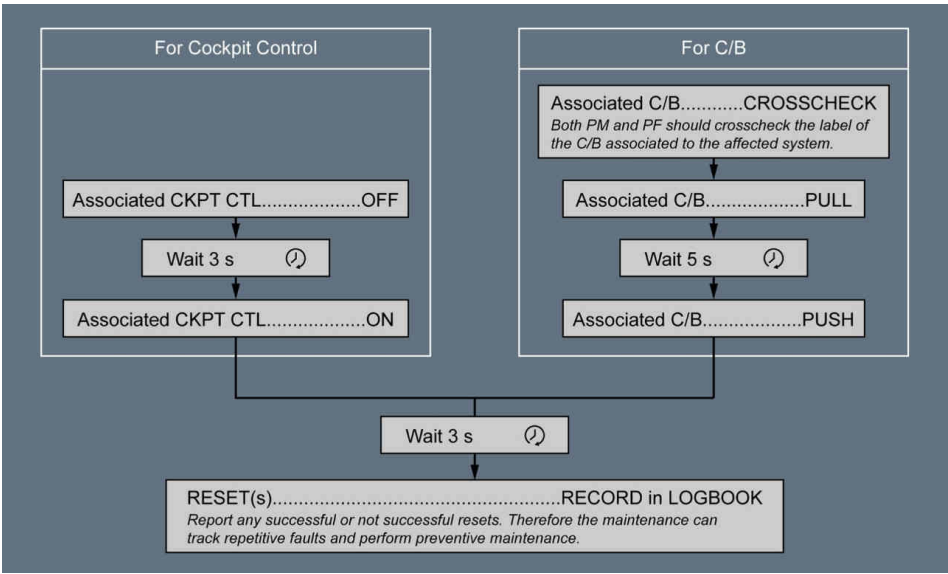
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
 - **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
 - **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 Not authorized.
- **On ground:**
 If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
 PACK 1+2.....ON
 Wait 5 min
 On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
 C/B X13 (ANTI ICE / WHC / 1).....PULL
 Wait 5 s
 C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 C/B W13 (ANTI ICE / WHC / 2).....PULL
 Wait 5 s
 C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
Wait 3 s
A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
ENG MASTER lever.....OFF
A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
Wait 3 s
A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ Short FMGC reset:

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb.....ON

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb.....ON

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION (Cont'd)



CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

■ **Long FMGC reset:**

Note: Consider a long FMGC reset only if a short FMGC reset is not successful.

■ **In flight:**

■ **If FMGC 1 is affected:**

AP 2 pb.....ON
 FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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■ **If FMGC 2 is affected:**

AP 1 pb.....ON
 FD 2 pb.....OFF

On 121VU:
 C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 15 min
 C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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■ **On ground:**

■ **If FMGC 1 is affected:**

FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

FD 2 pb.....OFF



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



On 121VU:
C/B M17 (AUTO FLT / FMGC / 2)..... PULL
Wait 15 min
C/B M17 (AUTO FLT / FMGC / 2)..... PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
 WITHOUT ANY ASSOCIATED ECAM ALERT

- Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.*

 - On ground:**
 Not authorized.
 - In flight:**
 AP 1(2)..... OFF
 AP 2(1)..... ON
 - If not successful:**
 FAC 1 pb.....OFF
 Wait 3 s
 FAC 1 pb.....ON
 Wait for AUTO FLT FAC 1 FAULT to disappear
 FAC 2 pb.....OFF
 Wait 3 s
 FAC 2 pb.....ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



- Wait 5 s
- C/B M21 (AUTO FLT / FCU / 2)..... PUSH
- If AUTO FLT FCU 2 FAULT disappears:
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK
- If AUTO FLT FCU 2 FAULT remains:
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PULL
 On 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PULL
 Wait 7 min
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PUSH
 Within 5 s, on 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PUSH
 Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

● **In flight or on ground:**

■ **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

■ **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

■ **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

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BRAKES SYS 1(2) FAULT		
■ In flight: ■ If landing gear is up: A/SKID & N/W STRG sw..... OFF Wait 3 s A/SKID & N/W STRG sw..... ON ● If required: AUTOBRAKE..... REARM ■ If landing gear is down: Reset not authorized. <i>Note:</i> After any BSCU reset, record BSCU reset in the logbook. ■ On ground: AIRCRAFT..... STOP PARK BRK handle ON TOWING BAR CONFIRM DISCONNECTED A/SKID & N/W STRG sw..... OFF Wait 3 s A/SKID & N/W STRG sw..... ON ● If not successful: On 121VU: C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PULL C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PULL Wait 5 s C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PUSH C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PUSH After a successful reset, resume normal operation. <i>Note:</i> After any BSCU reset: - Check brake efficiency - Record BSCU reset in the logbook.		

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1)PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2) PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:

 - The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5

- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ **In flight**

Not authorized.

■ **On ground**

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ In flight:

Not authorized.

■ On ground:

■ If ENG 1 FIRE DET FAULT:

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ If ENG 2 FIRE DET FAULT:

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... OFF
ELAC 1 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min

2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF
 PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON
 PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF /DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- In flight:

Not authorized.
- On ground:

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: *After any BSCU reset:*

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
BLEED 1+2 FAULT (Cont'd)		
 ● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON		



ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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		22 MAR 17
A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP..... FREQUENTLY MONITOR

- If ΔP >9 PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		10 AUG 21

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

- CKPT DOOR CONT [OVHD PANEL] CHECK
- If one or more **STRIKE** status lights on:
 COCKPIT DOOR..... OPEN
 COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM
 - If two or more **STRIKE** status lights on:
 COCKPIT DOOR NOT INTRUSION PROOF.
 - If two **CHAN** status lights on:
 AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.
 - If no status light on:
 TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm
EIS	PF1 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1+ N° 2	N°1+ N°2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

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C/B TRIPPED

- On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
 WING ANTI ICE..... OFF
 APU BLEED (below FL 200).....ON
 SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



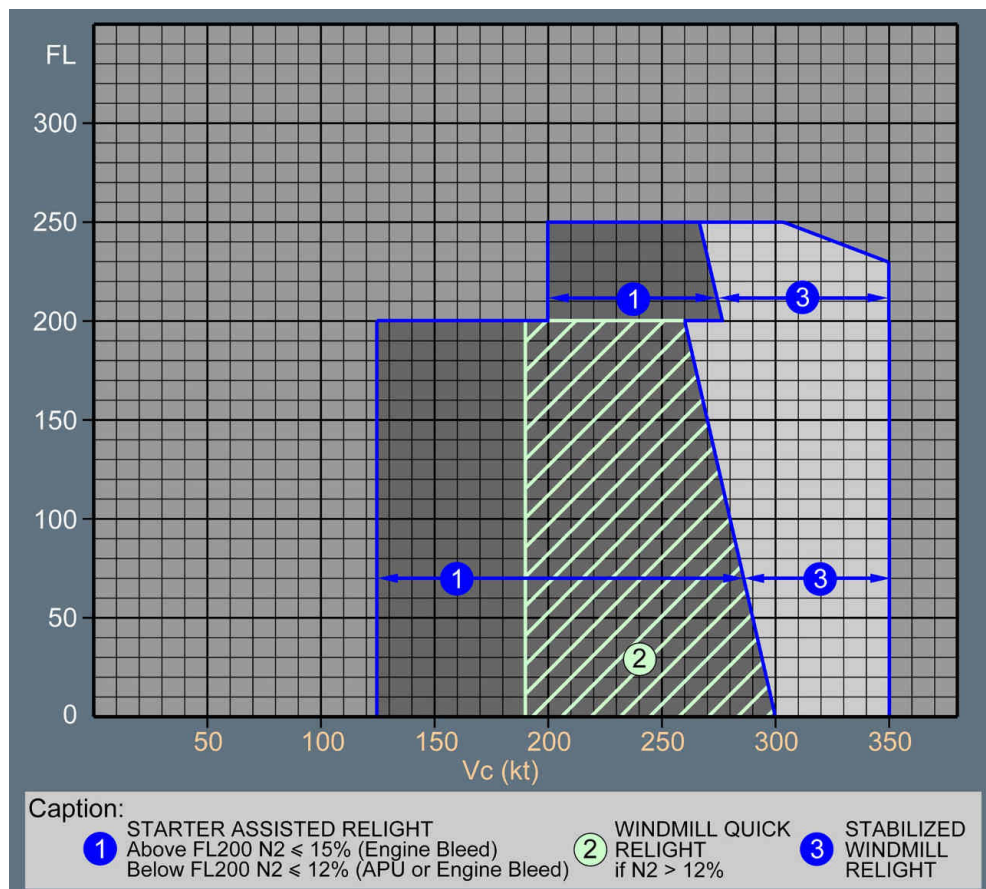
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE

ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE

ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

Note: If the flight crew suspects that the stall was transient, they can consider an engine
relight.

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON

THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
- ENG MAN START pb (affected engine)..... OFF
- ESTABLISH AIR BLEED PRESS
- BEACON.....ON
- ENG MODE sel.....CRANK
- ENG MAN START pb (affected engine)..... ON
- **When fire stopped :**
- ENG MAN START pb (affected engine)..... OFF
- ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time).....IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
THRUST (affected engine).....REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	75.5	73.0	70.5	68.0	65.0	63.0	60.5	56.0
5	75.5	73.0	70.5	68.0	65.0	63.0	58.5	54.0
10	75.5	73.0	70.5	68.0	64.5	60.5	56.0	51.5
15	75.5	73.0	70.5	67.0	62.5	58.0	53.5	49.0
20	75.5	73.0	69.0	64.5	60.0	55.0	51.0	46.5
25	75.0	71.5	67.0	62.0	57.0	53.0	48.5	44.0
30	73.5	69.5	64.5	59.5	55.0	50.5	46.0	
35	72.0	67.0	62.0	57.0	52.5	48.5		
40	69.5	64.5	59.5	55.0				
45	67.0	62.0	57.5					
50	64.5	59.5						
55	61.5							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the "L/G GEAR NOT DOWN" alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS "TOO LOW GEAR" aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING.....USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

● **On lighter side :**

FUEL PUMPS.....OFF

● **When fuel balanced:**

ALL FUEL PUMPS.....ON

FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**
 THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**
 FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**
 THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**
 ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**
 WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION	Do not apply the FUEL IMBALANCE procedure. Approach and landing can be done, even with one full wing/one empty wing.
----------------	---

- **If both inner tanks deplete at a similar rate:**
 LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED
 - **If fuel smell in cabin:**
 APU..... OFF

 - **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
 - **If evacuation required:**
 EVACUATION..... INITIATE
 - **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

 ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

EMER DESCENT	
-------------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

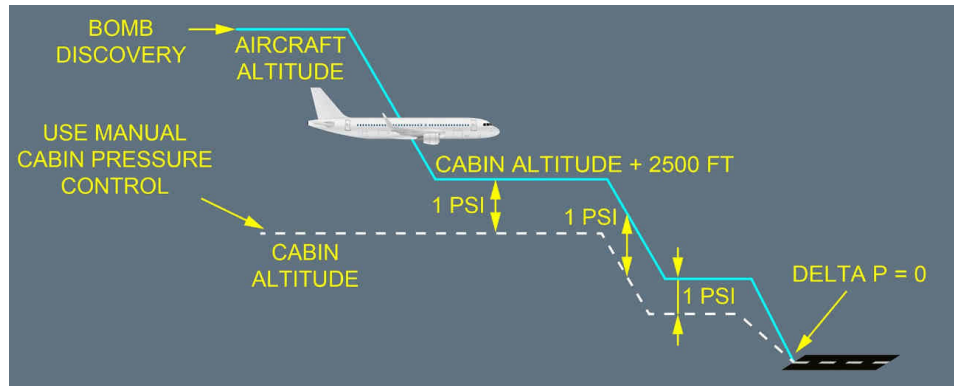
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

- When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
NO LIMITATION

- **If cracks on cockpit side:**
CREW OXY MASKS.....USE
MAX FL: 230 / MEA-MORA
CAB PRESS MODE SEL.....MAN
DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
MAN V/S CTL.....AS RQRD
SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
CREW OXY MASKS.....REMOVE
- **Below FL 100:**
CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
CONSIDER AUTOLAND
 - **For approach, if AUTOLAND not available:**
CAB PRESS MODE SEL.....MAN
MAN V/S CTL.....FULL UP
MAX SPEED: 200 kt
PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1
 FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
 LDG DIST PROC..... APPLY

1
 ● **For approach:**
 PACK 1.....OFF OR SUPPLIED BY APU
 PACK 2.....OFF OR SUPPLIED BY APU
 ● **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
 SPEED AT RUNWAY THRESHOLD : VLS
 MINIMIZE V/S AT TOUCHDOWN

1
 ● **For landing:**
 INCREASE FLARE HEIGHT
 USE MAX REVERSE ASAP
 ● **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY

1
 ● **When landing completed:**
 BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	0.76	78.8	79.4	79.8	80.4	81.0	81.6	82.3	83.1	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTO PILOT ON

- **If excessive thrust variations:** DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER

Consider descending to or below OPT FL in order to increase the margin to buffet

- **For approach:**

A/THR..... ON

USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

- 2
- 180 ° TURN.....INITIATE

ATC.....NOTIFY

A/THR.....OFF

THRUST (IF CONDS PERMIT).....REDUCE

CREW OXY MASKS.....USE / 100 % / EMER

CABIN CREW.....NOTIFY

OXYGEN PASSENGER MASK MAN ON.....AS RQRD

ENG ANTI ICE.....ON

WING ANTI ICE.....ON

PACK FLOW.....HI

ENGINE PARAMETERS.....MONITOR

AIRSPEED INDICATIONS.....MONITOR

● If visibility not sufficient for approach due to windshield damage:

CONSIDER AUTOLAND

● For approach, if AUTOLAND not available:

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever.....DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL.....FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP OFF

A/THR OFF

FD OFF

PITCH/THRUST:

Below THRUST RED ALT 15° / TOGA

Above THRUST RED ALT and Below FL 100 10° / CLB

Above THRUST RED ALT and Above FL 100 5° / CLB

FLAPS (if CONF 0(1)(2)(3)) MAINTAIN CURRENT CONF

FLAPS (if CONF FULL) SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES CHECK RETRACTED

L/G UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP OFF

A/THR OFF

FD OFF

SPEEDBRAKES CHECK RETRACTED

PITCH/THRUST TABLE APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	56% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	54% (145 kt)
1+F	5°	66% (200 kt)	62% (190 kt)	58% (175 kt)	54% (160 kt)
1	6.5°	66% (220 kt)	62% (205 kt)	58% (190 kt)	54% (170 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (255 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	66% (220 kt)	62% (205 kt)	58% (190 kt)	54% (170 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	58% (175 kt)	54% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	54% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	70% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	58%	54%	50%	46%

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IR ALIGNMENT IN ATT MODE

- IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
- **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER
- **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG
- **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS
 CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



- When window open:**

NON-AFFECTED PACK(s)..... ON
 VISUAL WARNINGS (noisy CKPT).. MONITOR
 SMOKE / FUMES / AVNCS SMOKE PROC.....
 CONTINUE
*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER..... USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION
--

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION:	
* ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	No
One Engine Taxi Without APU Running	Fire Protection	No
1		
PED compatible Flight Document Stowage	EQPT	Yes
2		
PED compatible Operation Manual and Checklist Stowage	EQPT	No
3		
PWS	SURV	Yes
QFE BARO Setting	NAV	No
4		
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	⁽²⁾
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

(2) VREF is limited by VMCL = 107.5 kt

For CG <25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display "L AIL"

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS "L(R) AIL" partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS "L(R) AIL" partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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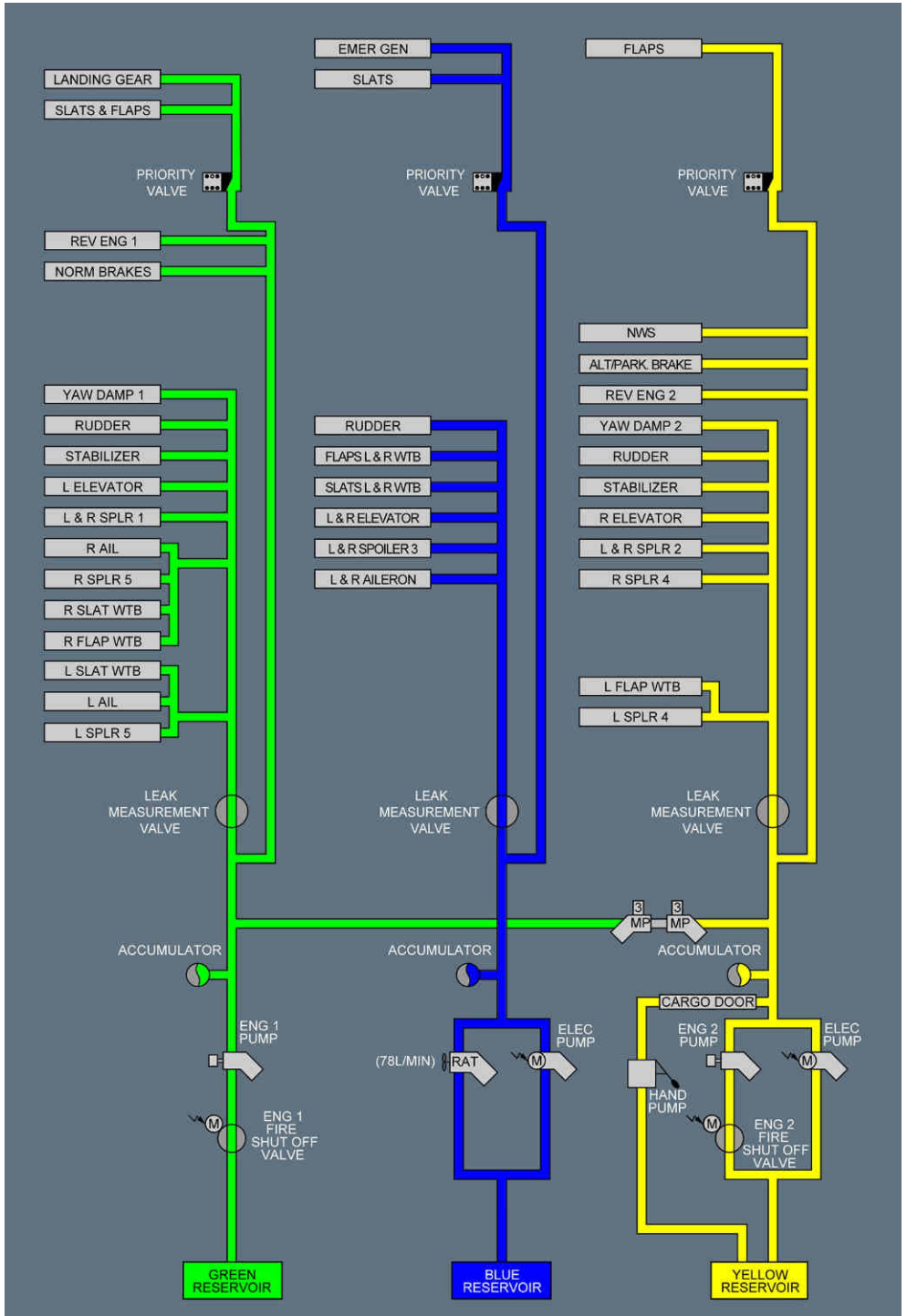
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

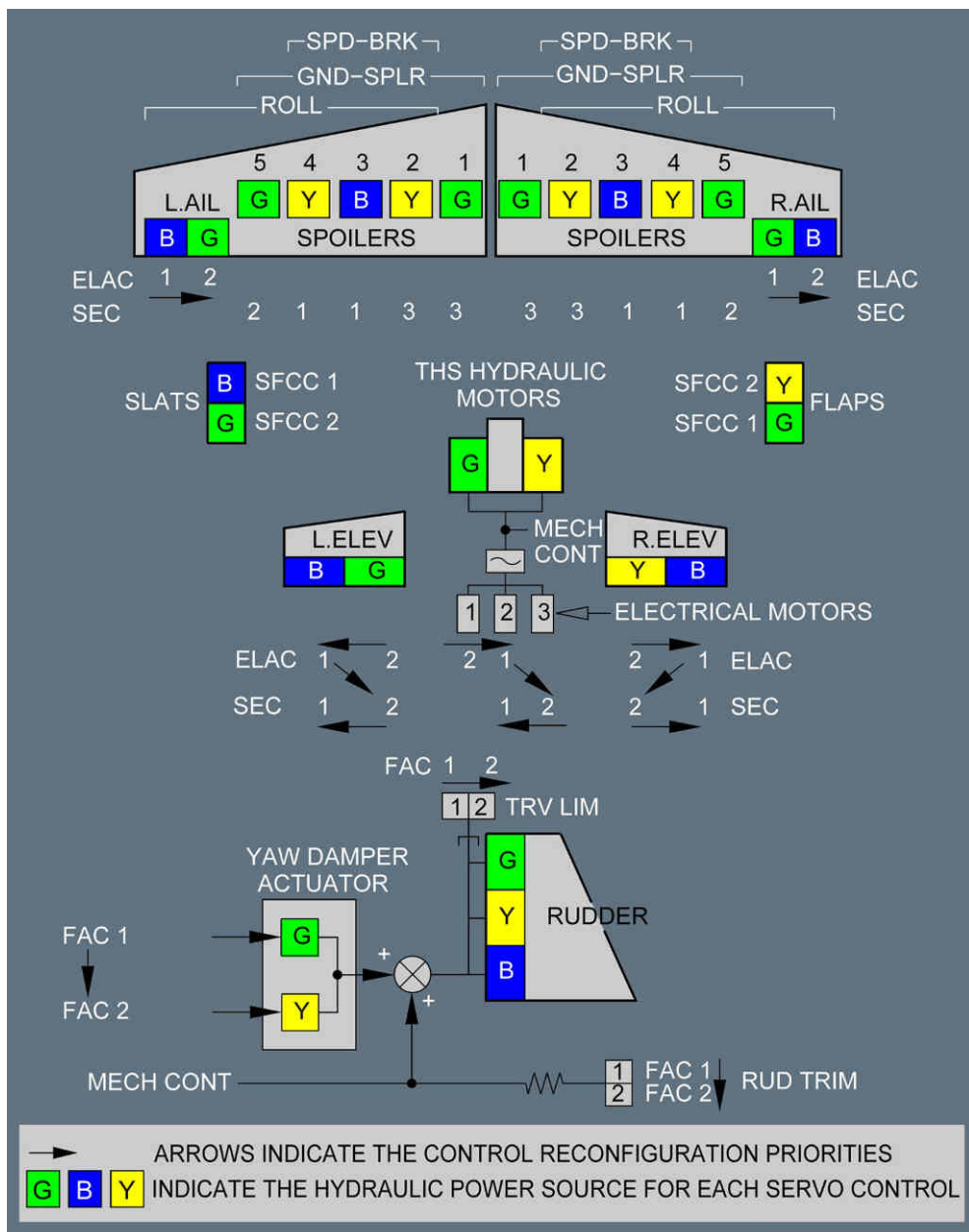
FUEL PENALTY FACTORS/INOP SYS TABLE
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FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS)	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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	CAB PR EXCESS CAB ALT	
--	------------------------------	--

ECAM ENTRY

CAB PR EXCESS CAB ALT

PROCEDURE

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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NORMAL CHECKLIST

C3

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

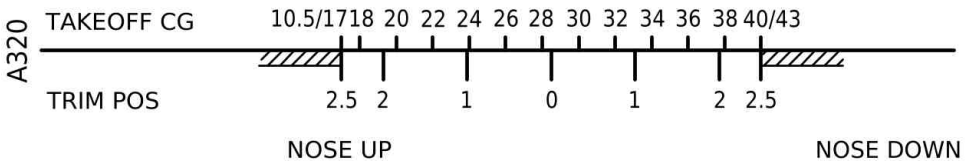
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLZ

A320-216
MSN 02944

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 OCT 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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No Temporary Documentary Unit

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		17 AUG 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		17 AUG 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		17 AUG 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		17 AUG 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		17 AUG 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		17 AUG 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	K10009		17 AUG 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10143		23 AUG 23	EQUIPMENT/FURNISHING - MISC.EMERGENCY EQUIPMENT - INSTALL ELT (406AF) WITH PROG. DONGLE AND RCP IN COCKPIT - THALES
	K10494		17 AUG 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K10516		17 AUG 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING INTRODUCE HONEYWELL VECB WITH SOFTWARE -04
	K1806		17 AUG 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		17 AUG 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		17 AUG 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONING-COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		17 AUG 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		17 AUG 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		17 AUG 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		17 AUG 15	AIR CONDITIONING_AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		17 AUG 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		17 AUG 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		17 AUG 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0160		17 AUG 15	OXYGEN-FLIGHT CREW OXYGEN STORAGE-INSTALLATION OF A 115 CU/FT (STEEL) OXYGEN CYLINDER
	P1044		17 AUG 15	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P1573		17 AUG 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1970		17 AUG 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)



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	P2217		17 AUG 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2859		17 AUG 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM (HONEYWELL)
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		17 AUG 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		17 AUG 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		17 AUG 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		17 AUG 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		17 AUG 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4801		17 AUG 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5168		17 AUG 15	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		17 AUG 15	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		17 AUG 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		17 AUG 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		17 AUG 15	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834	34-1444 01	04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6578		17 AUG 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		17 AUG 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6954		17 AUG 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO



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	P7125		17 AUG 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		17 AUG 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		17 AUG 15	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7373		17 AUG 15	AUTOFLIGHT - FMGC DEFINE AND INSTALL FMGC CFM C13043AA01 THALES (EQUIPPED WITH "FMS2" THALES/SMITH)
	P7455		17 AUG 15	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		17 AUG 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7666		04 SEP 18	AUTO FLIGHT - FMGC DEVELOP FMS 2ND GENERATION THALES/SMITH REV 1 STANDARD
	P8014		04 SEP 18	AUTO FLIGHT - FMGC RE-INSTALL FMGC2 CFM P/N C13042AA01 (ANTI MOD 32222)
	P8076	32-1335 00	04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8454		17 AUG 15	NAVIGATION - T2CAS - INSTALL ACSS TRAFFIC & TERRAIN COLLISION AVOIDANCE SYSTEM (T2CAS)
	P8751		22 MAR 17	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		17 AUG 15	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9159		17 AUG 15	ENGINE - GENERAL INSTALL RATING 5B6 SELECTION ON CFM56-5B ENGINES A320 AIRCRAFT
	P9332		04 SEP 18	NAVIGATION - ADIRU - INSTALL NORTHROP GRUMAN ADIRU P/N 465020-0303-0316
	P9654		22 MAR 17	NAVIGATION EGPWS RE-INSTALL EGPWS P/N 965-1676-001 (ANTI-MOD 34634)
N	21-1203 02		09 FEB 26	INTRODUCE MODIFIED OUTFLOW VALVE P/N 20790-20BA
N	21-1204 02		09 FEB 26	INTRODUCE MODIFIED PRESSURE CONTROLLER P/N 20791-13AD
	22-1205 02		17 AUG 15	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMS2 THALES S4 (REV2+) STD ON CFM A/C.
	22-1247 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC THALES S4C12 ON CFM A/C.
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1362 03		09 SEP 15	AUTOFLIGHT-FMGC-INSTALL FMS THALES RELEASE 1A S6 (WITH FG C12) ON CFM A/C
	22-1462 02		04 SEP 18	AUTOFLIGHT - FMGC - INSTALL FMS THALES RELEASE 1A S7A (WITH FG C13) ON CFM A/C
	22-1545 01		10 AUG 21	FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC S7AC14 THALES ON CFM A/C
	25-1BPJ 01		20 AUG 25	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1159 00		04 SEP 18	FUEL - MAIN FUEL PUMP SYSTEM - FUEL PUMPS - APPLY CORRECT TORQUE AND SCREW LOCKING ON GAS RETURN OUTLET BOLTS
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
N	31-1132 69		09 FEB 26	DMC - DISPLAY ALTITUDE IN METRIC UNITS ON THE PRIMARY FLIGHT DISPLAY (PFD)
	31-1276 02		05 SEP 17	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS) - INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	31-1334 04		17 AUG 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		17 AUG 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		17 AUG 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		10 OCT 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1335 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD "L4.9".
	32-1343 01		04 SEP 18	LANDING GEAR - NORMAL BRAKING - REINSTALL BSCU SOFTWARE STD "L4.8" (EMM)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1384 02		04 SEP 18	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122.
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
	34-1418 76		02 JAN 23	ATC/MODE S (SELECT) - CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	34-1444 01		04 SEP 18	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING - INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB.



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	34-1521 01		04 SEP 18	NAVIGATION - GENERAL - INSTALL A NEW CONIC PLATE FOR AOA SENSORS AND NEW PROTECTION COVERS IN FLIGHT KIT NO 2
	34-1564 01		04 SEP 18	NAVIGATION - GENERAL - REPLACE AOA PROBE CONIC PLATE BY FORMER AOA PROBE FLAT PLATE
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1712 17		25 MAR 24	ATC - INSTALL ACSS TRANSPONDERS XS950 P/N 7517800-12402 COMPLIANT WITH ADS-B OUT DO-260B
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		17 AUG 15	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0011001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC NAV	4/4	9	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information. Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-18	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.



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Localization Title	Page	ID	Reason
ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information. Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change. Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085" Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text. Layout modification. No technical change. Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Deletion of information. Deletion of action line "CARGO ISOL VALVES (if installed)" to be in accordance with the cockpit layout.

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	01.01B 09 FEB 26
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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

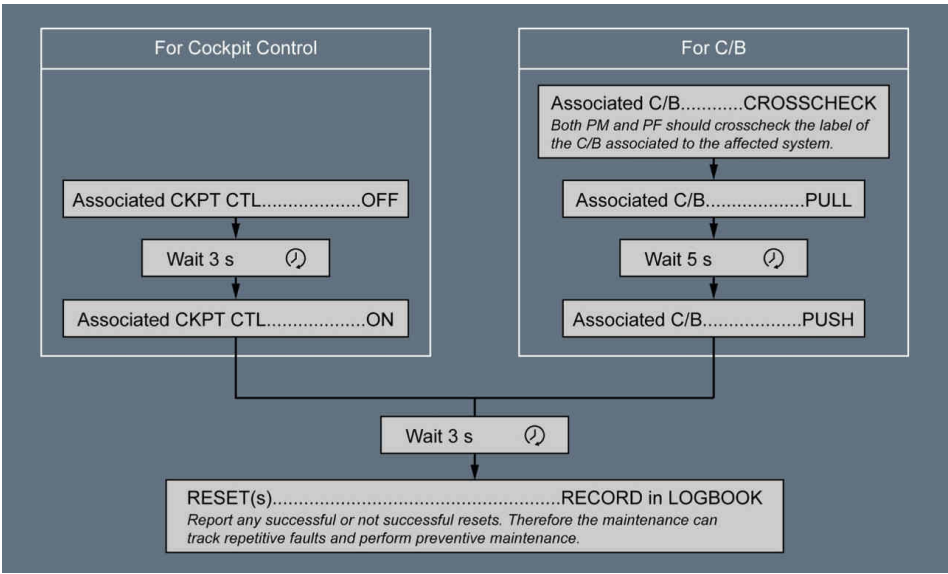
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
----------------	--

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
ENG BLEED pb-sw (affected side)..... OFF
 - **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
Delay application of the reset until FAULT light goes off.
 - **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
X BLEED..... AUTO
PACK (affected side)..... ON
ENG BLEED pb-sw (affected side).....ON
Check that the affected engine bleed valve is open on the BLEED SD page.
 - **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
ENG BLEED pb-sw (affected side).....OFF
PACK (affected side)..... OFF
X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF

- If the ENG BLEED pb-sw (affected side) FAULT light is On:

Delay application of the reset until FAULT light goes off.

- If the ENG BLEED pb-sw (affected side) FAULT light is OFF:

X BLEED..... AUTO

PACK (affected side)..... ON

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is open on the BLEED SD page.

- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:

ENG BLEED pb-sw (affected side)..... OFF

PACK (affected side)..... OFF

X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ Short FMGC reset:

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb.....ON

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb.....ON

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

■ **Long FMGC reset:**

Note: Consider a long FMGC reset only if a short FMGC reset is not successful.

■ **In flight:**

■ **If FMGC 1 is affected:**

AP 2 pb.....ON
 FD 1 pb.....OFF
 On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL
 Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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■ **If FMGC 2 is affected:**

AP 1 pb.....ON
 FD 2 pb.....OFF
 On 121VU:
 C/B M17 (AUTO FLT / FMGC / 2).....PULL
 Wait 15 min
 C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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■ **On ground:**

■ **If FMGC 1 is affected:**

FD 1 pb.....OFF
 On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL
 Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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■ **If FMGC 2 is affected:**

FD 2 pb.....OFF



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



On 121VU:
C/B M17 (AUTO FLT / FMGC / 2)..... PULL
Wait 15 min
C/B M17 (AUTO FLT / FMGC / 2)..... PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

**AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT**

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF
 AP 2(1)..... ON

● **If not successful:**

FAC 1 pb.....OFF
 Wait 3 s
 FAC 1 pb.....ON
 Wait for AUTO FLT FAC 1 FAULT to disappear
 FAC 2 pb.....OFF
 Wait 3 s
 FAC 2 pb.....ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



- Wait 5 s
 C/B M21 (AUTO FLT / FCU / 2)..... PUSH
- If AUTO FLT FCU 2 FAULT disappears:
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK
- If AUTO FLT FCU 2 FAULT remains:
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PULL
 On 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PULL
 Wait 7 min
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PUSH
 Within 5 s, on 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PUSH
 Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

- **In flight:**

 ■ **If landing gear is up:**

 A/SKID & N/W STRG sw..... OFF

 Wait 3 s

 A/SKID & N/W STRG sw..... ON

 ● **If required:**

 AUTOBRAKE..... REARM

 ■ **If landing gear is down:**

 Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ **On ground:**

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BAR CONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● **If not successful:**

 On 121VU:

 C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

 C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PULL

 C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

 C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PULL

 Wait 5 s

 C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

 C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PUSH

 C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

 C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PUSH

 After a successful reset, resume normal operation.

Note: After any BSCU reset:

 1. Check brake efficiency

 2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1)PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2) PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5

- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: Reset ECU only when engine is shut down.

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... OFF
 ELAC 1 pb-sw..... ON
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2
	- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min

2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - **If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:**
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 On 49VU:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 On 122VU:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 Wait 10 s
 On 49VU, simultaneously:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 Within 2 s, on 122VU, simultaneously:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

**SMOKE FWD(AFT) CRG DET FAULT OR
SMOKE FWD(AFT) CRG BTL 1(2) FAULT**

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ In flight:

Not authorized.

■ On ground:

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or
APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
 ● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON		



ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

RESIDUAL BRAKING

- **In flight:**
BRAKE PEDALS..... PRESS SEVERAL TIMES
 - **If residual pressure remains:**
A/SKID & N/W STRG sel..... KEEP ON
 - **For landing:**
AUTO/BRK.....MED
 - **If autobrake not available:**
APPLY BRAKING JUST AFTER TOUCHDOWN
- POSSIBLE BRAKING ASYMMETRY

Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.

CABIN OVERPRESSURE

- PACK 1 OR 2..... OFF
 VENTILATION BLOWER.....OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP..... FREQUENTLY MONITOR
- If ΔP >9 PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF
- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- **If one or more STRIKE status lights on:**
COCKPIT DOOR..... OPEN
COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM
- **If two or more STRIKE status lights on:**
COCKPIT DOOR NOT INTRUSION PROOF.
- **If two CHAN status lights on:**
AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.
- **If no status light on:**
TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 22 MAR 17

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob.....OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm
EIS	PF1 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm



ABNORMAL AND EMERGENCY PROCEDURES

18.02B

09 FEB 26

Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1+ N° 2	N°1+ N°2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● If engine relight can be attempted:

Refer to QRH 19.02A

● If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



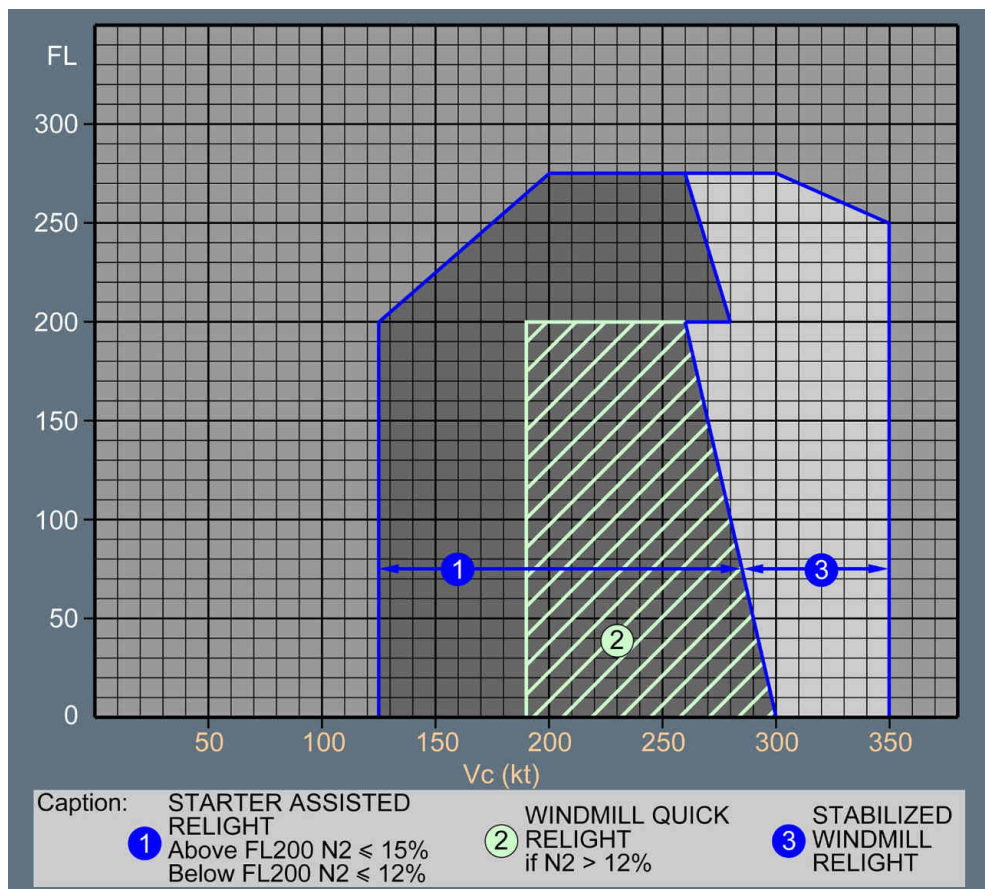
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

- If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
THRUST (affected engine)..... REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS
GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	75.5	73.0	70.5	68.0	65.0	63.0	60.5	56.0
5	75.5	73.0	70.5	68.0	65.0	63.0	58.5	54.0
10	75.5	73.0	70.5	68.0	64.5	60.5	56.0	51.5
15	75.5	73.0	70.5	67.0	62.5	58.0	53.5	49.0
20	75.5	73.0	69.0	64.5	60.0	55.0	51.0	46.5
25	75.0	71.5	67.0	62.0	57.0	53.0	48.5	44.0
30	73.5	69.5	64.5	59.5	55.0	50.5	46.0	
35	72.0	67.0	62.0	57.0	52.5	48.5		
40	69.5	64.5	59.5	55.0				
45	67.0	62.0	57.5					
50	64.5	59.5						
55	61.5							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:
 DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT
 FOR LDG : FLAP LVR 3
 GPWS LDG FLAP 3..... ON
- Note:
- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
 The pilot can cancel the aural warning by pressing the EMER CANC pb.
 - If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**

SPD SEL..... VFE NEXT - 5 kt

AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- *OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position*
- *VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds*
- *In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.*
- *If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.*

- **When in landing CONF and in final approach:**

DECELERATE TO CALCULATED VAPP

The flight crew must use and keep the selected speed.

DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	177 kt

■ **If SLATS FAULT:**

- **For circuit:**

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

- **For diversion:**

SELECT FLAPS LEVER 0

Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED

Recommended speed for diversion: MAX SPEED - 10 kt

INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

● **On lighter side :**
FUEL PUMPS.....OFF

● **When fuel balanced:**
ALL FUEL PUMPS.....ON
FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN

AVOID NEGATIVE G FACTOR

MAX FL: GRAVITY FEED CEILING

- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.

- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY**CRUISE**

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)For **Landing Performance** assessment, use the performance application of the EFB.**APPROACH**

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING**FLARE:** Only one ELEV and two spoilers per wing**SPOILERS:** Only 2 per wing**REVERSER:** Only N°1**BRAKING:** NORMAL**NO NOSEWHEEL STEERING****GO-AROUND**

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION**FUEL:** Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- **If evacuation required:**
 EVACUATION..... INITIATE
- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
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● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

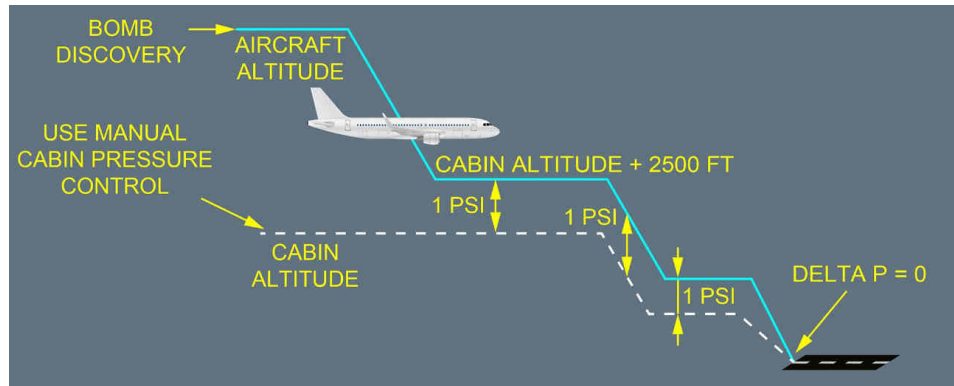
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

L2 *When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

- When bomb secured at the LRBL or cannot be moved:**
Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
 EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
 NO LIMITATION
- **If cracks on cockpit side:**
 CREW OXY MASKS.....USE
 MAX FL: 230 / MEA-MORA
 CAB PRESS MODE SEL.....MAN
 DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
 MAN V/S CTL.....AS RQRD
 SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
 CREW OXY MASKS.....REMOVE
- **Below FL 100:**
 CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
 CONSIDER AUTOLAND
- **For approach, if AUTOLAND not available:**
 CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
LDG DIST PROC..... APPLY

- **For approach:**
PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
- SPEED AT RUNWAY THRESHOLD : VLS
MINIMIZE V/S AT TOUCHDOWN
- **For landing:**
INCREASE FLARE HEIGHT
USE MAX REVERSE ASAP
 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**
BRAKE FANS  ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	0.76	78.8	79.4	79.8	80.4	81.0	81.6	82.3	83.1	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTO PILOT ON

- If excessive thrust variations: DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER

Consider descending to or below OPT FL in order to increase the margin to buffet

- For approach:

A/THR..... ON

USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

- 2
- 180 ° TURN.....INITIATE

ATC.....NOTIFY

A/THR.....OFF

THRUST (IF CONDS PERMIT).....REDUCE

CREW OXY MASKS.....USE / 100 % / EMER

CABIN CREW.....NOTIFY

OXYGEN PASSENGER MASK MAN ON.....AS RQRD

ENG ANTI ICE.....ON

WING ANTI ICE.....ON

PACK FLOW.....HI

ENGINE PARAMETERS.....MONITOR

AIRSPEED INDICATIONS.....MONITOR

● If visibility not sufficient for approach due to windshield damage:

CONSIDER AUTOLAND

● For approach, if AUTOLAND not available:

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	56% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	54% (145 kt)
1+F	5°	66% (200 kt)	62% (190 kt)	58% (175 kt)	54% (160 kt)
1	6.5°	66% (220 kt)	62% (205 kt)	58% (190 kt)	54% (170 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

● **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

● **For flight continuation: USE PITCH/THRUST TABLES**

● **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (255 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	66% (220 kt)	62% (205 kt)	58% (190 kt)	54% (170 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	58% (175 kt)	54% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	54% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	70% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	58%	54%	50%	46%

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IR ALIGNMENT IN ATT MODE

- IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
- **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER
- **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG
- **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS
- CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE		
LAND ASAP IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY: CREW OXY MASKS (if required)..... USE/100%/EMERG VENTILATION BLOWER.....OVRD VENTILATION EXTRACT..... OVRD CAB FANS..... OFF GALY & CAB..... OFF SIGNS..... ON CKPT / CAB COM.....ESTABLISH ● If smoke/fumes source immediately obvious, accessible, and extinguishable: FAULTY EQPT.....ISOLATE ● If smoke/fumes source not immediately isolated: DIVERSION..... INITIATE DESCENT TO FL 100 / MEA-MORA..... INITIATE ● At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT: REMOVAL OF SMOKE / FUMES..... CONSIDER <i>Refer to ABN-27 Removal of Smoke / Fumes</i> ELEC EMER CONFIG.....CONSIDER <i>Refer to the end of the procedure to set ELEC EMER CONFIG.</i> ● At ANY TIME of the procedure, if situation becomes UNMANAGEABLE: IMMEDIATE LANDING.....CONSIDER		



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF

VENTILATION BLOWER..... AUTO

VENTILATION EXTRACT..... AUTO

PACK 1..... OFF
- **If smoke/fumes continue:**

PACK 1..... ON

PACK 2..... OFF
- **If smoke/fumes persist:**

PACK 2..... ON

VENTILATION BLOWER..... OVRD

VENTILATION EXTRACT..... OVRD
- REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes
- **If CABIN EQPT smoke/fumes suspected:**

●

If smoke/fumes continue:

EMER EXIT LIGHT..... ON

COMMERCIAL..... OFF

SMOKE / FUMES DISSIPATION..... CHECK

FAULTY EQPT..... SEARCH / ISOLATE

●

If smoke/fumes persist or when faulty equipment confirmed isolated:

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
PACK 1..... OFF
PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
DESCENT TO FL 100 / MEA-MORA..... INITIATE
ATC..... NOTIFY
SMOKE / FUMES / AVNCS SMOKE PROC.....
.....CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
PACK 1..... OFF
PACK 2..... OFF
CABIN PRESS MODE SEL..... MAN
MAN V/S CTL..... FULL UP
RAM AIR.....ON
APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
COCKPIT DOOR.....OPEN
HEADSETS..... ON
PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	NORMAL PROCEDURES SUMMARY OF HIGHLIGHTS	NP 2/2
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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	No
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	⁽²⁾
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

(2) VREF is limited by VMCL = 107.5 kt

For CG <25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: *In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.*

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: *Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:*

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

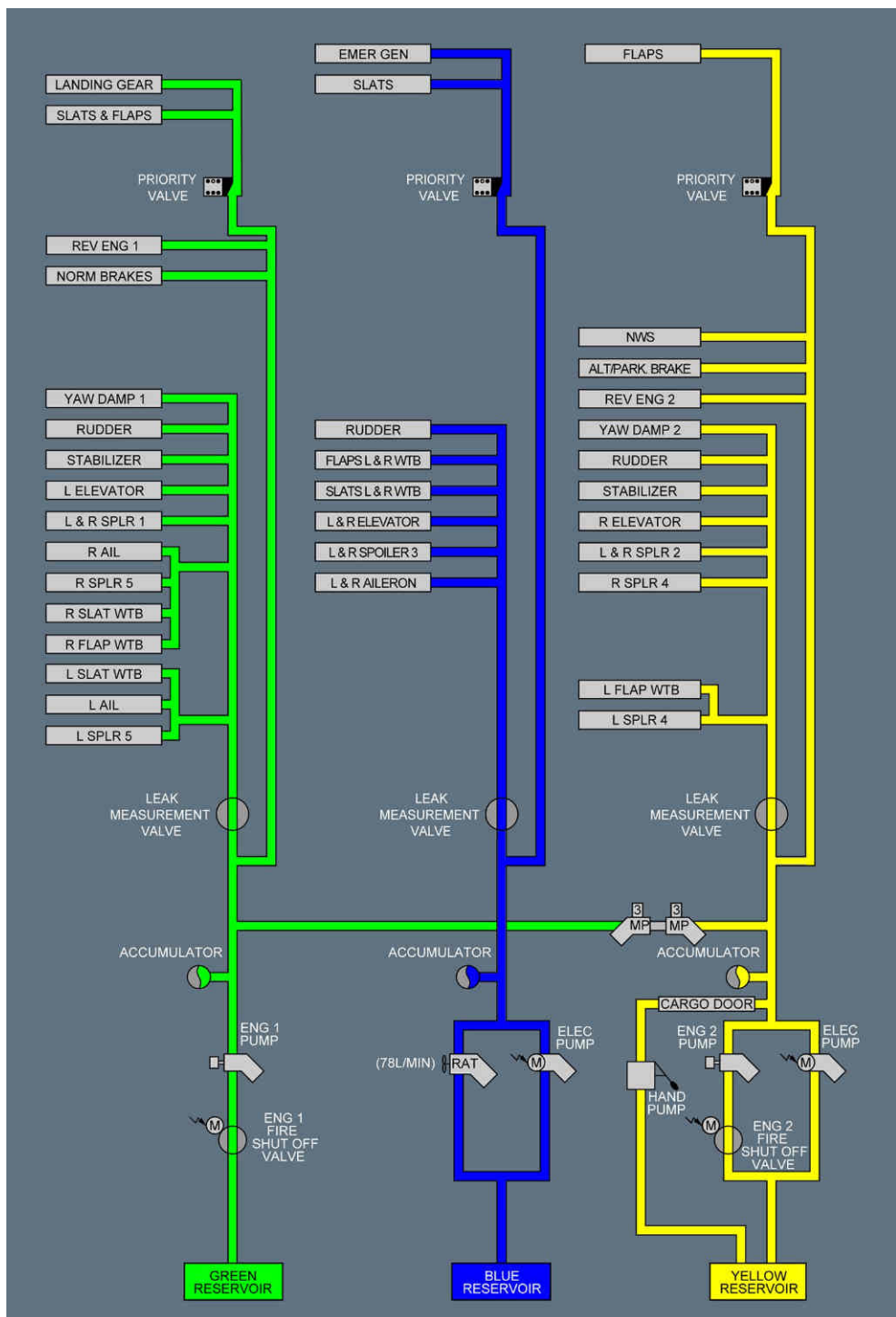
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

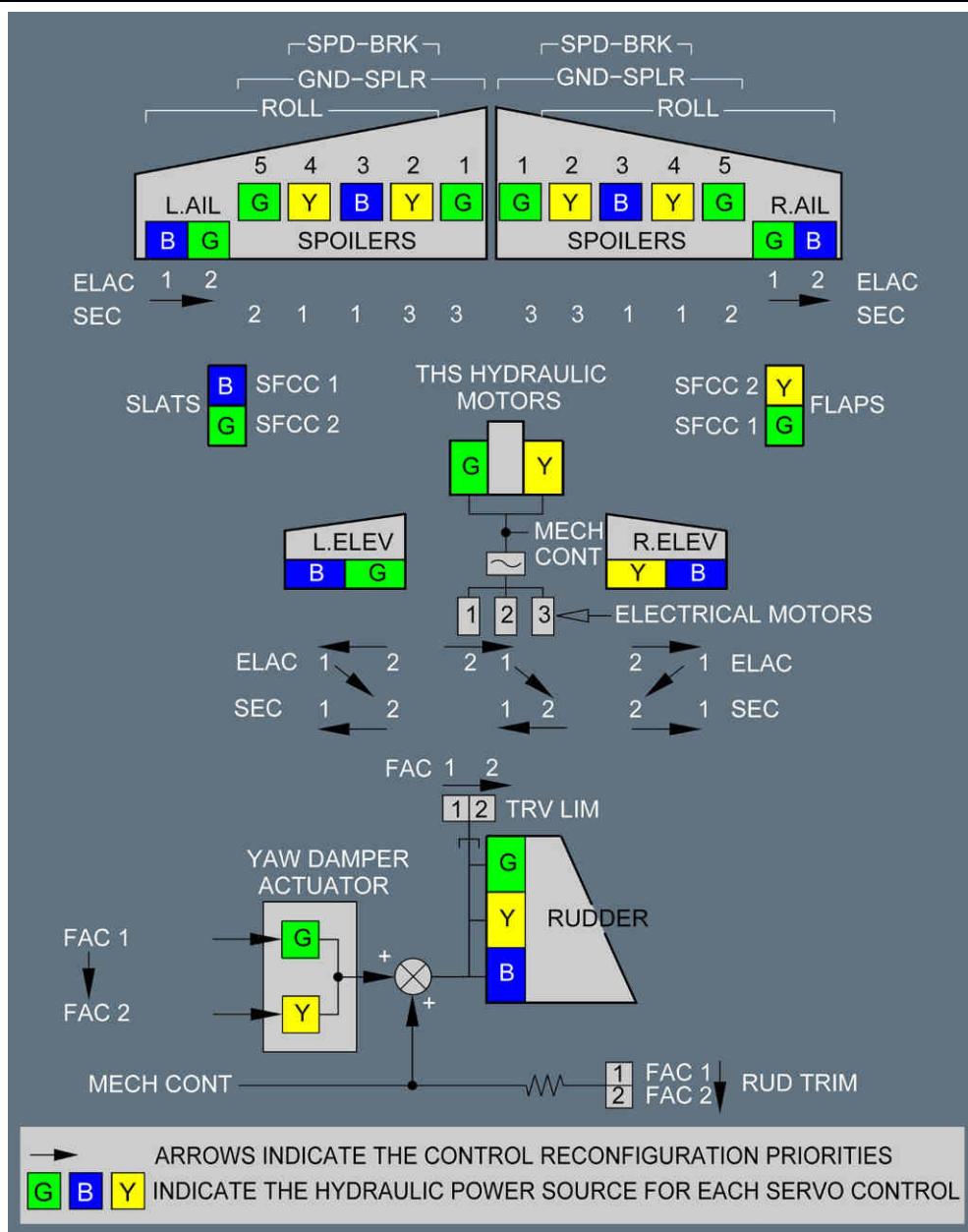
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

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ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
 This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
 The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the "ECAM ENTRY" field and must apply the QRH's OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:

The "Identification" field that identifies the OEB number and its issue number.

The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		22 MAR 17

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NORMAL CHECKLIST

C3

09 FEB 26

COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

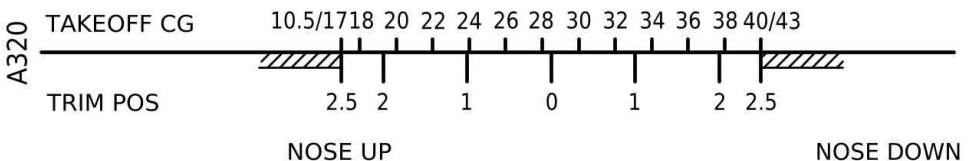
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BLA

A320-214
MSN 03031

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-11 AIR	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

1/2

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
R	ABN-11	AIR	09 FEB 26
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/4

09 FEB 26

M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		18 MAY 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		18 MAY 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		18 MAY 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		18 MAY 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		18 MAY 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2527		18 MAY 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2832		04 SEP 18	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	K0070		18 MAY 15	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		18 MAY 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		18 MAY 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K10516		18 MAY 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING INTRODUCE HONEYWELL VECB WITH SOFTWARE -04
	K1806		18 MAY 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		18 MAY 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3357		20 AUG 25	COMMUNICATIONS - CIDS - PUBLIC ADDRESS POWER SUPPLY
	K3901		18 MAY 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		18 MAY 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		18 MAY 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		18 MAY 15	AIR CONDITIONING_AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		18 MAY 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		18 MAY 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9009		20 AUG 25	COMMUNICATIONS-PASSENGER ADDRESS EMERGENCY POWER SIMPLIFICATION
	K9231		23 AUG 23	EQUIPMENT/FURNISHINGS - MISCELLANEOUS EMER EQPT INSTALL AN ELT WITH RCP IN COCKPIT BASED ON ENHANCED PROVISIONS - HONEYWELL
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS



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	P1573		18 MAY 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		18 MAY 15	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		18 MAY 15	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		18 MAY 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		18 MAY 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		18 MAY 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
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	P4230		18 MAY 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		18 MAY 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
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	P5638		18 MAY 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		18 MAY 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
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	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)
	P6578		18 MAY 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
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	P6766		09 SEP 15	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		18 MAY 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		04 SEP 18	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7062		18 MAY 15	OXYGEN - CREW OXYGEN - INSTALL ALTERNATIVE 115CU FT FLIGHT CREW OXYGEN CYLINDER COMPOSITE - SCOTT P/N 897940-15
	P7125		18 MAY 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		18 MAY 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
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	P7613		04 SEP 18	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		04 SEP 18	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
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	P8751		22 MAR 17	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		18 MAY 15	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9824		18 MAY 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		18 MAY 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	25-1BPJ 01		17 AUG 22	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	28-1150 01		18 MAY 15	FUEL - QUANTITY INDICATION - REMOVE FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH FQIC 13-10 (ANTI-MOD FOR MOD 32650)
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	31-1334 04		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		18 MAY 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
N	31-1492 00		09 FEB 26	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
N	34-1763 19		09 FEB 26	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1040 16		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB5/HW-A10 WITH FANS B APPLICATIONS WITH VDL MODE 2 ACTIVATED
	46-1047 13		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB6/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED
	46-1095 03		02 JAN 23	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		18 MAY 15	ENGINE FUEL AND CONTROL - FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "AIR ENG 1(2) BLEED FAULT (00027027.0004001)".
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW) " table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
ABN-PLP-TOC AIR	2/4	5	Documentation update: Deletion of "Engine 1+2 Bleed Fault (00010847.0002001)".
ABN-PLP-TOC ENG	3/4	6	Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - COMMON ACTIONS FOR THE APPROACH (00012035.0001001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - FORCED LANDING (00012036.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - DITCHING (00012037.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING (00010848.0098001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - COMMON ACTIONS FOR THE APPROACH (00012038.0001001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - FORCED LANDING (00012039.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - DITCHING (00012040.0002001)".
			Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
			Documentation update: Deletion of "ENG 1(2) STALL (00010851.0004001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING (NG01004)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING (NG01005)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING (00010849.0023001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - SECURE CABIN AND COCKPIT (00012034.0020001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0001001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0001001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	9	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	10	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	11	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".



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Localization Title	Page	ID	Reason
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 AIR ENG 1(2) BLEED FAULT	02.05A	3	Documentation update: Addition of "AIR ENG 1(2) BLEED FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	5	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	6	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	7	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	8	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-11 BLEED 1+2 FAULT	11.01A	1	Documentation update: Addition of "BLEED 1+2 FAULT" documentary unit
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ALL ENG FAIL	19.01A	1	Documentation update: Addition of "ALL ENG FAIL" documentary unit
ABN-19 01 - ECAM - Pitch Table	19.01A	2	Documentation update: Addition of "01 - ECAM - Pitch Table" documentary unit
ABN-19 01 - ECAM - Gliding Distance	19.01A	3	Documentation update: Addition of "01 - ECAM - Gliding Distance" documentary unit
ABN-19 01 - ECAM - Relight Attempted or not Attempted (Paper only)	19.01A	4	Documentation update: Addition of "01 - ECAM - Relight Attempted or not Attempted (Paper only)" documentary unit
ABN-19 02 - Relight	19.02A	5	Documentation update: Addition of "02 - Relight" documentary unit
ABN-19 03 - No Relight	19.03A	6	Documentation update: Addition of "03 - No Relight" documentary unit
ABN-19 03 - No Relight - Ditching / Forced Lading Anticipated (Paper Only)	19.03A	7	Documentation update: Addition of "03 - No Relight - Ditching / Forced Lading Anticipated (Paper Only)" documentary unit
ABN-19 04 - Ditching	19.04A	8	Documentation update: Addition of "04 - Ditching" documentary unit
ABN-19 05 - Forced Landing	19.05A	9	Documentation update: Addition of "05 - Forced Landing" documentary unit
ABN-19 ENG 1(2) STALL	19.07A	10	Documentation update: Addition of "ENG 1(2) STALL" documentary unit
ABN-19 HIGH ENGINE VIBRATION	19.09A	11	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit



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Localization Title	Page	ID	Reason
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

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ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

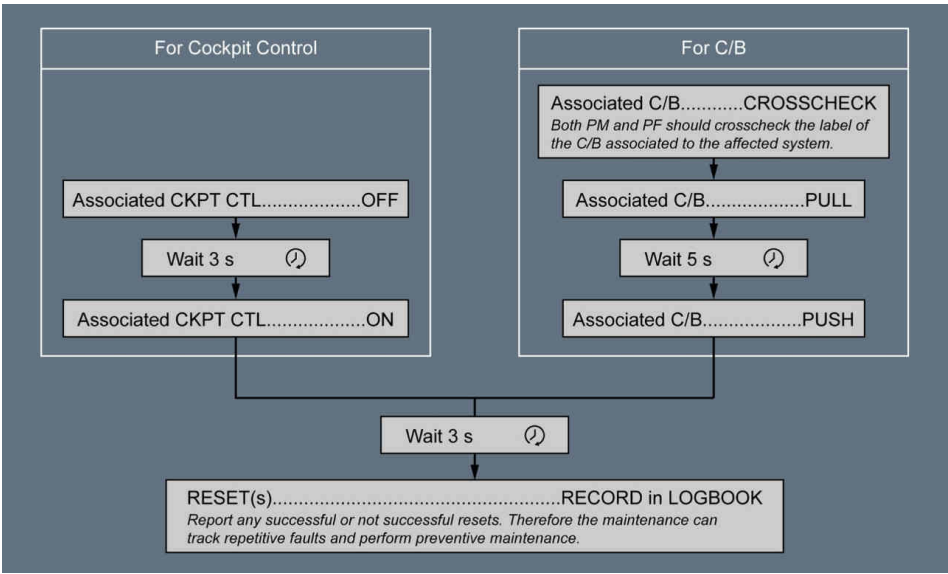
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING In all other cases: RESET NOT AUTHORIZED.

Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION	If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.
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Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
- If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
- If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side).....ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side).....OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency

2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH



**COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER
ADDRESS AND/OR LOSS OF CABIN INTERPHONE (Cont'd)**



C/B P13 (COM/ CIDS / DIR 1 / BAT)..... PUSH
C/B P14 (COM/ CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B P14 (COM / CIDS / DIR 2 / BAT).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT).....PULL

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 6

- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: Reset ECU only when engine is shut down.

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... OFF
ELAC 1 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
 Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

7

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb..... ON

GPWS TERR pb..... ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- In flight:**
Not authorized.
- On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb..... ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 - On 49VU:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 - On 122VU:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 - Wait 10 s
 - On 49VU, simultaneously:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 - Within 2 s, on 122VU, simultaneously:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 - After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ In flight:

Not authorized.

■ On ground:

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due. Before returning to the gate, apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:
APPLY ECAM PROC**

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON



BLEED 1+2 FAULT (Cont'd)



- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

- If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

- If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

- If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START



BLEED 1+2 FAULT (Cont'd)



■ **If APU available:**

● **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON



BLEED 1+2 FAULT (Cont'd)



- **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or
If both engine bleeds lost due to engine fire or Start Air Valve failed open or APU leak fed by engine:
NO ENGINE BLEED CAN BE RECOVERED
MAX FL: 100 / MEA-MORA
WING A.ICE NOT AVAILABLE
 - **When CAB PR $\Delta P < 1$ psi:**
RAM AIR..... ON

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ASYMMETRIC BRAKING
Apply this procedure when all brakes of one gear are released. AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE USE RUDDER TO COUNTER LATERAL DEVIATION ● If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS LDG DIST PROC..... APPLY

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RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

- PACK 1 OR 2..... OFF
- VENTILATION BLOWER.....OVRD
- VENTILATION EXTRACT..... OVRD
- ΔP FREQUENTLY MONITOR
- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF

PACK 2..... OFF
 - 10 min before landing:

PACK 1..... OFF

PACK 2..... OFF

VENTILATION BLOWER..... AUTO

VENTILATION EXTRACT..... AUTO
 - Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK
● If difference between both packs at or above 10 °C:
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- **If one or more STRIKE status lights on:**
COCKPIT DOOR..... OPEN
COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM
- **If two or more STRIKE status lights on:**
COCKPIT DOOR NOT INTRUSION PROOF.
- **If two CHAN status lights on:**
AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.
- **If no status light on:**
TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

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C/B TRIPPED
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- **On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- **In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS

OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START

THR LEVERS..... IDLE

FAC 1..... OFF THEN ON

GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE

 VHF1/HF1  /ATC1.....USE

ATC..... NOTIFY

CABIN CREW..... NOTIFY

SIGNS..... ON

CREW OXY MASK (FL > 100)..... USE

FUEL QUANTITY..... CHECK

● **If engine relight can be attempted:**

Refer to QRH 19.02A

● **If engine relight cannot be attempted:**

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 ENGS RELIGHT..... TRY REGULARLY
 USE RUDDER WITH CARE
 - **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
 - **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- If engine relight cannot be attempted:
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON

SPEED BRAKES AVAILABLE

● Below 10 000 ft AGL:
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON

USE RUDDER WITH CARE

- If ditching anticipated:
Refer to Ditching procedure - 19.04A
- If forced landing anticipated:
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



● **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

● **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



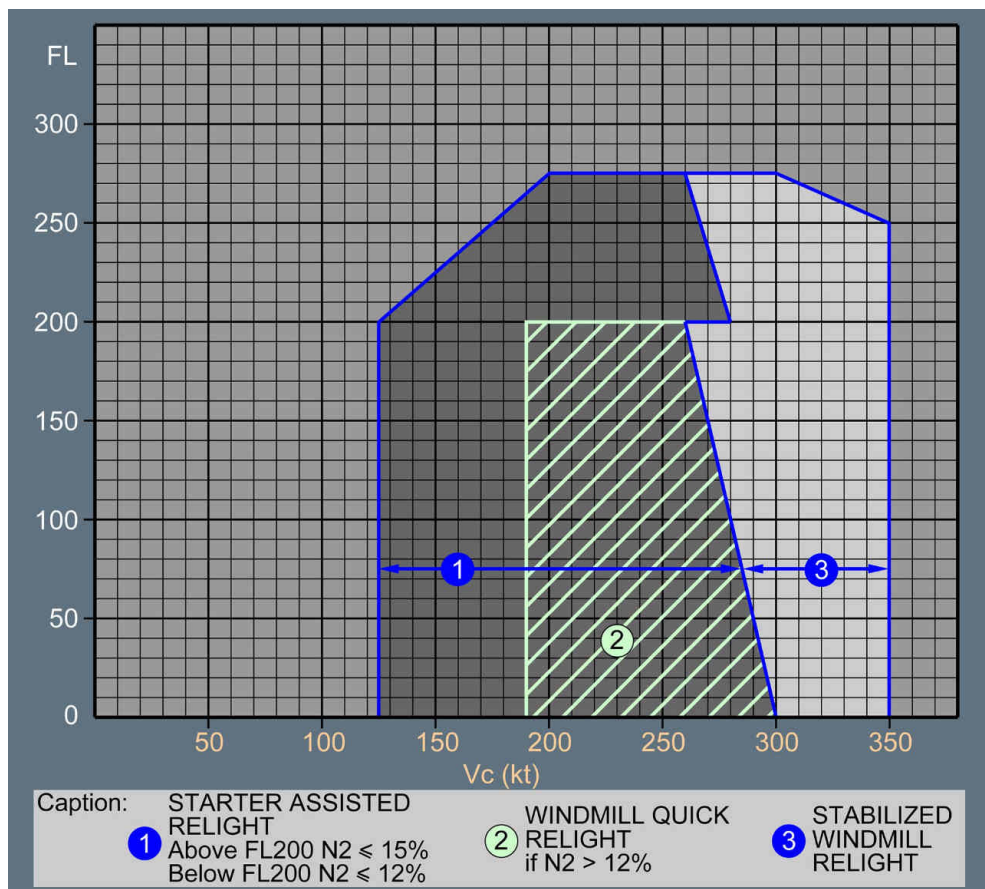
ALL ENG FAIL (Cont'd)



- **If evacuation not required:**
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

- If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

- **On Ground:**
 THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
- **In Flight:**
 THR LEVER (affected engine)..... IDLE
 ENG PARAMETERS (affected engine)..... CHECK
- **If abnormal ENG parameters:**
 ENG MASTER (affected engine)..... OFF
- Note: If the flight crew suspects that the stall was transient, they can consider an engine relight.*
- **If normal ENG parameters:**
 ENG ANTI-ICE (affected engine).....ON
 THR LEVER (affected engine)..... SLOWLY MOVE FORWARD
- **If stall recurs:**
 THR LEVER (affected engine).....MOVE BACKWARD
Reduce thrust and operate below the thrust threshold where stall recurs.
- **If stall does not recur:**
 CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- **When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- If no icing:**
THRUST (affected engine)..... REDUCE
- After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT LP FUEL VALVE POSITION (affected engine).....CHECK ■ If LP fuel valve closed (cross line amber): NO CREW ACTION ■ If LP fuel valve open: ENG FIRE pb-sw (affected engine).....PRESS GROUND CREW.....NOTIFY IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**

SPD SEL..... VFE NEXT - 5 kt

AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- *OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position*
- *VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds*
- *In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.*
- *If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.*

- **When in landing CONF and in final approach:**

DECELERATE TO CALCULATED VAPP

The flight crew must use and keep the selected speed.

DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

■ If SLATS FAULT:

- **For circuit:**

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

- **For diversion:**

SELECT FLAPS LEVER 0

Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED

Recommended speed for diversion: MAX SPEED - 10 kt

INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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- FUEL X FEED..... ON
- CTR TK PUMP 1.....OFF
- CTR TK PUMP 2.....OFF
- **On lighter side :**
 FUEL PUMPS.....OFF
 - **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOME LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- **If evacuation required:**
 EVACUATION..... INITIATE
- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

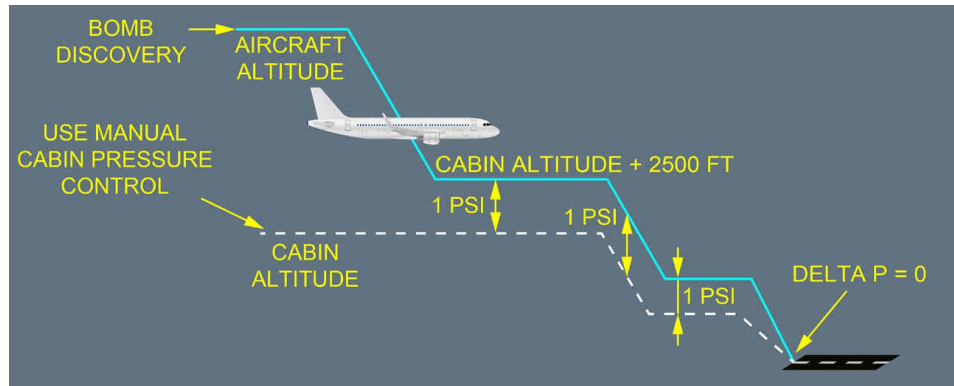
BOMB ON BOARD

CKPT/CAB COM.....ESTABLISH

- If landing and evacuation possible within 30 min:**

ATC/COMPANY.....NOTIFY

EVAC.....PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING).....LEVEL OFF

CABIN PRESS MODE SEL.....MAN

MAINTAIN CAB ALT

ATC/COMPANY.....NOTIFY

TRGT SPEED: PREFER LO IAS

L2

Low speed could reduce the consequences of possible structural damage, if the bomb explodes.

L1

DESCENT TO CAB ALT + 2 500 ft or MEA-MORA.....INITIATE

AVOID SHARP MANEUVERS

MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**

MAINTAIN 1 PSI ΔP

GALY & CAB.....OFF

FUEL RESERVES.....DETERMINE

- When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT.....ON

COMMERCIAL.....OFF

- If fuel permits:**

FLAPS.....AT LEAST CONF 1

L/G lever (except for flight over water).....DOWN

USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**

CABIN PRESS MODE SEL.....AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
 NO LIMITATION
- **If cracks on cockpit side:**
 CREW OXY MASKS.....USE
 MAX FL: 230 / MEA-MORA
 CAB PRESS MODE SEL.....MAN
 DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
 MAN V/S CTL.....AS RQRD
 SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
 CREW OXY MASKS.....REMOVE
- **Below FL 100:**
 CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
 CONSIDER AUTOLAND
 - **For approach, if AUTOLAND not available:**
 CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU

 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS
MINIMIZE V/S AT TOUCHDOWN
- For landing:**

INCREASE FLARE HEIGHT
USE MAX REVERSE ASAP

 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
 Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

MAX FL: 100 / MEA-MORA

RAM AIR.....ON

PACK 1.....OFF

PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
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SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

● **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

● **For flight continuation: USE PITCH/THRUST TABLES**

● **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s

■ **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER

■ **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG

● **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS

CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG

VENTILATION BLOWER.....OVRD

VENTILATION EXTRACT..... OVRD

CAB FANS..... OFF

GALY & CAB..... OFF

SIGNS..... ON

CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious, accessible, and extinguishable:**
FAULTY EQPT.....ISOLATE
- **If smoke/fumes source not immediately isolated:**
DIVERSION..... INITIATE
DESCENT TO FL 100 / MEA-MORA..... INITIATE

● **At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT:**
REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
ELEC EMER CONFIG.....CONSIDER
Refer to the end of the procedure to set ELEC EMER CONFIG.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- If **AIR COND** smoke/fumes suspected:

APU BLEED..... OFF

VENTILATION BLOWER..... AUTO

VENTILATION EXTRACT..... AUTO

CARGO AFT ISOL VALVE..... OFF

PACK 1..... OFF
- If **smoke/fumes** continue:

PACK 1..... ON

PACK 2..... OFF
- If **smoke/fumes** persist:

PACK 2..... ON

VENTILATION BLOWER..... OVRD

VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes
- If **CABIN EQPT** smoke/fumes suspected:

● If **smoke/fumes** continue:

EMER EXIT LIGHT..... ON

COMMERCIAL..... OFF

SMOKE / FUMES DISSIPATION..... CHECK

FAULTY EQPT..... SEARCH / ISOLATE

● If **smoke/fumes** persist or when faulty equipment confirmed isolated:

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

● **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY

Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE

Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	NORMAL PROCEDURES SUMMARY OF HIGHLIGHTS	NP 2/2
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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:
 $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:
 $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE
--

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

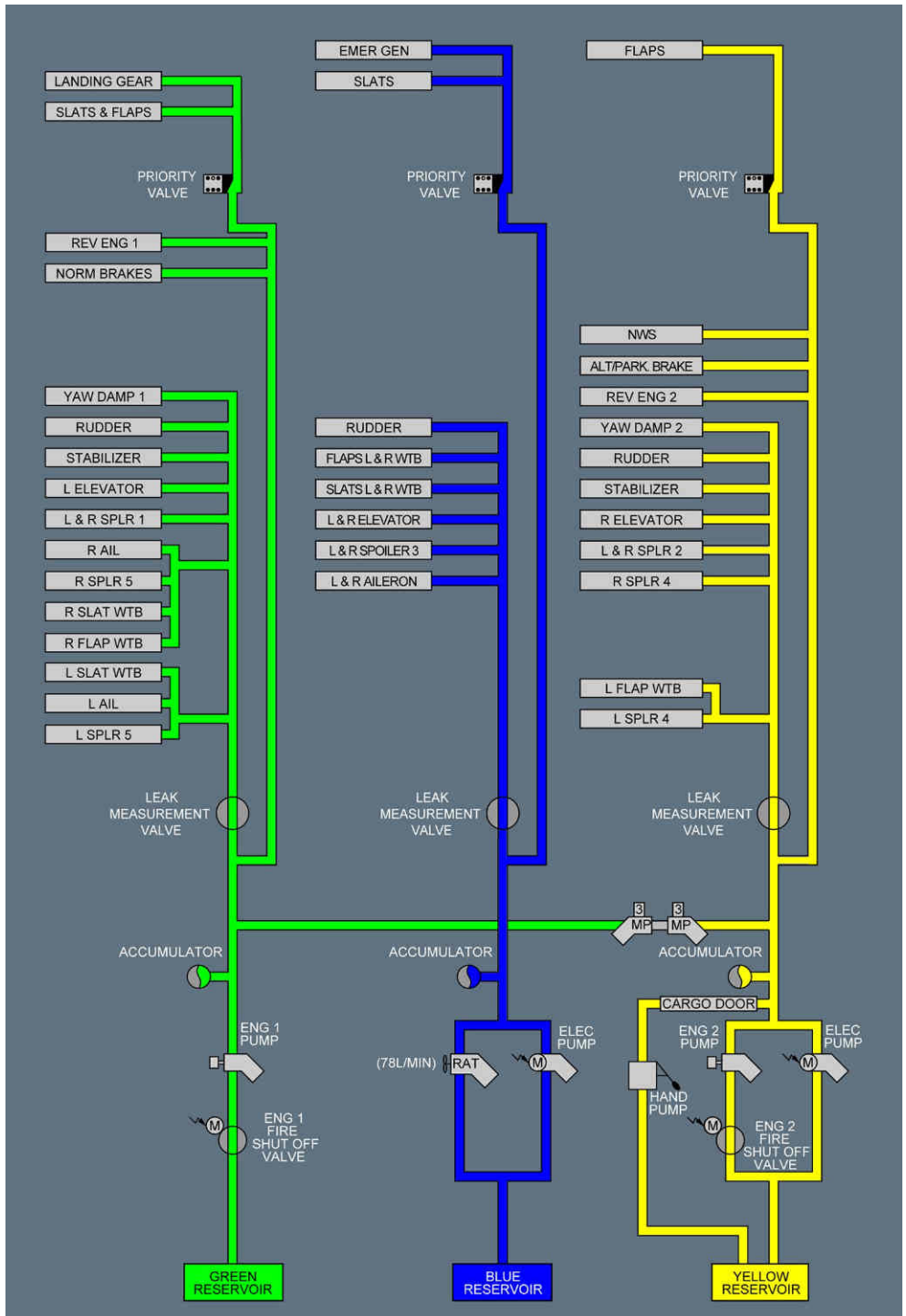
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

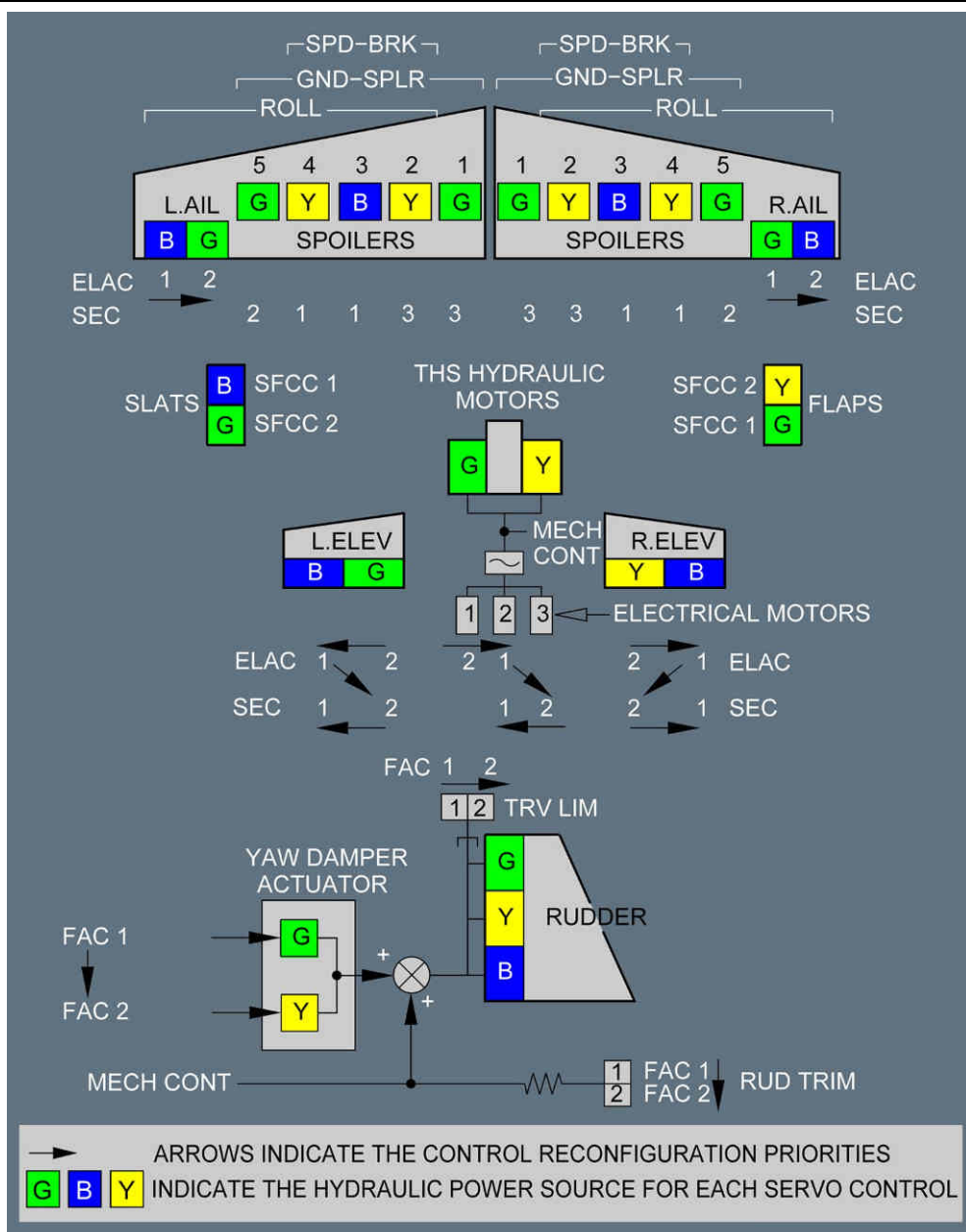
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )		
	EQUIPMENT ↓		CAT 3 SINGLE	CAT 3 DUAL
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
---	--	--

Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

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CAB PR EXCESS CAB ALT

ECAM ENTRY

CAB PR EXCESS CAB ALT

PROCEDURE

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The "Identification" field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

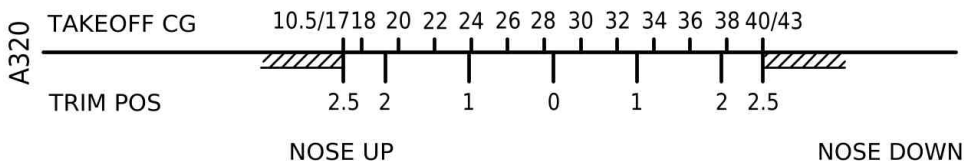
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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QUICK REFERENCE HANDBOOK



AP-BLS

A320-214
MSN 03060

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
	ABN-01	[ADV] ECAM ADVISORY	27 JAN 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	04 SEP 18
	ABN-12	BRAKES	22 MAR 17
	ABN-13	CAB PR	22 MAR 17
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	22 MAR 17
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	04 SEP 18
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	22 MAR 17
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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LIST OF MODIFICATIONS

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		18 MAY 15	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		18 MAY 15	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		18 MAY 15	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		18 MAY 15	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		18 MAY 15	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		18 MAY 15	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		18 MAY 15	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2832		04 SEP 18	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	K0070		18 MAY 15	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		18 MAY 15	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		18 MAY 15	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K10516		18 MAY 15	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING INTRODUCE HONEYWELL VECB WITH SOFTWARE -04
	K1806		18 MAY 15	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		18 MAY 15	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3357		20 AUG 25	COMMUNICATIONS - CIDS - PUBLIC ADDRESS POWER SUPPLY
	K3901		18 MAY 15	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		04 SEP 18	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		18 MAY 15	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		04 SEP 18	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		18 MAY 15	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		18 MAY 15	AIR CONDITIONING -AIR COOLING INSTALL A NEW ECS
	K7778		04 SEP 18	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		18 MAY 15	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		18 MAY 15	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9009		20 AUG 25	COMMUNICATIONS-PASSENGER ADDRESS EMERGENCY POWER SIMPLIFICATION
	K9231		23 AUG 23	EQUIPMENT/FURNISHINGS - MISCELLANEOUS EMER EQPT INSTALL AN ELT WITH RCP IN COCKPIT BASED ON ENHANCED PROVISIONS - HONEYWELL
	K9235		04 SEP 18	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	K9458		18 MAY 15	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		04 SEP 18	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0357		20 AUG 25	ELECTRICAL GENERATION-PUBLIC ADDRESS SWITCHING BY P/B ON HOT BUS BUSBAR
	P1044		18 MAY 15	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P1573		18 MAY 15	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		18 MAY 15	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		18 MAY 15	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		18 MAY 15	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		18 MAY 15	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		18 MAY 15	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		04 SEP 18	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		04 SEP 18	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		18 MAY 15	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		04 SEP 18	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		18 MAY 15	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		18 MAY 15	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		18 MAY 15	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4647		18 MAY 15	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		04 SEP 18	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		04 SEP 18	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4801		18 MAY 15	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		04 SEP 18	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		04 SEP 18	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5168		18 MAY 15	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5451		18 MAY 15	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		18 MAY 15	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		18 MAY 15	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P5768		18 MAY 15	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		04 SEP 18	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6071		09 SEP 15	INDICATING/RECORDING SYSTEMS - DMC - DISPLAY THE ALTITUDE IN METRES ON THE PRIMARY FLIGHT DISPLAY (PFD)
	P6578		18 MAY 15	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		18 MAY 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		09 SEP 15	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		18 MAY 15	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		04 SEP 18	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		04 SEP 18	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		04 SEP 18	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7062		18 MAY 15	OXYGEN - CREW OXYGEN - INSTALL ALTERNATIVE 115CU FT FLIGHT CREW OXYGEN CYLINDER COMPOSITE - SCOTT P/N 897940-15
	P7125		18 MAY 15	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		18 MAY 15	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		09 SEP 15	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		18 MAY 15	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		18 MAY 15	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		18 MAY 15	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		04 SEP 18	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		04 SEP 18	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8751		22 MAR 17	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		18 MAY 15	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		04 SEP 18	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9824		18 MAY 15	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	22-1248 01		04 SEP 18	AUTO-FLIGHT - FMGC - INSTALL FMGC HNWL STD P1C12 ON CFM A/C.
	22-1269 05		18 MAY 15	AUTO FLIGHT - FMGC - INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C.
	22-1296 06		22 MAR 16	AUTO-FLIGHT - FMGC - ACTIVATE MOD NAV GO AROUND ON FMGC



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	22-1315 05		09 SEP 15	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1523 02		04 SEP 18	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	25-1BPJ 01		17 AUG 22	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1182 04		04 SEP 18	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC L93 SOFTWARE STANDARD.
	27-1238 00		04 SEP 18	FLIGHT CONTROLS - ELAC - INSTALL L97 STANDARD ON ELAC B WITHOUT DATALOADING CAPABILITY
	27-1244 00		04 SEP 18	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITHOUT DATALOADING
	27-1257 01		04 SEP 18	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1264 00		02 SEP 20	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITHOUT DATALOADING CAPABILITY
	29-1126 03		04 SEP 18	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	31-1334 04		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F5
	31-1373 00		18 MAY 15	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		18 MAY 15	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		04 SEP 18	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
	31-1574 03		27 JAN 26	INSTALL FWC H2-F12E (CEO)
	31-1608 04		27 JAN 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1346 10		04 SEP 19	LANDING GEAR - EXTENSION AND RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	32-1350 00		04 SEP 18	LANDING GEAR - NORMAL BRAKING - INSTALL BSCU SOFTWARE STD L4.9B (EMM).
	32-1407 01		04 SEP 18	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1397 05		20 SEP 16	NAVIGATION - AIR DATA/INERTIAL REFERENCE SYSTEM (ADIRS) - INTRODUCE BACK-UP SPEED SCALE FUNCTION
N	34-1595 26		09 FEB 26	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
N	34-1763 19		09 FEB 26	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1040 16		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB5/HW-A10 WITH FANS B APPLICATIONS WITH VDL MODE 2 ACTIVATED
	46-1047 13		18 MAY 15	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU CSB6/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED
	46-1095 03		17 AUG 22	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD
	73-1095 02		04 SEP 18	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES.
	73-1100 02		18 MAY 15	ENGINE FUEL AND CONTROL- FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	2	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW) " table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0004001)".
ABN-PLP-TOC System Reset Table	1/4	3	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	4	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	5	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	8	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	9	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.



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Localization Title	Page	ID	Reason
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-25 Overweight Landing	25.07A	1	Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
			Documentation update: Deletion of text.
			Layout modification. No technical change.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Deletion of information.
			Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <u>Low Speed</u>- Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <u>High Speed</u>- Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

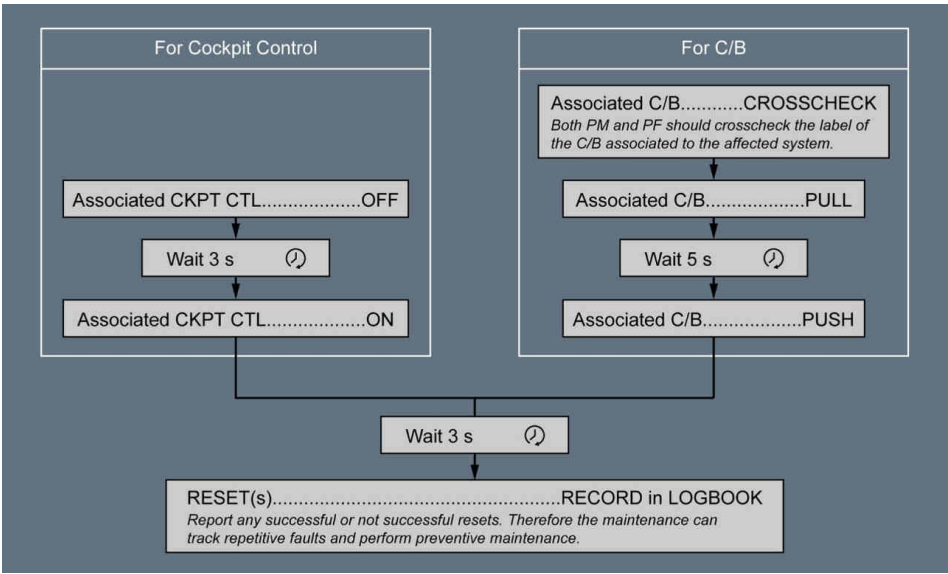
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



Continued from the previous page

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
 - **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
 - **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
 - **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
Wait 3 s
A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
ENG MASTER lever.....OFF
A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
Wait 3 s
A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH



**COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER
ADDRESS AND/OR LOSS OF CABIN INTERPHONE (Cont'd)**



C/B P13 (COM/ CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM/ CIDS / DIR 2 / BAT)..... PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B P14 (COM / CIDS / DIR 2 / BAT).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT).....PULL

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT).....PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

● **In flight or on ground:**

On 121VU:

C/B L05 (COM NAV / VHF / 3)..... PULL

Wait 5 s

C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5

- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- **In flight:**

Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	---

ELAC 1 pb-sw..... OFF
PITCH TRIM..... 5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

- SEC 1 pb-sw..... OFF
 Wait 3 s
 SEC 1 pb-sw..... ON
 SEC 2 pb-sw..... OFF
 Wait 3 s
 SEC 2 pb-sw..... ON
 SEC 3 pb-sw..... OFF
 Wait 3 s
 SEC 3 pb-sw..... ON
 FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

- **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

CAUTION

The FUEL AUTO FEED FAULT alert will be lost for the remainder of the flight.

In flight:

- If center tank is not empty, while one inner tank contains less than 5 000 kg (11 000 lb) of fuel:
 - FUEL CTR TK MODE SEL.....MAN
- When center tank is empty:
 - CTR TK PUMP 1.....OFF
 - CTR TK PUMP 2.....OFF
 - FUEL CTR TK MODE SEL.....MAN

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb..... ON

GPWS TERR pb..... ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb..... ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- **In flight or on ground:**
 - On 49VU:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 - On 122VU:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 - Wait 10 s
 - On 49VU, simultaneously:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 - Within 2 s, on 122VU, simultaneously:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 - After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PULL

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PULL

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

On 121VU:

C/B P13 (COM / CIDS / DIR 1 / BAT)..... PUSH

C/B P14 (COM / CIDS / DIR 2 / BAT)..... PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- **In flight:**

Not authorized.
- **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: *After any BSCU reset:*

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
● When CAB PR ΔP < 1 psi: RAM AIR..... ON 		

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2.....

OFF

VENTILATION BLOWER.....

OVRD

VENTILATION EXTRACT.....

OVRD

ΔP

FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:
LAND ASAP

PACK 1.....

OFF

PACK 2.....

OFF

- 10 min before landing:

PACK 1.....

OFF

PACK 2.....

OFF

VENTILATION BLOWER.....

AUTO

VENTILATION EXTRACT.....

AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- If difference between both packs at or above 10 °C:
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- **If one or more STRIKE status lights on:**
COCKPIT DOOR..... OPEN
COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM
- **If two or more STRIKE status lights on:**
COCKPIT DOOR NOT INTRUSION PROOF.
- **If two CHAN status lights on:**
AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.
- **If no status light on:**
TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		22 MAR 17

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DISPLAY UNIT FAILURE

■ If DU flashes:

■ If captain PFD, ND, ECAM DUs or MCDU 1 affected:

GEN 1 OFF

■ If DUs flash continues:

GEN 1 ON

■ If DUs flash stops:

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If first officer PFD, ND, lower ECAM or MCDU 2 affected:

GEN 2 OFF

■ If DUs flash continues:

GEN 2 ON

■ If DUs flash stops:

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If DU blank (with or without large amber “F”), or distorted:

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ If INVALID DISPLAY UNIT message displayed:

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

■ If INVALID DATA message displayed (not on all DUs):

EIS DMC SWITCHING CONSIDER

● If DU not recovered::

DU brightness knob (affected DU) OFF THEN ON

■ If INVALID DATA message displayed on all DUs:

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If one or more DUs not recovered:

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK UNUSABLE

FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G uplocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 270: Windmill Relight**
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
 APU (below FL 250)..... START
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)

Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

● If relight not successful

ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT ☒ (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



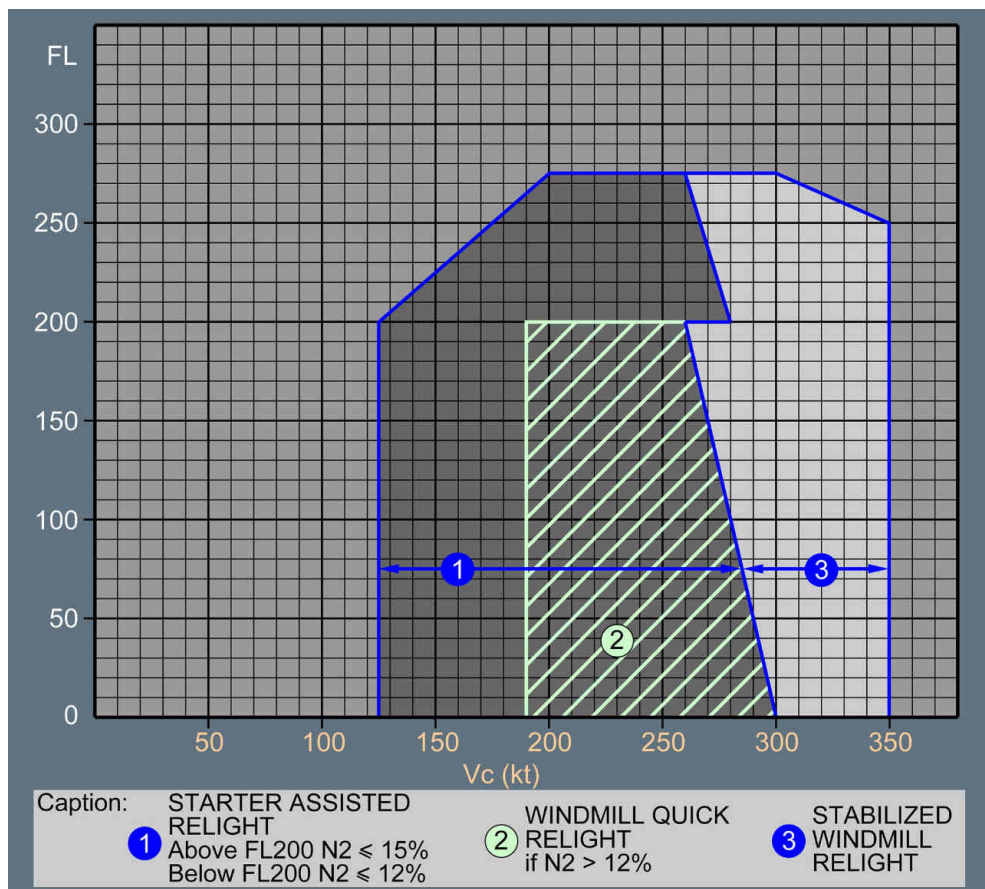
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted).....OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

● If **ENG 1(2) START FAULT** or **ENG 1(2) STALL** triggers, and **ENG** parameters **normal**: DISREGARD ECAM ALERT

■ **When idle reached:**

ENG MODE selector..... NORM
 TCAS MODE selector..... TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE



**ENG RELIGHT (Cont'd)
IN FLIGHT**



- **If no relight:**
ENG MASTER (affected engine)..... OFF

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
- ENG MAN START pb (affected engine)..... OFF
- ESTABLISH AIR BLEED PRESS
- BEACON.....ON
- ENG MODE sel..... CRANK
- ENG MAN START pb (affected engine)..... ON
- When fire stopped :**

ENG MAN START pb (affected engine)..... OFF

ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time)..... IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
THRUST (affected engine)..... REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS

GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**
 SPD SEL..... VFE NEXT - 5 kt
 AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered.
 In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- **When in landing CONF and in final approach:**
 DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
 DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	
S > 3	177 kt		177 kt	177 kt	177 kt

- **If SLATS FAULT:**
 - **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Recommended speed: MAX SPEED - 10 kt
 - **For diversion:**
 SELECT FLAPS LEVER 0
 Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
 Recommended speed for diversion: MAX SPEED - 10 kt
 INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**
TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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- FUEL X FEED..... ON
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 ● **On lighter side :**
 FUEL PUMPS.....OFF
 ● **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

● **If discrepancy confirmed:**

- FUEL QTY UNRELIABLE
- COMPUTE FOB FROM INITIAL FOB - F. USED
- INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
- FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
- FUEL LO LVL ALERTS REMAIN RELIABLE
- Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
 AVOID NEGATIVE G FACTOR
 MAX FL: GRAVITY FEED CEILING

 - Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
 - When reaching gravity feed ceiling:**
 FUEL X FEED..... OFF
 - If no fuel leak and with one engine running (fed by gravity):**
 FUEL X FEED..... ON
 BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
 RUDDER TRIM..... USE
 - When fuel imbalance reaches 1 000 kg (2 200 lb):**
 BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY**CRUISE**

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)For **Landing Performance** assessment, use the performance application of the EFB.**APPROACH**

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING**FLARE:** Only one ELEV and two spoilers per wing**SPOILERS:** Only 2 per wing**REVERSER:** Only N°1**BRAKING:** NORMAL**NO NOSEWHEEL STEERING****GO-AROUND**

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION**FUEL:** Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
 MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS JAMMED/FLAPS SLOW
 ATHR : OFF
 FOR LDG : FLAP LVR 3
 GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
 SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
 A/C slightly sluggish – Direct law

SPOILERS: Only 2 per wing

REVERSER: Only N°2

BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Recommended speed: MAX SPD - 10 kt
- **For diversion:**
 SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
 Normal operating speeds
 - **If Slats jammed above zero:**
 Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



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GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
 - **If evacuation required:**
 EVACUATION..... INITIATE
 - **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SET

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit)..... ON

● For approach and landing:

RAM AIR..... ON

L/G lever..... DOWN

SLATS / FLAPS..... MAX AVAIL

GND SPLR..... ARM

MAX BRK PR: 1000 PSI

● At 2 000 ft AGL:

CABIN CREW..... NOTIFY FOR LANDING

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

BRAKES ON ACCU ONLY

● When aircraft stopped:

PARKING BRK..... ON

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

■ If evacuation required:

EVACUATION..... INITIATE

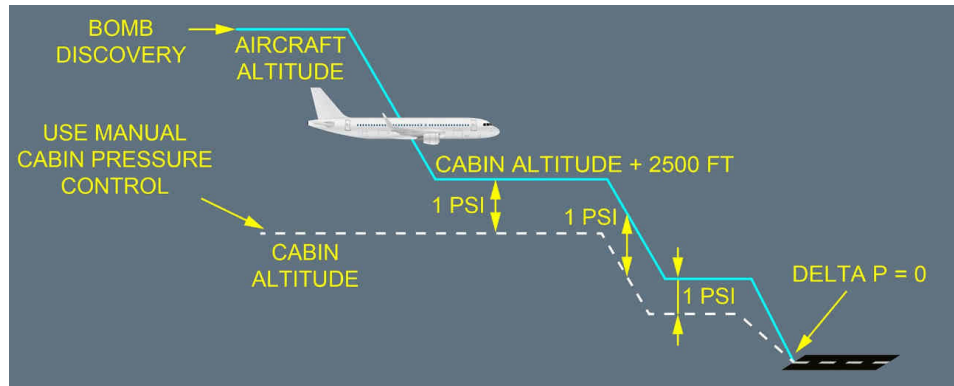
■ If evacuation not required:

CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- **If landing and evacuation possible within 30 min:**
 - ATC/COMPANY..... NOTIFY
 - EVAC..... PREPARE
- **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL..... MAN
 MAINTAIN CAB ALT
 ATC/COMPANY..... NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- **When at CAB ALT + 2 500 ft:**
 - MAINTAIN 1 PSI ΔP
 - GALY & CAB..... OFF
 - FUEL RESERVES..... DETERMINE

- **When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
 EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- **If fuel permits:**
 - FLAPS..... AT LEAST CONF 1
 - L/G lever (except for flight over water)..... DOWN
 - USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- **During approach:**
 - CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- **For approach:**
 - PACK 1.....OFF OR SUPPLIED BY APU
 - PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
- SPEED AT RUNWAY THRESHOLD : VLS
- MINIMIZE V/S AT TOUCHDOWN
- **For landing:**
 - INCREASE FLARE HEIGHT
 - USE MAX REVERSE ASAP
 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**
 - BRAKE FANS  ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
 Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

MAX FL: 100 / MEA-MORA
RAM AIR.....ON
PACK 1.....OFF
PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



● **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

■ **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ **If affected ADR(s) cannot be identified, or all ADRs affected:**

● **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

● **For flight continuation: USE PITCH/THRUST TABLES**

● **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

- IR (affected) MODE SEL..... ATT
 KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
- **For alignment through MCDU:**
 FMS DATA page..... SELECT
 IRS MONITOR key..... PRESS
 [SET HDG key] A/C HDG..... ENTER
- **For alignment through ADIRS panel:**
 DISPLAY SYS sel..... SELECT AFFECTED SYS
 DISPLAY DATA sel..... HDG
- **If “H” written on the “5” key of ADIRS panel:**
 H key..... PRESS
Degree marker, zero decimal point, ENT, and CLR lights come on.
 A/C HEADING..... INSERT
 ENT key..... PRESS
 CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
 AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious,
accessible, and extinguishable:**

FAULTY EQPT.....ISOLATE

- **If smoke/fumes source not immediately isolated:**

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- **At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:**

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- **At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:**

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
 VISUAL WARNINGS (noisy CKPT).. MONITOR
 SMOKE / FUMES / AVNCS SMOKE PROC.....
 CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
 Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY

Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE

Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION:	
* ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	No
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	Yes
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: *In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.*

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: *Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:*

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

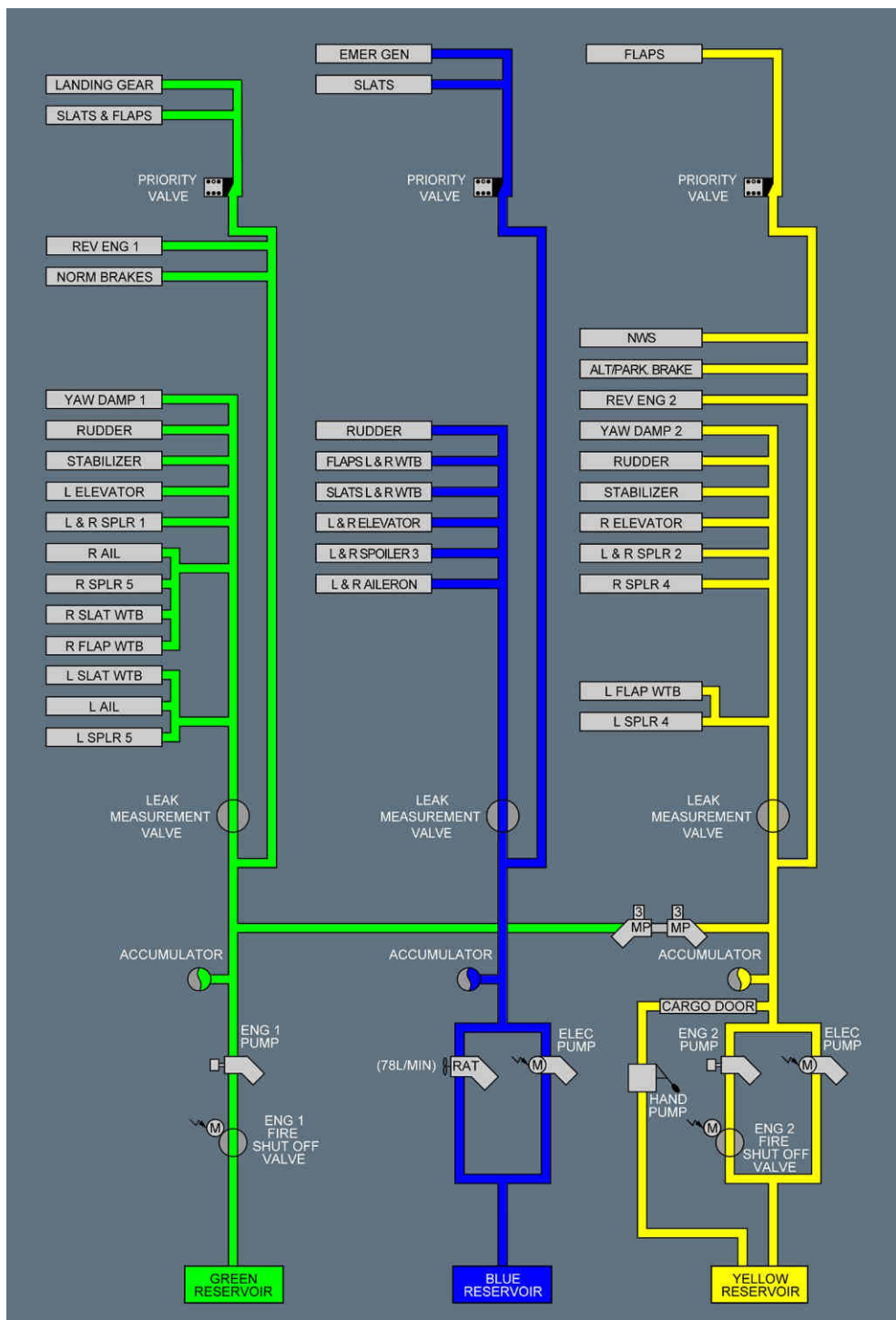
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended (Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

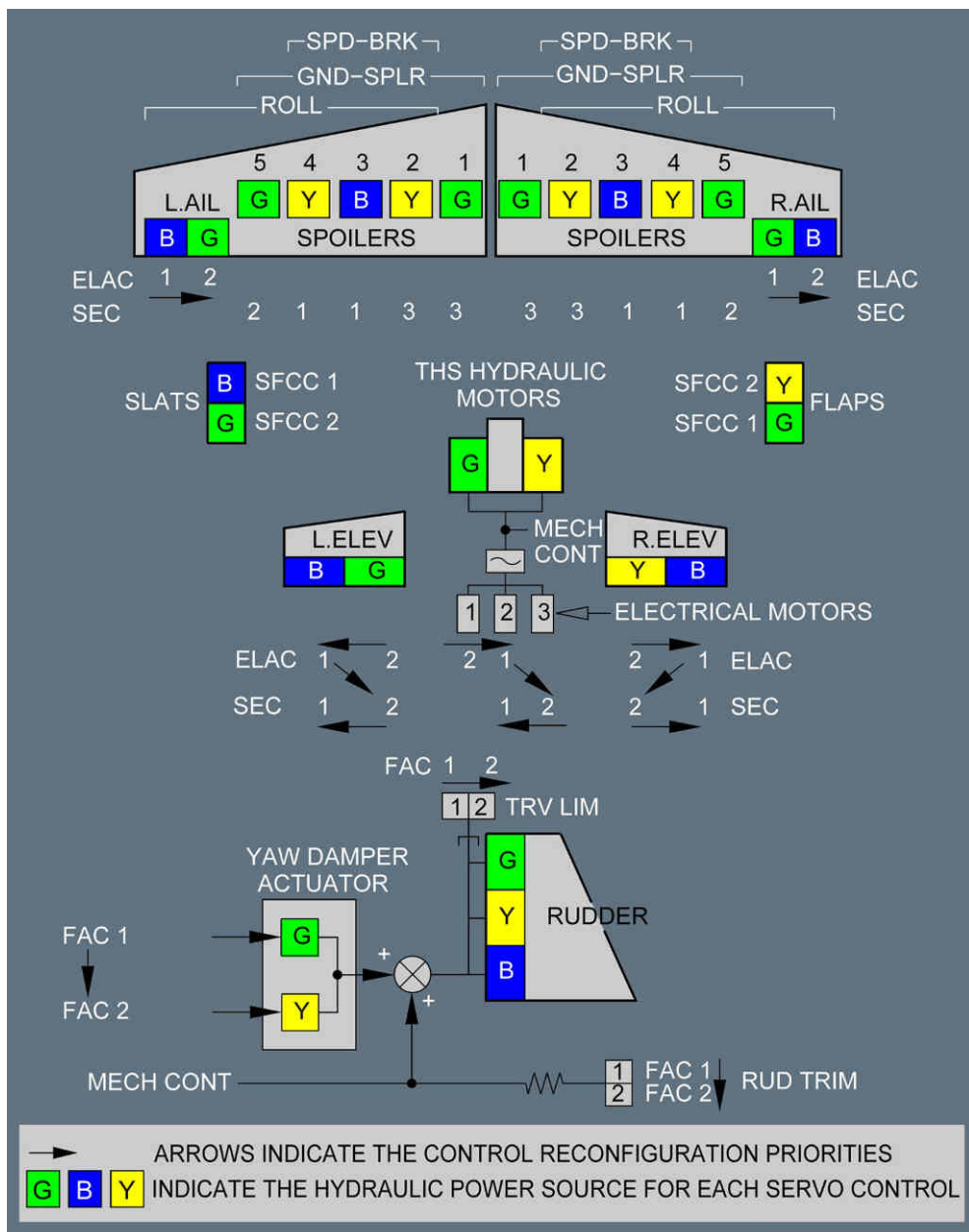
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS)	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
---	--	--

Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR</u> EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2)</u> EGT OVER LIMIT

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CAB PR EXCESS CAB ALT**ECAM ENTRY**

CAB PR EXCESS CAB ALT

PROCEDURE

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 22 MAR 17

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NORMAL CHECKLIST

C3

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

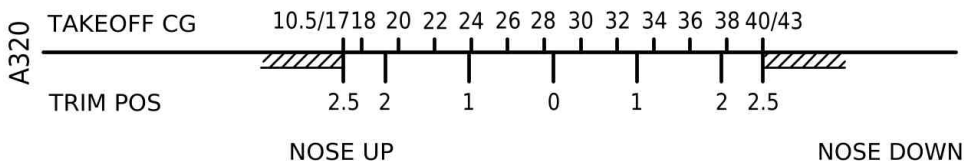
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BMX

A320-214
MSN 04392

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-11 AIR	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

1/2

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
R	ABN-11	AIR	09 FEB 26
	ABN-12	BRAKES	11 DEC 19
	ABN-13	CAB PR	11 DEC 19
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	11 DEC 19
	ABN-17	EIS	20 AUG 25
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	C2	Abnormal and Emergency Procedures	11 DEC 19
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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	J0006		11 DEC 19	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		11 DEC 19	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		11 DEC 19	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		11 DEC 19	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		11 DEC 19	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		11 DEC 19	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		11 DEC 19	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2662		11 DEC 19	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059 14-20)
	J2818		11 DEC 19	LANDING GEAR - EXTENSION & RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	J2832		11 DEC 19	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	K0070		11 DEC 19	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		11 DEC 19	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10143		23 AUG 23	EQUIPMENT/FURNISHING - MISC.EMERGENCY EQUIPMENT - INSTALL ELT (406AF) WITH PROG. DONGLE AND RCP IN COCKPIT - THALES
	K10494		11 DEC 19	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K12337		23 AUG 23	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - REPLACE HINGE FOR CDSS CONTROLLER/MONITOR
	K13015		23 AUG 23	EQUIPMENT/FURNISHING-MISC. EMERGENCY EQUIPMENT-REPLACE REMOTE CONTROL PANEL RC500 BY RC800 - THALES
	K1806		11 DEC 19	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		11 DEC 19	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		11 DEC 19	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		11 DEC 19	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		11 DEC 19	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		11 DEC 19	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		11 DEC 19	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		11 DEC 19	AIR CONDITIONING ,AIR COOLING INSTALL A NEW ECS
	K7778		11 DEC 19	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		11 DEC 19	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		11 DEC 19	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		11 DEC 19	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER



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	K9458		11 DEC 19	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		11 DEC 19	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P0160		11 DEC 19	OXYGEN-FLIGHT CREW OXYGEN STORAGE-INSTALLATION OF A 115 CU/FT (STEEL) OXYGEN CYLINDER
	P10054		11 DEC 19	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122
	P10062		11 DEC 19	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING -INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB
	P10383	31-1414 03	11 DEC 19	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F5
	P10439		11 DEC 19	AUTO-FLIGHT FMGC INSTALL FMGC HNLW STD P1C12 ON CFM A/C
	P1044		11 DEC 19	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P10440		11 DEC 19	AUTO-FLIGHT FMGC INSTALL FMGC THALES S4C12 ON CFM A/C
	P10443		11 DEC 19	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC "L93" SOFTWARE STANDARD
	P10493		11 DEC 19	FLIGHT CONTROL - ELAC - ACTIVATE HIGH ALTITUDE UPSETS VMO/MMO OVERSHOOT PROTECTION FUNCTION ON ELAC
	P10694		11 DEC 19	AUTO-FLIGHT - FMGC ACTIVATE "MOD NAV IN GO AROUND" ON FMGC
	P10891		11 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9 B"(EM2)
	P11325		11 DEC 19	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES
	P1573		11 DEC 19	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1872		11 DEC 19	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P1875		11 DEC 19	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR REAR CARGO COMPARTMENT HEATING CONTROLLER
	P1970		11 DEC 19	COMMUNICATIONS-INSTALL HF1 IN EMERGENCY CONFIG. (ETOPS)
	P2217		11 DEC 19	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		11 DEC 19	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P2859		11 DEC 19	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM (HONEYWELL)
	P3259		11 DEC 19	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		11 DEC 19	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
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	P4191		11 DEC 19	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		11 DEC 19	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		11 DEC 19	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		11 DEC 19	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING



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	P4647		11 DEC 19	NAVIGATION - WEATHER RADAR SYSTEM - COLLINS DUAL PWS ACTIVATOR
	P4705		11 DEC 19	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4801		11 DEC 19	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		11 DEC 19	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		11 DEC 19	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5088		11 DEC 19	NAVIGATION - SENSORS - INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	P5168		11 DEC 19	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5253		11 DEC 19	NAVIGATION ADIRS REMOVE ADIRS CDU
	P5451		11 DEC 19	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		11 DEC 19	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		11 DEC 19	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		11 DEC 19	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		11 DEC 19	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6578		11 DEC 19	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		11 DEC 19	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6954		11 DEC 19	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		11 DEC 19	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		11 DEC 19	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		11 DEC 19	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7125		11 DEC 19	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		11 DEC 19	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		11 DEC 19	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		11 DEC 19	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7373		11 DEC 19	AUTOFLIGHT - FMGC DEFINE AND INSTALL FMGC CFM C13043AA01 THALES (EQUIPPED WITH "FMS2" THALES/SMITH)
	P7455		11 DEC 19	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW



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	P7519		11 DEC 19	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		11 DEC 19	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P7666		11 DEC 19	AUTO FLIGHT - FMGC DEVELOP FMS 2ND GENERATION THALES/SMITH REV 1 STANDARD
	P8014		11 DEC 19	AUTO FLIGHT - FMGC RE-INSTALL FMGC2 CFM P/N C13042AA01 (ANTI MOD 32222)
	P8076		11 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8303		11 DEC 19	NAVIGATION DDRMI REMOVE DDRMI VOR/ADF/DME INDICATORS
	P8454		11 DEC 19	NAVIGATION - T2CAS - INSTALL ACSS TRAFFIC & TERRAIN COLLISION AVOIDANCE SYSTEM (T2CAS)
	P8564		11 DEC 19	INDICATING/RECORDING SYSTEM EIS ACTIVATE ENGINE AVAIL DISPLAY
	P8751		11 DEC 19	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		11 DEC 19	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		11 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9138		11 DEC 19	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	P9171		11 DEC 19	NAVIGATION - ADIRS INTRODUCE AIR DATA MONITORING FUNCTION
	P9355		11 DEC 19	NAVIGATION - WEATHER RADAR SYSTEM - REMOVE WXR TRANSCIVER COLLINS "-623" AND DEACTIVATE (ANTI MOD 32740 AND 26560)
	P9522		11 DEC 19	AUTO FLIGHT - MCDU ACTIVATE BACK UP NAV FUNCTION
	P9652		11 DEC 19	AUTO-FLIGHT FMGC INSTALL FMS2 THALES S4 (REV2+) STD ON CFM A/C
	P9654		11 DEC 19	NAVIGATION EGPWS RE-INSTALL EGPWS P/N 965-1676-001 (ANTI-MOD 34634)
	P9655		11 DEC 19	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9" (EM2)
	P9824		11 DEC 19	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	P9873		11 DEC 19	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
	P9978		11 DEC 19	NAVIGATION - ATC/MODE S (SELECT) CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	22-1315 05		11 DEC 19	AUTO FLIGHT- FLIGHT MANAGEMENT SYSTEM - ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED



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				APPROACH POINT AND ACTIVATE BARO RADIO SETTING FUNCTION.
	22-1362 03		11 DEC 19	AUTOFLIGHT-FMGC-INSTALL FMS THALES RELEASE 1A S6 (WITH FG C12) ON CFM A/C
	25-1BPJ 01		17 AUG 22	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	27-1234 01		11 DEC 19	FLIGHT CONTROL - ELEVATOR AILERON COMPUTER SYSTEM (ELAC)-INSTALL L97 STANDARD ON ELAC B WITH DATA LOADING CAPABILITY
	27-1243 01		11 DEC 19	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
	27-1257 01		11 DEC 19	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1263 01		10 AUG 21	ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITH DATALOADING CAPABILITY
	31-1373 00		11 DEC 19	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		11 DEC 19	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
N	31-1492 00		09 FEB 26	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1407 01		11 DEC 19	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1530 05		20 AUG 25	NAVIGATION - WEATHER RADAR SYSTEM - INSTALLATION OF DUAL WEATHER RADAR HONEYWELL RDR-4000 SYSTEM.
	34-1610 01		11 DEC 19	NAVIGATION - AOA - INSTALL AOA PROBES IN MIXED CONFIGURATION (THALES FOR CAPTAIN AND FIRST OFFICER AND UTAS ON STANDBY)
	73-1100 02		11 DEC 19	ENGINE FUEL AND CONTROL- FADEC SYSTEM- INSTALL ECU SOFTWARE STANDARD 5BS2 ON CFM56-5B ENGINES.

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
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SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT.....	02.68A
SMOKE LAVATORY DET FAULT with all lavatories declared inoperative on FAP.....	02.70A
VENT AVNCS SYS FAULT.....	02.71A
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Asymmetric Braking.....	12.01A
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ELEC EMER CONFIG Summary.....	18.01A
ELEC EMER CONFIG Sys Remaining.....	18.02A
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⁷HYD B + Y SYS LO PR Summary.....	23.01A
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⁹HYD G + Y SYS LO PR Summary.....	23.03A
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¹⁰ MISC ABN-25

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Bomb on Board.....	25.04A
Cockpit Windshield / Window Arcing.....	25.05A
Cockpit Windshield / Window Cracked.....	25.06A
Overweight Landing.....	25.07A
Severe Turbulence.....	25.08A
Tailstrike.....	25.09A
Volcanic Ash Encounter.....	25.10A

¹¹ NAV ABN-26

ALL ADR OFF.....	26.01A
Unreliable Speed Indication.....	26.02A
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Smoke / Fumes / AVNCS Smoke.....	27.01A
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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "AIR ENG 1(2) BLEED FAULT (00027027.0004001)".
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW) " table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0003001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
ABN-PLP-TOC AIR	2/4	5	Documentation update: Deletion of "Engine 1+2 Bleed Fault (00010847.0002001)".
ABN-PLP-TOC ENG	3/4	6	Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - COMMON ACTIONS FOR THE APPROACH (00012035.0001001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - FORCED LANDING (00012036.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - DITCHING (00012037.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING (00010848.0098001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - COMMON ACTIONS FOR THE APPROACH (00012038.0001001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - FORCED LANDING (00012039.0002001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING - DITCHING (00012040.0002001)".
			Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
			Documentation update: Deletion of "ENG 1(2) STALL (00010851.0004001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING (NG01004)".
			Documentation update: Deletion of "ENG DUAL FAILURE - NO FUEL REMAINING (NG01005)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING (00010849.0023001)".
			Documentation update: Deletion of "ENG DUAL FAILURE - FUEL REMAINING - SECURE CABIN AND COCKPIT (00012034.0020001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0001001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0001001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	9	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	10	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	11	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".



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Localization Title	Page	ID	Reason
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 AIR ENG 1(2) BLEED FAULT	02.05A	3	Documentation update: Addition of "AIR ENG 1(2) BLEED FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	5	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	6	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	7	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	8	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-11 BLEED 1+2 FAULT	11.01A	1	Documentation update: Addition of "BLEED 1+2 FAULT" documentary unit
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ALL ENG FAIL	19.01A	1	Documentation update: Addition of "ALL ENG FAIL" documentary unit
ABN-19 01 - ECAM - Pitch Table	19.01A	2	Documentation update: Addition of "01 - ECAM - Pitch Table" documentary unit
ABN-19 01 - ECAM - Gliding Distance	19.01A	3	Documentation update: Addition of "01 - ECAM - Gliding Distance" documentary unit
ABN-19 01 - ECAM - Relight Attempted or not Attempted (Paper only)	19.01A	4	Documentation update: Addition of "01 - ECAM - Relight Attempted or not Attempted (Paper only)" documentary unit
ABN-19 02 - Relight	19.02A	5	Documentation update: Addition of "02 - Relight" documentary unit
ABN-19 03 - No Relight	19.03A	6	Documentation update: Addition of "03 - No Relight" documentary unit
ABN-19 03 - No Relight - Ditching / Forced Lading Anticipated (Paper Only)	19.03A	7	Documentation update: Addition of "03 - No Relight - Ditching / Forced Lading Anticipated (Paper Only)" documentary unit
ABN-19 04 - Ditching	19.04A	8	Documentation update: Addition of "04 - Ditching" documentary unit
ABN-19 05 - Forced Landing	19.05A	9	Documentation update: Addition of "05 - Forced Landing" documentary unit
ABN-19 ENG 1(2) STALL	19.07A	10	Documentation update: Addition of "ENG 1(2) STALL" documentary unit
ABN-19 HIGH ENGINE VIBRATION	19.09A	11	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit



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Localization Title	Page	ID	Reason
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

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ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 600 PSI. Amber: When pressure is < 300 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

- To know if a system reset is authorized, the flight crew applies the following guidelines:

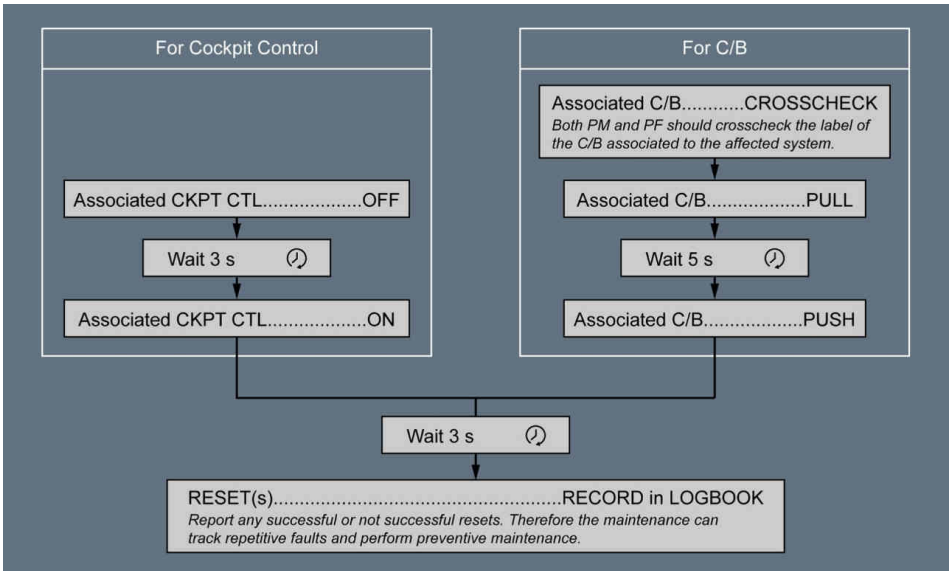
In Flight	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized

On Ground	
- If ECAM/OEB/FCOM/QRH procedure requests a reset, or - If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or - If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
<u>L/G</u> LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or <u>NAV</u> LS 1(2) (1+2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
<u>NAV</u> TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
<u>SMOKE</u> DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
<u>SMOKE</u> FWD(AFT) CRG DET FAULT or <u>SMOKE</u> FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
<u>SMOKE</u> LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
<u>VENT</u> AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
<u>WHEEL</u> N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
 - **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
 - **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
 - **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION	If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.
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Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side).....ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side).....OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

 Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.

■ **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ Short FMGC reset:

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb.....ON

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb.....ON

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION (Cont'd)



CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

■ **Long FMGC reset:**

Note: Consider a long FMGC reset only if a short FMGC reset is not successful.

■ **In flight:**

■ **If FMGC 1 is affected:**

AP 2 pb.....ON
 FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

AP 1 pb.....ON
 FD 2 pb.....OFF

On 121VU:
 C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 15 min
 C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **On ground:**

■ **If FMGC 1 is affected:**

FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

FD 2 pb.....OFF



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



On 121VU:
C/B M17 (AUTO FLT / FMGC / 2)..... PULL
Wait 15 min
C/B M17 (AUTO FLT / FMGC / 2)..... PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

**AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT**

- Note:

If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ On ground:

Not authorized.

■ In flight:

AP 1(2)..... OFF

AP 2(1)..... ON

● If not successful:

FAC 1 pb.....OFF

Wait 3 s

FAC 1 pb.....ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb.....OFF

Wait 3 s

FAC 2 pb.....ON
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AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



- Wait 5 s
- C/B M21 (AUTO FLT / FCU / 2)..... PUSH
- If AUTO FLT FCU 2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ **In flight:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 1+2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1+2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**

FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**

FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

- 5
- **In flight:**
 - **If landing gear is up:**

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON
 - **If required:**

AUTOBRAKE..... REARM
 - **If landing gear is down:**

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.
 - **On ground:**

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BAR CONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

 - **If not successful:**

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL)..... PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL)..... PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

 1. Check brake efficiency
 2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

■ In flight:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1)PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

■ On ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 5 min

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2) PUSH

Wait 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

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- **In flight:**
 Not authorized.
 - **On ground:**
 The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
 EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
 BAT 1 pb-sw.....AUTO
 BAT 2 pb-sw.....AUTO
 EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF
Wait 3 s
SEC 1 pb-sw..... ON
SEC 2 pb-sw..... OFF
Wait 3 s
SEC 2 pb-sw..... ON
SEC 3 pb-sw..... OFF
Wait 3 s
SEC 3 pb-sw..... ON
FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

● **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note: The fuel quantity indication will be re-established within 1 min.

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF

PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

- **In flight:**
 Not authorized.

- **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
 C/B F12 (NAV / STBY / INST)..... PULL
 Wait 5 s
 C/B F12 (NAV / STBY / INST)..... PUSH
 Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 On 49VU:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 On 122VU:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 Wait 10 s
 On 49VU, simultaneously:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 Within 2 s, on 122VU, simultaneously:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:
APPLY ECAM PROC**

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON



BLEED 1+2 FAULT (Cont'd)



● **If no engine bleed recovered:**

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100/ MEA-MORA:**

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

● **If no engine bleed recovered:**

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert**

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

● **When at or below FL 100 / MEA-MORA:**

PACK 2..... ON

ENG 2 BLEED..... ON

● **If engine 2 bleed not recovered:**

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert**

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START



BLEED 1+2 FAULT (Cont'd)



■ **If APU available:**

● **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR ΔP < 1 psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR ΔP < 1 psi:**

RAM AIR..... ON



BLEED 1+2 FAULT (Cont'd)



- **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or
If both engine bleeds lost due to engine fire or Start Air Valve failed open or APU leak fed by engine:
NO ENGINE BLEED CAN BE RECOVERED
MAX FL: 100 / MEA-MORA
WING A.ICE NOT AVAILABLE
 - **When CAB PR $\Delta P < 1$ psi:**
RAM AIR..... ON

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

RESIDUAL BRAKING

- **In flight:**
BRAKE PEDALS..... PRESS SEVERAL TIMES
 - **If residual pressure remains:**
A/SKID & N/W STRG sel..... KEEP ON
 - **For landing:**
AUTO/BRK.....MED
 - **If autobrake not available:**
APPLY BRAKING JUST AFTER TOUCHDOWN
- POSSIBLE BRAKING ASYMMETRY

Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP..... FREQUENTLY MONITOR

- If ΔP >9 PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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DISPLAY UNIT FAILURE

- **If DU flashes:**
 - **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**
 GEN 1 OFF
 - **If DUs flash continues:**
 GEN 1 ON
 - **If DUs flash stops:**
 KEEP GEN 1 OFF
 RUD TRIM CHECK/RESET
Use the sideslip indication to reset the rudder trim if necessary.
 APU START CONSIDER
 - **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**
 GEN 2 OFF
 - **If DUs flash continues:**
 GEN 2 ON
 - **If DUs flash stops:**
 KEEP GEN 2 OFF
 RUD TRIM CHECK/RESET
Use the sideslip indication to reset the rudder trim if necessary.
 APU START CONSIDER
- **If DU blank (with or without large amber “F”), or distorted:**
 DU brightness knob (affected DU) AS RQRD
 ECAM/ND XFR CONSIDER
 PFD/ND XFR CONSIDER
- **If INVALID DISPLAY UNIT message displayed:**
 WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY
 - **If DU not recovered:**
 DU brightness knob (affected DU) AS RQRD
- **If INVALID DATA message displayed (not on all DUs):**
 EIS DMC SWITCHING CONSIDER
 - **If DU not recovered::**
 DU brightness knob (affected DU) OFF THEN ON
- **If INVALID DATA message displayed on all DUs:**
 AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE
 WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY
 - **If one or more DUs not recovered:**
 DUs brightness knob (all affected DUs) OFF
 WAIT AT LEAST 40 s
 DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	18.01A 09 FEB 26
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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1  , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
	AFT CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS

OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START

THR LEVERS..... IDLE

FAC 1..... OFF THEN ON

GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE

 VHF1/HF1  /ATC1.....USE

ATC..... NOTIFY

CABIN CREW..... NOTIFY

SIGNS..... ON

CREW OXY MASK (FL > 100)..... USE

FUEL QUANTITY..... CHECK

- If engine relight can be attempted:

Refer to QRH 19.02A

- If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- If engine relight can be attempted:

ENG MODE sel..... IGN

- Approaching or below FL 250: Windmill Relight

APU..... START

ALL ENG MASTERS..... OFF 30 S THEN ON

ENGs RELIGHT..... TRY REGULARLY

Windmill relight attempts can be repeated until successful, or until the APU bleed is available.

- If APU available and windmill relight not successful : Starter Assisted Relight below FL 200

ALL ENG MASTERS..... OFF

OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)

Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF

APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF

ENG MASTER 1 or 2..... ON

ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- If relight not successful

ALL ENG MASTERS..... OFF

FOR SAME ENGINE RELIGHT..... WAIT 30S

ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- When below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 ENGs RELIGHT..... TRY REGULARLY

 USE RUDDER WITH CARE
 - If ditching anticipated:**
Refer to Ditching procedure - 19.04A
 - If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- If engine relight cannot be attempted:
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE
● Below 10 000 ft AGL:
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- If ditching anticipated:
Refer to Ditching procedure - 19.04A
- If forced landing anticipated:
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



● **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

● **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

● **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



● **If forced landing anticipated:**

DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)

MIN RAT SPEED: 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

● **At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

● **When in CONF 2 and VAPP:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Flight controls revert to direct law at landing gear extension.

MAN PITCH TRIM NOT AVAILABLE

Disregard the "USE MAN PITCH TRIM" message on the PFD.

● **When L/G downlocked:**

L/G lever..... DOWN

APPROACH SPEED..... ADJUST

Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM

MAX BRK PR : 1 000 PSI

● **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR LANDING

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

BRAKES ON ACCU ONLY

● **When aircraft stopped:**

PARKING BRK..... ON

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

■ **If evacuation required:**

EVACUATION..... INITIATE



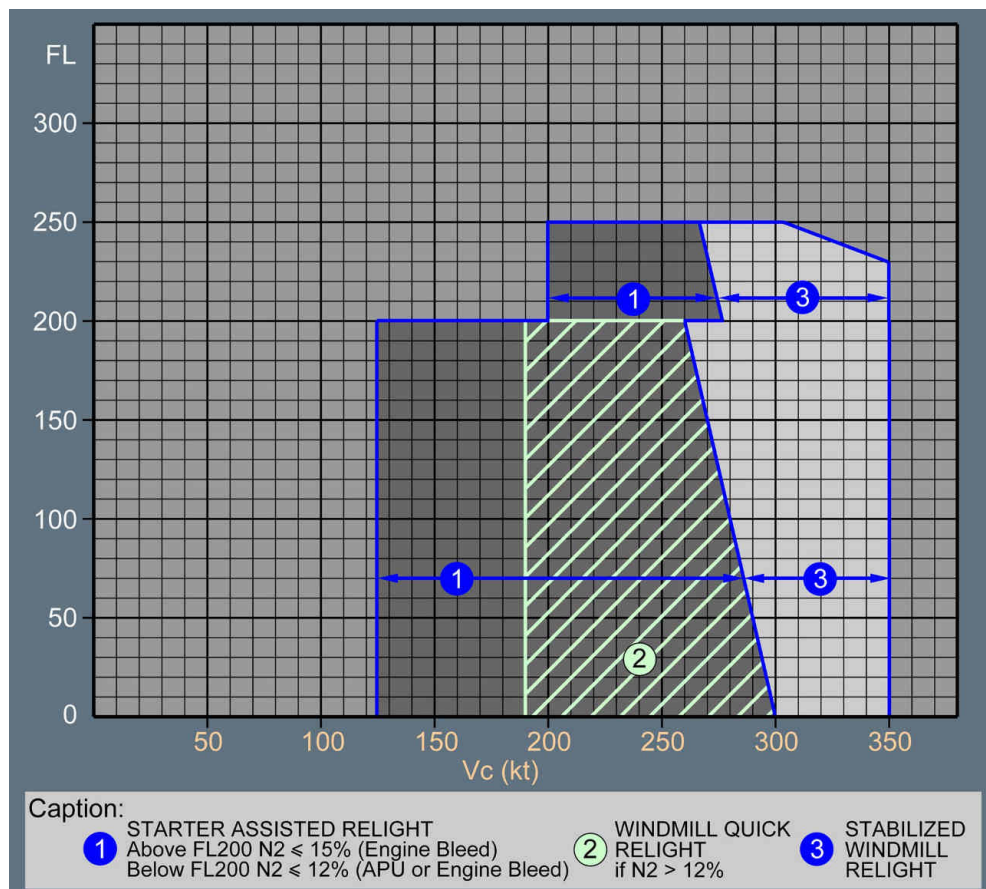
ALL ENG FAIL (Cont'd)



- **If evacuation not required:**
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
 TCAS MODE selector..... check TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE
 ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

Note: If the flight crew suspects that the stall was transient, they can consider an engine
 relight.

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON
 THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD
Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

ENG MASTER (affected engine).....OFF
 ENG MAN START pb (affected engine)..... OFF
 ESTABLISH AIR BLEED PRESS
 BEACON.....ON
 ENG MODE sel.....CRANK
 ENG MAN START pb (affected engine)..... ON
 ● **When fire stopped :**
 ENG MAN START pb (affected engine)..... OFF
 ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time).....IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
THRUST (affected engine).....REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH
■ If NO level off expected during final approach: DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT ■ If level off expected during final approach: FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

- **On lighter side :**
 FUEL PUMPS.....OFF
- **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
 - **If evacuation required:**
 EVACUATION..... INITIATE
 - **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- Loose equipment secured
 - Survival equipment prepared
 - Belts and shoulder harness locked.
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SELECT 00
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit) ON
- **For approach and ditching:**
- KEEP LANDING GEAR UP
- SLATS / FLAPS..... MAX AVAIL
- FOR FLARE: TARGET PITCH 11 ° & MIN V/S
- Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.*
- **At 2 000 ft AGL:**
- CAB PRESS MODE SEL..... CHECK AUTO
- ALL BLEEDS (ENGs & APU)..... OFF
- CABIN CREW..... NOTIFY FOR DITCHING
- DITCHING pb..... ON
- **At 500 ft AGL:**
- BRACE FOR IMPACT..... ORDER
- **At touchdown:**
- ALL ENG MASTERS..... OFF
- APU MASTER SW..... OFF
- **After ditching:**
- ATC (VHF 1)..... NOTIFY
- ALL FIRE pb (ENGs & APU)..... PUSH
- ALL AGENTS (ENGs & APU)..... DISCH
- EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

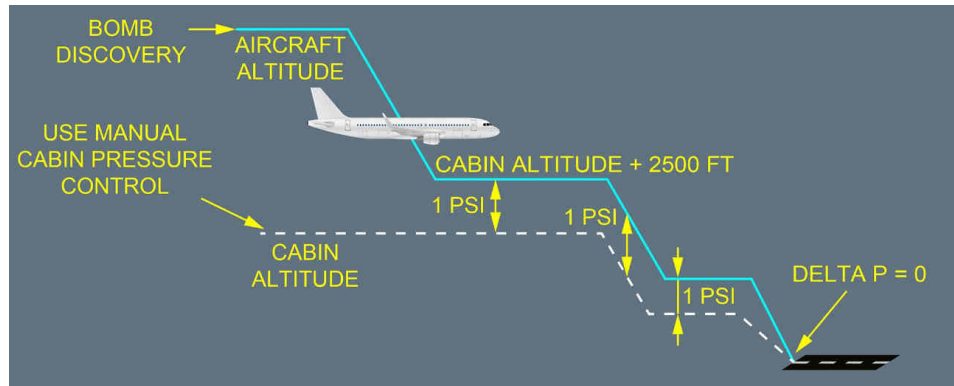
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- **If landing and evacuation possible within 30 min:**
 - ATC/COMPANY..... NOTIFY
 - EVAC..... PREPARE
- **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL..... MAN
 MAINTAIN CAB ALT
 ATC/COMPANY..... NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- **When at CAB ALT + 2 500 ft:**
 - MAINTAIN 1 PSI ΔP
 - GALY & CAB..... OFF
 - FUEL RESERVES..... DETERMINE

L2 *When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

- **When bomb secured at the LRBL or cannot be moved:**
 - Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door*
 - EMER EXIT LT..... ON
 - COMMERCIAL..... OFF

- **If fuel permits:**
 - FLAPS..... AT LEAST CONF 1
 - L/G lever (except for flight over water)..... DOWN
 - USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- **During approach:**
 - CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
 NO LIMITATION
- **If cracks on cockpit side:**
 CREW OXY MASKS.....USE
 MAX FL: 230 / MEA-MORA
 CAB PRESS MODE SEL.....MAN
 DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
 MAN V/S CTL.....AS RQRD
 SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
 CREW OXY MASKS.....REMOVE
- **Below FL 100:**
 CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
 CONSIDER AUTOLAND
 - **For approach, if AUTOLAND not available:**
 CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1
 FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
 LDG DIST PROC..... APPLY

1
 ● **For approach:**
 PACK 1.....OFF OR SUPPLIED BY APU
 PACK 2.....OFF OR SUPPLIED BY APU
 ● **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
 SPEED AT RUNWAY THRESHOLD : VLS
 MINIMIZE V/S AT TOUCHDOWN

1
 ● **For landing:**
 INCREASE FLARE HEIGHT
 USE MAX REVERSE ASAP
 ● **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY

1
 ● **When landing completed:**
 BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
 Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
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SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
 - If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG

VENTILATION BLOWER.....OVRD

VENTILATION EXTRACT..... OVRD

CAB FANS..... OFF

GALY & CAB..... OFF

SIGNS..... ON

CKPT / CAB COM.....ESTABLISH

- **If smoke/fumes source immediately obvious, accessible, and extinguishable:**
FAULTY EQPT.....ISOLATE
- **If smoke/fumes source not immediately isolated:**
DIVERSION..... INITIATE
DESCENT TO FL 100 / MEA-MORA..... INITIATE

● **At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT:**
REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
ELEC EMER CONFIG.....CONSIDER
Refer to the end of the procedure to set ELEC EMER CONFIG.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- If smoke/fumes disappear within 5 minutes:

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- When EMER GEN AVAIL:

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- At 3 min or 2 000 ft AAL before landing:

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- When aircraft stopped:

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ If fuel vapors:

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ If no fuel vapors:

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● At FL 100 or MEA-MORA:

● If in ELEC EMER CONFIG:

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● If smoke/fumes persist:

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
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Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	No
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS	DATALINK	No
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE
--

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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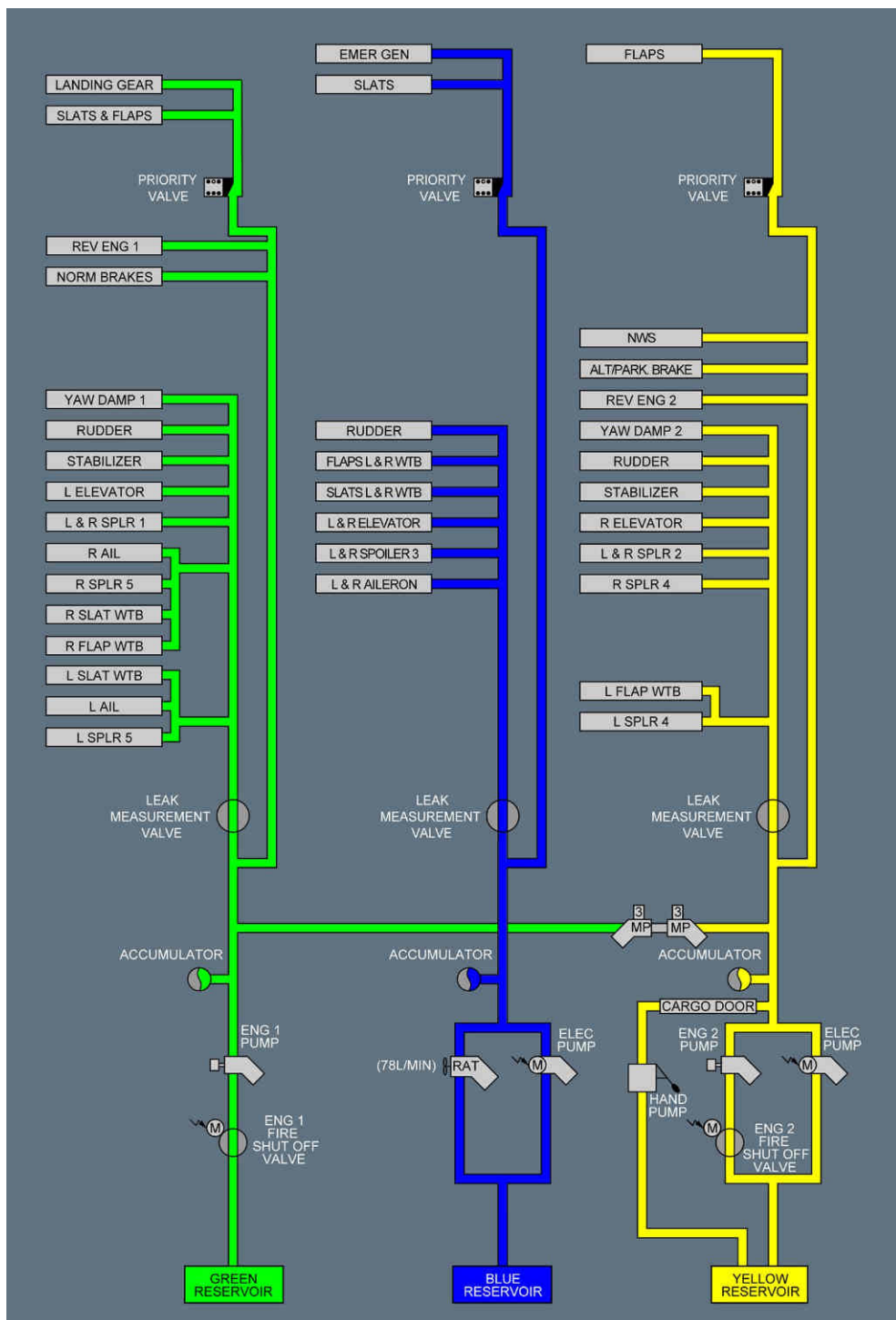
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

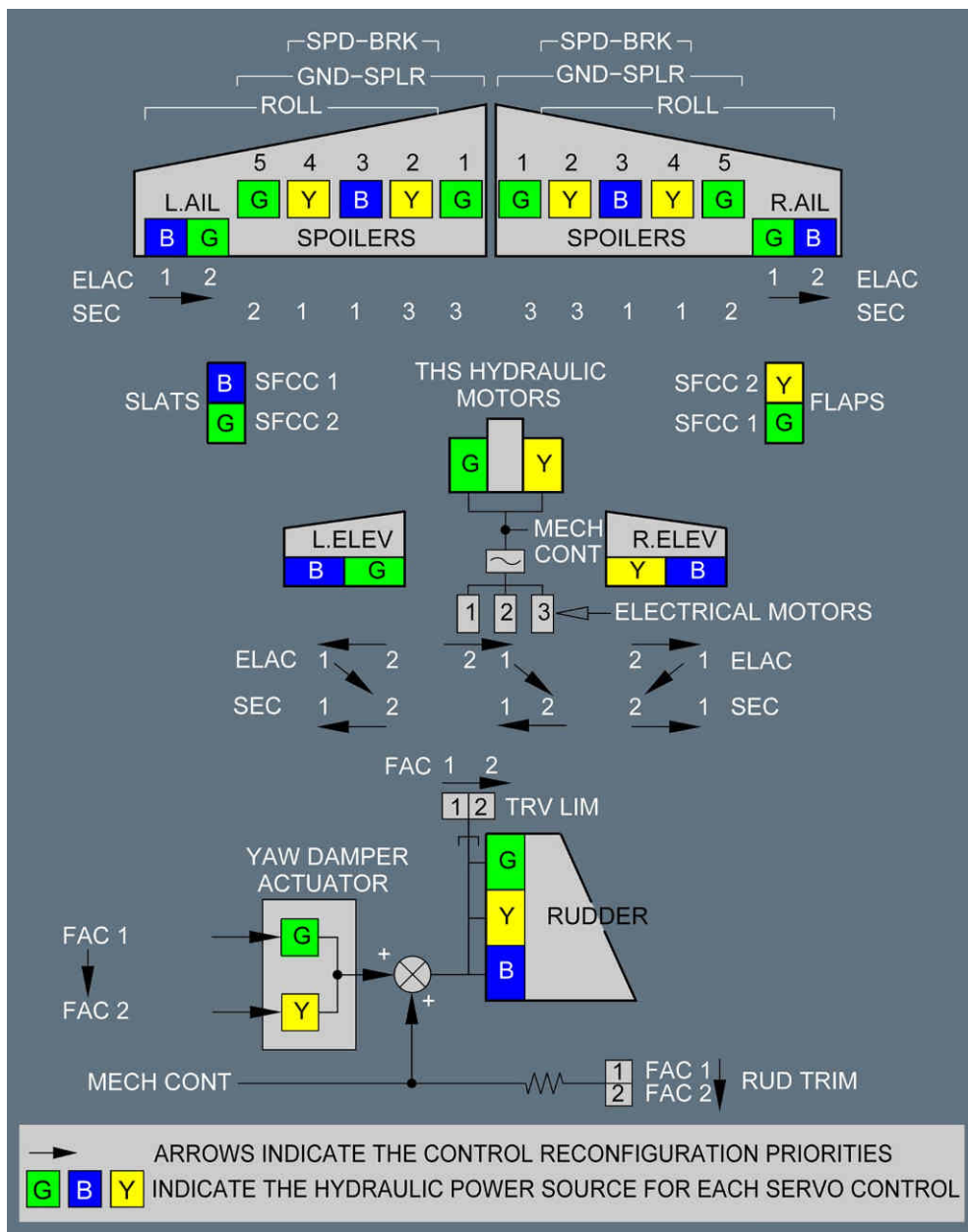
FUEL PENALTY FACTORS/INOP SYS TABLE
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FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
--	---	---

Identification	Title
OEB42 Issue 2	Incorrect Vertical Profile During Non Precision Approaches <u>ECAM Entry</u> None
OEB46 Issue 2	No Engagement of Guidance Mode <u>ECAM Entry</u> None
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> CAB PR EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> ENG 1(2) EGT OVER LIMIT

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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INCORRECT VERTICAL PROFILE DURING NON PRECISION APPROACHES

ECAM ENTRY

None

PROCEDURE

- **If operator has established a list of affected NPAs, updated with current NDB cycle:**

CHECK PROCEDURE IS IN LIST

- **If procedure is NOT in list:**

NO RESTRICTION ON USE OF MANAGED LATERAL AND VERTICAL GUIDANCE

- **If procedure is in list:**

DO NOT USE VERTICAL MANAGED GUIDANCE (FINAL APP)

DO NOT USE LNAV / VNAV MINIMUM

DISREGARD V/DEV SYMBOL

- **If operator has NOT established a list of affected NPAs, or if list is NOT updated with current NDB cycle:**

CHECK IF PROCEDURE CONTAINS BOTH:

- Two or more FPA's displayed between descent point and MAP/RWY/FEP, and
- An AT OR ABOVE altitude constraint, coded at FAF.

- **If both are NOT contained in procedure:**

NO RESTRICTION ON USE OF MANAGED LATERAL AND VERTICAL GUIDANCE

- **If both are contained in procedure:**

DO NOT USE VERTICAL MANAGED GUIDANCE (FINAL APP)

DO NOT USE LNAV / VNAV MINIMUM

DISREGARD V/DEV SYMBOL

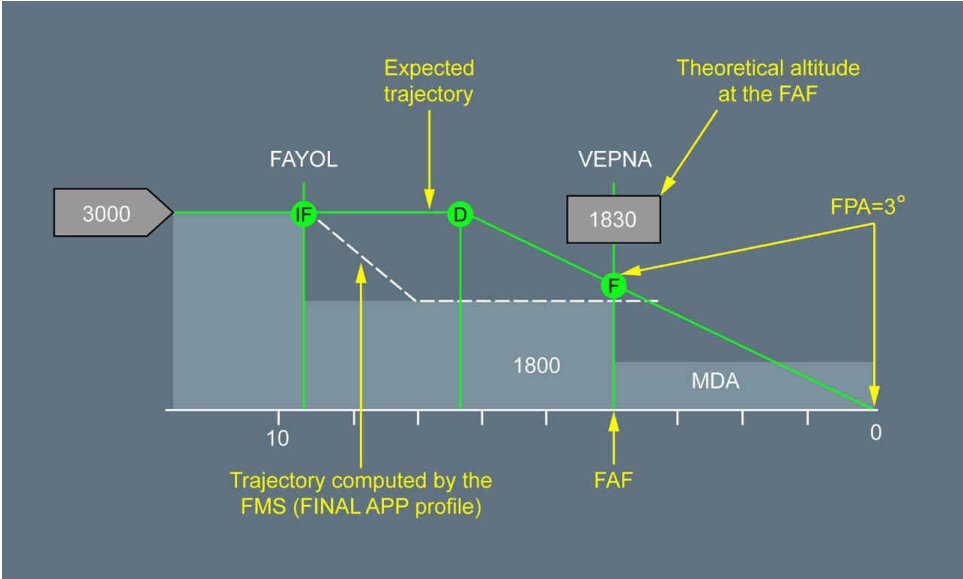
INCORRECT VERTICAL PROFILE DURING NON PRECISION APPROACHES - EXPLANATION

ROOT CAUSE

When the theoretical altitude of the FAF, based on the FPA coded in the Navigation DataBase (NDB), is at or above the altitude constraint coded at the FAF, the FMS erroneously disregards the expected trajectory.

OPERATIONAL CONSEQUENCE

The vertical profile before the FAF may erroneously have a descent segment which does not respect the coded FPA. This is followed by a level off at the altitude constraint, coded at the FAF.



Flight crews should refer to their Flight Operations/Engineering departments to obtain the list of the NPAs that may be affected.

Note: The FLS beam is not affected and the FLS may be used.

END OF OEB42

NO ENGAGEMENT OF GUIDANCE MODE

ECAM ENTRY

None

PROCEDURE

Apply the following procedure if SRS or GA TRK / RWY modes remain engaged and other guidance modes cannot be selected or engaged as expected:

AP OFF

BOTH FDs..... OFF THEN ON

FDs revert to basic modes (HDG - V/S) and guidance modes may be re-engaged as appropriate.

- **For approaches that follow a go-around: DO NOT ARM G/S MODE**

NO ENGAGEMENT OF GUIDANCE MODE - EXPLANATION

ROOT CAUSE

Transmission of erroneous RA height to Flight Guidance Systems.

OPERATIONAL CONSEQUENCE

Depending on the flight phase, some of the following effects may be observed:

- Engagement of NAV mode not possible after takeoff
- During go-around, after SRS and GA TRK modes engage:
 - NAV, HDG, or TRK lateral modes cannot be selected
 - LVR CLB will not be displayed on the FMA at THR RED ALT
 - ALT* and ALT will not engage at FCU altitude.

END OF OEB46

CAB PR EXCESS CAB ALT**ECAM ENTRY**

CAB PR EXCESS CAB ALT

PROCEDURE

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the "ECAM ENTRY" field and must apply the QRH's OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:

The "Identification" field that identifies the OEB number and its issue number.

The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		11 DEC 19

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

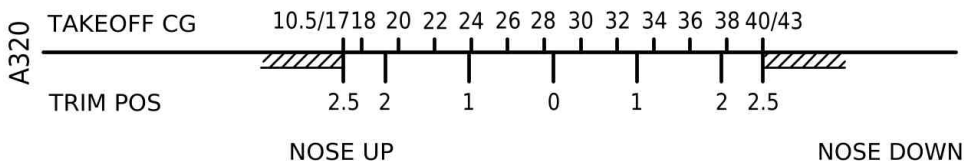
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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QUICK REFERENCE HANDBOOK



AP-BMV

A320-214
MSN 05152

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	12 JAN 22
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	12 JAN 22
	ABN-12	BRAKES	12 JAN 22
	ABN-13	CAB PR	12 JAN 22
	ABN-14	COND	12 JAN 22
	ABN-15	DOOR	12 JAN 22
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	12 JAN 22
	ABN-28	WHEEL	12 JAN 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	12 JAN 22
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		12 JAN 22	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		12 JAN 22	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		12 JAN 22	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		12 JAN 22	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		12 JAN 22	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		12 JAN 22	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2662		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059 14-20)
	J2818		12 JAN 22	LANDING GEAR - EXTENSION & RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	J2832		12 JAN 22	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	K0066		12 JAN 22	AIR CONDITIONING - VENTILATION SYSTEM FOR FWD CARGO COMPARTMENT
	K10009		12 JAN 22	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		12 JAN 22	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K11694		23 AUG 23	EQUIPMENT/FURNISHINGS-MISCELLANEOUS EMERGENCY EQUIPMENT-INSTALLATION OF ELT(406AFN) WITH RCP IN COCKPIT AND NAV PROVISIONS-HONEYWELL
	K12337		23 AUG 23	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - REPLACE HINGE FOR CDSS CONTROLLER/MONITOR
	K12824		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS AND SDF OBRM SOFTWARE P/N -33A AND CAM UPDATE
	K12825		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS DIRECTOR P/N -333B
	K1806		12 JAN 22	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		12 JAN 22	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		12 JAN 22	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		12 JAN 22	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		12 JAN 22	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		12 JAN 22	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		12 JAN 22	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		12 JAN 22	AIR CONDITIONING -AIR COOLING INSTALL A NEW ECS
	K7778		12 JAN 22	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		12 JAN 22	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		12 JAN 22	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		12 JAN 22	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
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	P0003		12 JAN 22	BASIC AIRCRAFT DEFINITION - ELECTRICS
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(1) Evolution code : N=New, R=Revised, E=Effectivity

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The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control If the cargo freight permits, set FWD ISOL VALVE: OFF to reduce the rate of cabin altitude increase.
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

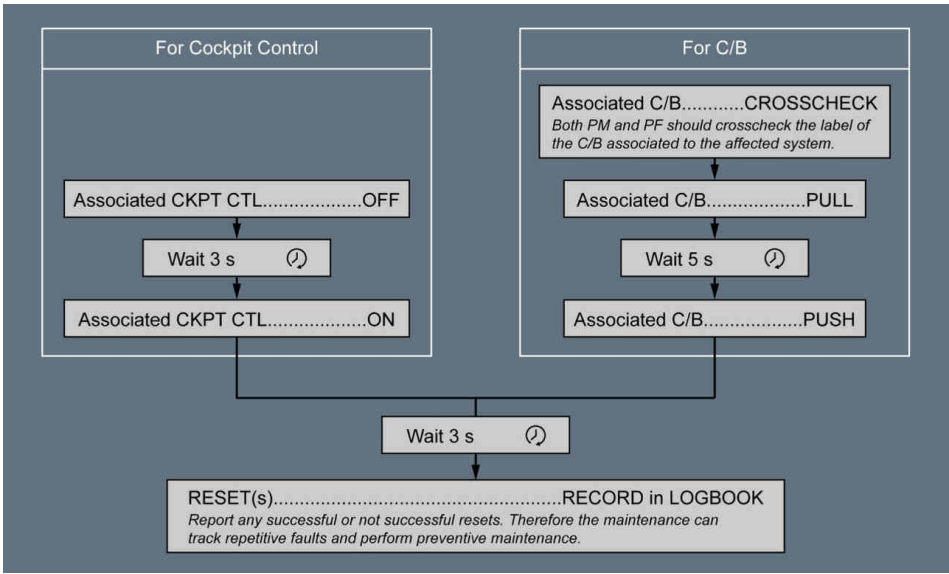
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - HF Datalink Failure	Refer to procedure	HF
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
FWS FWC 1(2) FAULT	<i>Refer to procedure</i>	FWC
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

 - If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side).....ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
 - If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side).....OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency

2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

COM - HF DATALINK FAILURE

- In flight or on ground:**
On 49VU:
C/B HA14 (HF1)..... PULL
Wait 2 s
C/B HA14 (HF1)..... PUSH

COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:

ELT selector.....TEST/RESET

The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.

Wait 3 s

ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s
- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL
- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5
- I
- **In flight:**
Not authorized.
 - **On ground:**
The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

- In flight:

Not authorized.
- On ground:

If ENG 1 FIRE DET FAULT:

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

If ENG 2 FIRE DET FAULT:

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2
	- Do not attempt more than one reset.

ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

- In flight or on ground:**

- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PULL
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PULL
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL
 Wait 5 s
- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min
 2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

- In flight or on ground:
- **If FWS FWC 1 FAULT:**
 On 49VU:
 C/B F01 (FWS / FWC1 / SPLY).....PULL
 Wait 5 s
 C/B F01 (FWS / FWC1 / SPLY).....PUSH
 - **If FWS FWC 2 FAULT:**
 On 121VU:
 C/B Q07 (EIS / FWC2 / SPLY)..... PULL
 Wait 5 s
 C/B Q07 (EIS / FWC2 / SPLY)..... PUSH
- Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

● **In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

**SMOKE FWD(AFT) CRG DET FAULT OR
SMOKE FWD(AFT) CRG BTL 1(2) FAULT**

- In flight or on ground:**

On 49VU:
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw..... AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

- **In flight:**
 Not authorized.
- **On ground:**
 ■ **Case A:**
 If all the following conditions occurs:

 - the WHEEL N/W STRG FAULT alert was triggered just after engine start
 - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
 - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).
 Apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
- **Case B:**
 In all other cases, including in case of doubt on the above conditions, maintenance action is due.
 Before returning to the gate, apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 Even if the WHEEL N/W STRG FAULT alert disappears:
 TAXI SPEED..... BELOW 10 KT
- Note: *After any BSCU reset:*
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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		BLEED 1+2 FAULT (Cont'd)  When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	12.02A 12 JAN 22
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <i>Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.</i>		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		12 JAN 22

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- If difference between both packs at or above 10 °C:
PACK WITH THE HIGHEST OUTLET TEMPOFF

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 12 JAN 22

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		12 JAN 22

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DISPLAY UNIT FAILURE

■ If DU flashes:

■ If captain PFD, ND, ECAM DUs or MCDU 1 affected:

GEN 1 OFF

■ If DUs flash continues:

GEN 1 ON

■ If DUs flash stops:

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If first officer PFD, ND, lower ECAM or MCDU 2 affected:

GEN 2 OFF

■ If DUs flash continues:

GEN 2 ON

■ If DUs flash stops:

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If DU blank (with or without large amber “F”), or distorted:

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ If INVALID DISPLAY UNIT message displayed:

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

■ If INVALID DATA message displayed (not on all DUs):

EIS DMC SWITCHING CONSIDER

● If DU not recovered::

DU brightness knob (affected DU) OFF THEN ON

■ If INVALID DATA message displayed on all DUs:

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If one or more DUs not recovered:

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK UNUSABLE

FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G uplocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	FWD CRG VENT VALVES	NORM	INOP	INOP
	FWD CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

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C/B TRIPPED

- On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.
- In flight:**

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



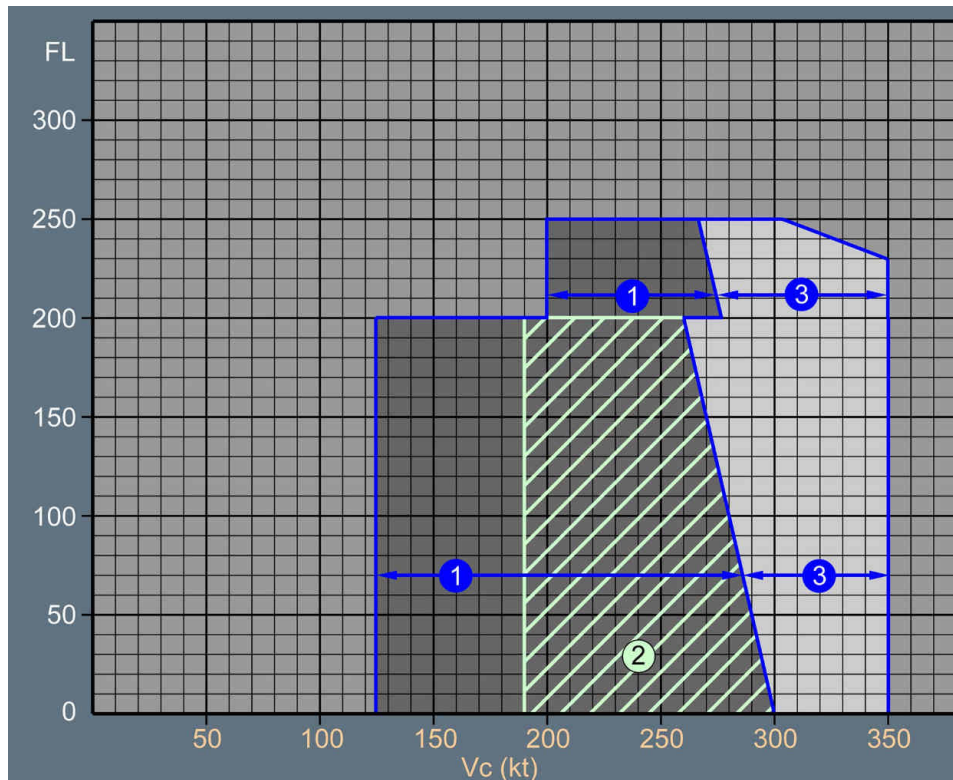
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



Caption:

- ① **STARTER ASSISTED RELIGHT**
Above FL200 $N2 \leq 15\%$ (Engine Bleed)
Below FL200 $N2 \leq 12\%$ (APU or Engine Bleed)
- ② **WINDMILL QUICK RELIGHT**
if $N2 > 12\%$
- ③ **STABILIZED WINDMILL RELIGHT**

ENG MASTER (affected engine).....OFF
THR LEVER (affected engine)..... IDLE
ENG MODE selector..... IGN
X BLEED OPEN
WING ANTI-ICE (for starter assisted)..... OFF
ENG MASTER (affected engine)..... ON
ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
TCAS MODE selector..... check TA/RA
X BLEED.....AUTO
Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE

ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE

ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

*Note: If the flight crew suspects that the stall was transient, they can consider an engine
relight.*

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON

THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
- When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS
GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

- Note:
- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
 - If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH
■ If NO level off expected during final approach: DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT ■ If level off expected during final approach: FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL.....VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	
S > 3	177 kt		177 kt	177 kt	177 kt

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

- **On lighter side :**
 FUEL PUMPS.....OFF
- **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
 AVOID NEGATIVE G FACTOR
 MAX FL: GRAVITY FEED CEILING

 - Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
 - When reaching gravity feed ceiling:**
 FUEL X FEED..... OFF
 - If no fuel leak and with one engine running (fed by gravity):**
 FUEL X FEED..... ON
 BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
 RUDDER TRIM..... USE
 - When fuel imbalance reaches 1 000 kg (2 200 lb):**
 BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY**CRUISE**

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)For **Landing Performance** assessment, use the performance application of the EFB.**APPROACH**

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING**FLARE:** Only one ELEV and two spoilers per wing**SPOILERS:** Only 2 per wing**REVERSER:** Only N°1**BRAKING:** NORMAL**NO NOSEWHEEL STEERING****GO-AROUND**

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION**FUEL:** Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND	
● For diversion:	
■ If Flaps jammed at zero:	
SELECT CLEAN CONFIGURATION	
Maintain at least the higher of VAPP or VLS (due to pitch trim unusable)	
■ If Flaps jammed above zero:	
MAINTAIN SLATS/FLAPS CONFIGURATION	
Maintain speed close to VAPP (due to pitch trim unusable)	

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOME LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

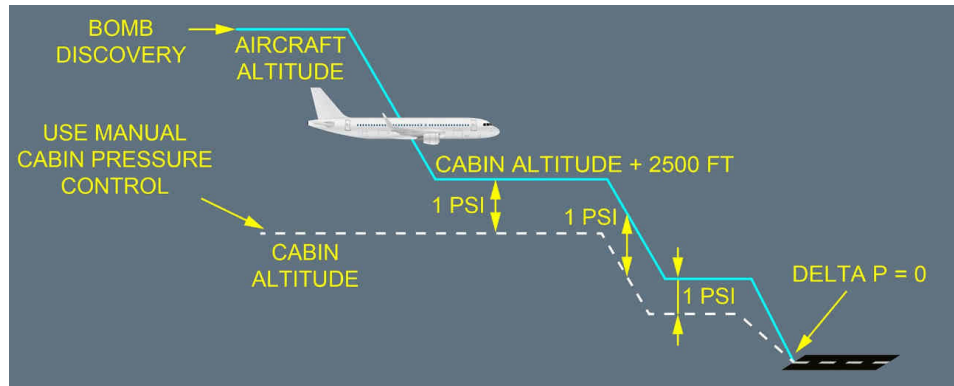
- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- Loose equipment secured
 - Survival equipment prepared
 - Belts and shoulder harness locked.
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM.....ESTABLISH

- If landing and evacuation possible within 30 min:**
ATC/COMPANY.....NOTIFY
EVAC.....PREPARE

If landing and evacuation NOT possible within 30 min:



AIRCRAFT (IF CLIMBING).....LEVEL OFF

CABIN PRESS MODE SEL.....MAN

MAINTAIN CAB ALT

ATC/COMPANY.....NOTIFY

TRGT SPEED: PREFER LO IAS

L2

Low speed could reduce the consequences of possible structural damage, if the bomb explodes.

L1

DESCENT TO CAB ALT + 2 500 ft or MEA-MORA.....INITIATE

AVOID SHARP MANEUVERS

MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
MAINTAIN 1 PSI ΔP
GALY & CAB.....OFF
FUEL RESERVES.....DETERMINE

L2

When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.

- When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT.....ON
COMMERCIAL.....OFF

If fuel permits:
FLAPS.....AT LEAST CONF 1
L/G lever (except for flight over water).....DOWN
USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
CABIN PRESS MODE SEL.....AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU

 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS
MINIMIZE V/S AT TOUCHDOWN
- For landing:**

INCREASE FLARE HEIGHT
USE MAX REVERSE ASAP

 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

MAX FL: 100 / MEA-MORA

RAM AIR.....ON

PACK 1.....OFF

PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 FWD CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

WHEN ALL ADR OFF BOTH FMS LOST

BACK UP NAV..... USE

USE RMP FOR NAVAID TUNING

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL..... MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**
 - APU BLEED..... OFF
 - VENTILATION BLOWER..... AUTO
 - VENTILATION EXTRACT..... AUTO
 - CARGO FWD ISOL VALVE..... OFF
 - PACK 1..... OFF
- **If smoke/fumes continue:**
 - PACK 1..... ON
 - PACK 2..... OFF
- **If smoke/fumes persist:**
 - PACK 2..... ON
 - VENTILATION BLOWER..... OVRD
 - VENTILATION EXTRACT..... OVRD
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*
- **If CABIN EQPT smoke/fumes suspected:**
 - **If smoke/fumes continue:**
 - EMER EXIT LIGHT..... ON
 - COMMERCIAL..... OFF
 - SMOKE / FUMES DISSIPATION..... CHECK
 - FAULTY EQPT..... SEARCH / ISOLATE
 - **If smoke/fumes persist or when faulty equipment confirmed isolated:**
 - COMMERCIAL..... NORM
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 - REMOVAL OF SMOKE / FUMES procedure.....
 -CONSIDER
 - Refer to ABN-27 Removal of Smoke / Fumes.*

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 - IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY

Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE

Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP-PLP-TOC Preliminary Cockpit Preparation	1/2	1	Documentation update: Deletion of "Preliminary Cockpit Preparation - AIRCRAFT SETUP (00025051.0001001)".
NP Preliminary Cockpit Preparation - Aircraft Setup	1/4	1	Documentation update: Addition of "Preliminary Cockpit Preparation - Aircraft Setup" documentary unit
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	2	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	3	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

1

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS..... OFF
	ENG MODE selector..... NORM
	* WXR/PWS sw.....OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

2

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

3

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONAL DATA SUMMARY OF HIGHLIGHTS	OPS 2/2
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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	Yes
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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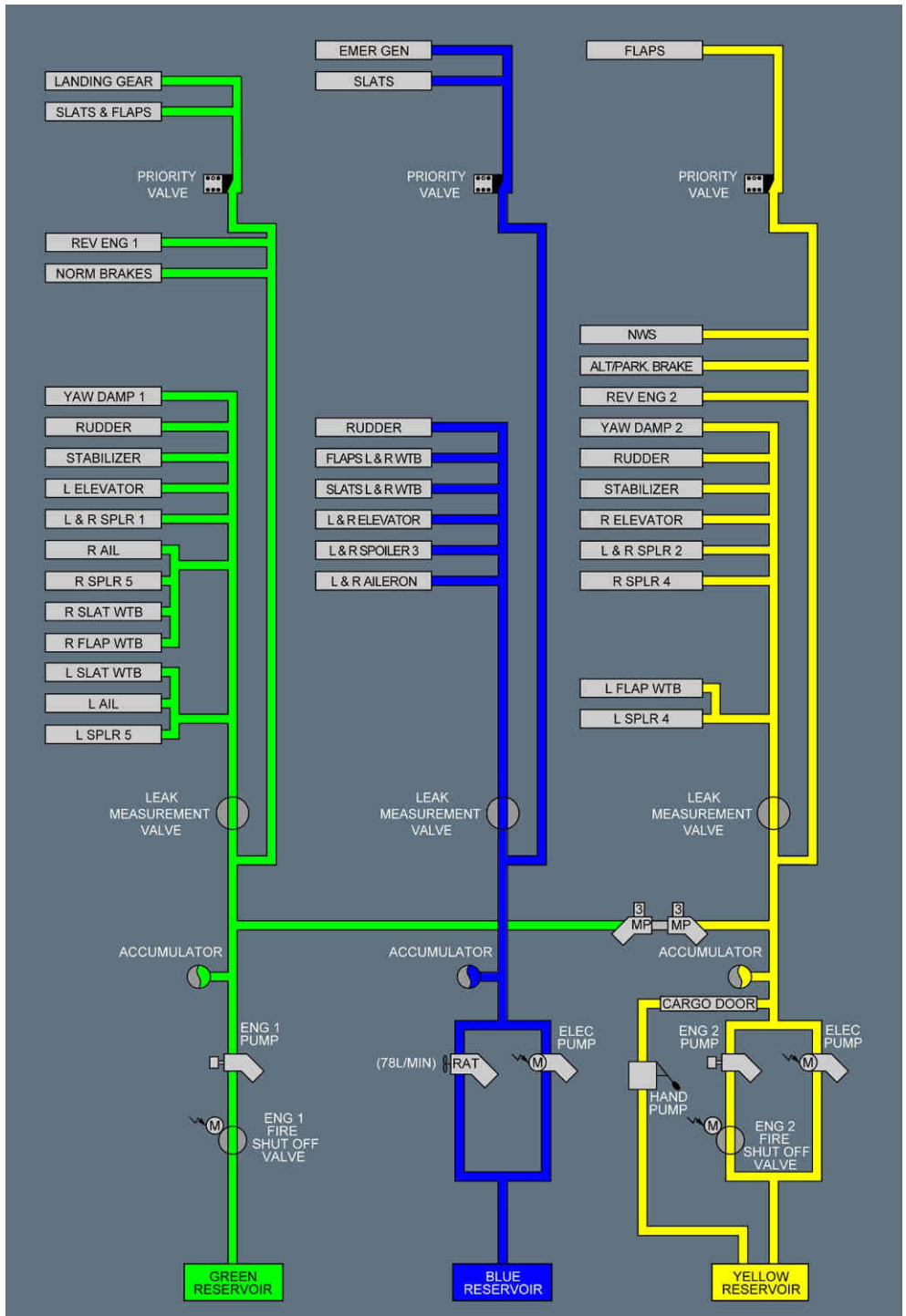
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

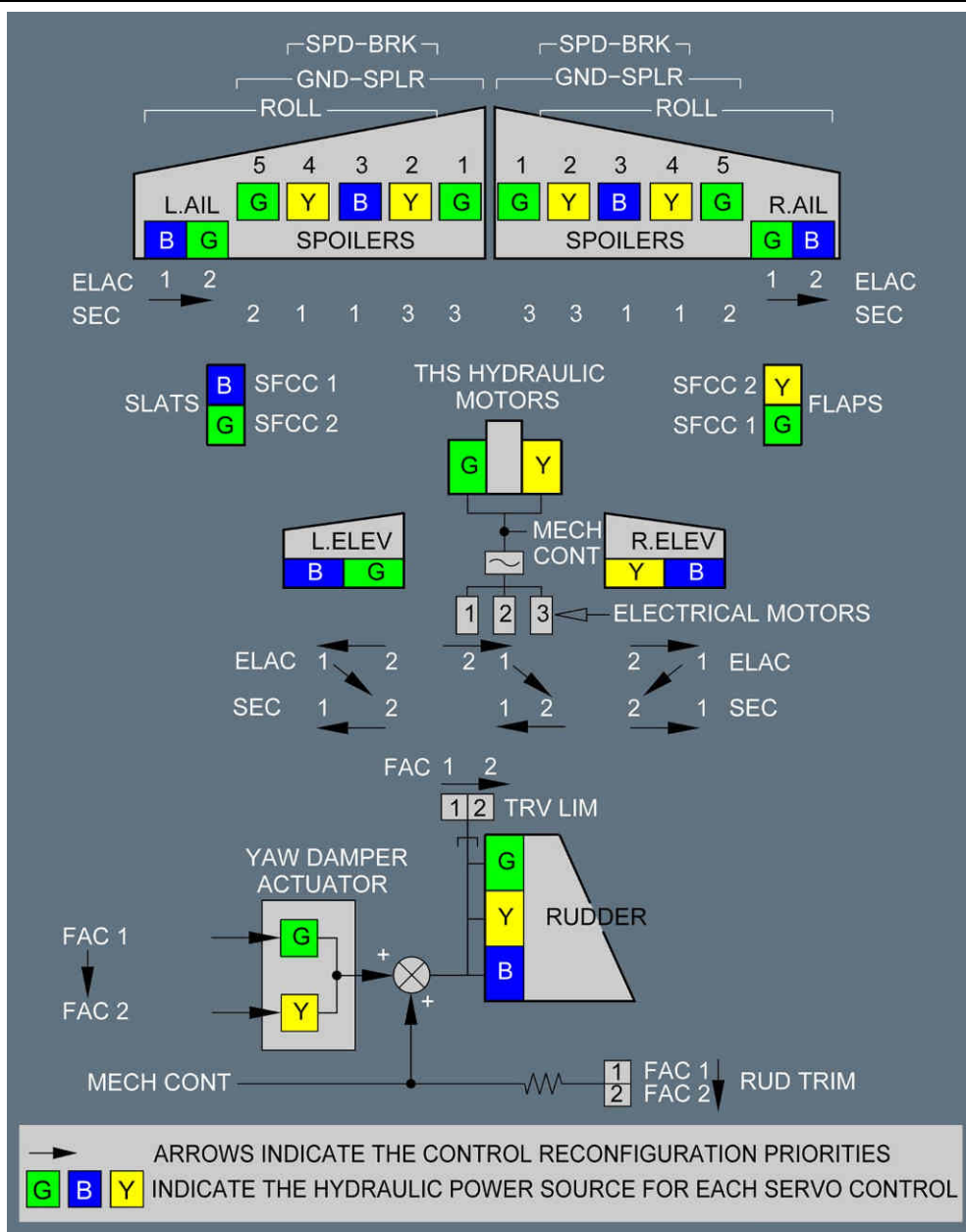
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS)	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR</u> EXCESS CAB ALT
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2)</u> EGT OVER LIMIT

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		14 JUL 25

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS	BLANK 21 AUG 24

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK 12 JAN 22

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NORMAL CHECKLIST

C3

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF ____ (BOTH)
 RADAR & PRED W/S..... ON
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF ____ (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✕
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

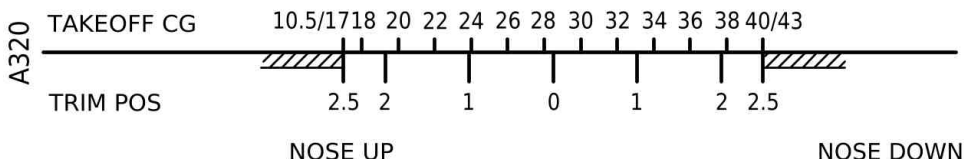
PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BMY

A320-214
MSN 05162

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	12 JAN 22
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	12 JAN 22
	ABN-12	BRAKES	12 JAN 22
	ABN-13	CAB PR	12 JAN 22
	ABN-14	COND	12 JAN 22
	ABN-15	DOOR	12 JAN 22
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	12 JAN 22
	ABN-28	WHEEL	12 JAN 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	12 JAN 22
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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No Temporary Documentary Unit

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	J0006		12 JAN 22	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		12 JAN 22	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		12 JAN 22	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		12 JAN 22	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		12 JAN 22	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		12 JAN 22	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2662		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059 14-20)
	J2818		12 JAN 22	LANDING GEAR - EXTENSION & RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	J2832		12 JAN 22	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	K0066		12 JAN 22	AIR CONDITIONING - VENTILATION SYSTEM FOR FWD CARGO COMPARTMENT
	K10009		12 JAN 22	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		12 JAN 22	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K11694		23 AUG 23	EQUIPMENT/FURNISHINGS-MISCELLANEOUS EMERGENCY EQUIPMENT-INSTALLATION OF ELT(406AFN) WITH RCP IN COCKPIT AND NAV PROVISIONS-HONEYWELL
	K12337		23 AUG 23	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - REPLACE HINGE FOR CDSS CONTROLLER/MONITOR
	K12824		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS AND SDF OBRM SOFTWARE P/N -33A AND CAM UPDATE
	K12825		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS DIRECTOR P/N -333B
	K1806		12 JAN 22	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		12 JAN 22	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		12 JAN 22	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		12 JAN 22	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		12 JAN 22	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		12 JAN 22	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		12 JAN 22	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		12 JAN 22	AIR CONDITIONING -AIR COOLING INSTALL A NEW ECS
	K7778		12 JAN 22	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		12 JAN 22	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		12 JAN 22	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		12 JAN 22	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER



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	K9458		12 JAN 22	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		12 JAN 22	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P10054		12 JAN 22	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122
	P10062		12 JAN 22	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING -INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB
	P10267		12 JAN 22	NAVIGATION - RADIO MAGNETIC INFORMATION SWITCHING AND INDICATING : RE-INSTALL THALES DDRMI VOR/DME INDICATORS (ANTI-MOD 33503)
	P10383	31-1414 03	12 JAN 22	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F5
	P10439		12 JAN 22	AUTO-FLIGHT FMGC INSTALL FMGC HNWL STD P1C12 ON CFM A/C
	P1044		12 JAN 22	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P10443		12 JAN 22	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC "L93" SOFTWARE STANDARD
	P10493		12 JAN 22	FLIGHT CONTROL - ELAC - ACTIVATE HIGH ALTITUDE UPSETS VMO/MMO OVERSHOOT PROTECTION FUNCTION ON ELAC
	P10694		12 JAN 22	AUTO-FLIGHT - FMGC ACTIVATE "MOD NAV IN GO AROUND" ON FMGC
	P10762		12 JAN 22	AUTO FLIGHT - FMGC INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C
	P10891		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9 B"(EM2)
	P11325		12 JAN 22	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES
	P11844		12 JAN 22	RFC FIN091010D4610 - SA - INFORMATION SYSTEM - UPGRADE ATSU WITH FANS B+ APPLICATION
	P11856		12 JAN 22	AUTO - FLIGHT FMGC: ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED APPROACH POINT
	P11935		20 AUG 25	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL DUAL WEATHER RADAR RDR 4000 HONEYWELL
N	P12172		09 FEB 26	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL COLLINS MANUAL WXR-700X (-120) AND DEACT. PWS FUNCTION (ANTI MOD 26270)
	P12367		12 JAN 22	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INSTALL ECU SOFTWARE STANDARD 5BS ON CFM56-5B ENGINES
	P12413		12 JAN 22	NAVIGATION - GENERAL - INSTALL A NEW CONIC PLATE FOR AOA (ANGLE OF ATTACK SENSOR) GOODRICH 0861ED AND OLD AOA THALES 45150320
	P12604		12 JAN 22	NAVIGATION - GENERAL - INSTALL A NEW CONIC PLATE FOR NEW AOA (ANGLE OF ATTACK) THALES C16291XX
	P1573		12 JAN 22	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P1873		12 JAN 22	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR FORWARD CARGO COMPARTMENT SHUT-OFF VALVES
	P1874		12 JAN 22	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR FORWARD CARGO COMPARTMENT HEATING CONTROLLER
	P2217		12 JAN 22	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		12 JAN 22	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		12 JAN 22	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		12 JAN 22	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		12 JAN 22	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL



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	P4191		12 JAN 22	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		12 JAN 22	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		12 JAN 22	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		12 JAN 22	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4642		12 JAN 22	NAVIGATION - WETAHER RADAR SYSTEM - ACTIVATE DUAL PREDICTIVE WINDSHEAR FUNCTION
	P4705		12 JAN 22	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		12 JAN 22	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4766		12 JAN 22	NAVIGATION - SINGLE PWS - COLLINS SINGLE PWS ACTIVATION
	P4801		12 JAN 22	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		12 JAN 22	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		12 JAN 22	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5088		12 JAN 22	NAVIGATION - SENSORS - INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	P5168		12 JAN 22	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5253		12 JAN 22	NAVIGATION ADIRS REMOVE ADIRS CDU
	P5451		12 JAN 22	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		12 JAN 22	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		12 JAN 22	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		12 JAN 22	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		12 JAN 22	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6578		12 JAN 22	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		12 JAN 22	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		12 JAN 22	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		12 JAN 22	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		12 JAN 22	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		12 JAN 22	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)



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	P7000		12 JAN 22	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7125		12 JAN 22	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		12 JAN 22	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		12 JAN 22	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		12 JAN 22	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		12 JAN 22	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		12 JAN 22	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		12 JAN 22	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		12 JAN 22	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8303		12 JAN 22	NAVIGATION DDRMI REMOVE DDRMI VOR/ADF/DME INDICATORS
	P8564		12 JAN 22	INDICATING/RECORDING SYSTEM EIS ACTIVATE ENGINE AVAIL DISPLAY
	P8751		12 JAN 22	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		12 JAN 22	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9138		12 JAN 22	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	P9171		12 JAN 22	NAVIGATION - ADIRS INTRODUCE AIR DATA MONITORING FUNCTION
	P9522		12 JAN 22	AUTO FLIGHT - MCDU ACTIVATE BACK UP NAV FUNCTION
	P9655		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9" (EM2)
	P9676		12 JAN 22	NAVIGATION - GPWS - ACTIVATE RUNWAY AWARENESS AND ADVISORY SYSTEM (RAAS) FUNCTION ON HWL EGPWS-002
	P9824		12 JAN 22	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	P9873		12 JAN 22	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
	P9978		12 JAN 22	NAVIGATION - ATC/MODE S (SELECT) CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	22-1523 02		12 JAN 22	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	23-1719 06		25 MAR 24	HF SYSTEM - INSTALL A SINGLE HF DATA RADIO (HFDR) SYSTEM HONEYWELL
	25-1BPJ 01		20 AUG 25	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	25-1BZB 04		20 AUG 25	REPLACE HONEYWELL 406AF FIXED ELT BY A HONEYWELL 406AFN2 FIXED ELT
	27-1234 01		12 JAN 22	FLIGHT CONTROL - ELEVATOR AILERON COMPUTER SYSTEM (ELAC)-INSTALL L97 STANDARD ON ELAC B WITH DATA LOADING CAPABILITY



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	27-1243 01		12 JAN 22	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
	27-1257 01		12 JAN 22	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1263 01		12 JAN 22	ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITH DATA LOADING CAPABILITY
N	28-1214 03		09 FEB 26	ACTIVATE FUEL LEAK DETECTION WARNING SYSTEM
	31-1373 00		12 JAN 22	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC STANDARD H2-F6
	31-1414 03		12 JAN 22	INDICATING RECORDING SYSTEMS - FWC - INTRODUCE FWC STANDARD H2-F7
	31-1492 00		12 JAN 22	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	32-1407 01		12 JAN 22	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1564 01		12 JAN 22	NAVIGATION - GENERAL - REPLACE AOA PROBE CONIC PLATE BY FORMER AOA PROBE FLAT PLATE
	34-1610 01		12 JAN 22	NAVIGATION - AOA - INSTALL AOA PROBES IN MIXED CONFIGURATION (THALES FOR CAPTAIN AND FIRST OFFICER AND UTAS ON STANDBY)
	34-1630 19		20 AUG 25	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1720 05		23 AUG 23	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1095 03		04 APR 22	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control If the cargo freight permits, set FWD ISOL VALVE: OFF to reduce the rate of cabin altitude increase.
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

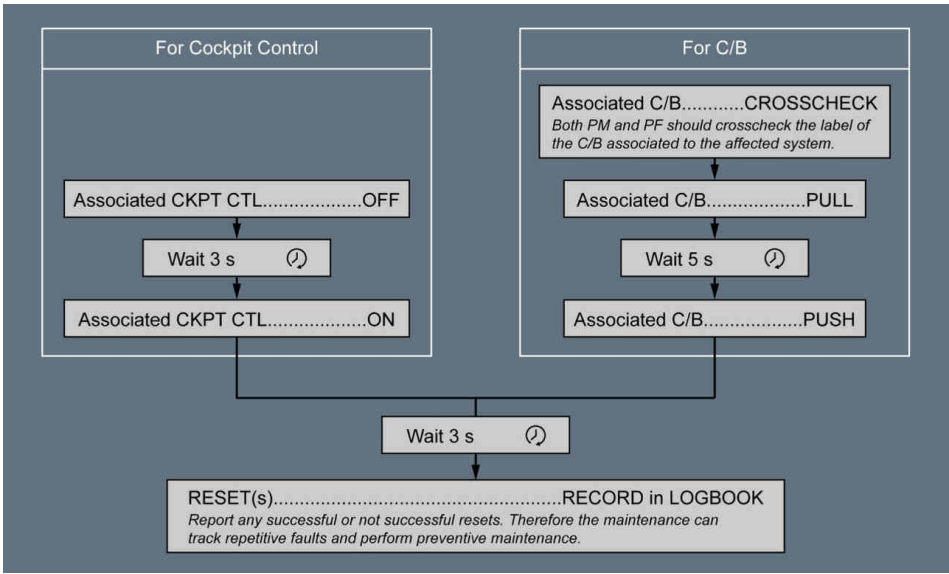
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
---------	---

Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
---------	--

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - HF Datalink Failure	Refer to procedure	HF
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC



Continued from the previous page

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
FWS FWC 1(2) FAULT	<i>Refer to procedure</i>	FWC
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
Not authorized.
- **On ground:**
If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
PACK 1+2.....ON
Wait 5 min
On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
C/B X13 (ANTI ICE / WHC / 1).....PULL
Wait 5 s
C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
C/B W13 (ANTI ICE / WHC / 2).....PULL
Wait 5 s
C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

**AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT**

Note: *If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.*

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

● **In flight or on ground:**

On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL

On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL

Wait 10 s

On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH

On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

COM - HF DATALINK FAILURE

- In flight or on ground:**
On 49VU:
C/B HA14 (HF1)..... PULL
Wait 2 s
C/B HA14 (HF1)..... PUSH

COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:

ELT selector.....TEST/RESET

The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.

Wait 3 s

ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

**COM - UNCOMMANDED EVAC
HORN ACTIVATION (IF INSTALLED)**

- In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s
- If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL
- If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

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- I
- **In flight:**
Not authorized.
 - **On ground:**
The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):
 - **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**
EXT PWR pb on 35VU.....RESET
 - **If no power source is connected to the electrical network of the aircraft:**
BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

- In flight:

Not authorized.
- On ground:

If ENG 1 FIRE DET FAULT:

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:
C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:
C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

If ENG 2 FIRE DET FAULT:

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:
C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:
C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

- In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL
C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min
2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ In flight:

Not authorized.

■ On ground:

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ If L/G LGCIU 1 FAULT:

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ If L/G LGCIU 2 FAULT:

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

On 121VU:

C/B K10 (COM NAV / TCAS).....PULL

Wait 5 s

C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

● **In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

**SMOKE FWD(AFT) CRG DET FAULT OR
SMOKE FWD(AFT) CRG BTL 1(2) FAULT**

- In flight or on ground:**

On 49VU:
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw..... AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

- **In flight:**
 Not authorized.
- **On ground:**
 ■ **Case A:**
 If all the following conditions occurs:

 - the WHEEL N/W STRG FAULT alert was triggered just after engine start
 - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
 - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).
 Apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
- **Case B:**
 In all other cases, including in case of doubt on the above conditions, maintenance action is due.
 Before returning to the gate, apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 Even if the WHEEL N/W STRG FAULT alert disappears:
 TAXI SPEED..... BELOW 10 KT
- Note: *After any BSCU reset:*
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
● When CAB PR ΔP < 1 psi: RAM AIR..... ON 		

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK If difference between both packs at or above 10 °C: PACK WITH THE HIGHEST OUTLET TEMPOFF

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
FAULTY DU brightness knob..... OFF AND KEEP OFF
REPEAT PROCEDURE
Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.
- If inversion of **E/WD** and **SD**:
ECAM UPPER DISPLAY brightness knob.....OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK UNUSABLE

FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G unlocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	FWD CRG VENT VALVES	NORM	INOP	INOP
	FWD CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL
LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● If engine relight can be attempted:

Refer to QRH 19.02A

● If engine relight cannot be attempted:

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
 PREPARE CABIN AND COCKPIT
 RAM AIR..... ON
 BARO REF (if avail)..... SET
 COMMERCIAL.....OFF
 ELT  (when conditions permit)..... ON
 ENGS RELIGHT..... TRY REGULARLY

 USE RUDDER WITH CARE
 - **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
 - **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
 DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
 MIN RAT SPEED: 140 KT
 GPWS SYS..... OFF
 GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
 FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
 VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
 GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
 MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
 L/G lever..... DOWN
 APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.
 SPLRs..... ARM
 MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
 CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
 BRACE FOR IMPACT..... ORDER
- At touchdown:**
 ALL ENG MASTERS.....OFF
 APU MASTER SW..... OFF
 BRAKES ON ACCU ONLY
- When aircraft stopped:**
 PARKING BRK.....ON
 ATC (VHF 1)..... NOTIFY
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
 EVACUATION.....INITIATE



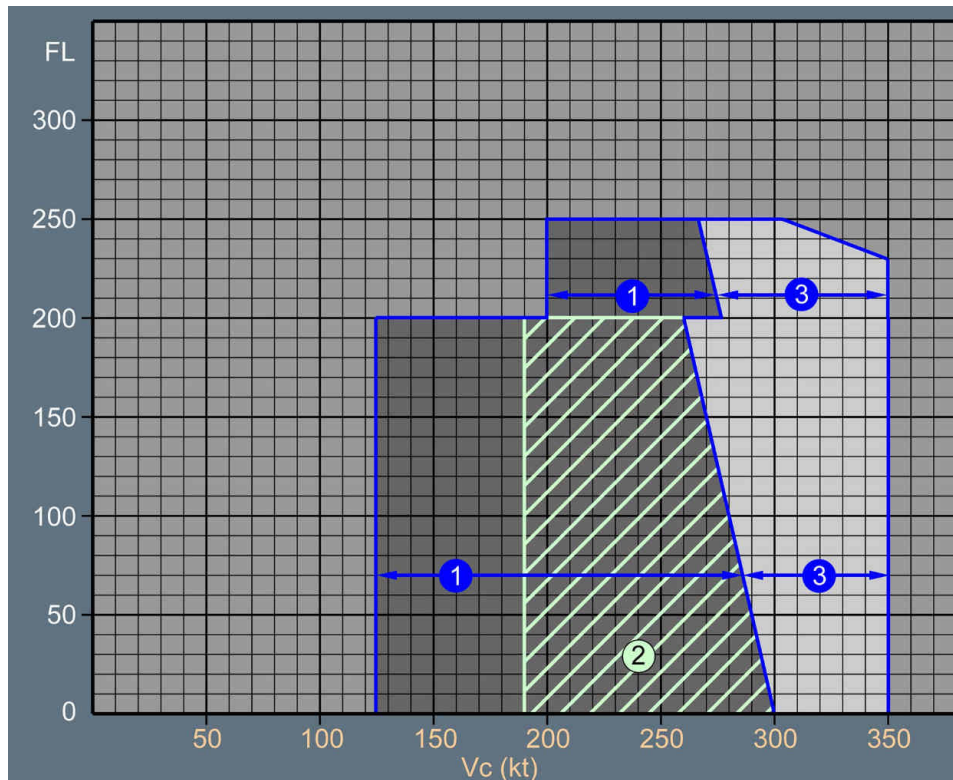
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



Caption:

- ① **STARTER ASSISTED RELIGHT**
Above FL200 $N_2 \leq 15\%$ (Engine Bleed)
Below FL200 $N_2 \leq 12\%$ (APU or Engine Bleed)
- ② **WINDMILL QUICK RELIGHT**
if $N_2 > 12\%$
- ③ **STABILIZED WINDMILL RELIGHT**

ENG MASTER (affected engine).....OFF
THR LEVER (affected engine)..... IDLE
ENG MODE selector..... IGN
X BLEED OPEN
WING ANTI-ICE (for starter assisted)..... OFF
ENG MASTER (affected engine)..... ON
ENG PARAMETERS (N_2 , EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
TCAS MODE selector..... check TA/RA
X BLEED.....AUTO
Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE

ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE

ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

*Note: If the flight crew suspects that the stall was transient, they can consider an engine
relight.*

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON

THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel..... CRANK
ENG MAN START pb (affected engine)..... ON
● **When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

HIGH ENGINE VIBRATION

ENG PARAMETERS..... CHECK

- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time).....IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
- **If no icing:**
THRUST (affected engine).....REDUCE
- **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH
■ If NO level off expected during final approach: DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT ■ If level off expected during final approach: FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	
S > 3	177 kt		177 kt	177 kt	177 kt

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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- FUEL X FEED..... ON
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 ● **On lighter side :**
 FUEL PUMPS.....OFF
 ● **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
- **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
- **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS.....OFF

L/G lever.....CHECK DOWN

GRVTY GEAR EXTN handcrank.....TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG.....OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT.....DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT.....ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES.....SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP
- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °
- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- **If evacuation required:**
 EVACUATION..... INITIATE
- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	--------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SET

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit)..... ON

● For approach and landing:

RAM AIR..... ON

L/G lever..... DOWN

SLATS / FLAPS..... MAX AVAIL

GND SPLR..... ARM

MAX BRK PR: 1000 PSI

● At 2 000 ft AGL:

CABIN CREW..... NOTIFY FOR LANDING

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

BRAKES ON ACCU ONLY

● When aircraft stopped:

PARKING BRK..... ON

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

■ If evacuation required:

EVACUATION..... INITIATE

■ If evacuation not required:

CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

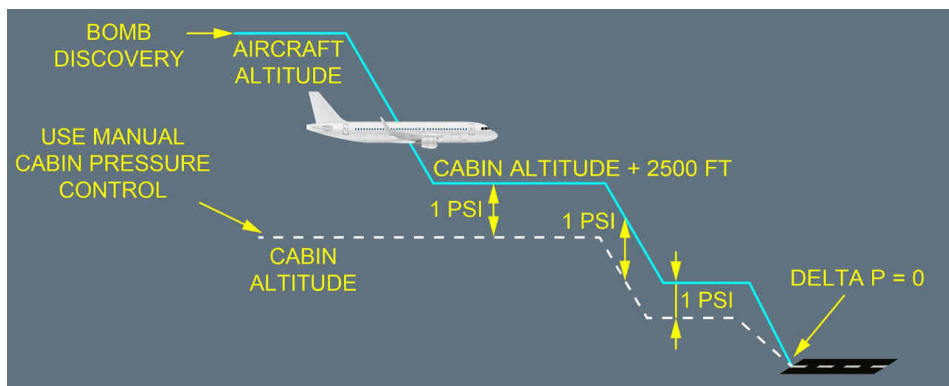
CKPT/CAB COM..... ESTABLISH

■ **If landing and evacuation possible within 30 min:**

ATC/COMPANY..... NOTIFY

EVAC..... PREPARE

■ **If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF

CABIN PRESS MODE SEL..... MAN

MAINTAIN CAB ALT

ATC/COMPANY..... NOTIFY

TRGT SPEED: PREFER LO IAS

L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*

L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE

AVOID SHARP MANEUVERS

MAINTAIN CAB ALT

● **When at CAB ALT + 2 500 ft:**

MAINTAIN 1 PSI ΔP

GALY & CAB..... OFF

FUEL RESERVES..... DETERMINE

L2 *When flying at cabin altitude + 2 500 ft, the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

● **When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT..... ON

COMMERCIAL..... OFF

● **If fuel permits:**

FLAPS..... AT LEAST CONF 1

L/G lever (except for flight over water)..... DOWN

USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

● **During approach:**

CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- **For approach:**
 - PACK 1.....OFF OR SUPPLIED BY APU
 - PACK 2.....OFF OR SUPPLIED BY APU
 - **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
- SPEED AT RUNWAY THRESHOLD : VLS
- MINIMIZE V/S AT TOUCHDOWN
- **For landing:**
 - INCREASE FLARE HEIGHT
 - USE MAX REVERSE ASAP
 - **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- **When landing completed:**
 - BRAKE FANS  ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 FWD CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

WHEN ALL ADR OFF BOTH FMS LOST

BACK UP NAV..... USE

USE RMP FOR NAVAID TUNING

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL..... MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**
 - APU BLEED..... OFF
 - VENTILATION BLOWER..... AUTO
 - VENTILATION EXTRACT..... AUTO
 - CARGO FWD ISOL VALVE..... OFF
 - PACK 1..... OFF
- **If smoke/fumes continue:**
 - PACK 1..... ON
 - PACK 2..... OFF
- **If smoke/fumes persist:**
 - PACK 2..... ON
 - VENTILATION BLOWER..... OVRD
 - VENTILATION EXTRACT..... OVRD
 - REMOVAL OF SMOKE / FUMES..... CONSIDER
 - Refer to ABN-27 Removal of Smoke / Fumes*
- **If CABIN EQPT smoke/fumes suspected:**
 - **If smoke/fumes continue:**
 - EMER EXIT LIGHT..... ON
 - COMMERCIAL..... OFF
 - SMOKE / FUMES DISSIPATION..... CHECK
 - FAULTY EQPT..... SEARCH / ISOLATE
 - **If smoke/fumes persist or when faulty equipment confirmed isolated:**
 - COMMERCIAL..... NORM
 - REMOVAL OF SMOKE / FUMES..... CONSIDER
 - Refer to ABN-27 Removal of Smoke / Fumes*



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- If smoke/fumes disappear within 5 minutes:

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- When EMER GEN AVAIL:

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- At 3 min or 2 000 ft AAL before landing:

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- When aircraft stopped:

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON

PACK 1..... OFF

PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF

PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA

DESCENT TO FL 100 / MEA-MORA..... INITIATE

ATC..... NOTIFY

SMOKE / FUMES / AVNCS SMOKE PROC.....

.....CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON

PACK 1..... OFF

PACK 2..... OFF

CABIN PRESS MODE SEL..... MAN

MAN V/S CTL..... FULL UP

RAM AIR.....ON

APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt

COCKPIT DOOR.....OPEN

HEADSETS..... ON

PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

● **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

● **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP-PLP-TOC Preliminary Cockpit Preparation	1/2	1	Documentation update: Deletion of "Preliminary Cockpit Preparation - AIRCRAFT SETUP (00025051.0001001)".
NP Preliminary Cockpit Preparation - Aircraft Setup	1/4	1	Documentation update: Addition of "Preliminary Cockpit Preparation - Aircraft Setup" documentary unit
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	2	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	3	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION
--

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS..... OFF
	ENG MODE selector..... NORM
	* WXR/PWS sw.....OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARSINITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

3

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	Yes
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: *In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.*

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: *Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:*

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



Continued from the previous page

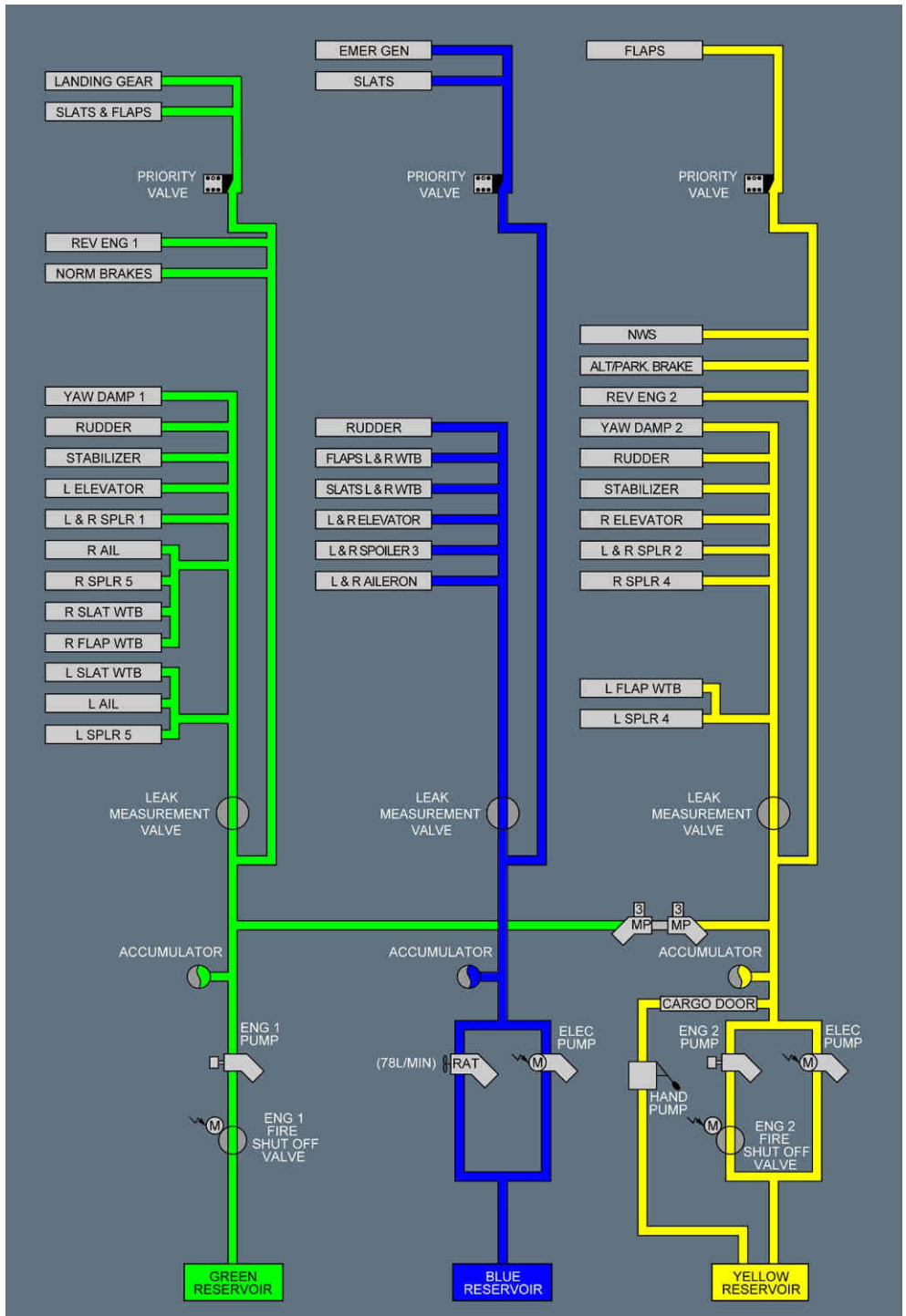
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

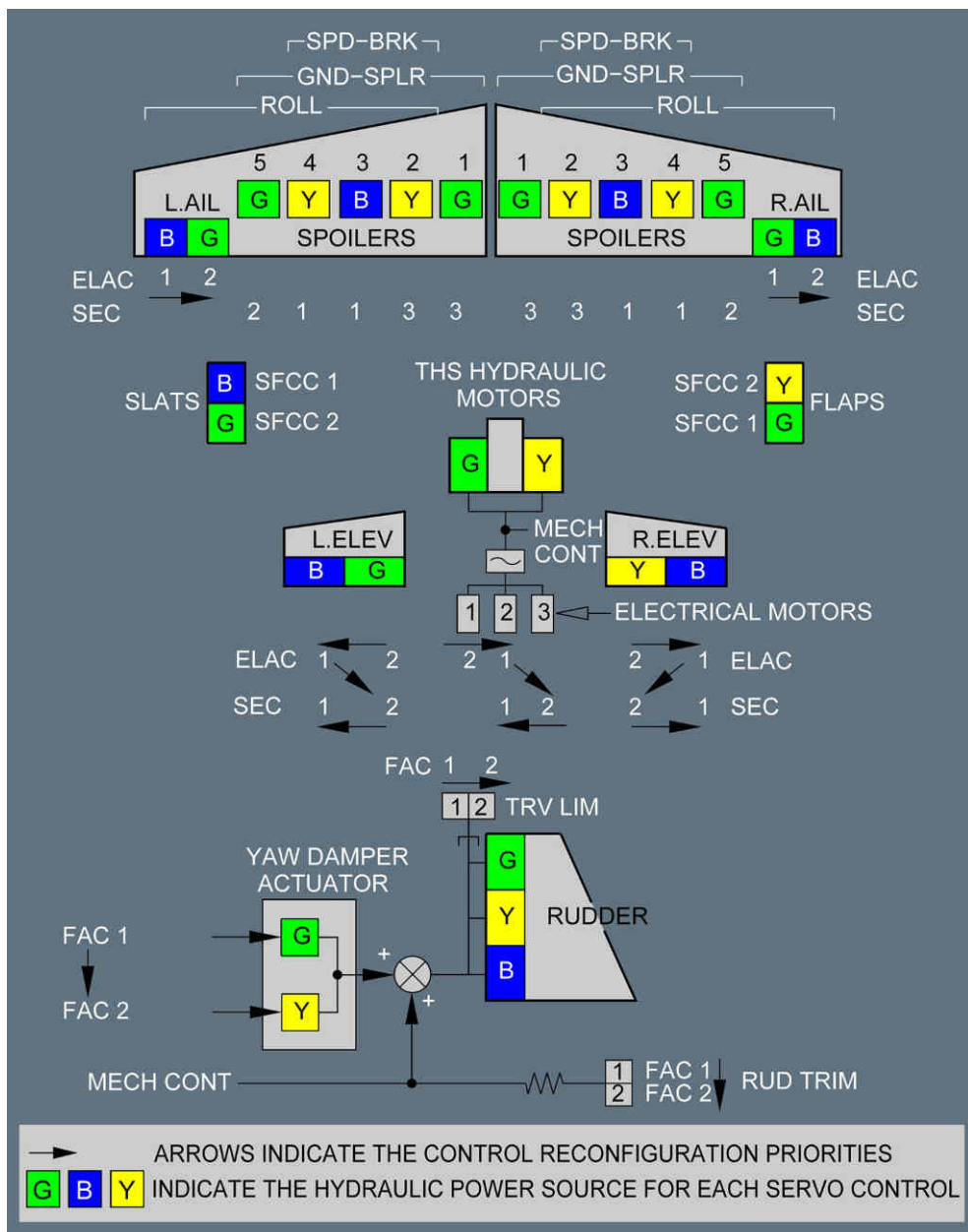
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONAL DATA	BLANK 09 FEB 26

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB61 Issue 1	CAB PR EXCESS CAB ALT <u>ECAM Entry</u> <u>CAB PR EXCESS CAB ALT</u>
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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CAB PR EXCESS CAB ALT**ECAM ENTRY**CAB PR EXCESS CAB ALT**PROCEDURE**

Apply the CAB PR EXCESS CAB ALT ECAM procedure, even if not confirmed on the CAB PRESS SD page.

CAB PR EXCESS CAB ALT - EXPLANATION
--

ROOT CAUSE

Due to an internal failure, the active Cabin Pressure Controller (CPC) may display an erroneous cabin altitude on the CAB PRESS SD page, although within normal range. The active CPC regulates the cabin pressure based on this erroneous value.

The second CPC (on standby), that is not affected by the internal failure, will detect the abnormal cabin altitude, and trigger the CAB PR EXCESS CAB ALT alert when the conditions are satisfied. However, the cabin altitude from the standby CPC are not displayed to the flight crew. On the CAB PRESS SD page, only the cabin pressure parameters from the active CPC is displayed with the erroneous value (within the normal range).

OPERATIONAL CONSEQUENCE

Due to the erroneous cabin altitude (within normal range) that is displayed on the CAB PRESS SD page, the flight crew may unduly disregard the CAB PR EXCESS CAB ALT alert, or delay the start of the emergency descent, when required.

END OF OEB61

ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

Each OEB has an “OEB PROC” that includes all of the following items:

- The title of the OEB PROC,
- The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
- The OEB operational procedure(s) that the flight crew must apply
- The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:

The “Identification” field that identifies the OEB number and its issue number.

The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		12 JAN 22

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF ____ (BOTH)
 RADAR & PRED W/S..... ON
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF ____ (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

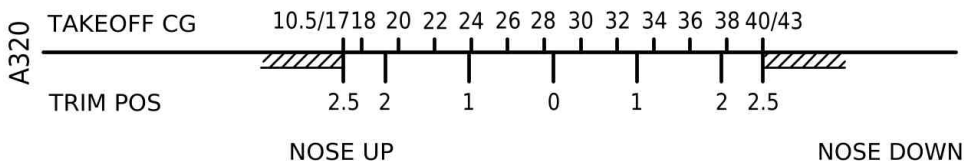
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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QUICK REFERENCE HANDBOOK



AP-BOM

A320-214
MSN 05253

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

This Manual does not contain any Military Data, pursuant all Regulations as stated above.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

1/2

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	12 JAN 22
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	12 JAN 22
	ABN-12	BRAKES	12 JAN 22
	ABN-13	CAB PR	12 JAN 22
	ABN-14	COND	12 JAN 22
	ABN-15	DOOR	12 JAN 22
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	12 JAN 22
	ABN-28	WHEEL	12 JAN 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	27 JAN 26
	C2	Abnormal and Emergency Procedures	12 JAN 22
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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		09 FEB 26

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		12 JAN 22

M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

09 FEB 26

M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		12 JAN 22	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		12 JAN 22	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		12 JAN 22	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		12 JAN 22	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		12 JAN 22	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		12 JAN 22	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
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	P10267		12 JAN 22	NAVIGATION - RADIO MAGNETIC INFORMATION SWITCHING AND INDICATING : RE-INSTALL THALES DDRMI VOR/DME INDICATORS (ANTI-MOD 33503)
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	27-1243 01		12 JAN 22	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
	27-1257 01		12 JAN 22	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSPECTION OF SEC CONFIGURATION FOR OEB-50 CANCELLATION FOR AIRCRAFT PRE MOD NO. 39429P11174
	27-1263 01		12 JAN 22	ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITH DATA LOADING CAPABILITY
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	31-1492 00		12 JAN 22	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
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	32-1407 01		12 JAN 22	LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
	34-1564 01		12 JAN 22	NAVIGATION - GENERAL - REPLACE AOA PROBE CONIC PLATE BY FORMER AOA PROBE FLAT PLATE
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	34-1630 19		20 AUG 25	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
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	46-1095 03		04 APR 22	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD

(1) Evolution code : N=New, R=Revised, E=Effectivity

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The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
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ELEC EMER CONFIG Summary.....	18.01A
ELEC EMER CONFIG Sys Remaining.....	18.02A
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⁹ MISC ABN-25

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Overweight Landing.....	25.07A
Severe Turbulence.....	25.08A
Tailstrike.....	25.09A
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¹⁰ NAV ABN-26

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control If the cargo freight permits, set FWD ISOL VALVE: OFF to reduce the rate of cabin altitude increase.
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

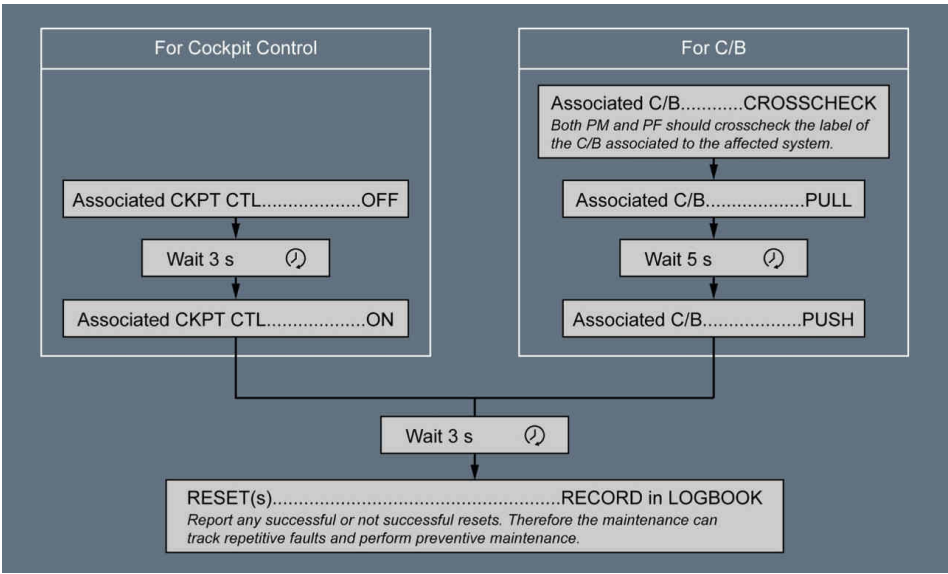
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE
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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - HF Datalink Failure	Refer to procedure	HF
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
FWS FWC 1(2) FAULT	<i>Refer to procedure</i>	FWC
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
X BLEED..... AUTO
PACK (affected side)..... ON
ENG BLEED pb-sw (affected side).....ON
Check that the affected engine bleed valve is open on the BLEED SD page.
 - If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:
ENG BLEED pb-sw (affected side).....OFF
PACK (affected side)..... OFF
X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 - Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

 - **If ANTI ICE L WINDSHIELD:**
 - C/B X13 (ANTI ICE / WHC / 1).....PULL
 - Wait 5 s
 - C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 - C/B W13 (ANTI ICE / WHC / 2).....PULL
 - Wait 5 s
 - C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**
 - **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS
 - **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY
 - **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

COM - HF DATALINK FAILURE

- In flight or on ground:**
On 49VU:
C/B HA14 (HF1)..... PULL
Wait 2 s
C/B HA14 (HF1)..... PUSH

COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:

ELT selector.....TEST/RESET

The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.

Wait 3 s

ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC
HORN ACTIVATION (IF INSTALLED)

- In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s
- If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL
- If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

■ In flight:

Not authorized.

■ On ground:

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

- If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

- If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO

BAT 2 pb-sw.....AUTO

EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ **In flight**

Not authorized.

■ **On ground**

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
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ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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6

**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

- In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL
C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min
2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

● **In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

**SMOKE FWD(AFT) CRG DET FAULT OR
SMOKE FWD(AFT) CRG BTL 1(2) FAULT**

- In flight or on ground:**

On 49VU:
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw..... AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

- **In flight:**
 Not authorized.
- **On ground:**
 ■ **Case A:**
 If all the following conditions occurs:

 - the WHEEL N/W STRG FAULT alert was triggered just after engine start
 - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
 - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).
 Apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
- **Case B:**
 In all other cases, including in case of doubt on the above conditions, maintenance action is due. Before returning to the gate, apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 Even if the WHEEL N/W STRG FAULT alert disappears:
 TAXI SPEED..... BELOW 10 KT
- Note: After any BSCU reset:

 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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BLEED 1+2 FAULT (Cont'd)		
 ● When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON		



ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	12.02A 12 JAN 22
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <i>Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.</i>		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK If difference between both packs at or above 10 °C: PACK WITH THE HIGHEST OUTLET TEMPOFF

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		12 JAN 22

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

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		12 JAN 22

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK UNUSABLE

FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G uplocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	FWD CRG VENT VALVES	NORM	INOP	INOP
	FWD CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

● **If engine relight can be attempted:**

Refer to QRH 19.02A

● **If engine relight cannot be attempted:**

Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
APU..... START
ALL ENG MASTERS..... OFF 30 S THEN ON
ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
ALL ENG MASTERS..... OFF
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
APU BLEED..... ON

ENGINE RELIGHT (one at a time)

ALL ENG MASTERS..... OFF
ENG MASTER 1 or 2..... ON
ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
ALL ENG MASTERS..... OFF
FOR SAME ENGINE RELIGHT..... WAIT 30S
ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT ☒ (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



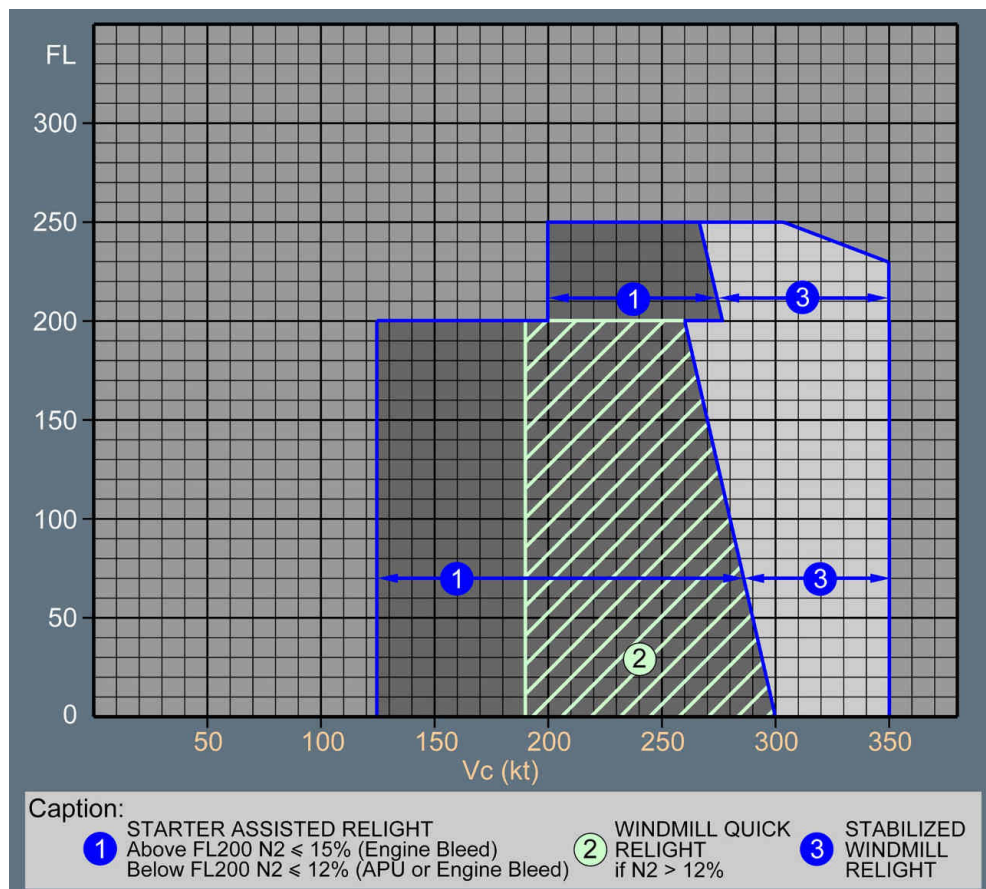
ALL ENG FAIL (Cont'd)



■ If evacuation not required: CABIN CREW and PASSENGERS (PA)..... NOTIFY
--

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N2, EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
 TCAS MODE selector..... check TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE
 ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

Note: If the flight crew suspects that the stall was transient, they can consider an engine
 relight.

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON
 THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD
Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

ENG MASTER (affected engine).....OFF
ENG MAN START pb (affected engine)..... OFF
ESTABLISH AIR BLEED PRESS
BEACON.....ON
ENG MODE sel.....CRANK
ENG MAN START pb (affected engine)..... ON
● **When fire stopped :**
ENG MAN START pb (affected engine)..... OFF
ENG MODE sel..... NORM

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
5	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
10	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
15	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
20	77.0	76.0	69.0	63.0	58.0	53.0	48.0	45.0
25	77.0	75.0	69.0	63.0	58.0	53.0	48.0	45.0
30	77.0	72.0	68.0	63.0	58.0	53.0	48.0	
35	74.0	70.0	66.0	63.0	56.0	51.0		
40	71.0	67.0	63.0	59.0				
45	69.0	65.0	61.0					
50	67.0	63.0						
55	64.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the “L/G GEAR NOT DOWN” alert will trigger.
The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS “TOO LOW GEAR” aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY
Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

- FUEL X FEED..... ON
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 ● **On lighter side :**
 FUEL PUMPS.....OFF
 ● **When fuel balanced:**
 ALL FUEL PUMPS.....ON
 FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY

ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

 ELT  (when conditions permit) ON

● **For approach and ditching:**

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● **At 2 000 ft AGL:**

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

EMER DESCENT

CREW OXY MASKS.....

USE

SIGNS.....

ON

EMER DESCENT.....

INITIATE

● **If A/THR not active:**

THR LEVERS.....

IDLE

SPD BRK.....

FULL

● **When descent established:**

SPEED.....

MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....

IGN

ATC.....

NOTIFY

EMER DESCENT (PA).....

ANNOUNCE

ATC XPDR 7700.....

CONSIDER

CREW OXY MASKS DILUTION.....

NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....

PRESS

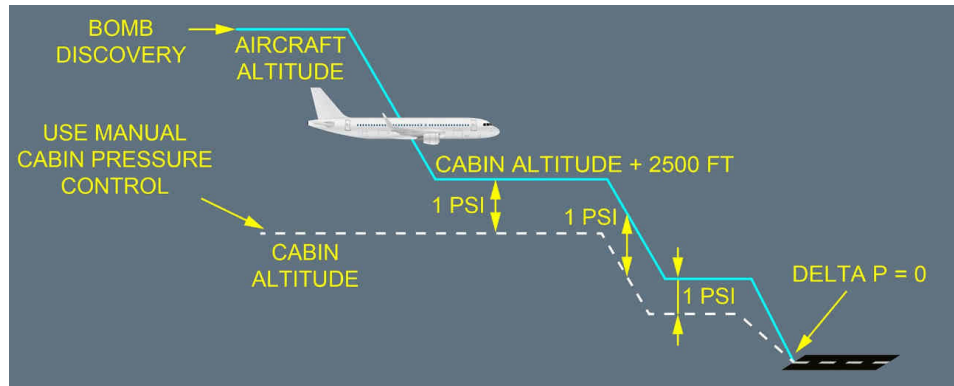
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
- RAM AIR..... ON
- L/G lever..... DOWN
- SLATS / FLAPS..... MAX AVAIL
- GND SPLR..... ARM
- MAX BRK PR: 1000 PSI
- **At 2 000 ft AGL:**
- CABIN CREW..... NOTIFY FOR LANDING
- **At 500 ft AGL:**
- BRACE FOR IMPACT..... ORDER
- **At touchdown:**
- ALL ENG MASTERS..... OFF
- APU MASTER SW..... OFF
- BRAKES ON ACCU ONLY
- **When aircraft stopped:**
- PARKING BRK..... ON
- ATC (VHF 1)..... NOTIFY
- ALL FIRE pb (ENGs & APU)..... PUSH
- ALL AGENTS (ENGs & APU)..... DISCH
- **If evacuation required:**
- EVACUATION..... INITIATE
- **If evacuation not required:**
- CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

- When bomb secured at the LRBL or cannot be moved:**
Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
 EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

- **If no crack on cockpit side:**
NO LIMITATION
- **If cracks on cockpit side:**
CREW OXY MASKS.....USE
MAX FL: 230 / MEA-MORA
CAB PRESS MODE SEL.....MAN
DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM
MAN V/S CTL.....AS RQRD
SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

- **When ΔP is 5 PSI:**
CREW OXY MASKS.....REMOVE
- **Below FL 100:**
CAB PRESS MODE SEL.....AUTO
- **If visibility not sufficient for approach due to damage:**
CONSIDER AUTOLAND
 - **For approach, if AUTOLAND not available:**
CAB PRESS MODE SEL.....MAN
MAN V/S CTL.....FULL UP
MAX SPEED: 200 kt
PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

- For approach:**

PACK 1.....OFF OR SUPPLIED BY APU
PACK 2.....OFF OR SUPPLIED BY APU

 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS
MINIMIZE V/S AT TOUCHDOWN
- For landing:**

INCREASE FLARE HEIGHT
USE MAX REVERSE ASAP

 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**

BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	0.76	80.1	81.0	82.0	83.1	-	-	-	-	-
370	0.76	79.1	79.9	80.7	81.6	82.6	83.6	-	-	-
350	0.76	78.8	79.3	80.0	80.7	81.5	82.4	83.3	84.3	-
330	0.76	78.8	79.4	79.8	80.4	81.0	81.8	82.6	83.4	84.3
320	275	78.9	79.4	79.9	80.3	80.9	81.5	82.2	83.0	83.9
310	275	78.1	78.6	79.2	79.8	80.3	80.9	81.6	82.3	83.1
290	275	76.6	77.1	77.6	78.2	78.9	79.6	80.3	81.0	81.7
270	275	75.1	75.6	76.1	76.7	77.3	78.0	78.7	79.6	80.5
250	275	73.5	74.0	74.5	75.2	75.8	76.5	77.2	78.0	78.8
200	275	69.9	70.3	70.7	71.2	71.8	72.4	73.0	73.7	74.4
150	250	61.9	62.6	63.3	64.1	64.9	65.9	66.9	68.0	68.9
100	250	58.3	59.0	59.6	60.2	61.0	61.8	62.6	63.5	64.5
50	250	54.3	54.9	55.6	56.3	57.1	58.0	59.0	60.0	60.8

KEEP AUTOPILOT ON

- If excessive thrust variations:
DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER
Consider descending to or below OPT FL in order to increase the margin to buffet.

- For approach:
A/THR..... ON
USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 FWD CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

WHEN ALL ADR OFF BOTH FMS LOST

BACK UP NAV..... USE

USE RMP FOR NAVAID TUNING

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL..... MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**
 - APU BLEED..... OFF
 - VENTILATION BLOWER..... AUTO
 - VENTILATION EXTRACT..... AUTO
 - CARGO FWD ISOL VALVE..... OFF
 - PACK 1..... OFF
- **If smoke/fumes continue:**
 - PACK 1..... ON
 - PACK 2..... OFF
- **If smoke/fumes persist:**
 - PACK 2..... ON
 - VENTILATION BLOWER..... OVRD
 - VENTILATION EXTRACT..... OVRD
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*
- **If CABIN EQPT smoke/fumes suspected:**
 - **If smoke/fumes continue:**
 - EMER EXIT LIGHT..... ON
 - COMMERCIAL..... OFF
 - SMOKE / FUMES DISSIPATION..... CHECK
 - FAULTY EQPT..... SEARCH / ISOLATE
 - **If smoke/fumes persist or when faulty equipment confirmed isolated:**
 - COMMERCIAL..... NORM
- REMOVAL OF SMOKE / FUMES..... CONSIDER
- Refer to ABN-27 Removal of Smoke / Fumes*



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY

Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE

Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP-PLP-TOC Preliminary Cockpit Preparation	1/2	1	Documentation update: Deletion of "Preliminary Cockpit Preparation - AIRCRAFT SETUP (00025051.0001001)".
NP Preliminary Cockpit Preparation - Aircraft Setup	1/4	1	Documentation update: Addition of "Preliminary Cockpit Preparation - Aircraft Setup" documentary unit
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	2	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	3	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:

CM1	CM2
	ENG 1, 2 MASTER LEVERS..... OFF
	ENG MODE selector..... NORM
	* WXR/PWS sw.....OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:

CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:

CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:

CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:

CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:

CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION:	
* ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

3

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	Yes
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	27 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 4 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	10 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	10 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	20 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	10 % to 15 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 %



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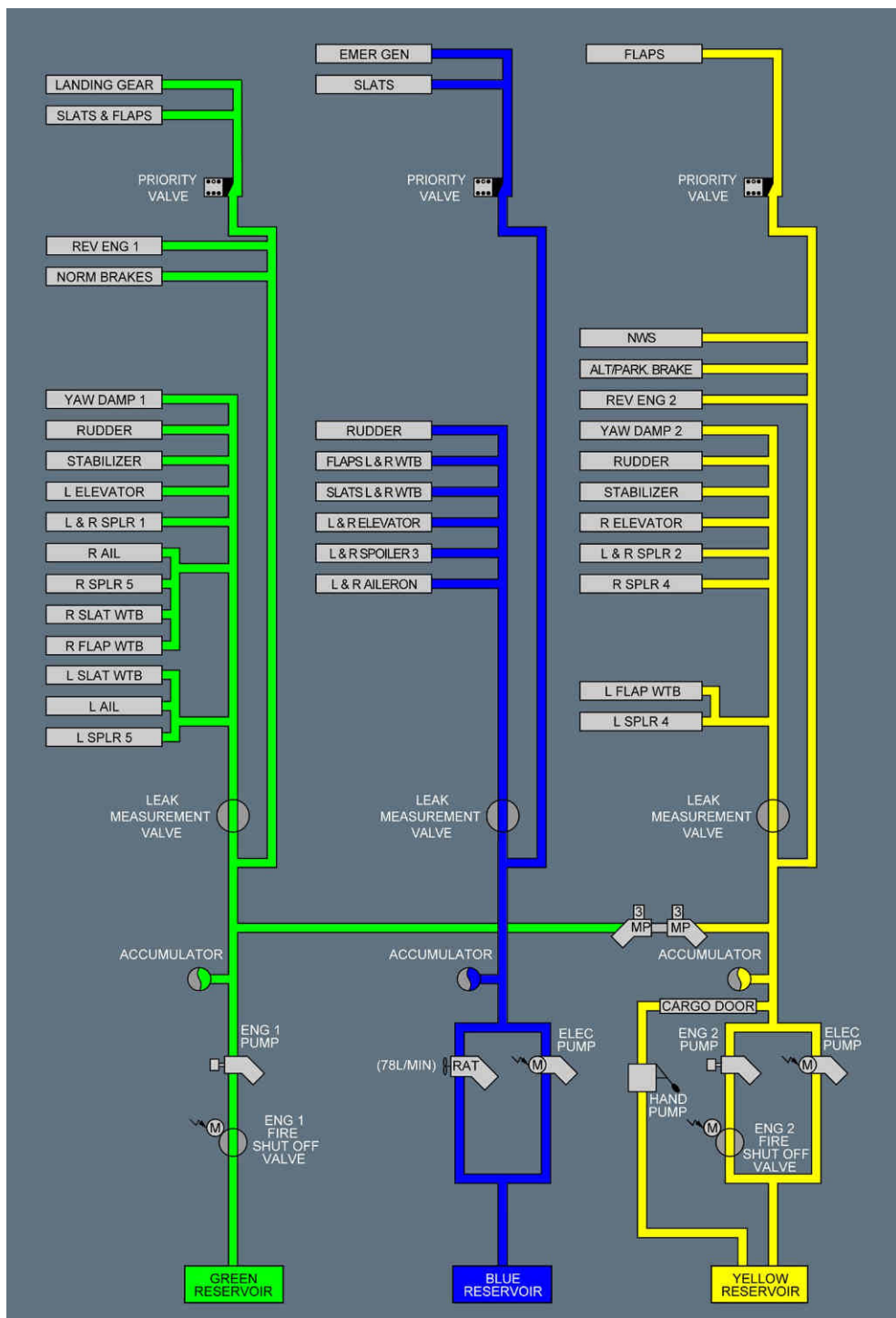
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
				(4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended <i>(Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)</i>	180 %
	GEAR NOT UNLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UNLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) *During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.*
- (2) *A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.*
- (3) *The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.*
- (4) *The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.*

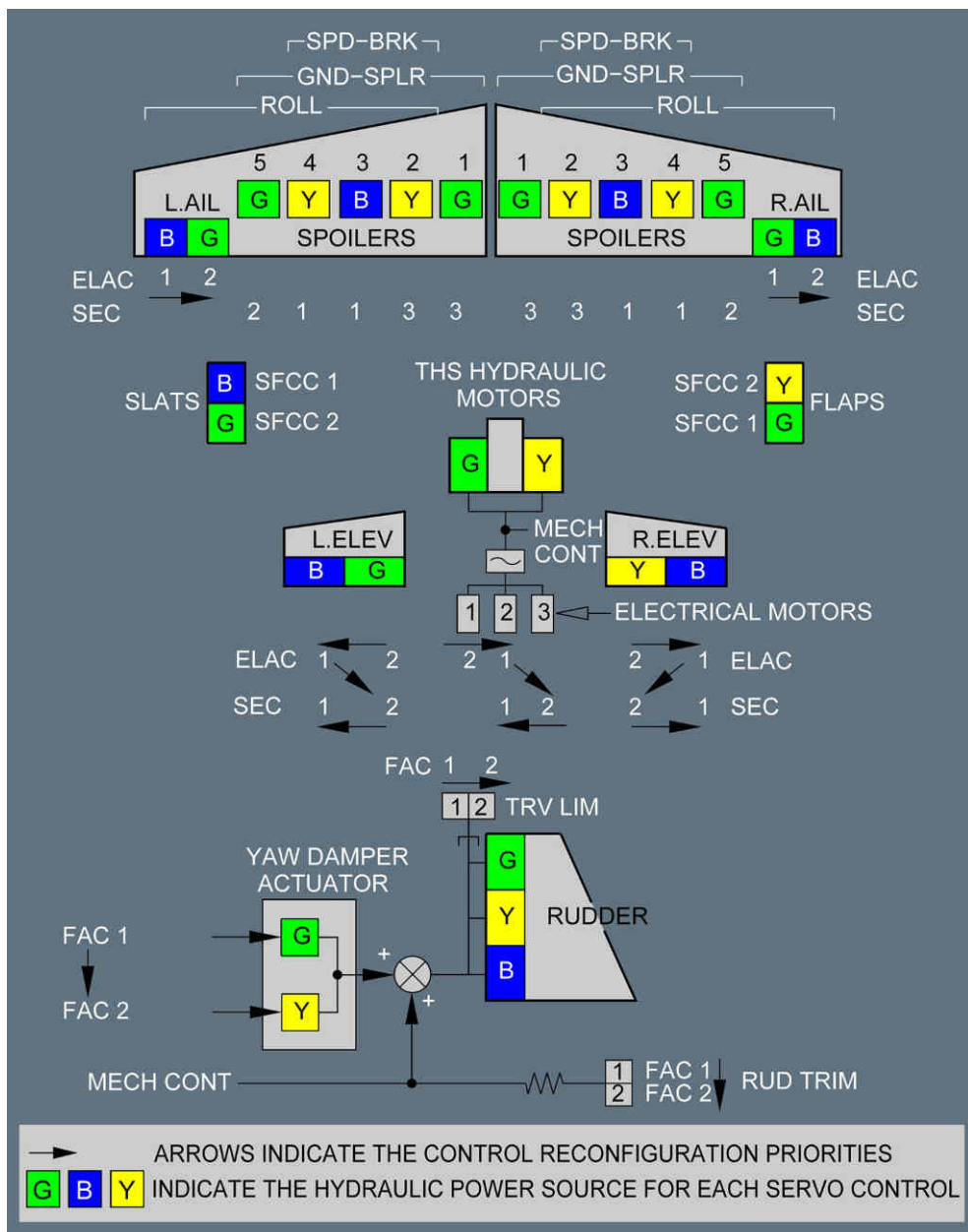
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	8 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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Identification	Title
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

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ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The "Identification" field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

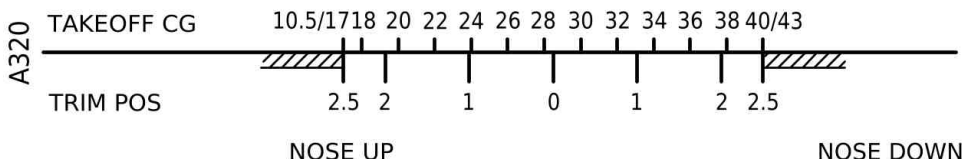
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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QUICK REFERENCE HANDBOOK



AP-BON

A320-214
MSN 05746

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As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	12 JAN 22
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	12 JAN 22
	ABN-12	BRAKES	12 JAN 22
	ABN-13	CAB PR	12 JAN 22
	ABN-14	COND	12 JAN 22
	ABN-15	DOOR	12 JAN 22
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	12 JAN 22
	ABN-28	WHEEL	12 JAN 22
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	12 JAN 22
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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No Temporary Documentary Unit

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	J0006		12 JAN 22	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		12 JAN 22	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		12 JAN 22	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		12 JAN 22	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		12 JAN 22	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		12 JAN 22	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2662		12 JAN 22	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059 14-20)
	J2818		12 JAN 22	LANDING GEAR - EXTENSION & RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	J2832		12 JAN 22	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	J3240		12 JAN 22	FUEL - QUANTITY INDICATING - ACTIVATE FUEL LEAK DETECTION WARNING SYSTEM
	J3283		12 JAN 22	WINGS - GENERAL - Certify Sharklet Installation for A320/A319/A318
	J3430		12 JAN 22	LANDING GEAR - NORMAL EXTENSION AND RETRACTION z Modify the MLG Door actuator damping mechanism.
	K0066		12 JAN 22	AIR CONDITIONING - VENTILATION SYSTEM FOR FWD CARGO COMPARTMENT
	K10009		12 JAN 22	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10494		12 JAN 22	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K11694		23 AUG 23	EQUIPMENT/FURNISHINGS-MISCELLANEOUS EMERGENCY EQUIPMENT-INSTALLATION OF ELT(406AFN) WITH RCP IN COCKPIT AND NAV PROVISIONS-HONEYWELL
	K12337		23 AUG 23	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - REPLACE HINGE FOR CDSS CONTROLLER/MONITOR
	K12824		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS AND SDF OBRM SOFTWARE P/N -33A AND CAM UPDATE
	K12825		12 JAN 22	COMMUNICATIONS - CIDS - INSTALL CIDS DIRECTOR P/N -333B
	K15280		21 AUG 24	AIR CONDITIONING - PRESSURE CONTROL AND MONITORING - INTRODUCE MODIFIED OUTFLOW VALVE P/N 20790-20BA
	K15281		21 AUG 24	AIR CONDITIONING - PRESSURE CONTROL AND MONITORING - INTRODUCE MODIFIED PRESSURE CONTROLLER P/N 20791-13AD
	K1806		12 JAN 22	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		12 JAN 22	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000
	K3901		12 JAN 22	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		12 JAN 22	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K5213		12 JAN 22	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		12 JAN 22	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		12 JAN 22	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER



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	K6443		12 JAN 22	AIR CONDITIONING - AIR COOLING INSTALL A NEW ECS
	K7778		12 JAN 22	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		12 JAN 22	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		12 JAN 22	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		12 JAN 22	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		12 JAN 22	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		12 JAN 22	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P10054		12 JAN 22	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122
	P10062		12 JAN 22	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING -INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB
	P10267		12 JAN 22	NAVIGATION - RADIO MAGNETIC INFORMATION SWITCHING AND INDICATING : RE-INSTALL THALES DDRMI VOR/DME INDICATORS (ANTI-MOD 33503)
	P10383		12 JAN 22	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F5
	P10439		12 JAN 22	AUTO-FLIGHT FMGC INSTALL FMGC HWL STD P1C12 ON CFM A/C
	P1044		12 JAN 22	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P10443		12 JAN 22	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC "L93" SOFTWARE STANDARD
	P10493		12 JAN 22	FLIGHT CONTROL - ELAC - ACTIVATE HIGH ALTITUDE UPSETS VMO/MMO OVERSHOOT PROTECTION FUNCTION ON ELAC
	P10694		12 JAN 22	AUTO-FLIGHT - FMGC ACTIVATE "MOD NAV IN GO AROUND" ON FMGC
	P10762		12 JAN 22	AUTO FLIGHT - FMGC INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C
	P10891		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9 B"(EM2)
	P11325		12 JAN 22	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES
	P11819		12 JAN 22	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F6
	P11844		12 JAN 22	RFC FIN091010D4610 - SA - INFORMATION SYSTEM - UPGRADE ATSU WITH FANS B+ APPLICATION
	P11856		12 JAN 22	AUTO - FLIGHT FMGC: ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED APPROACH POINT
	P11935		20 AUG 25	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL DUAL WEATHER RADAR RDR 4000 HONEYWELL
	P12127		12 JAN 22	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM - INSTALL ELAC B L96 (SHARKLET PROJECT)
N	P12172		09 FEB 26	NAVIGATION - WEATHER RADAR SYSTEM - INSTALL COLLINS MANUAL WXR-700X (-120) AND DEACT. PWS FUNCTION (ANTI MOD 26270)
	P12367		12 JAN 22	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INSTALL ECU SOFTWARE STANDARD 5BS ON CFM56-5B ENGINES
	P13023		12 JAN 22	INDICATING RECORDING SYSTEMS - FWC - Introduce FWC Standard H2-F7
	P13120		12 JAN 22	NAVIGATION - MMR - RE-INSTALL MMR COLLINS -121 (ANTI-MOD DUE TO MMR GLU-925 STANDARDIZATION) IN ORDER TO COME BACK TO HONEYWELL MMR
	P1573		12 JAN 22	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION



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	P1873		12 JAN 22	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR FORWARD CARGO COMPARTMENT SHUT-OFF VALVES
	P1874		12 JAN 22	AIR CONDITIONING-ESSENTIAL DC SUPPLY FOR FORWARD CARGO COMPARTMENT HEATING CONTROLLER
	P2217		12 JAN 22	INDICATING - FWS DEFINE FWC C3 STANDARD
	P2590		12 JAN 22	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
	P3259		12 JAN 22	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
	P4079		12 JAN 22	AUTO-FLIGHT -GENERAL (A320/A321/A320) - FMGC - PROVIDE ACARS AND PRINTER INTERFACES IN FMS (CFM VERSION)
	P4121		12 JAN 22	EXHAUST - THRUST REVERSER CONTROL AND INDICATING -ACTIVATE ADDITIONAL THRUST REVERSER LOCK CONTROL
	P4191		12 JAN 22	NAVIGATION AND COMMUNICATIONS REPLACE BFE EQUIPMENT BY SFE EQUIPMENT
	P4230		12 JAN 22	POWER PLANT-GENERAL INTRODUCTION OF CFM56-5B/P
	P4319		12 JAN 22	AUTO FLIGHT/FCU DEFINE FD ENGAGEMENT IN CROSSED BARS AT GO AROUND
	P4502		20 AUG 25	INFORMATION SYSTEMS - ATIMS - INSTALL ATSU COMPUTER FOR PRE-FANS CONFIGURATION
N	P4539		09 FEB 26	AUTO FLIGHT-GENERAL/FLIGHT CONTROL UNIT- DEFINE AND INSTALL SEXTANT MODULAR FCU
	P4576		12 JAN 22	LANDING GEAR-GENERAL WHEELS AND BRAKES EQUIPMENT COST REDUCTION ELECTRICAL ALTERNATE BRAKING
	P4642		12 JAN 22	NAVIGATION - WETAHER RADAR SYSTEM - ACTIVATE DUAL PREDICTIVE WINDSHEAR FUNCTION
	P4705		12 JAN 22	NAVIGATION-VOR/MARKER-INSTALLATION OF 2 VOR/ MARKER RECEIVERS 900 COLLINS P/N 822-0297-020
	P4727		12 JAN 22	NAVIGATION - VOR - INSTALLATION OF VOR RECEIVERS ALLIED SIGNAL QUANTUM LINE P/N 066-50012-0202
	P4766		12 JAN 22	NAVIGATION - SINGLE PWS - COLLINS SINGLE PWS ACTIVATION
	P4801		12 JAN 22	ELECTRICAL POWER - GENERATION SYSTEM - DEFINE AND INSTALL ON A320 FAMILY NEW ELECTRICAL GENERATION CONCEPT (WIRING/EQUIPMENT)
	P4808		12 JAN 22	LANDING GEAR - GENERAL - WHEELS AND BRAKES - EQUIPMENT COST REDUCTION BSCU REDESIGN
	P4954		12 JAN 22	AUTO FLIGHT - FMGC - DEFINE AND INSTALL FMGC B546CAM0102 FOR A319 AUTOLAND CFM ENGINES (CAPABLE OF GPS/ACARS FUNCTION)
	P5088		12 JAN 22	NAVIGATION - SENSORS - INSTALL ROSEMOUNT ANGLE OF ATTACK SENSOR
	P5168		12 JAN 22	NAVIGATION-MMR-INSTALLATION OF COLLINS MULTI-MODE RECEIVERS PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTION
	P5253		12 JAN 22	NAVIGATION ADIRS REMOVE ADIRS CDU
	P5451		12 JAN 22	ELECTRICAL POWER - GENERAL AC & DC MAIN DISTRIBUTION - INSTALL A/C AND DC SHEDDABLE BUSBARS
	P5638		12 JAN 22	NAVIGATION - STANDBY DATA : ALTITUDE AND HEADING -INSTALL ISIS (INTEGRATED STANDBY INSTRUMENT SYSTEM) - SERIAL SOLUTION -
	P5706		12 JAN 22	INDICATING/RECORDING SYSTEMS- FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STD H2/E3
	P5768		12 JAN 22	ELECTRICAL POWER - AC EMERGENCY GENERATION - ACTIVATE ON A320 SAME ELECTRICAL EMERG. CONFIGURATION THAN A321
	P5834		12 JAN 22	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6578		12 JAN 22	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2



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	P6703		12 JAN 22	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6766		12 JAN 22	NAVIGATION - ILS (MMR) - INSTALL HONEYWELL MMR PROVIDING ILS (FM IMMUNE) AND GPS PRIMARY FUNCTIONS (HYBRID ARCHITECTURE)
	P6954		12 JAN 22	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		12 JAN 22	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C
	P6987		12 JAN 22	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		12 JAN 22	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7125		12 JAN 22	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		12 JAN 22	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		12 JAN 22	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		12 JAN 22	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7455		12 JAN 22	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		12 JAN 22	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7613		12 JAN 22	AUTO-FLIGHT - FMGC - ACTIVATE MORA DISPLAY ON ND
	P8050		12 JAN 22	NAVIGATION - VOR/MARKER INSTALL NEW IMPROVED VOR/MARKER HONEYWELL
	P8076		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8303		12 JAN 22	NAVIGATION DDRMI REMOVE DDRMI VOR/ADF/DME INDICATORS
	P8564		12 JAN 22	INDICATING/RECORDING SYSTEM EIS ACTIVATE ENGINE AVAIL DISPLAY
	P8572		12 JAN 22	AUTO-FLIGHT - FAC - DEFINE NEW PIN PROGAM- MING FOR WEIGHT AND CG COMPUTATION BASED ON FMS REFERENCES
	P8751		12 JAN 22	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
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	P8866		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9138		12 JAN 22	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	P9171		12 JAN 22	NAVIGATION - ADIRS INTRODUCE AIR DATA MONITORING FUNCTION
	P9522		12 JAN 22	AUTO FLIGHT - MCDU ACTIVATE BACK UP NAV FUNCTION
	P9655		12 JAN 22	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9" (EM2)
	P9676		12 JAN 22	NAVIGATION - GPWS - ACTIVATE RUNWAY AWARENESS AND ADVISORY SYSTEM (RAAS) FUNCTION ON HWL EGPWS-002
	P9824		12 JAN 22	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	P9873		12 JAN 22	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	P9978		12 JAN 22	NAVIGATION - ATC/MODE S (SELECT) CERTIFY ADS-B OUT CAPABILITY THROUGH EXTENDED SQUITTER 1090 MHZ
	22-1523 02		12 JAN 22	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) - INSTALL FMGC HONEYWELL H2CC14 ON CFM A/C
	23-1719 06		25 MAR 24	HF SYSTEM - INSTALL A SINGLE HF DATA RADIO (HFDR) SYSTEM HONEYWELL
	25-1BPJ 01		12 JAN 22	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
	25-1BZB 04		20 AUG 25	REPLACE HONEYWELL 406AF FIXED ELT BY A HONEYWELL 406AFN2 FIXED ELT
	27-1234 01		12 JAN 22	FLIGHT CONTROL - ELEVATOR AILERON COMPUTER SYSTEM (ELAC)-INSTALL L97 STANDARD ON ELAC B WITH DATA LOADING CAPABILITY
	27-1243 01		12 JAN 22	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
	27-1252 01		12 JAN 22	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSTALL STANDARD SEC C 126
	27-1263 01		12 JAN 22	ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL SOFTWARE STANDARD L99 ON ELAC B WITH DATA LOADING CAPABILITY
	31-1492 00		12 JAN 22	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9D FOR CEO AIRCRAFT
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
	34-1610 01		12 JAN 22	NAVIGATION - AOA - INSTALL AOA PROBES IN MIXED CONFIGURATION (THALES FOR CAPTAIN AND FIRST OFFICER AND UTAS ON STANDBY)
	34-1630 19		20 AUG 25	ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDER
	34-1720 05		23 AUG 23	ATC - INSTALL ATC TRANSPONDER HONEYWELL TRA-100B P/N -0102 COMPLIANT ADS-B OUT DO-260B
	46-1095 03		04 APR 22	ATIMS - INSTALL ATSU CSB8 CORRECTIVE STANDARD

(1) Evolution code : N=New, R=Revised, E=Effectivity

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GENERAL INFORMATION

This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
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ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/76	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.



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Localization Title	Page	ID	Reason
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
			Update of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Documentation update: Information "N.00010823.0009001.004" moved from "00010823.0009001" to "N.00010823.0009001.085"
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control If the cargo freight permits, set FWD ISOL VALVE: OFF to reduce the rate of cabin altitude increase.
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

- To know if a system reset is authorized, the flight crew applies the following guidelines:

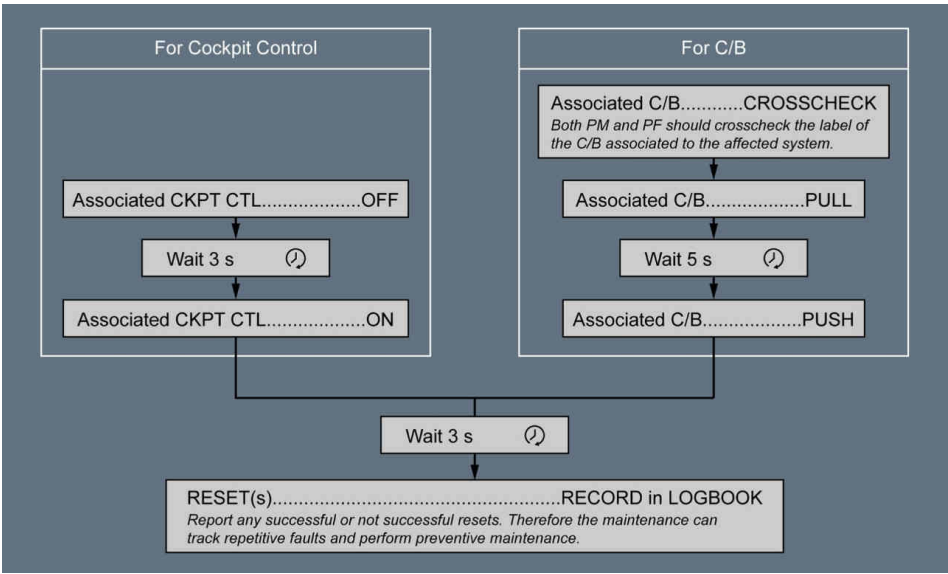
In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized

On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - HF Datalink Failure	Refer to procedure	HF
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC



Continued from the previous page

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
FWS FWC 1(2) FAULT	<i>Refer to procedure</i>	FWC
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV GPWS FAULT or NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV GPWS FAULT and NAV GPWS TERR DET FAULT	<i>Refer to procedure</i>	EGPWS
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
 - **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
 - **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
 - **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**

Not authorized.
- **On ground:**

If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:

PACK 1+2.....ON

Wait 5 min

On 122VU:

■ **If ANTI ICE L WINDSHIELD:**

C/B X13 (ANTI ICE / WHC / 1).....PULL

Wait 5 s

C/B X13 (ANTI ICE / WHC / 1).....PUSH

■ **If ANTI ICE R WINDSHIELD:**

C/B W13 (ANTI ICE / WHC / 2).....PULL

Wait 5 s

C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb..... ON

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb..... ON

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb..... OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

 Wait 1 min after the **PLEASE WAIT** message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb..... OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



CAUTION	Wait 1 min after the PLEASE WAIT message disappears from the MCDU, before engaging or re-engaging the FD and the AP of reset FMGC.
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If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF

AP 2(1)..... ON

● **If not successful:**

FAC 1 pb..... OFF

Wait 3 s

FAC 1 pb..... ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb..... OFF

Wait 3 s

FAC 2 pb..... ON

AUTO FLT FCU 1(2) FAULT

■ In flight:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

■ If AUTO FLT FCU 1 FAULT:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ If AUTO FLT FCU 1 FAULT disappears:

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 1 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT:

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ In flight:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ On ground:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 1+2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 1+2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

■ In flight:

■ If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If required:

AUTOBRAKE.....REARM

■ If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

■ On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

● If not successful:

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
Wait 10 s
On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

COM - HF DATALINK FAILURE

- In flight or on ground:**
On 49VU:
C/B HA14 (HF1)..... PULL
Wait 2 s
C/B HA14 (HF1)..... PUSH

COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.

● **In flight or on ground:**

On 121VU:

C/B K01 (SATCOM)..... PULL

Wait 5 s

C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC
HORN ACTIVATION (IF INSTALLED)

- In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s
- If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL
- If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: *During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.*

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative.

Note: *Do not reset the ATSU if ADS-C, CPDLC, D-ATIS  , DCL  , OCL  , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).*

● **In flight or on ground:**

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: *ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.*

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

■ **In flight:**

Not authorized.

■ **On ground:**

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

■ **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

■ **If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO

BAT 2 pb-sw.....AUTO

EXT PWR pb on 35VU.....RESET

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B)..... PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

- In flight:

Not authorized.

On ground:

If ENG 1 FIRE DET FAULT:

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

If ENG 2 FIRE DET FAULT:

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION

- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page
- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
- Do not attempt more than one reset.

ELAC 1 pb-sw..... OFF

ELAC 2 pb-sw..... OFF

Wait 3 s

ELAC 2 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... OFF

ELAC 1 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 1 pb-sw..... OFF
Wait 3 s
ELAC 1 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

- **In flight:**
Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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**FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR
CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH
1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION**

- In flight or on ground:**

- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PULL
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PULL
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL
 Wait 5 s
- On 49VU:
 C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH
- On 121VU:
 C/B M27 (FUEL / FQI / CHAN / 2).....PUSH
 C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min
 2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

- In flight or on ground:
- **If FWS FWC 1 FAULT:**
 On 49VU:
 C/B F01 (FWS / FWC1 / SPLY).....PULL
 Wait 5 s
 C/B F01 (FWS / FWC1 / SPLY).....PUSH
 - **If FWS FWC 2 FAULT:**
 On 121VU:
 C/B Q07 (EIS / FWC2 / SPLY)..... PULL
 Wait 5 s
 C/B Q07 (EIS / FWC2 / SPLY)..... PUSH
- Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMP OFF

PTU..... OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON

PTU..... AUTO

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

- Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

NAV GPWS FAULT AND NAV GPWS TERR DET FAULT

● **In flight or on ground:**

Perform the following reset when both alerts are displayed at the same time:

On 121VU:

C/B P07 (EIS / GPWS / 115VAC).....PULL

GPWS SYS pb.....ON

GPWS TERR pb.....ON

Wait 5 s

C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV GPWS FAULT OR NAV GPWS TERR DET FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B P07 (EIS / GPWS / 115VAC).....PULL
GPWS SYS pb.....ON
GPWS TERR pb.....ON
Wait 5 s
C/B P07 (EIS / GPWS / 115VAC).....PUSH

NAV - ISIS MALFUNCTION

- **In flight:**
Not authorized.
- **On ground, with aircraft not moving:**
Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:
C/B F12 (NAV / STBY / INST)..... PULL
Wait 5 s
C/B F12 (NAV / STBY / INST)..... PUSH
Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K10 (COM NAV / TCAS).....PULL
Wait 5 s
C/B K10 (COM NAV / TCAS).....PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

● **In flight or on ground:**

On 49VU:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

**SMOKE FWD(AFT) CRG DET FAULT OR
SMOKE FWD(AFT) CRG BTL 1(2) FAULT**

- In flight or on ground:**

On 49VU:
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:
C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:
C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

7 ■ **In flight:**

Not authorized.

■ **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw..... AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

- **In flight:**
 Not authorized.
- **On ground:**
 ■ **Case A:**
 If all the following conditions occurs:

 - the WHEEL N/W STRG FAULT alert was triggered just after engine start
 - the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
 - the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).
 Apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.
- **Case B:**
 In all other cases, including in case of doubt on the above conditions, maintenance action is due. Before returning to the gate, apply the procedure below:
 AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON
 Even if the WHEEL N/W STRG FAULT alert disappears:
 TAXI SPEED..... BELOW 10 KT
- Note: *After any BSCU reset:*
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	11.01D 12 JAN 22
		BLEED 1+2 FAULT (Cont'd)  When CAB PR $\Delta P < 1$ psi: RAM AIR..... ON

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	12.02A 12 JAN 22
		RESIDUAL BRAKING ● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <i>Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.</i>

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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		12 JAN 22

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		12 JAN 22

TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK
● If difference between both packs at or above 10 °C:
PACK WITH THE HIGHEST OUTLET TEMPOFF

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		12 JAN 22

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		12 JAN 22

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DISPLAY UNIT FAILURE

■ **If DU flashes:**

■ **If captain PFD, ND, ECAM DUs or MCDU 1 affected:**

GEN 1 OFF

■ **If DUs flash continues:**

GEN 1 ON

■ **If DUs flash stops:**

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If first officer PFD, ND, lower ECAM or MCDU 2 affected:**

GEN 2 OFF

■ **If DUs flash continues:**

GEN 2 ON

■ **If DUs flash stops:**

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ **If DU blank (with or without large amber “F”), or distorted:**

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ **If INVALID DISPLAY UNIT message displayed:**

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If DU not recovered:**

DU brightness knob (affected DU) AS RQRD

■ **If INVALID DATA message displayed (not on all DUs):**

EIS DMC SWITCHING CONSIDER

● **If DU not recovered::**

DU brightness knob (affected DU) OFF THEN ON

■ **If INVALID DATA message displayed on all DUs:**

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● **If one or more DUs not recovered:**

DUs brightness knob (all affected DUs) OFF

WAIT AT LEAST 40 s

DUs brightness knob (one by one) ON



DISPLAY UNIT FAILURE (Cont'd)



- If **INVALID DATA** message displayed on all DUs, when switching a given DU back ON:
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- If inversion of **E/WD** and **SD**:
 ECAM UPPER DISPLAY brightness knob..... OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1  , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	FWD CRG VENT VALVES	NORM	INOP	INOP
	FWD CRG HEAT	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	DDRMI	Norm	Norm	Norm ^(a)
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
 DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
 MIN RAT SPEED: 140 KT
 GPWS SYS..... OFF
 GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
 FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
 VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
 GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
 MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
 L/G lever..... DOWN
 APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.
 SPLRs..... ARM
 MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
 CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
 BRACE FOR IMPACT..... ORDER
- At touchdown:**
 ALL ENG MASTERS.....OFF
 APU MASTER SW..... OFF
 BRAKES ON ACCU ONLY
- When aircraft stopped:**
 PARKING BRK.....ON
 ATC (VHF 1)..... NOTIFY
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
 EVACUATION.....INITIATE



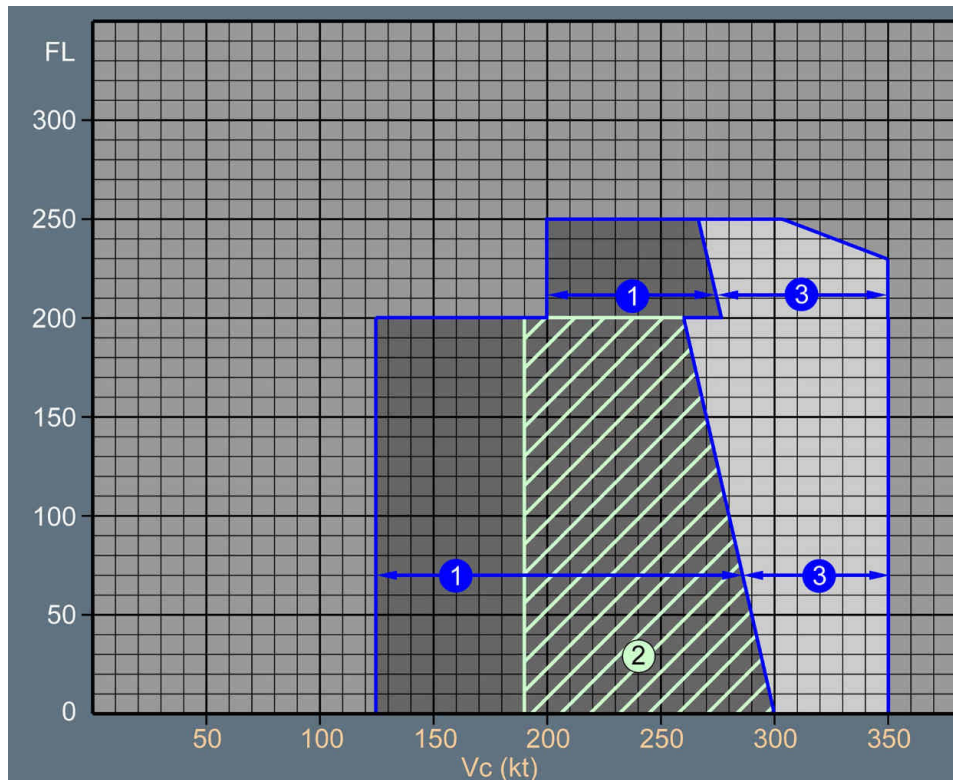
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



Caption:

- ① **STARTER ASSISTED RELIGHT**
Above FL200 $N_2 \leq 15\%$ (Engine Bleed)
Below FL200 $N_2 \leq 12\%$ (APU or Engine Bleed)
- ② **WINDMILL QUICK RELIGHT**
if $N_2 > 12\%$
- ③ **STABILIZED WINDMILL RELIGHT**

ENG MASTER (affected engine).....OFF
THR LEVER (affected engine)..... IDLE
ENG MODE selector..... IGN
X BLEED OPEN
WING ANTI-ICE (for starter assisted)..... OFF
ENG MASTER (affected engine)..... ON
ENG PARAMETERS (N_2 , EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
TCAS MODE selector..... check TA/RA
X BLEED.....AUTO
Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE
 ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

Note: If the flight crew suspects that the stall was transient, they can consider an engine
 relight.

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON
 THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD
Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

ENG MASTER (affected engine).....OFF
 ENG MAN START pb (affected engine)..... OFF
 ESTABLISH AIR BLEED PRESS
 BEACON.....ON
 ENG MODE sel.....CRANK
 ENG MAN START pb (affected engine)..... ON
 ● **When fire stopped :**
 ENG MAN START pb (affected engine)..... OFF
 ENG MODE sel..... NORM

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
5	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
10	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
15	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
20	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
25	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
30	78.0	74.0	66.0	64.0	54.0	51.0	48.0	
35	76.0	71.0	66.0	62.0	54.0	51.0		
40	73.0	69.0	65.0	60.0				
45	71.0	67.0	62.0					
50	68.0	64.0						
55	66.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the "L/G GEAR NOT DOWN" alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS "TOO LOW GEAR" aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- **If NO level off expected during final approach:**
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- **If level off expected during final approach:**
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- **Repeat the following until landing configuration is reached:**

SPD SEL..... VFE NEXT - 5 kt

AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- *OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position*
- *VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds*
- *In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.*
- *If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.*

- **When in landing CONF and in final approach:**

DECELERATE TO CALCULATED VAPP

The flight crew must use and keep the selected speed.

DO NOT USE AP BELOW 500 ft AGL

- **For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

■ **If SLATS FAULT:**

- **For circuit:**

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

- **For diversion:**

SELECT FLAPS LEVER 0

Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED

Recommended speed for diversion: MAX SPEED - 10 kt

INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING..... USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
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FUEL X FEED..... ON

CTR TK PUMP 1.....OFF

CTR TK PUMP 2.....OFF

● **On lighter side :**
FUEL PUMPS.....OFF

● **When fuel balanced:**
ALL FUEL PUMPS.....ON
FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**

FUEL X FEED..... MAINTAIN CLOSED
 CTR TK PUMP 1.....OFF
 CTR TK PUMP 2.....OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**

THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON
 FUEL LEAK..... MONITOR

- **If leak stops:**

ENGINE LEAK CONFIRMED
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**

WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER

CAUTION

Do not apply the FUEL IMBALANCE procedure.
 Approach and landing can be done, even with one full wing/one empty wing.

- **If both inner tanks deplete at a similar rate:**

LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED

- **If fuel smell in cabin:**

APU..... OFF

- **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**

CTR TK PUMP 1..... ON
 CTR TK PUMP 2..... ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

● **If discrepancy confirmed:**

- FUEL QTY UNRELIABLE
- COMPUTE FOB FROM INITIAL FOB - F. USED
- INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
- FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
- FUEL LO LVL ALERTS REMAIN RELIABLE
- Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
 - **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
 - **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	--------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

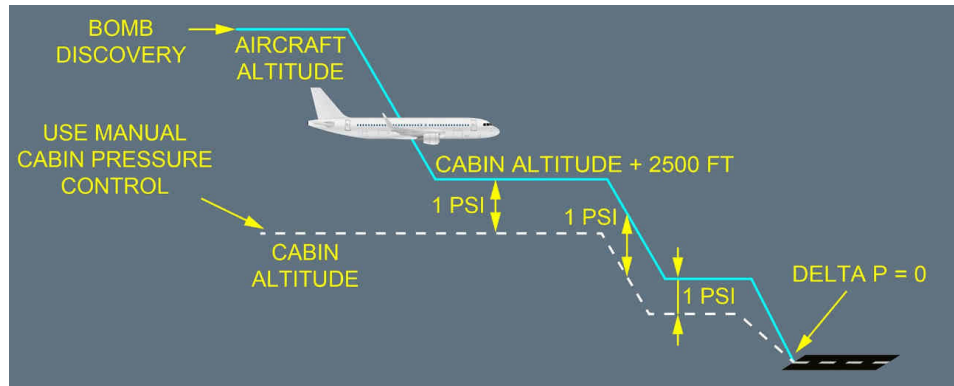
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

- When bomb secured at the LRBL or cannot be moved:**

Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door

EMER EXIT LT..... ON
 COMMERCIAL..... OFF

- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
 LDG DIST PROC..... APPLY

- For approach:**
 PACK 1.....OFF OR SUPPLIED BY APU
 PACK 2.....OFF OR SUPPLIED BY APU
 - If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
 SPEED AT RUNWAY THRESHOLD : VLS
 MINIMIZE V/S AT TOUCHDOWN
- For landing:**
 INCREASE FLARE HEIGHT
 USE MAX REVERSE ASAP
 - After nosewheel touchdown:** APPLY BRAKES AS NECESSARY
- When landing completed:**
 BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	.76	79.8	80.6	81.5	82.4	-	-	-	-	-
370	.76	79.0	79.6	80.3	81.1	82.0	82.8	-	-	-
350	.76	78.7	79.2	79.7	80.4	81.1	81.9	82.7	83.5	-
330	.76	78.8	79.3	79.7	80.2	80.8	81.4	82.0	82.8	83.5
310	275	78.0	78.5	79.0	79.6	80.1	80.6	81.2	81.8	82.5
290	275	76.5	76.9	77.4	78.0	78.5	79.2	79.9	80.5	81.2
270	275	75.0	75.5	75.9	76.4	77.0	77.6	78.3	79.0	79.9
250	275	73.4	73.9	74.4	74.9	75.5	76.2	76.8	77.5	78.2
200	275	69.8	70.2	70.6	71.1	71.6	72.1	72.7	73.3	74.0
150	250	61.8	62.4	63.0	63.8	64.6	65.4	66.4	67.4	68.4
100	250	58.2	58.8	59.4	60.0	60.7	61.5	62.5	63.5	64.5
50	250	54.2	54.8	55.4	56.1	56.8	57.7	58.8	60.0	60.8

KEEP AUTO PILOT ON

- If excessive thrust variations: DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER

Consider descending to or below OPT FL in order to increase the margin to buffet

- For approach:

A/THR..... ON

USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 FWD CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

WHEN ALL ADR OFF BOTH FMS LOST

BACK UP NAV..... USE

USE RMP FOR NAVAID TUNING

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL..... MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.



UNRELIABLE SPEED INDICATION (Cont'd)



- **When flight path is stabilized:**

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED
 FLIGHT PATH..... KEEP STABILIZED

RESPECT STALL WARNING

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK
ADR3 and STBY speeds use the data of the same probe.

- **If at least one ADR confirmed reliable:**

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

- **If affected ADR(s) cannot be identified, or all ADRs affected:**

- **When above FL 250:**

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR..... ALT RPTG OFF

- **For flight continuation: USE PITCH/THRUST TABLES**

- **When below FL 250, if speed still unreliable:**

ALL ADR pbs..... OFF
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

ATC/XPDR..... ALT RPTG OFF
 NAV ADR 1+2+3 FAULT ECAM PROCEDURE.....APPLY

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.

DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH
 APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



FINAL APPROACH AT -3° DESCENT FLIGHT PATH					
APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO FWD ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty
equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR.....MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2.....OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2.....ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs.....OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
VISUAL WARNINGS (noisy CKPT).. MONITOR
SMOKE / FUMES / AVNCS SMOKE PROC.....
..... CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
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Localization Title	Page	ID	Reason
NP-PLP-TOC Preliminary Cockpit Preparation	1/2	1	Documentation update: Deletion of "Preliminary Cockpit Preparation - AIRCRAFT SETUP (00025051.0001001)".
NP Preliminary Cockpit Preparation - Aircraft Setup	1/4	1	Documentation update: Addition of "Preliminary Cockpit Preparation - Aircraft Setup" documentary unit
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	2	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	3	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0001001.025" moved from "N.00025060.0001001.023" to "N.00025060.0001001.036"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

1

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS..... OFF
	ENG MODE selector..... NORM
	* WXR/PWS sw.....OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

2

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

3

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	SIGNS sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
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	Hydraulic Architecture.....	OPS.06A
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	Required Equipment for CAT2 and CAT3.....	OPS.08A
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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	No
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	Yes
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	30 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 5 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	0 % to 9 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	0 % to 9 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	15 % to 20 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)



Continued from the previous page

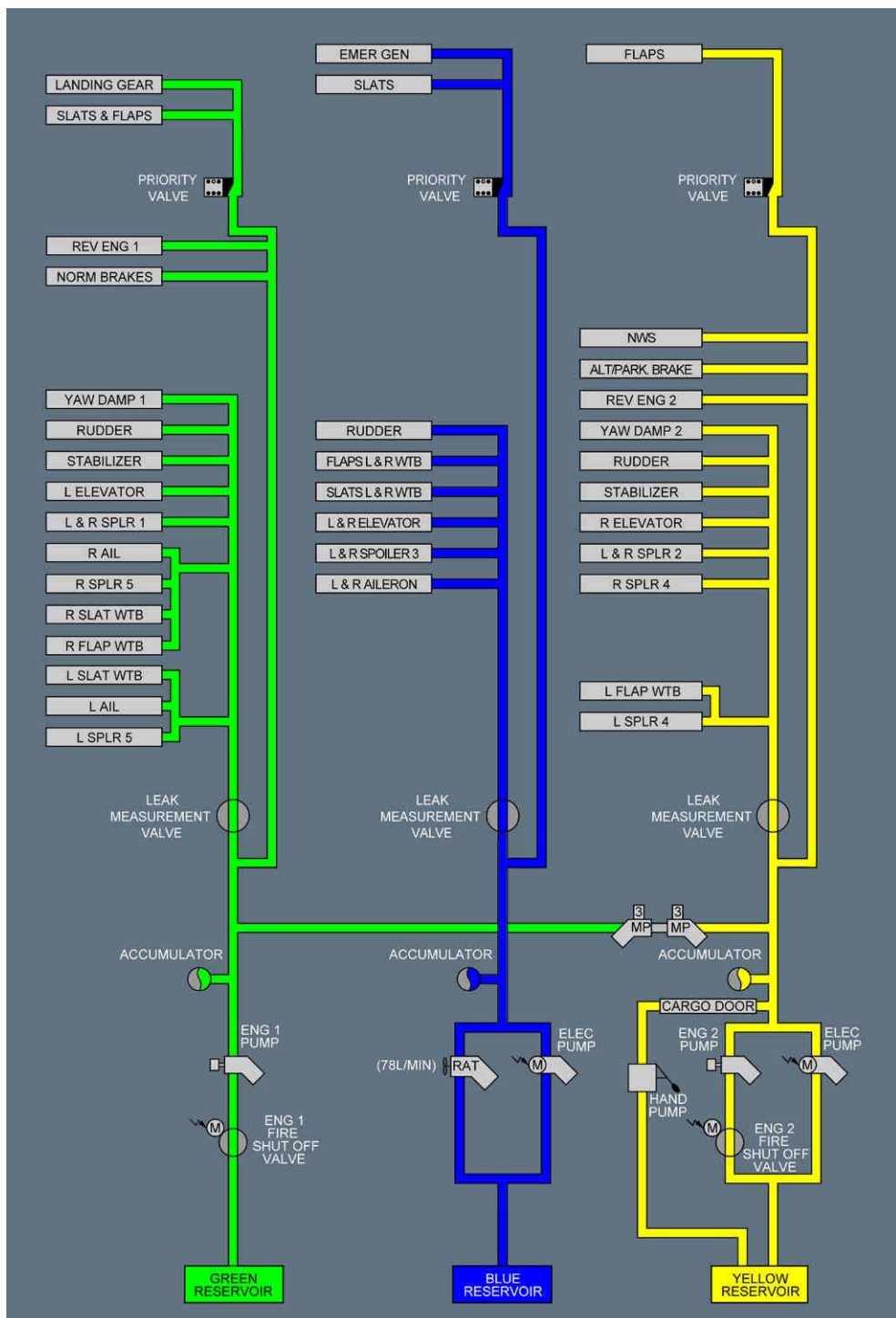
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 % (4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended (Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)	180 %
	GEAR NOT UPLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UPLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

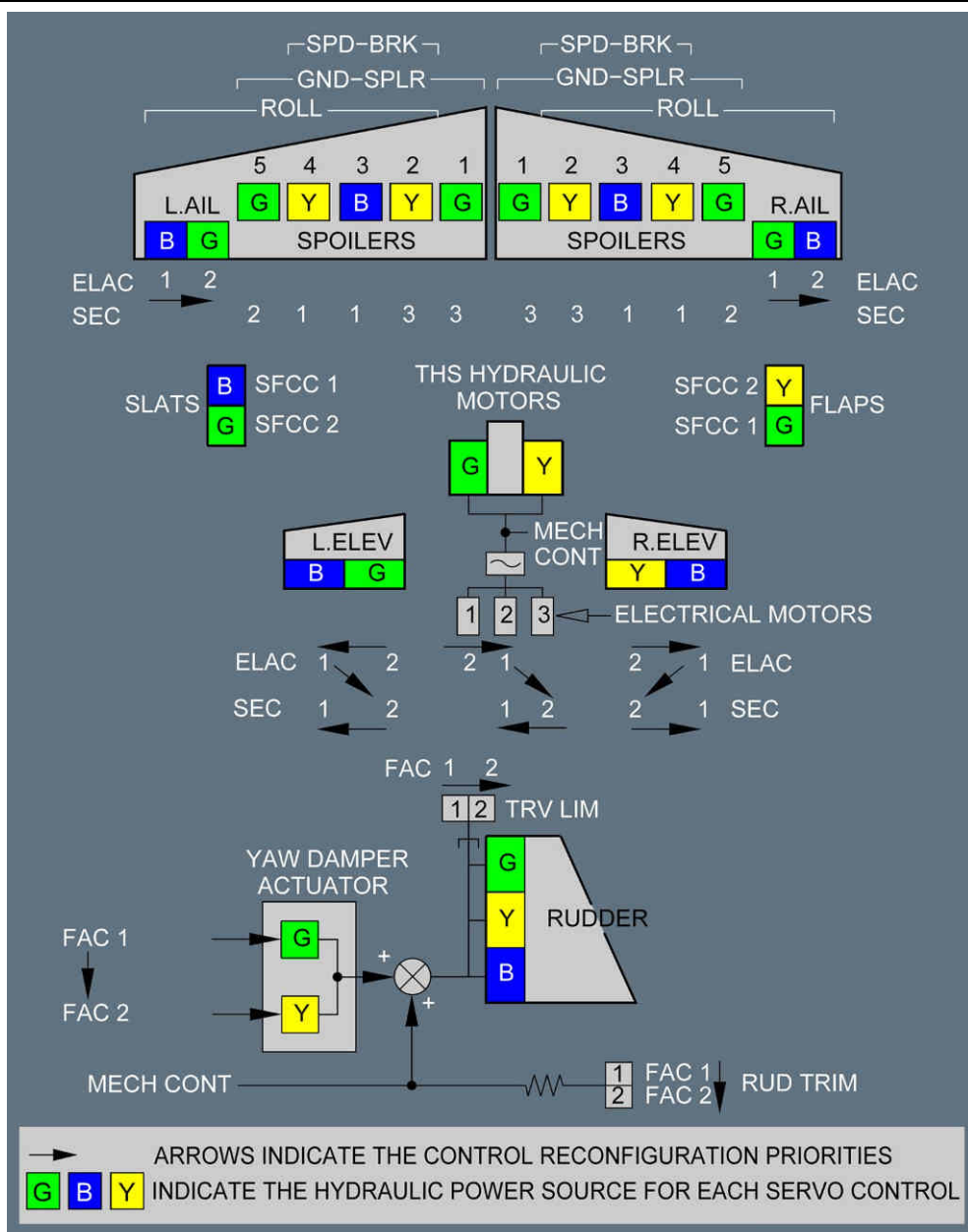
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )		
	EQUIPMENT ↓		CAT 3 SINGLE	CAT 3 DUAL
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2
		14 JUL 25

Identification	Title
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The “Identification” field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The “Title” field provides the OEB title and the “ECAM Entry” part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		12 JAN 22

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COCKPIT PREPARATION

GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF ____ (BOTH)
 RADAR & PRED W/S..... ON
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

RWY & SID.....
 FLAPS SETTING..... CONF ____ (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

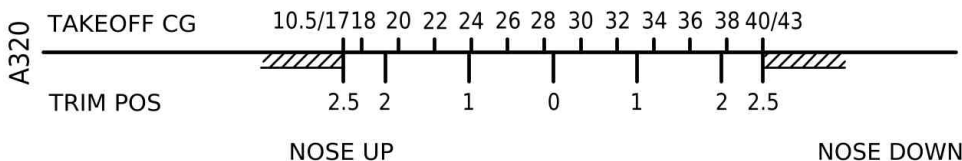
PARKING

PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BOK

A320-214
MSN 07784

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	FILING INSTRUCTIONS	1/2
		09 FEB 26

Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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PRELIMINARY PAGES LIST OF EFFECTIVE SECTIONS/SUBSECTIONS

1/2

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 AUG 21
	ABN-12	BRAKES	10 AUG 21
	ABN-13	CAB PR	10 AUG 21
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	10 AUG 21
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	10 AUG 21
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	10 AUG 21
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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		10 AUG 21

M	Localization	DU Title	DU identification	DU date
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No Temporary Documentary Unit

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	PRELIMINARY PAGES LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	2/2
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PRELIMINARY PAGES

LIST OF MODIFICATIONS

1/6

09 FEB 26

M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		10 AUG 21	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		10 AUG 21	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		10 AUG 21	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		10 AUG 21	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		10 AUG 21	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		10 AUG 21	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		10 AUG 21	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
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	P11819		10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F6
	P11856		10 AUG 21	AUTO - FLIGHT FMGC: ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED APPROACH POINT
	P12060		10 AUG 21	AUTO FLIGHT - FMGC HONEYWELL REINSTALL FMGC CFM MOD 31896 (ANTI-MOD 38778)
	P12092		10 AUG 21	AUTOFLIGHT - FMGC INSTALL FMS THALES RELEASE 1A S6 (WITH FG C12) ON CFM A/C
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(1) Evolution code : N=New, R=Revised, E=Effectivity

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The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-PLP-TOC Unreliable Speed Indication	4/4	11	Documentation update: Deletion of "Unreliable Speed Indication - Flight Path Stabilized (00017715.0003001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.



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Localization Title	Page	ID	Reason
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Update of the PACK VALVE 1 condition to be in accordance with the system design.
			Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0038001.015" moved from "00010823.0038001" to "N.00010823.0038001.110"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
			Documentation update: Information "N.00010823.0038001.015" moved from "00010823.0038001" to "N.00010823.0038001.110"
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit
ABN-26 Unreliable Speed Indication - Flight Path Stabilized	26.02B	1	Documentation update: Addition of "Unreliable Speed Indication - Flight Path Stabilized" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note:</i> If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature. In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended: 1. <i>Low Speed</i>- Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed</i>- Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

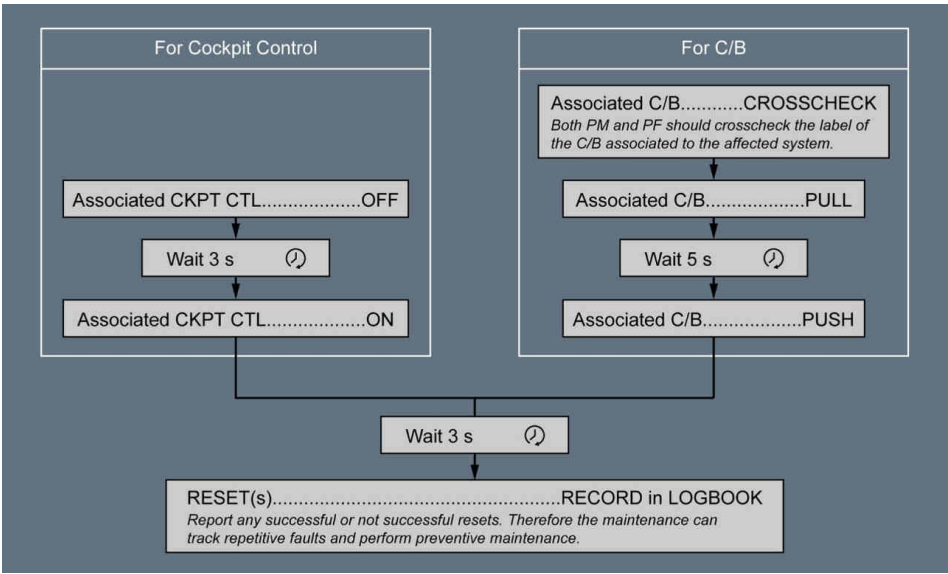
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
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Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
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Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



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ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV ATC/XPDR 1+2 FAULT	<i>Refer to procedure</i>	XPDR
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

- Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.
- In flight or on ground:
- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
ENG BLEED pb-sw (affected side)..... OFF

 - If the ENG BLEED pb-sw (affected side) FAULT light is On:**
Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
X BLEED..... AUTO
PACK (affected side)..... ON
ENG BLEED pb-sw (affected side).....ON

Check that the affected engine bleed valve is open on the BLEED SD page.
 - If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
ENG BLEED pb-sw (affected side).....OFF
PACK (affected side)..... OFF
X BLEED..... OPEN
- Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION	If the BLEED NOT CLOSED subtitle is displayed in the <u>AIR</u> ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.
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Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
X BLEED..... AUTO
PACK (affected side)..... ON
ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
ENG BLEED pb-sw (affected side)..... OFF
PACK (affected side)..... OFF
X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ In flight:

Not authorized.

■ On ground:

PACK 1+2.....OFF

 Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 Not authorized.
- **On ground:**
 If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
 PACK 1+2.....ON
 Wait 5 min
 On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
 C/B X13 (ANTI ICE / WHC / 1).....PULL
 Wait 5 s
 C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 C/B W13 (ANTI ICE / WHC / 2).....PULL
 Wait 5 s
 C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ Short FMGC reset:

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb.....ON

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb.....ON

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION (Cont'd)



CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

■ **Long FMGC reset:**

Note: Consider a long FMGC reset only if a short FMGC reset is not successful.

■ **In flight:**

■ **If FMGC 1 is affected:**

AP 2 pb.....ON
 FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

AP 1 pb.....ON
 FD 2 pb.....OFF

On 121VU:
 C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 15 min
 C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **On ground:**

■ **If FMGC 1 is affected:**

FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

FD 2 pb.....OFF



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



On 121VU:
C/B M17 (AUTO FLT / FMGC / 2)..... PULL
Wait 15 min
C/B M17 (AUTO FLT / FMGC / 2)..... PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

**AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED
WITHOUT ANY ASSOCIATED ECAM ALERT**

Note: If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.

■ **On ground:**

Not authorized.

■ **In flight:**

AP 1(2)..... OFF
 AP 2(1)..... ON

● **If not successful:**

FAC 1 pb.....OFF
 Wait 3 s
 FAC 1 pb.....ON
 Wait for AUTO FLT FAC 1 FAULT to disappear
 FAC 2 pb.....OFF
 Wait 3 s
 FAC 2 pb.....ON

AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2).....PUSH

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS.....CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2).....PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



Wait 5 s
 C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ If AUTO FLT FCU 2 FAULT disappears:
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT remains:
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PULL
 On 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PULL
 Wait 7 min
 On 49VU:
 C/B B05 (AUTO FLT / FCU / 1).....PUSH
 Within 5 s, on 121VU:
 C/B M21 (AUTO FLT / FCU / 2)..... PUSH
 Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.
 FCU TARGETS AND SELECTIONS..... CHECK
 BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ **In flight:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 1+2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1+2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**
FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**
FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

BRAKES SYS 1(2) FAULT

- **In flight:**

- If landing gear is up:

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw.....ON

- **If required:**

AUTOBRAKE.....REARM

- If landing gear is down:

Reset not authorized.

Note: After any BSCU reset, record BSCU reset in the logbook.

- On ground:

AIRCRAFT..... STOP

PARK BRK handle ON

TOWING BAR CONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw.....ON

- **If not successful:**

On 121VU:

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PULL

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PULL

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PULL

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PULL

Wait 5 s

C/B M33 (HYD / BRK & STRG / SYS1 / IND AND / SPL)..... PUSH

C/B M34 (HYD / BRK & STRG / SYS1 / CTL).....PUSH

C/B M36 (HYD / BRK & STRG / SYS2 / SPLY)..... PUSH

C/B M35 (HYD / BRK & STRG / SYS2 / CTL).....PUSH

After a successful reset, resume normal operation.

Note: After any BSCU reset:

1. Check brake efficiency
2. Record BSCU reset in the logbook.

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

- **In flight:**

Not authorized.
- **On ground:**

PACK 1+2.....OFF
Check that both pack flow control valves are closed on the BLEED SD page.
On 122VU:
C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL
C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL
C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL
C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL
C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL
C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL
C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL
On 49VU:
C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL
Wait 10 s
On 122VU:
C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH
C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH
C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH
C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH
C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH
C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH
C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH
On 49VU:
C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH
PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5
- **In flight:**

Not authorized.

■ **On ground:**

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

■ **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

■ **If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET
- PIA MSN 07784 **AP-BOK**

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ENG 1(2) FADEC A(B) FAULT

■ In flight

Not authorized.

■ On ground

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- **In flight:**

Not authorized.
- **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... OFF
ELAC 1 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: *This reset procedure is authorized only with both engines running.*

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF

PITCH TRIM.....5 UP

ELAC 1 pb-sw..... OFF

Wait 3 s

ELAC 1 pb-sw..... ON

Wait 15 s

PITCH TRIM..... CHECK ZERO

FLIGHT CONTROLS.....CHECK

ELAC 2 pb-sw..... ON

PITCH TRIM.....SET FOR TAKEOFF

Note: *Record the ELAC 1 reset in the logbook (successful or not successful).*

F/CTL ELAC 2 PITCH FAULT

- In flight:**
 Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 2 pb-sw..... OFF
 Wait 3 s
 ELAC 2 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 1 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

SEC 1 pb-sw..... OFF

Wait 3 s

SEC 1 pb-sw..... ON

SEC 2 pb-sw..... OFF

Wait 3 s

SEC 2 pb-sw..... ON

SEC 3 pb-sw..... OFF

Wait 3 s

SEC 3 pb-sw..... ON

FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

- **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min

2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF
 PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON
 PTU..... AUTO

NAV ATC/XPDR 1+2 FAULT

- In flight or on ground:**
On 49VU:
C/B G11 (COM NAV / ATC / 1)..... PULL
On 121VU:
C/B K07 (T / TISS)..... PULL
Wait 5 s
On 49VU:
C/B G11 (COM NAV / ATC / 1)..... PUSH
On 121VU:
C/B K07 (T / TISS)..... PUSH

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K07 (T / TISS)..... PULL
Wait 5 s
C/B K07 (T / TISS)..... PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- **In flight or on ground:**
 - On 49VU:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 - On 122VU:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 - Wait 10 s
 - On 49VU, simultaneously:
 - C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 - C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 - Within 2 s, on 122VU, simultaneously:
 - C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 - C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 - After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF /DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- In flight:**
Not authorized.
- On ground:**
BLOWER pb-sw.....AUTO
EXTRACT pb-sw.....AUTO
On 122VU:
C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL
Wait 30 s
On 122VU:
C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH
BLOWER pb-sw.....AS RQRD
EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due.

Before returning to the gate, apply the procedure below:

AIRCRAFT STOP

PARK BRK handle..... ON

TOWING BARCONFIRM DISCONNECTED

A/SKID & N/W STRG sw..... OFF

Wait 3 s

A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:

1. Check brake efficiency
2. Check absence of aircraft veering
3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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		10 AUG 21
BLEED 1+2 FAULT (Cont'd)		
● When CAB PR ΔP < 1 psi: RAM AIR..... ON 		

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
RESIDUAL BRAKING		
● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <u>Note:</u> If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.		

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
		10 AUG 21

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DISPLAY UNIT FAILURE

■ If DU flashes:

■ If captain PFD, ND, ECAM DUs or MCDU 1 affected:

GEN 1 OFF

■ If DUs flash continues:

GEN 1 ON

■ If DUs flash stops:

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If first officer PFD, ND, lower ECAM or MCDU 2 affected:

GEN 2 OFF

■ If DUs flash continues:

GEN 2 ON

■ If DUs flash stops:

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If DU blank (with or without large amber “F”), or distorted, or brightness reduced to minimum:

DU brightness knob (affected DU) OFF THEN ON

Display recovers after 10 s.

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ If INVALID DISPLAY UNIT message displayed:

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

■ If INVALID DATA message displayed (not on all DUs):

EIS DMC SWITCHING CONSIDER

● If DU not recovered:

DU brightness knob (affected DU) OFF THEN ON

■ If INVALID DATA message displayed on all DUs:

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If one or more DUs not recovered:

DUs brightness knob (all affected DUs) OFF



DISPLAY UNIT FAILURE (Cont'd)



- WAIT AT LEAST 40 s
- DUs brightness knob (one by one).....ON
- **If INVALID DATA message displayed on all DUs, when switching a given DU back ON:**
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.
 - **If inversion of E/WD and SD:**
 ECAM UPPER DISPLAY brightness knob.....OFF THEN ON

ELEC EMER CONFIG SUMMARY

CRUISE

MAX SPD : 320 kt

MAX FL : 4000FT BELOW REC MAX FL

ALTN LAW: PROT LOST

ONLY CAPT PITOT AND AOA HEATED

FUEL: CTR TK USABLE BY GRAVITY: 2 t (4 400 lb) UNUSABLE
FUEL GRAVITY FEEDING

COM: VHF1, HF1 , ATC1, RMP1 only

NAV: ILS1, VOR1, GPS1 (if MMR is installed) only

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

MINIMUM RAT SPEED 140 KT

SLATS / FLAPS SLOW

FOR LDG : FLAP LVR 3

- **When L/G down:** USE MAN PITCH TRIM (DIRECT LAW)

LANDING

FLARE: Only 2 spoilers per wing. Direct law

SPOILERS: Only 2 per wing

NO REVERSER

BRAKING: ALTERNATE without antiskid

MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

- **When L/G uplocked:**

ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT  (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENG's RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



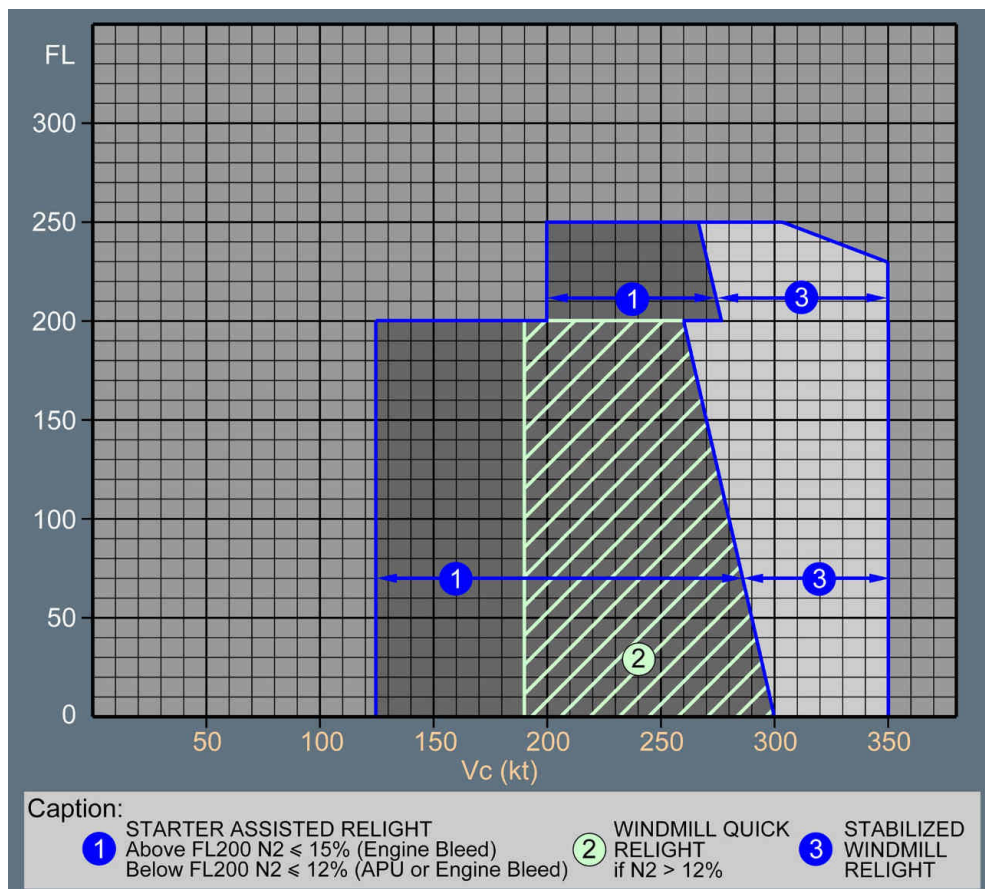
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



ENG MASTER (affected engine).....OFF
 THR LEVER (affected engine)..... IDLE
 ENG MODE selector..... IGN
 X BLEED OPEN
 WING ANTI-ICE (for starter assisted)..... OFF
 ENG MASTER (affected engine)..... ON
 ENG PARAMETERS (N_2 , EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
 TCAS MODE selector..... check TA/RA
 X BLEED.....AUTO
 Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE
 ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

*Note: If the flight crew suspects that the stall was transient, they can consider an engine
relight.*

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON
 THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD
Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

- ENG MASTER (affected engine).....OFF
- ENG MAN START pb (affected engine)..... OFF
- ESTABLISH AIR BLEED PRESS
- BEACON.....ON
- ENG MODE sel.....CRANK
- ENG MAN START pb (affected engine)..... ON
- When fire stopped :**

ENG MAN START pb (affected engine)..... OFF

ENG MODE sel..... NORM

**ON GROUND - NON ENG SHUTDOWN
AFTER ENG MASTER OFF**

ECAM FUEL PAGE..... SELECT
LP FUEL VALVE POSITION (affected engine).....CHECK

■ **If LP fuel valve closed (cross line amber):**
NO CREW ACTION

■ **If LP fuel valve open:**
ENG FIRE pb-sw (affected engine).....PRESS
GROUND CREW.....NOTIFY

IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
5	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
10	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
15	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
20	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
25	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
30	78.0	74.0	66.0	64.0	54.0	51.0	48.0	
35	76.0	71.0	66.0	62.0	54.0	51.0		
40	73.0	69.0	65.0	60.0				
45	71.0	67.0	62.0					
50	68.0	64.0						
55	66.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the "L/G GEAR NOT DOWN" alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS "TOO LOW GEAR" aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH

- If NO level off expected during final approach:
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- If level off expected during final approach:
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY
Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:**
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:**
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:**

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

- If SLATS FAULT:**
 - For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:**
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING.....USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

- **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

- **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

FUEL X FEED..... ON

CTR TK L XFR..... OFF

CTR TK R XFR..... OFF

● **On lighter side:**

FUEL PUMPS..... OFF

● **When fuel balanced:**

FUEL PUMPS..... ON

CTR TK L XFR..... ON

CTR TK R XFR..... ON

FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**
 THR LEVER (affected engine)..... IDLE
 ENG MASTER (affected engine)..... OFF
 FUEL X FEED.....AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**
 FUEL X FEED..... MAINTAIN CLOSED
 CTR TK L XFR.....OFF
 CTR TK R XFR..... OFF
 INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**
 THR LEVER (engine on leaking side).....IDLE
 ENG MASTER (engine on leaking side).....OFF
 FUEL LEAK..... MONITOR

- **If leak stops:**
 ENGINE LEAK CONFIRMED
 CTR TK L XFR..... ON
 CTR TK R XFR.....ON
 FUEL X FEED..... AS RQRD
 DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**
 WING LEAK SUSPECTED
 ENGINE RESTART..... CONSIDER
 CTR TK XFR (non-leaking side).....ON

CAUTION	Do not apply the FUEL IMBALANCE procedure. Approach and landing can be done, even with one full wing/one empty wing.
---------	---

- **If both inner tanks deplete at a similar rate:**
 LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED
 - **If fuel smell in cabin:**
 APU..... OFF

 - **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**
 CTR TK L XFR..... ON
 CTR TK R XFR.....ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
- FL 300 if flight time above FL 300 < 30 min.
- Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
- FL 100 for JET B.
- When reaching gravity feed ceiling:
- FUEL X FEED..... OFF
- If no fuel leak and with one engine running (fed by gravity):
- FUEL X FEED..... ON
- BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE
- RUDDER TRIM..... USE
- When fuel imbalance reaches 1 000 kg (2 200 lb):
- BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY**CRUISE**

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)For **Landing Performance** assessment, use the performance application of the EFB.**APPROACH**

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● L/G gravity extension:

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING**FLARE:** Only one ELEV and two spoilers per wing**SPOILERS:** Only 2 per wing**REVERSER:** Only N°1**BRAKING:** NORMAL**NO NOSEWHEEL STEERING****GO-AROUND**

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION**FUEL:** Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing
NO REVERSER
BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI
NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● If unsuccessful:

REPEAT UP TO THREE TIMES

● If unsuccessful after 4 attempts:

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ If successful:

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ If unsuccessful:

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ In all other cases:

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ If successful:

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ If unsuccessful:

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

FORCED LANDING

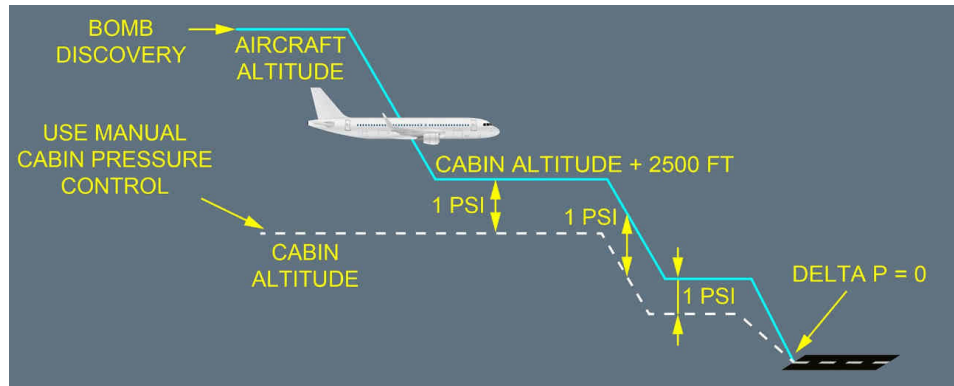
- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- *Loose equipment secured*
 - *Survival equipment prepared*
 - *Belts and shoulder harness locked.*
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
 - RAM AIR..... ON
 - L/G lever..... DOWN
 - SLATS / FLAPS..... MAX AVAIL
 - GND SPLR..... ARM
 - MAX BRK PR: 1000 PSI
 - **At 2 000 ft AGL:**
 - CABIN CREW..... NOTIFY FOR LANDING
 - **At 500 ft AGL:**
 - BRACE FOR IMPACT..... ORDER
 - **At touchdown:**
 - ALL ENG MASTERS..... OFF
 - APU MASTER SW..... OFF
 - BRAKES ON ACCU ONLY
 - **When aircraft stopped:**
 - PARKING BRK..... ON
 - ATC (VHF 1)..... NOTIFY
 - ALL FIRE pb (ENGs & APU)..... PUSH
 - ALL AGENTS (ENGs & APU)..... DISCH
 - **If evacuation required:**
 - EVACUATION..... INITIATE
 - **If evacuation not required:**
 - CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM.....ESTABLISH

- If landing and evacuation possible within 30 min:**
ATC/COMPANY.....NOTIFY
EVAC.....PREPARE

If landing and evacuation NOT possible within 30 min:



AIRCRAFT (IF CLIMBING).....LEVEL OFF

CABIN PRESS MODE SEL.....MAN

MAINTAIN CAB ALT

ATC/COMPANY.....NOTIFY

TRGT SPEED: PREFER LO IAS

L2

Low speed could reduce the consequences of possible structural damage, if the bomb explodes.

L1

DESCENT TO CAB ALT + 2 500 ft or MEA-MORA.....INITIATE
AVOID SHARP MANEUVERS
MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
MAINTAIN 1 PSI ΔP
GALY & CAB.....OFF
FUEL RESERVES.....DETERMINE

L2

When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.

- When bomb secured at the LRBL or cannot be moved:**
Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
EMER EXIT LT.....ON
COMMERCIAL.....OFF

- If fuel permits:**
FLAPS.....AT LEAST CONF 1
L/G lever (except for flight over water).....DOWN
USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
CABIN PRESS MODE SEL.....AUTO



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BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

COCKPIT WINDSHIELD / WINDOW ARCING

- Affected WINDOW/WINDSHIELD ANTI ICE C/B.....PULL
- ANTI ICE L WSHLD C/B AF10 [123VU]
 - ANTI ICE R WSHLD C/B AF03 [123VU]
 - ANTI ICE/WINDOWS L C/B X14 [122VU]
 - ANTI ICE/WINDOWS R C/B W14 [122VU]

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1
 FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF
 LDG DIST PROC..... APPLY

1
 ● **For approach:**
 PACK 1.....OFF OR SUPPLIED BY APU
 PACK 2.....OFF OR SUPPLIED BY APU

1
 ● **If landing CONF other than FULL:** USE CONF 1+F FOR GO AROUND
 SPEED AT RUNWAY THRESHOLD : VLS
 MINIMIZE V/S AT TOUCHDOWN

1
 ● **For landing:**
 INCREASE FLARE HEIGHT
 USE MAX REVERSE ASAP

1
 ● **After nosewheel touchdown:** APPLY BRAKES AS NECESSARY

1
 ● **When landing completed:**
 BRAKE FANS ON

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	.76	79.8	80.6	81.5	82.4	-	-	-	-	-
370	.76	79.0	79.6	80.3	81.1	82.0	82.8	-	-	-
350	.76	78.7	79.2	79.7	80.4	81.1	81.9	82.7	83.5	-
330	.76	78.8	79.3	79.7	80.2	80.8	81.4	82.0	82.8	83.5
310	275	78.0	78.5	79.0	79.6	80.1	80.6	81.2	81.8	82.5
290	275	76.5	76.9	77.4	78.0	78.5	79.2	79.9	80.5	81.2
270	275	75.0	75.5	75.9	76.4	77.0	77.6	78.3	79.0	79.9
250	275	73.4	73.9	74.4	74.9	75.5	76.2	76.8	77.5	78.2
200	275	69.8	70.2	70.6	71.1	71.6	72.1	72.7	73.3	74.0
150	250	61.8	62.4	63.0	63.8	64.6	65.4	66.4	67.4	68.4
100	250	58.2	58.8	59.4	60.0	60.7	61.5	62.5	63.5	64.5
50	250	54.2	54.8	55.4	56.1	56.8	57.7	58.8	60.0	60.8

KEEP AUTO PILOT ON

- If excessive thrust variations: DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER

Consider descending to or below OPT FL in order to increase the margin to buffet

- For approach:

A/THR..... ON

USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

MAX FL: 100 / MEA-MORA

RAM AIR.....ON

PACK 1.....OFF

PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN

MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY

● **For approach:**

SPEED..... FLY THE GREEN

FOR LDG..... FLAP LVR 3

GPWS LDG FLAP 3..... ON

APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● **When FLAP 2:**

LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN

● **When L/G downlocked:**

L/G lever..... DOWN

GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● **During final approach:**

MAN V/S CTL..... FULL UP

● **Before door opening: CHECK ΔP ZERO**

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

■ **Below FL 250:**

BKUP SPD/ALT pb..... USE

This action is reversible.

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

■ **Above FL 250:**

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
--	--------------------	--------------------	--------------------	--------------------

SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



PITCH / THRUST FOR LEVEL OFF					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

● When flight path is stabilized:

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED

■ Below FL 250:

BKUP SPD/ALT pb..... USE
This action is reversible.
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

■ Above FL 250:

FLIGHT PATH.....KEEP STABILIZED

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK

ADR3 and STBY speeds use the data of the same probe.

■ If at least one ADR confirmed reliable:

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ If affected ADR(s) cannot be identified, or all ADRs affected:

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR.....ALT RPTG OFF

● When above FL 250:

USE PITCH/THRUST TABLES



UNRELIABLE SPEED INDICATION (Cont'd)

- 
- When below FL 250, if speed still unreliable:**
 BKUP SPD/ALT pb..... USE
This action is reversible.
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)

CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

- Stabilize the altitude. When altitude is stabilized:
- If the pitch is above the target pitch, increase the thrust and maintain the altitude
 - If the pitch is below the target pitch, decrease the thrust and maintain the altitude.
- When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

- Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.*



UNRELIABLE SPEED INDICATION (Cont'd)



DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)

FINAL APPROACH AT -3° DESCENT FLIGHT PATH

APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

- IF PERCEPTIBLE SMOKE / FUMES APPLY IMMEDIATELY:
- CREW OXY MASKS (if required)..... USE/100%/EMERG
- VENTILATION BLOWER.....OVRD
- VENTILATION EXTRACT..... OVRD
- CAB FANS..... OFF
- GALY & CAB..... OFF
- SIGNS..... ON
- CKPT / CAB COM.....ESTABLISH
- **If smoke/fumes source immediately obvious, accessible, and extinguishable:**
FAULTY EQPT.....ISOLATE
 - **If smoke/fumes source not immediately isolated:**
DIVERSION..... INITIATE
DESCENT TO FL 100 / MEA-MORA..... INITIATE

- **At ANY TIME of the procedure, if SMOKE / FUMES become the GREATEST THREAT:**
REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
ELEC EMER CONFIG.....CONSIDER
Refer to the end of the procedure to set ELEC EMER CONFIG.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If AIR COND smoke/fumes suspected:**
 APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF
- **If smoke/fumes continue:**
 PACK 1..... ON
 PACK 2..... OFF
- **If smoke/fumes persist:**
 PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes
- **If CABIN EQPT smoke/fumes suspected:**
 ● **If smoke/fumes continue:**
 EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE
 ● **If smoke/fumes persist or when faulty equipment confirmed isolated:**
 COMMERCIAL..... NORM
 REMOVAL OF SMOKE / FUMES..... CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ If fuel vapors:

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ If no fuel vapors:

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● At FL 100 or MEA-MORA:

● If in ELEC EMER CONFIG:

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● If smoke/fumes persist:

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● When window open:

NON-AFFECTED PACK(s)..... ON
 VISUAL WARNINGS (noisy CKPT).. MONITOR
 SMOKE / FUMES / AVNCS SMOKE PROC.....
 CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
 Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.
TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
Preliminary Cockpit Preparation.....	1/4
Securing the Aircraft.....	3/4

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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0002001.028" moved from "N.00025060.0002001.026" to "N.00025060.0002001.035"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.
			Layout modification. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available):	
FMGS PRE-INITIALIZATION: * ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	NO PORTABLE ELEC DEVICE sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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I	Aircraft Configuration Summary.....	OPS.01A
	Operating Speeds.....	OPS.02A
	Use of Fuel Penalty Factor Tables.....	OPS.03A
	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Deletion of information.
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	3	Clarification of the item title.
OPS QNH Operations above 1050 hPa	OPS.01A	4	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	Yes
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS Reversible	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
¹ PED compatible Flight Document Stowage	EQPT	Yes
² PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
³ PWS	SURV	Yes
QFE BARO Setting	NAV	No
⁴ QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	30 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 5 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	0 % to 9 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	0 % to 9 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	15 % to 20 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)



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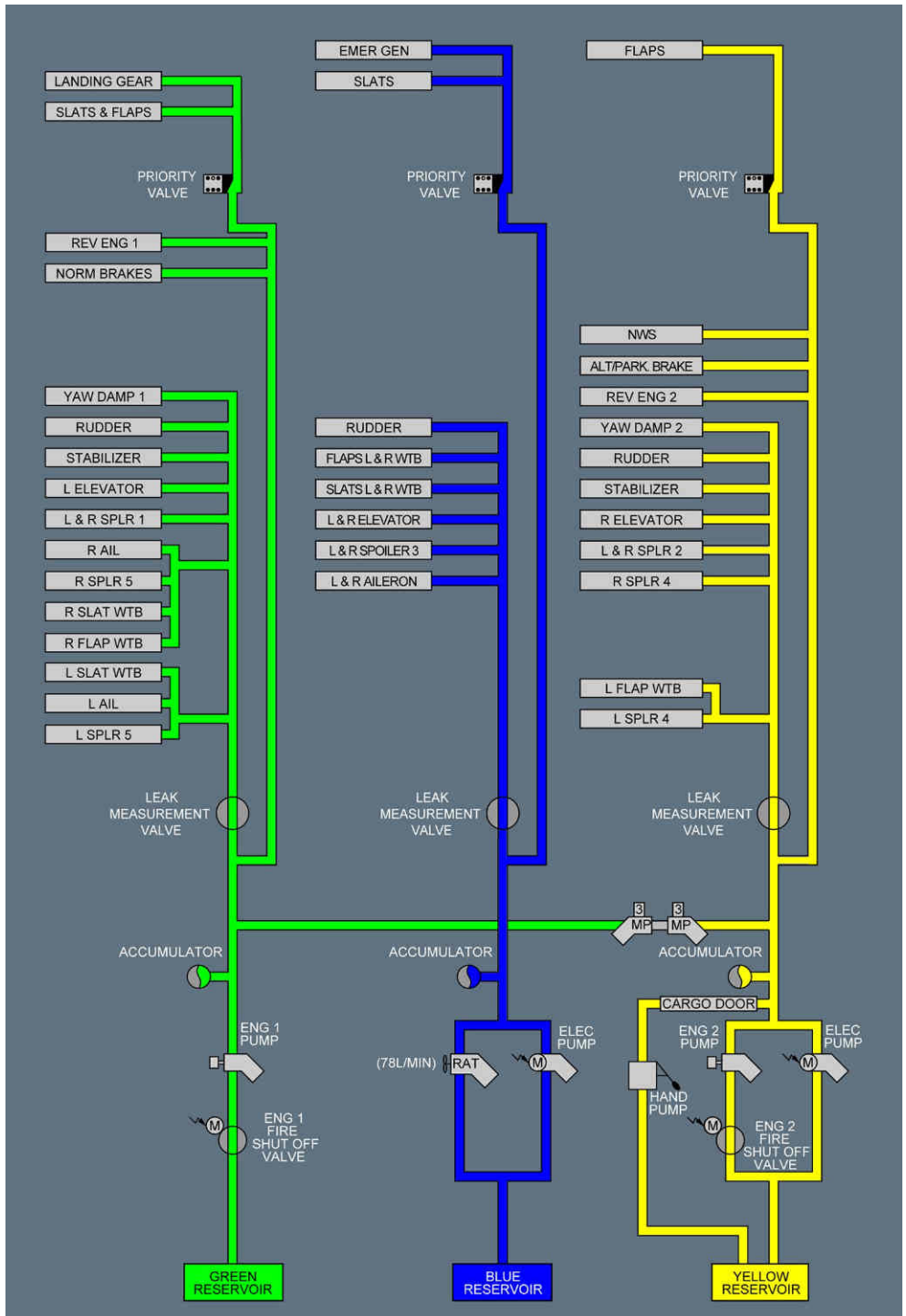
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 % (4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended (Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)	180 %
	GEAR NOT UPLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UPLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

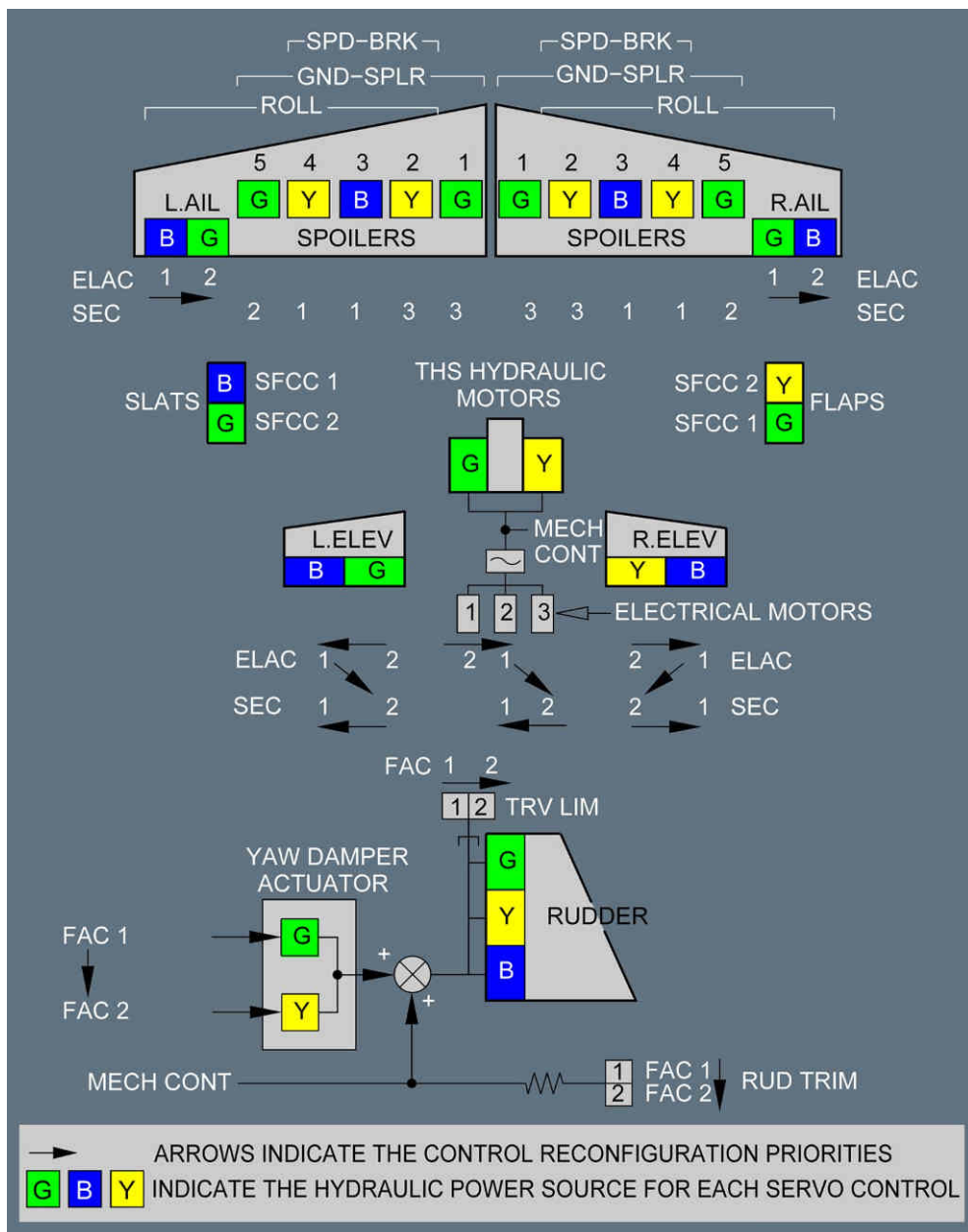
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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Identification	Title
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT <u>ECAM Entry</u> <u>ENG 1(2) EGT OVER LIMIT</u>

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The "Identification" field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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		10 AUG 21

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COCKPIT PREPARATION

GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

RADAR & PRED W/S..... OFF

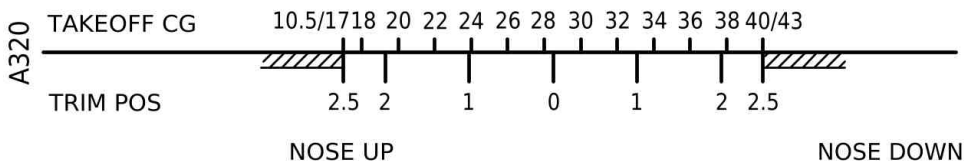
PARKING

PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS



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QUICK REFERENCE HANDBOOK



AP-BOL

**A320-214
MSN 07792**

This Manual has been reviewed under European Export Control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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Please incorporate this revision as follow:

Localization Subsection Title	Remove	Insert
		Rev. Date
PLP-LESS LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	ALL	09 FEB 26
PLP-LOM LIST OF MODIFICATIONS	ALL	09 FEB 26
ABN-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* ABN-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
ABN - A-ICE	ALL	
ABN-01 [ADV] ECAM ADVISORY	ALL	09 FEB 26
ABN-02 [RESET] SYSTEM RESET	ALL	09 FEB 26
ABN-18 ELEC	ALL	09 FEB 26
ABN-19 ENG	ALL	09 FEB 26
ABN-20 F/CTL	ALL	09 FEB 26
ABN-21 FUEL	ALL	09 FEB 26
ABN-23 HYD	ALL	09 FEB 26
ABN-25 MISC	ALL	09 FEB 26
ABN-26 NAV	ALL	09 FEB 26
NP-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* NP-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
NP Normal Procedures	ALL	09 FEB 26
OPS-PLP-TOC TABLE OF CONTENTS	ALL	09 FEB 26
* OPS-PLP-SOH SUMMARY OF HIGHLIGHTS	ALL	09 FEB 26
OPS Operational Data	ALL	09 FEB 26
C3 Normal Checklist	ALL	09 FEB 26

* Preliminary pages that may be removed from the QRH binder

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M ⁽¹⁾	Localization	Subsection Title	Rev. Date
R	PLP-LESS	LIST OF EFFECTIVE SECTIONS/SUBSECTIONS	09 FEB 26
	PLP-LETDU	LIST OF EFFECTIVE TEMPORARY DOCUMENTARY UNITS	10 AUG 21
	GEN	General	20 AUG 25
R	ABN-01	[ADV] ECAM ADVISORY	09 FEB 26
R	ABN-02	[RESET] SYSTEM RESET	09 FEB 26
	ABN-11	AIR	10 AUG 21
	ABN-12	BRAKES	10 AUG 21
	ABN-13	CAB PR	10 AUG 21
	ABN-14	COND	10 AUG 21
	ABN-15	DOOR	10 AUG 21
	ABN-17	EIS	20 AUG 25
R	ABN-18	ELEC	09 FEB 26
R	ABN-19	ENG	09 FEB 26
R	ABN-20	F/CTL	09 FEB 26
R	ABN-21	FUEL	09 FEB 26
R	ABN-23	HYD	09 FEB 26
	ABN-24	L/G	20 AUG 25
R	ABN-25	MISC	09 FEB 26
R	ABN-26	NAV	09 FEB 26
	ABN-27	SMOKE	23 NOV 21
	ABN-28	WHEEL	10 AUG 21
R	NP	Normal Procedures	09 FEB 26
R	OPS	Operational Data	09 FEB 26
	OEBPROC-PLP-LEOEB	LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	14 JUL 25
	C2	Abnormal and Emergency Procedures	10 AUG 21
R	C3	Normal Checklist	09 FEB 26

(1) Evolution code : N=New, R=Revised, E=Effectivity, M=Moved

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No Temporary Documentary Unit

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PRELIMINARY PAGES LIST OF MODIFICATIONS

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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
	J0006		10 AUG 21	FUEL SYSTEM - ADDITIONAL TREATMENT OF CENTRE TANK STRUCTURE AND INSTALLATION OF CENTRE TANK SYSTEM
	J0071		10 AUG 21	WING STRUCTURE-INTRODUCTION OF A WING TIP INCORPORATING A TIP FENCE FOR 72T MTOW A/C
	J1334		10 AUG 21	LANDING GEAR-MLG-LGCIU-INTRODUCTION OF A NEW STANDARD FOR IMPROVED PROXIMITY SENSOR FAULT MONITORING FUNCTION
	J1617		10 AUG 21	FLIGHT CONTROLS - GENERAL - DELETE LAF FEATURE FROM A320 DEFINITION (PRODUCTION SOLUTION)
	J2360		10 AUG 21	FUEL - QUANTITY INDICATION - INTRODUCE FUEL LEAK DETECTION ASSOCIATED WITH FQIC - 13 - 9
	J2361		10 AUG 21	FUEL - QUANTITY INDICATION - REMOVAL OF FUEL LEAK DETECTION FUNCTION ASSOCIATED WITH THE FQIC 13 - 9
	J2527		10 AUG 21	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FUEL QTY INDICATING COMPUTER 13-10
	J2662		10 AUG 21	FUEL - QUANTITY INDICATING - INTRODUCE NEW STANDARD OF FQIC (P/N SIC5059 14-20)
	J2818		10 AUG 21	LANDING GEAR - EXTENSION & RETRACTION - INTRODUCE POWER INTERRUPT PROTECTION CIRCUIT FOR LGCIUS
	J2832		10 AUG 21	MAIN FUEL PUMP SYSTEM - FUEL PUMPS - INSPECT AFFECTED EATON FUEL PUMPS
	J3240		10 AUG 21	FUEL - QUANTITY INDICATING - ACTIVATE FUEL LEAK DETECTION WARNING SYSTEM
	J3283		10 AUG 21	WINGS - GENERAL - Certify Sharklet Installation for A320/A319/A318
	J3430		10 AUG 21	LANDING GEAR - NORMAL EXTENSION AND RETRACTION z Modify the MLG Door actuator damping mechanism.
	J3527		10 AUG 21	FUEL - MAIN TRANSFER SYSTEM - Introduce the A321 Centre Tank Fuel Transfer System onto A319 and A320 Single Aisle Variants
	J4302		10 AUG 21	FUEL - FUEL RECIRCULATION - COOLING - ESTABLISH MISSING GRND CONNECTION TO INHIBIT RECIRCULATION DURING GRAVITY FEED
	K0070		10 AUG 21	AIR CONDITIONING - VENTILATION SYSTEM FOR AFT CARGO COMPARTMENT
	K10009		10 AUG 21	EQUIPMENT/FURNISHINGS - CURTAINS AND PARTITIONS INTRODUCE IMPROVED STRIKES FOR COCKPIT DOOR
	K10143		23 AUG 23	EQUIPMENT/FURNISHING - MISC.EMERGENCY EQUIPMENT - INSTALL ELT (406AF) WITH PROG. DONGLE AND RCP IN COCKPIT - THALES
	K10494		10 AUG 21	AIRBORNE AUXILIARY POWER - CHANGE STANDARD APU HONEYWELL GTCP36-300 TO APIC APS3200
	K10516		10 AUG 21	AIRBORNE AUXILIARY POWER - CONTROL AND MONITORING INTRODUCE HONEYWELL VECB WITH SOFTWARE -04
	K12337		23 AUG 23	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING - REPLACE HINGE FOR CDSS CONTROLLER/MONITOR
	K12824		10 AUG 21	COMMUNICATIONS - CIDS - INSTALL CIDS AND SDF OBRM SOFTWARE P/N -33A AND CAM UPDATE
	K12825		10 AUG 21	COMMUNICATIONS - CIDS - INSTALL CIDS DIRECTOR P/N -333B
	K13015		23 AUG 23	EQUIPMENT/FURNISHING-MISC. EMERGENCY EQUIPMENT-REPLACE REMOTE CONTROL PANEL RC500 BY RC800 - THALES
	K15280		21 AUG 24	AIR CONDITIONING - PRESSURE CONTROL AND MONITORING - INTRODUCE MODIFIED OUTFLOW VALVE P/N 20790-20BA
	K15281		21 AUG 24	AIR CONDITIONING - PRESSURE CONTROL AND MONITORING - INTRODUCE MODIFIED PRESSURE CONTROLLER P/N 20791-13AD
	K1806		10 AUG 21	AIR CONDITIONING SYSTEM POWER SUPPLY - MODIFY POWER TO FLOW CONTROL VALVE
	K2450		10 AUG 21	AUXILIARY POWER UNIT - INTRODUCTION OF APIC APS-3000



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	K3901		10 AUG 21	COMMUNICATIONS - CIDS - MODIFICATION OF DIRECTOR POWER SUPPLY PRINCIPLE
	K3984		10 AUG 21	AIR CONDITIONIN -COCKPIT AND CABIN TEMPERATURE CONTROL-INTRODUCE MODIFIED TEMPERATURE SENSOR -02 ON MIXER UNIT
	K4457		10 AUG 21	INTRODUCTION OF NEW ALLIED SIGNAL APU GTCP 131-9 (A)
	K5213		10 AUG 21	AIR CONDITIONING - PACK TEMPERATURE CONTROL - INTRODUCE IMPROVED PACK TEMPERATURE CONTROLLER
	K5549		10 AUG 21	OXYGEN - PASSENGER OXYGEN - INTRODUCE CHEMICAL OXYGEN CONTAINER (15MIN) WITH IMPROVED ACTUATOR (VENDOR PURITAN)
	K6156		10 AUG 21	AIR CONDITIONING-PACK TEMPERATURE CONTROL- INTRODUCE MODIFIED PACK TEMPERATURE CONTROLLER
	K6443		10 AUG 21	AIR CONDITIONING AIR COOLING INSTALL A NEW ECS
	K7778		10 AUG 21	COMMUNICATIONSAUDIO AND VIDEO MONITORING INSTALL A COCKPIT DOOR SURVEILLANCE SYSTEM
	K7790		10 AUG 21	DOORS PASSENGER COMPARTMENT FIXED PARTITIONS INTERIOR DOOR-ELECTRICAL COCKPIT DOOR RELEASE SYSTEM
	K8400		10 AUG 21	COMMUNICATIONS CABIN INTERCOMMUNICATION MODIFY CABIN INTERCOMMUNICATION DATA SYSTEM ON A319
	K9235		10 AUG 21	COMMUNICATIONS - ANTI HIJACK CAMERA MONITORING REPLACE HINGE ASSEMBLY FOR CDSS LCD/SYSTEM CONTROLLER
	K9458		10 AUG 21	AIR CONDITIONING - PACK TEMPERATURE CONTROL IMPROVED AIR CONDITIONING SYSTEM CONTROLLER P/N 1803B0000-01
	P0003		10 AUG 21	BASIC AIRCRAFT DEFINITION - ELECTRICS
	P10054		10 AUG 21	NAVIGATION - MMR - INSTALL COLLINS MMR STANDARD P/N 822-1152-122
	P10062		10 AUG 21	NAVIGATION - SENSORS, POWER SUPPLY AND SWITCHING -INSTALL THALES ANGLE OF ATTACK SENSORS P/N C16291AB
	P10383		10 AUG 21	INDICATING/RECORDING SYSTEMS FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F5
	P10439		10 AUG 21	AUTO-FLIGHT FMGC INSTALL FMGC HNWL STD P1C12 ON CFM A/C
	P1044		10 AUG 21	MAP VALID FOR ALL A/C WITH AN EMBODIMENT STARTING AT A/C 13
	P10440		10 AUG 21	AUTO-FLIGHT FMGC INSTALL FMGC THALES S4C12 ON CFM A/C
	P10443		10 AUG 21	FLIGHT CONTROL - ELAC SYSTEM - INTRODUCE ELAC "L93" SOFTWARE STANDARD
	P10493		10 AUG 21	FLIGHT CONTROL - ELAC - ACTIVATE HIGH ALTITUDE UPSETS VMO/MMO OVERSHOOT PROTECTION FUNCTION ON ELAC
	P10694		10 AUG 21	AUTO-FLIGHT - FMGC ACTIVATE "MOD NAV IN GO AROUND" ON FMGC
	P10762		10 AUG 21	AUTO FLIGHT - FMGC INSTALL FMGC HWL H2C12 (RELEASE 1A) ON CFM A/C
	P10785		10 AUG 21	AUTO-FLIGHT - FMGC INSTALL FMGC THALES S5C12 (RELEASE 1A) ON CFM A/C
	P10891		10 AUG 21	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9 B"(EM2)
	P10960		10 AUG 21	NAVIGATION - T3CAS - INSTALL T3CAS COMPUTER WITH TRANSPONDER FUNCTION INACTIVE
	P11325		10 AUG 21	ENGINE FUEL AND CONTROL - FADEC SYSTEM INTRODUCE ECU SOFTWARE STANDARD "5BR" ON CFM56-5B ENGINES
	P11363		10 AUG 21	AUTO FLIGHT - AUTOPILOT/FLIGHT DIRECTOR (AP/FD)- ACTIVATE AP/FD TCAS FUNCTION



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	P11490		10 AUG 21	NAVIGATION - TRAFFIC AND TERRAIN INTEGRATED SURVEILLANCE (T/TISS) ACTIVATE XPDR FUNCTION ON T3CAS
	P11614		10 AUG 21	INDICATING/RECORDING SYSTEMS - EIS - INSTALL ENHANCED DU INSTEAD OF EIS2 LCDU
	P11819		10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) INSTALL FWC STANDARD H2-F6
	P11856		10 AUG 21	AUTO - FLIGHT FMGC: ACTIVATE NO AP DISCONNECTION BELOW MDA/MDH UNTIL MISSED APPROACH POINT
	P12060		10 AUG 21	AUTO FLIGHT - FMGC HONEYWELL REINSTALL FMGC CFM MOD 31896 (ANTI-MOD 38778)
	P12092		10 AUG 21	AUTOFLIGHT - FMGC INSTALL FMS THALES RELEASE 1A S6 (WITH FG C12) ON CFM A/C
	P12127		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM - INSTALL ELAC B L96 (SHARKLET PROJECT)
	P12367		10 AUG 21	ENGINE FUEL AND CONTROL - FADEC SYSTEM - INSTALL ECU SOFTWARE STANDARD 5BS ON CFM56-5B ENGINES
	P12511		10 AUG 21	AUTO FLIGHT - GENERAL - AUTO FLIGHT - GENERAL ACTIVATE ROPS FUNCTION
	P13023		10 AUG 21	INDICATING RECORDING SYSTEMS - FWC - Introduce FWC Standard H2-F7
	P13481		10 AUG 21	FLIGHT CONTROLS - SPOILER AND ELEVATOR COMPUTER (SEC) - INSTALL STANDARD SEC C 126
	P13507		10 AUG 21	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER - INSTALL FMGC S7PC13 THALES ON CFM AIRCRAFT
	P13619		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL L97 STANDARD ON ELAC B WITH DATALOADING CAPABILITY
	P14155		10 AUG 21	NAVIGATION - ATC/MODE S (SELECT) - ACTIVATE ADS-B OUT DO-260B CAPABILITY FOR ATC TRANSPONDEUR
	P14510		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - INSTALL ELAC B L97+ WITH DATA LOADING CAPABILITY
	P14582		10 AUG 21	NAVIGATION - ATC/MODE S (SELECT) - Configure DO-260B TRANSPONDER ATC 1
	P14629		10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F8P FOR A320NEO PW TC
	P14826		10 AUG 21	INDICATING/RECORDING SYSTEMS - FLIGHT WARNING COMPUTER (FWC) - INSTALL FWC H2-F9 STANDARD
	P14947		10 AUG 21	AUTO FLIGHT - FMGC - INSTALL FMGC HONEYWELL STANDARD H2BPC15 FOR NEO CONFIGURATION - A320 CFM
	P15119		10 AUG 21	AUTO FLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER - INTRODUCE THALES FMGC S7APC14 ON CFM AIRCRAFT
	P15391		10 AUG 21	FLIGHT CONTROLS - ELEVATOR AILERON COMPUTER SYSTEM (ELAC) - Install ELAC L99 STANDARD WITH DATA LOADING CAPABILITY
	P15557		10 AUG 21	AUTO FLIGHT - FMGC - INSTALL FMGC THALES STANDARD S7APC15 FOR NEO CONFIGURATION - A320 CFM
	P15629		23 AUG 23	NAVIGATION - ATC/MODE S (SELECT) - INSTALL ACSS DO-260B XPDR NXT-800
	P1573		10 AUG 21	POWERPLANT-POWER SUPPLY FOR HP FUEL SOLENOID IN EMERGENCY SITUATION
	P15825		10 AUG 21	NAVIGATION - AIR DATA - Install and define reversible Back-Up Speed Scale function
	P15872		10 AUG 21	AUTO-FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC) - INSTALL FAC CAA06
	P1872		10 AUG 21	AIR CONDITIONING-INSTALLATION OF CIRCUIT BREAKER FOR REAR CARGO COMPARTMENT VALVE SUPPLY
	P20249		10 AUG 21	AUTO FLIGHT - GENERAL - Deactivate ROPS function
	P2217		10 AUG 21	INDICATING - FWS DEFINE FWC C3 STANDARD



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	P2590		10 AUG 21	NAVIGATION - INSTALL A TCAS II COLLISION AVOIDANCE SYSTEM
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	P3259		10 AUG 21	LANDING GEAR - BRAKING - IMPROVE BRAKE DUAL DISTRIBUTION VALVE
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	P5834		10 AUG 21	NAVIGATION - SENSORS - INSTALL MODIFIED SEXTANT ANGLE OF ATTACK SENSORS P/N C16291AA
	P6578		10 AUG 21	INDICATING RECORDING SYSTEMS- EIS-INSTALL DMC, DU AND DISKETTES FOR EIS2
	P6703		10 AUG 21	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER INSTALL NEW FAC SOFTWARE STANDARD P/N B397BAM0515
	P6954		10 AUG 21	AUTO FLIGHT - FLIGHT AUGMENTATION COMPUTER (FAC SYSTEM) - INTRODUCE FAC SOFTWARE "BAM0516" CAPABLE OF A318
	P6985		10 AUG 21	NAVIGATION - ADIRS - INSTALL HONEYWELL ADIRU 4MCU CAPABLE OF A318 A/C



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	P6987		10 AUG 21	AUTO FLIGHT - FMGC INSTALL FMGC P/N B546CAM0103 (CFM GPS/ACARS)
	P7000		10 AUG 21	LANDING GEAR - STEERING SUPPLY THE NOSE WHEEL STEERING WITH YELLOW HYDRAULIC POWER IN PLACE OF GREEN HYDRAULIC PO
	P7125		10 AUG 21	INDICATING/RECORDING SYSTEMS - FWC - INSTALL FWC STANDARD H2 F1 ON A318 PW
	P7175		10 AUG 21	ELECTRICAL POWER - GENERAL - INSTALL A COMMERCIAL SHEDDING PUSH-BUTTON SWITCH IN COCKPIT
	P7218		10 AUG 21	AUTOFLIGHT - FLIGHT MANAGEMENT AND GUIDANCE COMPUTER (FMGC) DEVELOP FMS 2ND GENERATION HONEYWELL STEP1
	P7278		10 AUG 21	INDICATING RECORDING SYSTEM - EIS2 INSTALL EIS2 SOFTWARE CAPABLE OF A318 A/C
	P7373		10 AUG 21	AUTOFLIGHT - FMGC DEFINE AND INSTALL FMGC CFM C13043AA01 THALES (EQUIPPED WITH "FMS2" THALES/SMITH)
	P7455		10 AUG 21	ELECTRICAL POWER - GENERAL IN FLIGHT ENTERTAINMENT (IFE) POWER SUPPLY ON SHEDDABLE BUSBARS CONTROLLED BY "GALY & CAB" SW
	P7519		10 AUG 21	AUTOFLIGHT - FMGC - INSTALL FMGC CFM C13042AA01 (EQUIPPED WITH FMS2 HONEYWELL)
	P7666		10 AUG 21	AUTO FLIGHT - FMGC DEVELOP FMS 2ND GENERATION THALES/SMITH REV 1 STANDARD
	P8076		10 AUG 21	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.5
	P8303		10 AUG 21	NAVIGATION DDRMI REMOVE DDRMI VOR/ADF/DME INDICATORS
	P8564		10 AUG 21	INDICATING/RECORDING SYSTEM EIS ACTIVATE ENGINE AVAIL DISPLAY
	P8572		10 AUG 21	AUTO-FLIGHT - FAC - DEFINE NEW PIN PROGRAMMING FOR WEIGHT AND CG COMPUTATION BASED ON FMS REFERENCES
	P8751		10 AUG 21	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8799		10 AUG 21	NAVIGATION - EGPWS - INSTALL AN EGPWC CAPABLE OF PEAKS/OBSTACLE FUNCTIONS WITH EIS1 & OF USING GPS LATERAL POSITION
	P8866		10 AUG 21	LANDING GEAR NORMAL BRAKING INSTALL BSCU STD L4.8 (EM2)
	P9138		10 AUG 21	HYDRAULIC POWER - POWER TRANSFER - ACTIVATE THE POWER TRANSFER UNIT (PTU) INHIBITION LOGIC ON SA A/C
	P9171		10 AUG 21	NAVIGATION - ADIRS INTRODUCE AIR DATA MONITORING FUNCTION
	P9508		25 MAR 24	INDICATING/RECORDING SYSTEMS - SDAC - ACQUISITION/INTERFACE CONFIGURATION CABIN FOR NO PED FLIGHTS
	P9522		10 AUG 21	AUTO FLIGHT - MCDU ACTIVATE BACK UP NAV FUNCTION
	P9652		10 AUG 21	AUTO-FLIGHT FMGC INSTALL FMS2 THALES S4 (REV2+) STD ON CFM A/C
	P9654		10 AUG 21	NAVIGATION EGPWS RE-INSTALL EGPWS P/N 965-1676-001 (ANTI-MOD 34634)
	P9655		10 AUG 21	LANDING GEAR NORMAL BRAKING INSTALL BSCU SOFTWARE STD "L4.9" (EM2)
	P9824		10 AUG 21	INDICATING/RECORDING SYSTEMS - ELECTRONIC INSTRUMENT SYSTEM(EIS)- INSTALL DISPLAY MANAGEMENT COMPUTER SOFTWARE EIS2 S7
	P9873		10 AUG 21	POWER PLANT - GENERAL - INTRODUCE CFM56-5BX/3 ENGINE (SAC) "TECH INSERTION PROGRAM"
	23-1396 01		23 AUG 23	HF SYSTEM - INSTALL A SINGLE HF DATA RADIO (HFDR) SYSTEM HONEYWELL
N	25-1BPJ 01		09 FEB 26	COCKPIT - REINFORCE COCKPIT DOCUMENTS STOWAGE BOX
N	31-1574 03		09 FEB 26	INSTALL FWC H2-F12E (CEO)



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M ⁽¹⁾	CRITERION	Linked SB	Incorp. Date	Title
N	31-1608 04		09 FEB 26	INTRODUCE FWS S/W STANDARD F13 (CEO)
N	46-1121 19		09 FEB 26	ATIMS - INSTALL ATSU CSB8.3/HW-A10 WITH FANS B+ APPLICATIONS AND WITH VDL MODE 2 ACTIVATED

(1) Evolution code : N=New, R=Revised, E=Effectivity

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This Manual has been reviewed under European Export control Regulations (EU) 2021/821 and was determined as EU_Not in Export Control List.

As this Manual does not contain any US data, US Export control Regulations (15 CFR Part 774) are not applicable.

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QRH REVISION DATE

The update of the FCOM does not necessarily result in the update of the QRH. Therefore, the revision dates of the QRH and of the FCOM may differ.

EFFECTIVITY

As QRH is published at aircraft level, each paper page has only one effectivity.

PAGE NUMBERING

The page numbering follows the following rules:

01A, 02A, 02B,... : Numbering and Index (A, B, ...) for GEN, ABN, OPS, OEB PROC sections

Note: For these sections, the procedures start with the index A and for long procedures (more than one page), the index continues with B, C...

1/10, 3/5, ... : Numbering for NP, PER

C1, C2 : Back cover page interior

C3 : Back cover page exterior

"BLANK" : Index of an intentionally left blank paper page created to ensure the correct format of the next chapter (begins on recto page)

PRELIMINARY PAGES WITHIN THE QRH BINDER

It is essential for Airlines to correctly manage the updates of the QRH. For this purpose, Airbus publishes Preliminary Pages (PLP) with each QRH revision. These PLP are used as reference documents for Airlines to manage the QRH updates, e.g. easily insert the revisions, identify the modifications that impact the QRH, get a synthesis of changes introduced with each revision. However, when the QRH revisions have been incorporated in accordance with the information given in the PLP, these pages do not bring operational added value and therefore are no longer useful in the QRH binder for any operational purposes. Therefore, to minimize the size of the QRH binder on board the aircraft and to optimize the operational use of the QRH, Airbus has no objection that the Airlines remove the PLP from the QRH after the revisions have been incorporated in the QRH and all checks performed to confirm the revisions have been correctly incorporated. You will find below the list of PLP that may be removed from the QRH binder :

- The transmittal letter
- The List of Effective Preliminary Pages (LEPP)
- The Filing Instructions (FI)
- The List of Effective Documentary Units (the LESS is the reference)
- The List Of Modifications (LOM)
- The Summary Of Highlights (SOH)
- The front pages of all QRH sections
- The Table Of Contents (TOC) of the General section
- The OEB General Description page 99.01A.

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Localization Title	Page	ID	Reason
ABN-PLP-TOC Abnormal and Emergency Procedures	1/4	1	Documentation update: Deletion of "A-ICE (NP01471)".
			Documentation update: Deletion of "Double AOA Heat Failure (00010831.0002001)".
ABN-PLP-TOC ECAM Advisory Conditions	1/4	2	Documentation update: Deletion of "ECAM Advisory Conditions - 70 - Engines (00010927.0005001)".
ABN-PLP-TOC [RESET] SYSTEM RESET	1/4	3	Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or Loss of fuel quantity indication (00027071)".
			Documentation update: The "ANTI ICE L(R) WINDSHIELD (WINDOW)" table of content entry moved from "NP04705" to "NP04705"
			Documentation update: Deletion of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering OR Loss of fuel quantity indication (00027071.0021001)".
ABN-PLP-TOC System Reset Table	1/4	4	Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942)".
			Documentation update: Deletion of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED (00027942.0003001)".
ABN-PLP-TOC ENG	3/4	5	Documentation update: Deletion of "HIGH ENGINE VIBRATION (00010853.0001001)".
ABN-PLP-TOC HYD B + Y SYS LO PR Summary	3/4	6	Documentation update: Deletion of "HYD B + Y SYS LO PR Summary - Go-Around (00010693.0002001)".
ABN-PLP-TOC HYD G + B SYS LO PR Summary	3/4	7	Documentation update: Deletion of "HYD G + B SYS LO PR Summary - Go-Around (00010700.0002001)".
ABN-PLP-TOC HYD G + Y SYS LO PR Summary	3/4	8	Documentation update: Deletion of "HYD G + Y SYS LO PR Summary - Go-Around (00010707.0001001)".
ABN-PLP-TOC MISC	4/4	9	Documentation update: Deletion of "Volcanic Ash Encounter (00010867.0001001)".
ABN-PLP-TOC NAV	4/4	10	Documentation update: Deletion of "ADR CHECK PROC (00015281)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843)".
			Documentation update: Deletion of "ADR CHECK PROC (00015281.0001001)".
			Documentation update: Deletion of "NAV FM / GPS POS DISAGREE (00010843.0002001)".
ABN-PLP-TOC Unreliable Speed Indication	4/4	11	Documentation update: Deletion of "Unreliable Speed Indication - Flight Path Stabilized (00017715.0003001)".
ABN-01 ECAM Advisory Conditions - 70 - ENGINES	01.01B	1	Documentation update: Addition of "ECAM Advisory Conditions - 70 - ENGINES" documentary unit
ABN-02 A-ICE	-5/78	0	Documentation update: The "A-ICE" table of content entry moved from "NG02277" to "NG02277"
ABN-02 FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT	02.02A	2	Documentation update: Addition of "FUEL - Loss of fuel quantity indication or simultaneous triggering of FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED or FUEL FQI CH 1 + 2 FAULT" documentary unit
ABN-02 BRAKES SYS 1(2) FAULT	02.18A	4	Documentation update: Information "N.00027041.0001001.078" moved from "N.00027041.0001001.058" to "N.00027041.0001001.087"
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-02 ELEC - GPU cannot be connected to the aircraft	02.35A	5	Addition of action line in order to be in accordance with the system behavior.
ABN-02 FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication	02.52A	6	Documentation update: Addition of "FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering or FUEL FQI CH 1 + 2 FAULT OR Loss of fuel quantity indication" documentary unit
ABN-02 VENT AVNCS SYS FAULT	02.71A	7	Addition of action to set the BLOWER pb-sw and EXTRACT pb-sw to AUTO position in order to be in accordance with the system behavior.
			Documentation update: Deletion of information.



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Localization Title	Page	ID	Reason
			Addition of action to put back the BLOWER pb-sw and EXTRACT pb-sw to the required position after the reset.
ABN-18 ELEC EMER CONFIG Sys Remaining - 21 - Air Conditioning/Ventilation/Pressurization	18.02A	1	Update of the PACK VALVE 1 condition to be in accordance with the system design.
			Clarification of the PACK VALVE 1 condition to be in accordance with the system design.
ABN-19 ENG 1(2) STALL	19.07A	1	Documentation update: Deletion of information.
			Removal of the reference to the ENG SHUTDOWN alert because this procedure will be displayed on the ECAM.
ABN-19 HIGH ENGINE VIBRATION	19.09A	2	Documentation update: Addition of "HIGH ENGINE VIBRATION" documentary unit
ABN-20 Stabilizer Jam	20.04A	1	Addition of a note to provide information to the action TRIM FOR NEUTRAL ELEV.
ABN-21 Fuel Leak	21.06A	1	Documentation update: Information "N.00010823.0038001.015" moved from "00010823.0038001" to "N.00010823.0038001.110"
ABN-21 Fuel Leak	21.06A	2	Layout enhancement. No technical change.
			Addition of the title "WHEN A LEAK IS CONFIRMED" in order to specify to the flight crew to apply the procedure when a fuel leak is confirmed.
			Documentation update: Information "N.00010823.0038001.015" moved from "00010823.0038001" to "N.00010823.0038001.110"
ABN-25 Overweight Landing	25.07A	1	Documentation update: Deletion of text.
			Layout modification. No technical change.
			Documentation update: Deletion of information.
ABN-25 Volcanic Ash Encounter	25.10A	2	Documentation update: Addition of "Volcanic Ash Encounter" documentary unit
ABN-26 Unreliable Speed Indication - Flight Path Stabilized	26.02B	1	Documentation update: Addition of "Unreliable Speed Indication - Flight Path Stabilized" documentary unit

ECAM ADVISORY CONDITIONS

SYSTEM	CONDITIONS	RECOMMENDED ACTION
APU	EGT > EGT MAX -33 °C (inhibited during APU start)	
	OIL QTY (message LOW OIL LEVEL pulsing)	If there is no oil leak, then the remaining oil quantity allows normal APU operation for about 10 h.
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI CPC changeover is recommended: - MODE SEL: MAN - Wait 10 s - MODE SEL: AUTO • If unsuccessful: - MODE SEL: MAN - Manual pressure control
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV: ADJUST • If unsuccessful: - MODE SEL: MAN - Manual pressure control
ELEC	IDG OIL TEMP ≥ 147 °C	Reduce IDG load, if possible (GALLEY or GEN OFF). If required, restore when the temperature has dropped. Restrict generator use to a short time, if the temperature rises again excessively.



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SYSTEM	CONDITIONS	RECOMMENDED ACTION
ENG	OIL PRESS P < 16 PSI	- If oil pressure is between 16 PSI and 13 PSI (advisory), continue normal engine operation. - If oil pressure is below 13 PSI (red indication), without the ENG 1(2) OIL LO PR alert, continue normal engine operation (it can be assumed that the oil pressure transducer is faulty). In both cases, monitor other engine parameters, especially oil temperature and oil quantity.
	OIL PRESS P > 90 PSI	Closely monitor other engine parameters for symptoms of engine malfunction. If there is high oil pressure without other abnormal indications, operate engine normally for remainder of the flight. Record high oil pressure, and corresponding N2 readings, for maintenance action.
	OIL TEMP T > 140 °C	An oil temperature increase during normal steady-state operations indicates a system malfunction, and should be closely monitored for other symptoms of engine malfunction. <i>Note: If the OIL TEMP increase follows thrust reduction, increasing thrust may reduce oil temperature.</i> <i>In addition, an oil temperature increase could be related to the IDG oil cooling system. To reduce oil temperature increase before limits are reached, the following is recommended:</i> 1. <i>Low Speed-</i> Increase engine speed to increase fuel flow, and thereby cool IDG oil. 2. <i>High Speed-</i> Reduce generator load, or turn off generator. If oil temperature continues to increase, mechanically disconnect IDG.
	OIL QTY < 3 qt	The oil quantity in the tank can decrease at high thrust setting due to the effect of oil gulping. In that case, the indicated oil quantity will increase after thrust reduction. Monitor the affected engine oil parameters and crosscheck with the other engine. As long as the oil temperature and the oil pressure of the affected engine remain within limits, normal engine operation is not affected. If the oil quantity continues to decrease, the ECAM alert ENG 1(2) OIL LO PR can be triggered.
	NAC TEMP ≥ 240 °C	Monitor engine parameters and crosscheck with other engine.
FUEL	Difference between wing fuel quantities greater than 1 500 kg (3 307 lb)	FUEL MANAGEMENT (CHECK) If a fuel leak is suspected, <i>Refer to ABN-21 Fuel Leak</i>
	Fuel temp greater than 45 °C in inner cell, or 55 °C in outer cell	GALLEY (OFF)
	Fuel temp lower than -40 °C in inner or outer cell	Consider descending to a lower altitude and/or increasing Mach to increase TAT.
OXY	CKPT OXY Pulsing green: When pressure is < 800 PSI. Amber: When pressure is < 400 PSI.	If mask is not being used, check if it is correctly stowed.

SYSTEM RESET - GENERAL

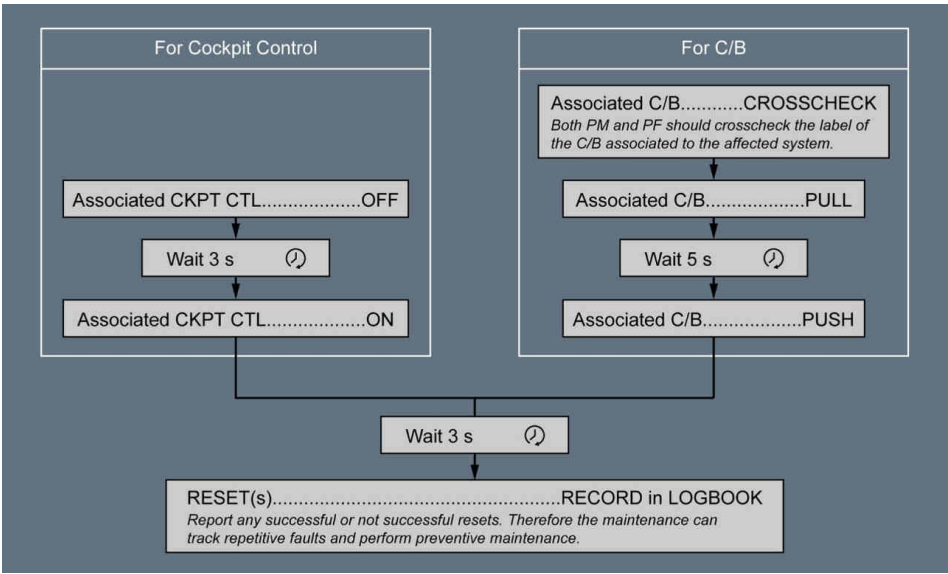
- To know if a system reset is authorized, the flight crew applies the following guidelines:

In Flight	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table	Reset authorized
On Ground	
• If ECAM/OEB/FCOM/QRH procedure requests a reset, or • If the ECAM alert or the system malfunction is listed and authorized in the system reset table, or • If the affected system is NOT listed in the system reset table.	Reset authorized

WARNING	In all other cases: RESET NOT AUTHORIZED.
----------------	---

Note: In the case of several failures related to the same system, RESET IS NOT AUTHORIZED if at least one reset is not authorized.

- To perform a reset, unless there is a specific reset procedure defined in the ECAM/FCOM/QRH or in the system reset table, the flight crew applies the following standard reset procedure:



WARNING	Only perform one reset at a time, unless indicated differently in the applicable reset procedure of the table.
----------------	--

Note: Reset ECU (CFM56) or EEC (IAE/PW/LEAP-1A) or EIU only when both engines are shut down.

SYSTEM RESET TABLE

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
AIR ENG 1(2) BLEED ABNORM PR	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED FAULT	Refer to procedure	Engine Bleed Supply System
AIR ENG 1(2) BLEED NOT CLSD	Refer to procedure	Engine Bleed Supply System
AIR PACK 1(2) REGUL FAULT	Refer to procedure	ACSC
1 ANTI ICE L(R) WINDSHIELD (WINDOW)	Refer to procedure	WHC
AUTO FLT A/THR OFF	Refer to procedure	A/THR
AUTO FLT - Both MCDU locked or blank or FMGC malfunction	Refer to procedure	FMGC
AUTO FLT - CAT 3 DUAL INOP SYS is displayed without any associated ECAM alert	Refer to procedure	FAC
AUTO FLT FCU 1(2) FAULT	Refer to procedure	FCU
AUTO FLT FCU 1 + 2 FAULT	Refer to procedure	FCU
AUTO FLT - One MCDU locked or blank	Refer to procedure	MCDU
AUTO FLT YAW DAMPER 1(2)	Refer to procedure	FAC 1(2)
BRAKES SYS 1(2) FAULT	Refer to procedure	BSCU
COM CIDS 1+2 FAULT and/or Loss of Passenger Address and/or Loss of Cabin Interphone	Refer to procedure	CIDS
COM - Inadvertent triggering of the ELT	Refer to procedure	ELT
COM - Uncommanded EVAC horn activation	Refer to procedure	CIDS
COM - Frozen/blank RMP display	Refer to procedure	RMP
COM - FAP Frozen	Refer to procedure	FAP
COM - SATCOM malfunction	Refer to procedure	SATCOM
COND TRIM AIR SYS FAULT	Refer to procedure	ACSC
DATALINK ATC FAULT or DATALINK COMPANY FAULT or COM VHF 3 DATA FAULT	Refer to procedure	VHF3
DATALINK - ATSU Malfunction	Refer to procedure	ATSU
ELEC - GPU cannot be connected to the aircraft	Refer to procedure	GAPCU
ENG 1(2) FADEC A(B) FAULT	Refer to procedure	FADEC/ECU
ENG 1(2) FIRE DET FAULT	Refer to procedure	Engine FDU
ENG 1(2) FIRE LOOP A(B) FAULT	Refer to procedure	Engine FDU
F/CTL AIL SERVO FAULT	Refer to procedure	ELAC
F/CTL ELAC 1 PITCH FAULT	Refer to procedure	ELAC
F/CTL ELAC 2 PITCH FAULT	Refer to procedure	ELAC
F/CTL SPLR FAULT	Refer to procedure	SEC
2 FUEL FQI CH 1+2 FAULT or Loss of fuel quantity indication, or FUEL L OUTER XFR CLOSED and FUEL R OUTER XFR CLOSED simultaneous triggering although FUEL SD page indicates no anomaly	Refer to procedure	FQIC
FWS FWC 1(2) FAULT	Refer to procedure	FWC



Continued from the previous page

ECAM Alert or System Malfunction	System Reset Procedure	Affected System
HYD PTU FAULT	<i>Refer to procedure</i>	PTU
L/G LGCIU 1(2) FAULT	<i>Refer to procedure</i>	LGCIU 1(2)
NAV ATC/XPDR 1+2 FAULT	<i>Refer to procedure</i>	XPDR
NAV GPS 1(2) FAULT or NAV LS 1(2) (1+2) FAULT or NAV ADS-B RPTG 1(2) FAULT or dashed GPS data on GPS MONITOR page	<i>Refer to procedure</i>	MMR
NAV - ISIS malfunction	<i>Refer to procedure</i>	ISIS
NAV TCAS FAULT	<i>Refer to procedure</i>	TCAS
Printer Malfunction	<i>Refer to procedure</i>	Printer
SMOKE DET FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE FWD(AFT) CRG DET FAULT or SMOKE FWD(AFT) CRG BTL 1(2) FAULT	<i>Refer to procedure</i>	CIDS-SDF
SMOKE LAVATORY DET FAULT	<i>Refer to procedure</i>	CIDS or CIDS-SDF
VENT AVNCS SYS FAULT	<i>Refer to procedure</i>	AEVC
WHEEL N/W STRG FAULT	<i>Refer to procedure</i>	BSCU

AIR ENG 1(2) BLEED ABNORM PR

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- **If the pack (non-affected side) is operative, and if the wing anti-ice is Off:**
 ENG BLEED pb-sw (affected side)..... OFF
- **If the ENG BLEED pb-sw (affected side) FAULT light is On:**
 Delay application of the reset until FAULT light goes off.
- **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
 Check that the affected engine bleed valve is open on the BLEED SD page.
- **If AIR ENG 1(2) BLEED ABNORM PR alert triggers again, or if the engine bleed valve (affected side) is not open on the BLEED SD page:**
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

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AIR ENG 1(2) BLEED FAULT

CAUTION

If the BLEED NOT CLOSED subtitle is displayed in the AIR ENG 1(2) BLEED FAULT alert, do not reset the affected ENG BLEED.

Note: Do not attempt more than one reset. However, if the first reset is not successful and the AIR ENG 1(2) BLEED FAULT alert occurred after takeoff with APU bleed ON, a second reset may be attempted when flight conditions permit and the aircraft is stabilized in level flight.

In flight or on ground:

- If the pack (non-affected side) is operative, and if the wing anti-ice is Off:
 ENG BLEED pb-sw (affected side)..... OFF
 - If the ENG BLEED pb-sw (affected side) FAULT light is On:
 Delay application of the reset until FAULT light goes off.
 - If the ENG BLEED pb-sw (affected side) FAULT light is OFF:
 X BLEED..... AUTO
 PACK (affected side)..... ON
 ENG BLEED pb-sw (affected side)..... ON
- Check that the affected engine bleed valve is open on the BLEED SD page.
- If AIR ENG 1(2) BLEED FAULT alert triggers again or if the engine bleed valve (affected side) is not open on the BLEED SD page:
 ENG BLEED pb-sw (affected side)..... OFF
 PACK (affected side)..... OFF
 X BLEED..... OPEN

Note: Record the ENG BLEED reset in the logbook (successful or not successful).

AIR ENG 1(2) BLEED NOT CLSD

Note: *Do not attempt more than one reset.*

■ **In flight:**

Not authorized.

■ **On ground:**

ENG BLEED pb-sw (affected side)..... OFF

■ **If the ENG BLEED pb-sw (affected side) FAULT light is On:**

Delay application of the reset until FAULT light goes off.

■ **If the ENG BLEED pb-sw (affected side) FAULT light is OFF:**

ENG BLEED pb-sw (affected side)..... ON

Check that the affected engine bleed valve is closed on the BLEED SD page.

Note: *Record the ENG BLEED reset in the logbook (successful or not successful).*

AIR PACK 1(2) REGUL FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

PACK 1+2.....OFF

Check that both pack flow control valves are closed on the BLEED SD page.

On 122VU:

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL

Wait 10 s

On 122VU:

C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH

C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH

C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH

C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH

C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH

C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH

C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH

On 49VU:

C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH

PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibrations may occur.

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ANTI ICE L(R) WINDSHIELD (WINDOW)

- **In flight:**
 Not authorized.
- **On ground:**
 If the air conditioning packs are OFF with the OAT above 40 °C, and/or the windshield is under direct sunlight, a spurious ANTI ICE L(R) WINDSHIELD (WINDOW) alert may trigger. In this case, apply the following reset procedure:
 PACK 1+2.....ON
 Wait 5 min
 On 122VU:
 - **If ANTI ICE L WINDSHIELD:**
 C/B X13 (ANTI ICE / WHC / 1).....PULL
 Wait 5 s
 C/B X13 (ANTI ICE / WHC / 1).....PUSH
 - **If ANTI ICE R WINDSHIELD:**
 C/B W13 (ANTI ICE / WHC / 2).....PULL
 Wait 5 s
 C/B W13 (ANTI ICE / WHC / 2).....PUSH

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AUTO FLT A/THR OFF

- **In flight:**
 Not authorized.
- **On ground, before taxi:**

■ **If no engine running:**
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

■ **If at least one engine is running:**
 EXTERNAL OR APU GEN POWER.....APPLY

● **For running engine(s):**
 ENG MASTER lever.....OFF
 A/THR pb.....PRESS
This re-engages the A/THR and cancels the ECAM alert.
 Wait 3 s
 A/THR INSTINCTIVE DISCONNECT pb.....PRESS

AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION

■ Short FMGC reset:

■ In flight:

■ If FMGC 1 is affected:

AP 2 pb.....ON

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

AP 1 pb.....ON

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ On ground:

■ If FMGC 1 is affected:

FD 1 pb.....OFF

On 49VU:

C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 10 s

C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION

Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.

■ If FMGC 2 is affected:

FD 2 pb.....OFF

On 121VU:

C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 10 s

C/B M17 (AUTO FLT / FMGC / 2).....PUSH



AUTO FLT - BOTH MCDU LOCKED OR BLANK OR FMGC MALFUNCTION (Cont'd)



CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

■ **Long FMGC reset:**

Note: Consider a long FMGC reset only if a short FMGC reset is not successful.

■ **In flight:**

■ **If FMGC 1 is affected:**

AP 2 pb.....ON
 FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

AP 1 pb.....ON
 FD 2 pb.....OFF

On 121VU:
 C/B M17 (AUTO FLT / FMGC / 2).....PULL

Wait 15 min
 C/B M17 (AUTO FLT / FMGC / 2).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **On ground:**

■ **If FMGC 1 is affected:**

FD 1 pb.....OFF

On 49VU:
 C/B B02 (AUTO FLT / FMGC / 1).....PULL

Wait 15 min
 C/B B02 (AUTO FLT / FMGC / 1).....PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

■ **If FMGC 2 is affected:**

FD 2 pb.....OFF



**AUTO FLT - BOTH MCDU LOCKED OR
BLANK OR FMGC MALFUNCTION (Cont'd)**



On 121VU:
C/B M17 (AUTO FLT / FMGC / 2)..... PULL
Wait 15 min
C/B M17 (AUTO FLT / FMGC / 2)..... PUSH

CAUTION	Wait 1 min after the reset, before engaging or re-engaging the FD and the AP of reset FMGC.
----------------	---

If the FMGC reset is not successful, consider FMGC reset with engines not running.

AUTO FLT - CAT 3 DUAL INOP SYS IS DISPLAYED WITHOUT ANY ASSOCIATED ECAM ALERT

- Note:

If the CAT 3 DUAL INOP SYS is associated with another ECAM alert (in particular NAV ADR FAULT or NAV IR FAULT), it means that the root cause is not an ADR or IR rejection by FAC or FMGC. Consequently, a change of AP or a FAC reset will not clear the CAT 3 DUAL INOP SYS.
- On ground:

Not authorized.
- In flight:

AP 1(2).....

OFF

AP 2(1).....

ON

● If not successful:

FAC 1 pb.....

OFF

Wait 3 s

FAC 1 pb.....

ON

Wait for AUTO FLT FAC 1 FAULT to disappear

FAC 2 pb.....

OFF

Wait 3 s

FAC 2 pb.....

ON
- PIA MSN 07792 **AP-BOL**

AUTO FLT FCU 1(2) FAULT

■ **In flight:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

■ **If AUTO FLT FCU 1 FAULT:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

Wait 5 s

C/B B05 (AUTO FLT / FCU / 1).....PUSH

■ **If AUTO FLT FCU 1 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 2 FAULT:**

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL



AUTO FLT FCU 1(2) FAULT (Cont'd)



- Wait 5 s
- C/B M21 (AUTO FLT / FCU / 2)..... PUSH
- If AUTO FLT FCU 2 FAULT disappears:

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ If AUTO FLT FCU 2 FAULT remains:

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT FCU 1+2 FAULT

■ **In flight:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE.....SET/CROSSCHECK

■ **On ground:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 5 s

On 49VU:

C/B B05 (AUTO FLT / FCU / 1)..... PUSH

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

■ **If AUTO FLT FCU 1+2 FAULT disappears:**

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

■ **If AUTO FLT FCU 1+2 FAULT remains:**

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PULL

On 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PULL

Wait 7 min

On 49VU:

C/B B05 (AUTO FLT / FCU / 1).....PUSH

Within 5 s, on 121VU:

C/B M21 (AUTO FLT / FCU / 2)..... PUSH

Wait at least 30 s for FCU 1 and FCU 2 safety tests completion.

FCU TARGETS AND SELECTIONS..... CHECK

BAROMETRIC REFERENCE..... SET/CROSSCHECK

AUTO FLT - ONE MCDU LOCKED OR BLANK

- **In flight or on ground:**

- **If MCDU 1 affected:**

On 49VU:

C/B B01 (AUTO FLT / MCDU / 1)..... PULL

Wait 10 s

C/B B01 (AUTO FLT / MCDU / 1)..... PUSH

- **If MCDU 2 affected:**

On 121VU:

C/B N20 (AUTO FLT / MCDU / 2)..... PULL

Wait 10 s

C/B N20 (AUTO FLT / MCDU / 2)..... PUSH

- **If MCDU 3 affected:**

On 121VU:

C/B N21 (AUTO FLT / MCDU / 3)..... PULL

Wait 10 s

C/B N21 (AUTO FLT / MCDU / 3)..... PUSH

AUTO FLT YAW DAMPER 1(2)

- **In flight or on ground:**
 - **If AP inoperative:**
 - **If AUTO FLT YAW DAMPER 1:**

FAC 1 pb.....OFF
Wait 3 s
FAC 1 pb..... ON
 - **If AUTO FLT YAW DAMPER 2:**

FAC 2 pb.....OFF
Wait 3 s
FAC 2 pb..... ON

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COM CIDS 1+2 FAULT AND/OR LOSS OF PASSENGER ADDRESS AND/OR LOSS OF CABIN INTERPHONE

Confirm if spurious:

- Check PA function
- Check Cabin Interphone function
- Check Cabin Lighting function.

If spurious, reset the CIDS when aircraft is self powered (APU or engine).

● In flight or on ground:

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PULL

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PULL

Wait 10 s

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PUSH

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1).....PUSH

C/B M06 (COM NAV / CIDS / DIR NORM / 2).....PUSH

Wait approximately 4 min before recovering normal operation of the CIDS.

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COM - FAP FROZEN

- In flight or on ground:**
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PULL
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PULL
 - Wait 10 s
 - On 121VU:
C/B Q14 (COM NAV / CIDS / FWD ATTND / PNL)..... PUSH
 - On 49VU:
C/B H01 (COM / CIDS / FLT ATTND PNL / ESS)..... PUSH

COM - FROZEN/BLANK RMP DISPLAY

- In flight or on ground:**
The flight crew must reset all the RMPs one after the other via the RMP control panel:
RMP ON/OFF sw..... OFF
Wait 5 s
RMP ON/OFF sw..... ON

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COM - INADVERTENT TRIGGERING OF ELT

- In flight or on ground:**
ELT selector.....TEST/RESET
The TEST/RESET position of the ELT selector may be replaced by RESET/TEST, depending on aircraft configuration.
Wait 3 s
ELT selector.....ARMED

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COM - SATCOM MALFUNCTION (IF INSTALLED)

- Note:
- The SATCOM should be reset in less than 2 min
 - The flight crew cannot perform a software reset of the SATCOM via the MCDU.
- **In flight or on ground:**
- On 121VU:
- C/B K01 (SATCOM)..... PULL
- Wait 5 s
- C/B K01 (SATCOM)..... PUSH

COM - UNCOMMANDED EVAC HORN ACTIVATION (IF INSTALLED)

- **In flight or on ground:**

On the EVAC panel:

HORN SHUT OFF pb.....PRESS

CAPT & PURS/CAPT sw.....CAPT

Wait 3 s

- **If not successful:**

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PULL

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PULL

- **If not successful:**

On 49VU:

C/B G01 (COM / CIDS / DIR ESS / 1).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR NORM / 1)..... PULL

Wait 1 min

On 121VU:

C/B M06 (COM NAV / CIDS / DIR NORM / 2)..... PUSH

On 49VU:

C/B G02 (COM / CIDS / DIR ESS / 2).....PUSH

Wait 4 min before recovering normal operation of the CIDS.

COND TRIM AIR SYS FAULT

- **In flight:**
 Not authorized.

■ **On ground:**
 PACK 1+2.....OFF
Check that both pack flow control valves are closed on the BLEED SD page.
 On 122VU:
 C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PULL
 C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PULL
 C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PULL
 C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PULL
 C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PULL
 C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PULL
 C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PULL
 On 49VU:
 C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PULL
 Wait 10 s
 On 122VU:
 C/B W21 (TEMP CTL SYS2 / CHAN A / 28VDC).....PUSH
 C/B W22 (TEMP CTL SYS2 / CHAN A / 115VAC).....PUSH
 C/B X21 (TEMP CTL SYS1 / CHAN A / 28VDC).....PUSH
 C/B X22 (TEMP CTL SYS1 / CHAN A / 115VAC).....PUSH
 C/B Y18 (TEMP CTL SYS1 / CHAN B / 115VAC).....PUSH
 C/B Y20 (TEMP CTL SYS2 / CHAN B / 115VAC).....PUSH
 C/B Y21 (TEMP CTL SYS2 / CHAN B / 28VDC).....PUSH
 On 49VU:
 C/B D08 (TEMP CTL SYS1 / CHAN B / 28VDC).....PUSH
 PACK 1+2.....ON

Note: During the reset, a small increase of the engine thrust may be observed (N1 or EPR, as applicable). If the parking brake is set, vibration may occur.

DATALINK - ATSU MALFUNCTION

The ATSU reset should be attempted only if:

- INVALID DATA is displayed on the DCDU, or
- Key selection has no effect on the DCDU or any of the MCDU ATSU DATALINK submenus, or
- ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative.

Note: Do not reset the ATSU if ADS-C, CPDLC, D-ATIS , DCL , OCL , or AOC are inoperative due to a loss of the datalink communication means (ATC DATALINK COM NOT AVAILABLE on the DCDU).

● In flight or on ground:

On 121VU:

C/B L16 (ATSU 1)..... PULL

C/B L15 (ATSU 1 / SWTG)..... PULL

Wait 5 s

C/B L15 (ATSU 1 / SWTG)..... PUSH

C/B L16 (ATSU 1)..... PUSH

When the ATSU is reset, the following connections are no longer active:

- CPDLC:
 - The flight crew should send a notification to ATC center(s) to re-establish the CPDLC connection.
- ADS-C:
 - The flight crew must check that ADS-C is ARMED or ON
 - The flight crew should contact ATC center(s) by voice to re-establish the ADS-C connection.

Note: ATC center(s) consider that the ADS-C connection is still alive because the ADS-C does not send a disconnect message.

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**DATALINK ATC FAULT OR DATALINK
COMPANY FAULT OR COM VHF 3 DATA FAULT**

- **In flight or on ground:**
On 121VU:
C/B L05 (COM NAV / VHF / 3)..... PULL
Wait 5 s
C/B L05 (COM NAV / VHF / 3)..... PUSH

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ELEC - GPU CANNOT BE CONNECTED TO THE AIRCRAFT

- 5
- **In flight:**

Not authorized.

■ **On ground:**

The GPU cannot be connected to the electrical network of the aircraft (AVAIL light is OFF):

■ **If at least one power source (IDG 1 or IDG 2, APU, GEN or batteries) is connected to the electrical network of the aircraft:**

EXT PWR pb on 35VU.....RESET

■ **If no power source is connected to the electrical network of the aircraft:**

BAT 1 pb-sw.....AUTO
BAT 2 pb-sw.....AUTO
EXT PWR pb on 35VU.....RESET
- PIA MSN 07792 **AP-BOL**

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ENG 1(2) FADEC A(B) FAULT

■ **In flight**

Not authorized.

■ **On ground**

Note: *Reset ECU only when engine is shut down.*

CAUTION

When FADEC C/Bs are pulled, ADIRU probes (AOA, static, Pitot and TAT) heating automatically starts, and stays on until FADEC C/Bs are pushed again.

ADIRU probes can become hot due to the reset procedure:

- Before reset procedure, and to avoid any damage to the ADIRU probes, make sure that protective covers are removed from ADIRU probes (AOA, static, Pitot and TAT)
- After reset procedure, note that ADIRU probes may be hot. As a consequence, inform ground personnel if needed.

■ **If ENG 1 FADEC A(B) FAULT triggers at engine start:**

ENG 1 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 1 FADEC A FAULT:**

On 49VU:

C/B A04 (ENG1 / FADEC A / & EIU1).....PULL

Wait 5 s

C/B A04 (ENG1 / FADEC A / & EIU1).....PUSH

● **If ENG 1 FADEC B FAULT:**

On 121VU:

C/B R41 (ENG1 / FADEC B / & EIU1).....PULL

Wait 5 s

C/B R41 (ENG1 / FADEC B / & EIU1).....PUSH

Wait 10 s for the ECU power-up sequence.

The flight crew can restart ENG 1.

■ **If ENG 2 FADEC A(B) FAULT triggers at engine start:**

ENG 2 MASTER lever..... OFF

Wait until N2 speed goes below 5 % (if N2 indication is not available, wait 2 min).

● **If ENG 2 FADEC A FAULT:**

On 49VU:

C/B A05 (ENG2 / FADEC A / & EIU2).....PULL

Wait 5 s

C/B A05 (ENG2 / FADEC A / & EIU2).....PUSH



ENG 1(2) FADEC A(B) FAULT (Cont'd)



- **If ENG 2 FADEC B FAULT:**
On 121VU:
C/B Q40 (ENG2 / FADEC B).....PULL
Wait 5 s
C/B Q40 (ENG2 / FADEC B).....PUSH
Wait 10 s for the ECU power-up sequence.
The flight crew can restart ENG 2.

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ENG 1(2) FIRE DET FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE DET FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Within 4 s, on 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE DET FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Within 4 s, on 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Both loops should be powered together in less than 4 s.

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

ENG 1(2) FIRE LOOP A(B) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

■ **If ENG 1 FIRE LOOP A FAULT:**

On 49VU:

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B A06 (ENGINE / 1 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 1 FIRE LOOP B FAULT:**

On 121VU:

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B Q38 (ENGINE / ENG1 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 1 fire detection system.

■ **If ENG 2 FIRE LOOP A FAULT:**

On 121VU:

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PULL

Wait 10 s

C/B Q39 (ENGINE / ENG2 / FIRE DET / LOOP A)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

■ **If ENG 2 FIRE LOOP B FAULT:**

On 49VU:

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PULL

Wait 10 s

C/B A07 (ENGINE / 2 / FIRE DET / LOOP B)..... PUSH

Wait 1 min before recovering normal operation of the engine 2 fire detection system.

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F/CTL AIL SERVO FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC if more than one aileron actuator indication box is displayed in amber on the F/CTL SD page - Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... OFF
ELAC 1 pb-sw..... ON
FLIGHT CONTROLS.....CHECK
ELAC 2 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 and ELAC 2 reset in the logbook (successful or not successful).

F/CTL ELAC 1 PITCH FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 2 pb-sw..... OFF
 PITCH TRIM.....5 UP
 ELAC 1 pb-sw..... OFF
 Wait 3 s
 ELAC 1 pb-sw..... ON
 Wait 15 s
 PITCH TRIM..... CHECK ZERO
 FLIGHT CONTROLS.....CHECK
 ELAC 2 pb-sw..... ON
 PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 1 reset in the logbook (successful or not successful).

F/CTL ELAC 2 PITCH FAULT

- In flight:**
Not authorized.
- On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset ELAC in the case of dispatch with MMEL item ELAC 1, SEC 1 or SEC 2 - Do not attempt more than one reset.
----------------	--

ELAC 1 pb-sw..... OFF
PITCH TRIM.....5 UP
ELAC 2 pb-sw..... OFF
Wait 3 s
ELAC 2 pb-sw..... ON
Wait 15 s
PITCH TRIM..... CHECK ZERO
FLIGHT CONTROLS.....CHECK
ELAC 1 pb-sw..... ON
PITCH TRIM.....SET FOR TAKEOFF

Note: Record the ELAC 2 reset in the logbook (successful or not successful).

F/CTL SPLR FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

Note: This reset procedure is authorized only with both engines running.

CAUTION	- Do not reset SEC in the case of dispatch with MMEL item ELAC 1, SEC 1, SEC 2 or SEC 3
	- Do not attempt more than one reset.

- SEC 1 pb-sw..... OFF
- Wait 3 s
- SEC 1 pb-sw..... ON
- SEC 2 pb-sw..... OFF
- Wait 3 s
- SEC 2 pb-sw..... ON
- SEC 3 pb-sw..... OFF
- Wait 3 s
- SEC 3 pb-sw..... ON
- FLIGHT CONTROLS.....CHECK

Note: Record the SEC 1, SEC 2 and SEC 3 reset in the logbook (successful or not successful).

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FUEL L OUTER XFR CLOSED AND FUEL R OUTER XFR CLOSED SIMULTANEOUS TRIGGERING OR FUEL FQI CH 1 + 2 FAULT OR LOSS OF FUEL QUANTITY INDICATION

6

- **In flight or on ground:**

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PULL

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PULL

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PULL

Wait 5 s

On 49VU:

C/B A13 (FUEL / FQI / CHAN / 1)..... PUSH

On 121VU:

C/B M27 (FUEL / FQI / CHAN / 2).....PUSH

C/B L26 (FUEL / FQI / CHAN / 1&2)..... PUSH

Note:

1. The fuel quantity indication will be re-established within 1 min

2. The fuel leak detection function will be lost for the remainder of the flight. The flight crew must monitor the fuel quantity.

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FWS FWC 1(2) FAULT

In flight or on ground:

■ **If FWS FWC 1 FAULT:**

On 49VU:

C/B F01 (FWS / FWC1 / SPLY).....PULL

Wait 5 s

C/B F01 (FWS / FWC1 / SPLY).....PUSH

■ **If FWS FWC 2 FAULT:**

On 121VU:

C/B Q07 (EIS / FWC2 / SPLY)..... PULL

Wait 5 s

C/B Q07 (EIS / FWC2 / SPLY)..... PUSH

Note: For on ground, wait 50 s after pushing the C/Bs.

HYD PTU FAULT

- **In flight:**
Not authorized.
- **On ground:**
 - If the HYD PTU FAULT alert is triggered when the last engine is started within 40 s following the end of the cargo doors operation:
YELLOW ELEC PUMP pb-sw..... ON
Wait 3 s
YELLOW ELEC PUMP pb-sw.....OFF

L/G LGCIU 1(2) FAULT

■ **In flight:**

Not authorized.

■ **On ground:**

The flight crew must depressurize the green hydraulic system before the reset of the LGCIU:

ENG 1 PUMPOFF
 PTU.....OFF

When there is no green hydraulic pressure:

■ **If L/G LGCIU 1 FAULT:**

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PULL

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PULL

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PULL

Wait 15 s

On 121VU:

C/B Q34 (HYDRAULIC / LGCIU / SYS1 / GRND SPLY)..... PUSH

On 49VU:

C/B C09 (L/G / LGCIU / SYS1 / NORM).....PUSH

On 121VU:

C/B R32 (LGCIU / BAT SPLY / SYS1)..... PUSH

■ **If L/G LGCIU 2 FAULT:**

On 121VU:

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PULL

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PULL

Wait 15 s

C/B Q35 (HYDRAULIC / LGCIU / SYS2).....PUSH

C/B R33 (LGCIU / BAT SPLY / SYS2)..... PUSH

After the LGCIU reset, restore green hydraulic pressure:

ENG 1 PUMPON
 PTU..... AUTO

NAV ATC/XPDR 1+2 FAULT

- In flight or on ground:**
On 49VU:
C/B G11 (COM NAV / ATC / 1)..... PULL
On 121VU:
C/B K07 (T / TISS)..... PULL
Wait 5 s
On 49VU:
C/B G11 (COM NAV / ATC / 1)..... PUSH
On 121VU:
C/B K07 (T / TISS)..... PUSH

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NAV GPS 1(2) FAULT OR NAV LS 1(2)(1+2) FAULT OR NAV ADS-B RPTG FAULT OR DASHED GPS DATA ON GPS MONITOR PAGE

● **In flight or on ground:**

Note: 1. Do not attempt to reset MMR1 or MMR2 during the approach or RNP AR operations.
 2. If the flight crew suspects interference on GPS, the flight crew should apply the reset of the MMRs after the interference area.

● **If NAV GPS 1 FAULT or NAV LS 1 FAULT or dashed GPS 1 data on GPS MONITOR page:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

● **If NAV GPS 2 FAULT or NAV LS 2 FAULT or dashed GPS 2 data on GPS MONITOR page:**

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

● **If NAV LS 1+2 FAULT or NAV ADS-B RPTG FAULT:**

On 49VU:

C/B G12 (NAV / MMR / 1)..... PULL

Wait 15 s

C/B G12 (NAV / MMR / 1)..... PUSH

On 121VU:

C/B K09 or L07 (COM NAV / MMR / 2)..... PULL

Wait 15 s

C/B K09 or L07 (COM NAV / MMR / 2)..... PUSH

Note: On some aircraft, the MMR2 C/B may be located in L07 instead of K09.

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NAV - ISIS MALFUNCTION

■ **In flight:**

Not authorized.

■ **On ground, with aircraft not moving:**

Note: During the reset, in the case of small motion of the aircraft (refueling, cargo loading conditions, etc.), the ATT flag may appear on the ISIS. In this case, press the RST pb for 2 s, and wait 2 min to recover normal operation.

On 49VU:

C/B F12 (NAV / STBY / INST)..... PULL

Wait 5 s

C/B F12 (NAV / STBY / INST)..... PUSH

Wait 2 min to resume normal aircraft operation.

NAV TCAS FAULT

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B K07 (T / TISS)..... PULL
Wait 5 s
C/B K07 (T / TISS)..... PUSH

PRINTER MALFUNCTION

- **In flight:**
Not authorized.
- **On ground:**
On 121VU:
C/B J21 (PTR / SPLY)..... PULL
Wait 5 s
On 121VU:
C/B J21 (PTR / SPLY)..... PUSH

SMOKE DET FAULT

- In flight or on ground:**
 On 49VU:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL
 On 122VU:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL
 Wait 10 s
 On 49VU, simultaneously:
 C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH
 C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH
 Within 2 s, on 122VU, simultaneously:
 C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH
 C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH
 After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

SMOKE FWD(AFT) CRG DET FAULT OR SMOKE FWD(AFT) CRG BTL 1(2) FAULT

● **In flight or on ground:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PULL

Wait 10 s

On 49VU, simultaneously:

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS)..... PUSH

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS)..... PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1)..... PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2)..... PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

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SMOKE LAVATORY DET FAULT WITH ALL LAVATORIES DECLARED INOPERATIVE ON FAP

● **In flight or on ground:**

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PULL

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PULL

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PULL

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PULL

Wait 10 s

On 121VU:

C/B M05 (COM NAV / CIDS / DIR1 NORM).....PUSH

C/B M06 (COM NAV / CIDS / DIR2 NORM).....PUSH

On 49VU:

C/B G01 (COM NAV / CIDS / DIR1 ESS).....PUSH

C/B G02 (COM NAV / CIDS / DIR2 ESS).....PUSH

After CIDS-SDF reset, wait approximately 4 min before recovering normal operation.

● **If not successful:**

On 49VU:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PULL

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PULL

On 122VU:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PULL

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PULL

Wait 10 s

On 49VU, simultaneously:

C/B C06 (AIR COND / CIDS / SDF / DIR2 ESS).....PUSH

C/B C05 (AIR COND / CIDS / SDF / DIR1 ESS).....PUSH

Within 2 s, on 122VU, simultaneously:

C/B T17 (AIR COND / CIDS / SDF / DIR NORM / 1).....PUSH

C/B T18 (AIR COND / CIDS / SDF / DIR NORM / 2).....PUSH

After CIDS-SDF reset, wait approximately 1 min before recovering normal operation.

VENT AVNCS SYS FAULT

- **In flight:**

Not authorized.
- **On ground:**

BLOWER pb-sw.....AUTO

EXTRACT pb-sw.....AUTO

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PULL

Wait 30 s

On 122VU:

C/B Y17 (AIR COND / AVNCS / VENT / MONG)..... PUSH

BLOWER pb-sw.....AS RQRD

EXTRACT pb-sw.....AS RQRD

WHEEL N/W STRG FAULT

■ In flight:

Not authorized.

■ On ground:

■ Case A:

If all the following conditions occurs:

- the WHEEL N/W STRG FAULT alert was triggered just after engine start
- the N/W STRG DISC memo was displayed before the start of the pushback (before the aircraft starts moving)
- the N/W STRG DISC memo remained displayed even after the pushback is finished (nosewheel steering selector bypass pin is in the steering position).

Apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

If the ECAM alert disappears after the reset, the flight crew may continue the flight without troubleshooting.

■ Case B:

In all other cases, including in case of doubt on the above conditions, maintenance action is due. Before returning to the gate, apply the procedure below:

AIRCRAFT STOP
 PARK BRK handle..... ON
 TOWING BARCONFIRM DISCONNECTED
 A/SKID & N/W STRG sw..... OFF
 Wait 3 s
 A/SKID & N/W STRG sw..... ON

Even if the WHEEL N/W STRG FAULT alert disappears:

TAXI SPEED..... BELOW 10 KT

Note: After any BSCU reset:
 1. Check brake efficiency
 2. Check absence of aircraft veering
 3. Record the BSCU reset in the logbook.

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BLEED 1+2 FAULT

- **At ANY TIME of the procedure, if CAB PR EXCESS CAB ALT alert triggers:**
APPLY ECAM PROC

CONTINUE DESCENT TO FL 100 / MEA-MORA

KEEP WING A.ICE OFF

AVOID ICING CONDITIONS

RCL pb.....PRESS

This action enables to recover the subtitle (if any) associated with the AIR ENG 1+2 BLEED FAULT alert.

- **If no subtitle with AIR ENG 1+2 BLEED FAULT alert**

and

If both engine bleeds lost NOT due to engine fire NOR Start Air Valve failed open:

APU.....START

- **If APU available:**

- **When at or below FL 200:**

KEEP WING A.ICE OFF

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

- **If APU bleed available:**

MAX FL: 200

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

APU BLEED.....OFF

- **If no engine bleed recovered:**

APU BLEED.....ON

- **If PACK 1 available:**

PACK 2.....OFF

ENG 1 BLEED.....OFF

ENG 2 BLEED.....OFF

WING A.ICE NOT AVAILABLE

- **If APU bleed not available:**

APU BLEED.....OFF

- **When at or below FL 100 / MEA-MORA:**

PACK 1.....ON

PACK 2.....ON

ENG 1 BLEED.....ON

ENG 2 BLEED.....ON

- **If no engine bleed recovered:**

ENG 1 BLEED.....OFF



BLEED 1+2 FAULT (Cont'd)



ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If APU not available:

APU BLEED..... OFF

- When at or below FL 100/ MEA-MORA:

PACK 1..... ON

PACK 2..... ON

ENG 1 BLEED..... ON

ENG 2 BLEED..... ON

- If no engine bleed recovered:

ENG 1 BLEED..... OFF

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If LEFT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 1 bleed lost due to engine 1 fire or Start Air Valve 1 failed open or APU leak fed by engine:

- When at or below FL 100 / MEA-MORA:

PACK 2..... ON

ENG 2 BLEED..... ON

- If engine 2 bleed not recovered:

ENG 2 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

- When CAB PR $\Delta P < 1$ psi:

RAM AIR..... ON

■ If RIGHT LEAK subtitle with AIR ENG 1+2 BLEED FAULT alert

or

If engine 2 bleed lost due to engine 2 fire or Start Air Valve 2 failed open:

APU..... START

■ If APU available:

- When at or below FL 200:

KEEP WING A.ICE OFF



BLEED 1+2 FAULT (Cont'd)



APU BLEED..... ON

■ **If APU bleed available:**

MAX FL: 200

PACK 1..... ON

ENG 1 BLEED..... ON

APU BLEED..... OFF

● **If engine 1 bleed not recovered:**

APU BLEED..... ON

ENG 1 BLEED..... OFF

WING A.ICE NOT AVAILABLE

■ **If APU bleed not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If APU not available:**

APU BLEED..... OFF

● **When at or below FL 100 / MEA-MORA:**

PACK 1..... ON

ENG 1 BLEED..... ON

● **If engine 1 bleed not recovered:**

ENG 1 BLEED..... OFF

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE

● **When CAB PR $\Delta P < 1$ psi:**

RAM AIR..... ON

■ **If both LEFT LEAK and RIGHT LEAK subtitles with AIR ENG 1+2 BLEED FAULT alert**
or

**If both engine bleeds lost due to engine fire or Start Air Valve failed open or
APU leak fed by engine:**

NO ENGINE BLEED CAN BE RECOVERED

MAX FL: 100 / MEA-MORA

WING A.ICE NOT AVAILABLE



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		10 AUG 21
BLEED 1+2 FAULT (Cont'd)		
● When CAB PR ΔP < 1 psi: RAM AIR..... ON 		

ASYMMETRIC BRAKING

Apply this procedure when all brakes of one gear are released.

AVOID XWIND > 10 KT FROM SIDE OF AVAILABLE BRAKE

APPLY BRAKE PROGRESSIVELY ON AVAILABLE SIDE

USE RUDDER TO COUNTER LATERAL DEVIATION

- **If reverser inoperative on same side as inoperative brakes: DO NOT USE REVERSERS**

LDG DIST PROC..... APPLY

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		RESIDUAL BRAKING ● In flight: BRAKE PEDALS..... PRESS SEVERAL TIMES ● If residual pressure remains: A/SKID & N/W STRG sel..... KEEP ON ● For landing: AUTO/BRK.....MED ● If autobrake not available: APPLY BRAKING JUST AFTER TOUCHDOWN POSSIBLE BRAKING ASYMMETRY <i>Note: If tire damage is suspected after landing, refer to FCOM-LIM-LG Landing Gear-Taxi with Deflated or damaged Tires.</i>

CABIN OVERPRESSURE

PACK 1 OR 2..... OFF
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD
 ΔP FREQUENTLY MONITOR

- If $\Delta P > 9$ PSI:

LAND ASAP

PACK 1..... OFF
 PACK 2..... OFF

- 10 min before landing:

PACK 1..... OFF
 PACK 2..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO

- Before door opening: CHECK ΔP ZERO

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TOO HOT COCKPIT AND CABIN TEMPERATURE IN FLIGHT

PACKS OUTLET TEMP [BLEED SD PAGE].....CHECK

- **If difference between both packs at or above 10 °C:**
PACK WITH THE HIGHEST OUTLET TEMPOFF

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COCKPIT DOOR FAULT

CKPT DOOR CONT [OVHD PANEL] CHECK

- If one or more **STRIKE** status lights on:

COCKPIT DOOR..... OPEN

COCKPIT DOOR sw..... UNLOCK 10 s THEN NORM

- If two or more **STRIKE** status lights on:

COCKPIT DOOR NOT INTRUSION PROOF.

- If two **CHAN** status lights on:

AUTOMATIC LATCH RELEASE NOT AVAILABLE AFTER COCKPIT DECOMPRESSION.

- If no status light on:

TO UNLOCK THE DOOR: COCKPIT DOOR HANDLE AVAIL

PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	BLANK
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DISPLAY UNIT FAILURE

■ If DU flashes:

■ If captain PFD, ND, ECAM DUs or MCDU 1 affected:

GEN 1 OFF

■ If DUs flash continues:

GEN 1 ON

■ If DUs flash stops:

KEEP GEN 1 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If first officer PFD, ND, lower ECAM or MCDU 2 affected:

GEN 2 OFF

■ If DUs flash continues:

GEN 2 ON

■ If DUs flash stops:

KEEP GEN 2 OFF

RUD TRIM CHECK/RESET

Use the sideslip indication to reset the rudder trim if necessary.

APU START CONSIDER

■ If DU blank (with or without large amber “F”), or distorted, or brightness reduced to minimum:

DU brightness knob (affected DU) OFF THEN ON

Display recovers after 10 s.

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

ECAM/ND XFR CONSIDER

PFD/ND XFR CONSIDER

■ If INVALID DISPLAY UNIT message displayed:

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If DU not recovered:

DU brightness knob (affected DU) AS RQRD

■ If INVALID DATA message displayed (not on all DUs):

EIS DMC SWITCHING CONSIDER

● If DU not recovered::

DU brightness knob (affected DU) OFF THEN ON

■ If INVALID DATA message displayed on all DUs:

AP, A/THR AND MCDU NAVIGATION DATA AVAILABLE

WAIT AT LEAST 40 s FOR AUTOMATIC DU RECOVERY

● If one or more DUs not recovered:

DUs brightness knob (all affected DUs) OFF



DISPLAY UNIT FAILURE (Cont'd)



WAIT AT LEAST 40 s
DUs brightness knob (one by one).....ON

- **If INVALID DATA message displayed on all DUs, when switching a given DU back ON:**
 FAULTY DU brightness knob..... OFF AND KEEP OFF
 REPEAT PROCEDURE
 Repeat the procedure starting at: If INVALID DATA message displayed on all DUs.

- **If inversion of E/WD and SD:**
 ECAM UPPER DISPLAY brightness knob.....OFF THEN ON

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ELEC EMER CONFIG SUMMARY
CRUISE
MAX SPD : 320 kt MAX FL : 4000FT BELOW REC MAX FL ALTN LAW: PROT LOST ONLY CAPT PITOT AND AOA HEATED FUEL: CTR TK USABLE BY GRAVITY: 2 t (4 400 lb) UNUSABLE FUEL GRAVITY FEEDING COM: VHF1, HF1 , ATC1, RMP1 only NAV: ILS1, VOR1, GPS1 (if MMR is installed) only For Landing Performance assessment, use the performance application of the EFB.
APPROACH
CAT 2 INOP MINIMUM RAT SPEED 140 KT SLATS / FLAPS SLOW FOR LDG : FLAP LVR 3 ● When L/G down: USE MAN PITCH TRIM (DIRECT LAW)
LANDING
FLARE: Only 2 spoilers per wing. Direct law SPOILERS: Only 2 per wing NO REVERSER BRAKING: ALTERNATE without antiskid MAX BRK PR : 1 000 PSI NO NOSEWHEEL STEERING
GO-AROUND
● When L/G uplocked: ALTN LAW: PROT LOST

ELEC EMER CONFIG SYS REMAINING

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
ICE - RAIN	WING A.ICE	Norm	Inop	Inop
	ENG A. ICE VALVE	Open	Open	Open
	CAPT PITOT	Norm	Norm	Norm ^(a)
	CAPT AOA	Norm	Inop	Inop
	RAIN REPELLENT (CAPT)	Norm	Norm	Norm
PNEU	ENG 1 BLEED	Norm	BMC 1 inop	BMC 1 inop
	ENG 2 BLEED	BMC 2 inop	BMC 2 inop	BMC 2 inop
	APU BLEED	Inop	Inop	Inop ^(b)
	X BLEED (MAN CTL)	Norm	Inop	Inop
APU	ECB - STARTER	Norm ^(c)	Norm ^(d)	Inop ^(b)
	FUEL LP VALVE	Norm	Norm	Norm
	FUEL PUMP	Norm	Norm	Norm
FMGS	FMGC (NAV FUNCTION)	N° 1 only	Inop	Inop
	MCDU	N° 1 only	Inop	Inop
	FAC	N° 1 only	Inop	Inop
	FCU	ch 1 only	ch 1 only	ch 1 only
AIR COND PRESS	PRESS AUTO SYS 1	NORM	NORM	NORM
	MAN PRESS CTL	INOP	INOP	INOP ^(b)
	RAM AIR	NORM	NORM	NORM
	PACK VALVE 1	NORM ^(e) / Closure INOP ^(f)	Closure INOP	Closure INOP
	PACK VALVE 2	Closure INOP	Closure INOP	Closure INOP ^(b)
	AVIONIC VENT	NORM	NORM	Partial
	AFT CRG ISOL VALVE	NORM	INOP	INOP
COM	VHF 1	Norm	Norm	Norm
	HF1	Norm	Inop	Inop
	RMP 1	Norm	Norm	Norm
	ACP (Capt, F/O)	Norm	Norm	Norm
	CIDS	Norm	Norm	Norm
	INTERPHONE	Norm	Norm	Norm
	CVR	Norm	Inop	Inop
	LOUDSPEAKER 1	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
EIS	PFID 1	Norm	Norm	Norm ^(a)
	ND 1	Norm	Inop	Inop
	ECAM upper disp.	Norm	Norm	Norm ^(a)
	DMC 1 or 3	Norm	Norm	Norm ^(a)
	SDAC 1, FWC 1	Norm	Norm	Norm ^(a)
	ECAM CONT. panel	Norm	Norm	Norm
FLT INS	CLOCKS	Norm	Norm	Norm
EMER EQPT	CREW OXY	Norm	Norm ^(g)	Norm ^(g)
	PAX OXY mask release (auto + man)	Norm	Inop	Inop
	SLIDES ARM/WARN	Norm	Norm	Norm
PWR PLT	FADEC	A + B ^(h)	A + B ^(h)	A + B ^(h)
	IGNITION	A only	A only	A only
	HP FUEL VALVE closure	Norm	Norm	Norm
FLT CTL	ELAC	N° 1 only	N° 1 + N° 2	N° 1 + N° 2 ⁽ⁱ⁾
	SEC	N° 1 only	N° 1	N° 1 ⁽ⁱ⁾
	FCDC	N° 1 only	Inop	Inop
	SFCC	N° 1 only	N° 1 only	N° 1 only
	Flaps POS ind	Norm	Norm	Norm ^(a)
FIRE	ENG 1 LOOP	A only	A only	A only
	ENG 2 LOOP	B only	B only	B only
	APU LOOP	Inop	Inop	Inop ^(b)
	CARGO SMOKE DET	Channel 1	Inop	Inop
	ENG FIRE EXT.	Bottle 1 only	Bottle 1 only	Bottle 1 only
	APU FIRE EXT.	Squib A only	Squib A only	Squib A only
	CARGO FIRE EXT.	Inop	Inop	Inop ^(b)
	APU AUTO EXT.	Inop	Inop	Inop ^(b)
FUEL	LP VALVE	Norm	Norm	Norm
	FQI channel 1	Norm	Inop	Inop
	X FEED VALVE	Norm	Inop	Inop
	INTERTANK TRANSFER VALVE	Norm	Inop	Inop
HYD	FIRE VALVES	Norm	Norm	Norm
L/G	LGCIU SYS 1	Norm	Norm	Norm
	ABCU	Norm	Norm	Norm
	BRK PRESS IND	Norm	Norm	Norm
	PARK BRK	Norm	Norm	Norm
LIGHTS	EMER CKPT	Norm	Norm	Norm
	EMER CAB	Norm	Norm	Norm
MISC	MECH HORN	Norm	Norm	Norm



Continued from the previous page

ELEC EMER CONFIG SYS REMAINING		EMER GEN RUNNING	BAT ONLY	
			IN FLIGHT	ON THE GROUND
NAV	IR	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾	N° 1 only ⁽ⁱ⁾
	ADR	N° 1 only	N° 1 only	N° 1 only
	ADF	N° 1 only	Inop	Inop
	VOR	N° 1 only	N° 1 only	N° 1 only ^(a)
	MMR	N° 1 only	N° 1 only	N° 1 only ^(a)
	DME	N° 1 only	Inop	Inop
	ATC	N° 1 only	Inop	Inop
	ISIS	Norm	Norm	Norm

- (a) Lost, when speed is below 50 kt.
- (b) Restored, when speed is below 100 kt.
- (c) For APU start only.
- (d) Not available for 45 s, after the loss of both engine generators.
- (e) When L/G is up.
- (f) When L/G is down.
- (g) Crew oxygen valve inoperative.
- (h) Channels A and B are self-powered above 12 % N2. If N2 is below 12 % , only Channel A is powered.
- (i) Lost 30 s after last engine shutdown.
- (j) IR2 and IR3 are lost 5 min after failure of the main generators. But, if IR3 replaces IR1 (ATT-HDG selector at CAPT3), IR3 remains supplied

C/B TRIPPED**■ On ground:**

Do not reengage the circuit breaker (C/B) of the fuel pump(s) of any tank. For all other C/B, if the flight crew coordinates the action with maintenance, the flight crew may reengage a tripped C/B, provided that the cause is identified.

■ In flight:

Do not reengage a circuit breaker (C/B), unless the captain judges it necessary to do so for the safe continuation of the flight. Only one reengagement should be attempted.

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ALL ENG FAIL

LAND ASAP

EMER ELEC PWR MAN ON pb..... PRESS
 OPTIMUM RELIGHT SPEED..... 300/0.77

PITCH TARGET IN CASE OF SPEED INDICATION FAILURE

Gross Weight	Pitch (°)
At or below 50 000 kg	-4.5
60 000 kg	-3.5
70 000 kg	-2.5

APU (below FL 250)..... START
 THR LEVERS..... IDLE
 FAC 1..... OFF THEN ON
 GLIDING DISTANCE : 2 NM / 1000 FT

AT 300 KT: 2 NM / 1000 FT (500 FT/NM) NO WIND

Flight Level	FL 200	FL 300	FL 400
Distance (NM)	40	60	80

DIVERSION..... INITIATE
 VHF1/HF1  /ATC1..... USE
 ATC..... NOTIFY
 CABIN CREW..... NOTIFY
 SIGNS..... ON
 CREW OXY MASK (FL > 100)..... USE
 FUEL QUANTITY..... CHECK

- **If engine relight can be attempted:**
 Refer to QRH 19.02A
- **If engine relight cannot be attempted:**
 Refer to QRH 19.03A



ALL ENG FAIL (Cont'd)



- **If engine relight can be attempted:**
 ENG MODE sel..... IGN
- **Approaching or below FL 250: Windmill Relight**
 APU..... START
 ALL ENG MASTERS..... OFF 30 S THEN ON
 ENGs RELIGHT..... TRY REGULARLY
Windmill relight attempts can be repeated until successful, or until the APU bleed is available.
- **If APU available and windmill relight not successful : Starter Assisted Relight below FL 200**
 ALL ENG MASTERS..... OFF
 OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (kt)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

WING ANTI ICE..... OFF
 APU BLEED..... ON

ENGINE RELIGHT (one at a time)
 ALL ENG MASTERS..... OFF
 ENG MASTER 1 or 2..... ON
 ENG PARAMETERS (N2, EGT)..... MONITOR AT LEAST 30S

- **If relight not successful**
 ALL ENG MASTERS..... OFF
 FOR SAME ENGINE RELIGHT..... WAIT 30S
 ENGINE RELIGHT (one at a time)..... TRY REGULARLY

SPEED BRAKES AVAILABLE



ALL ENG FAIL (Cont'd)



- **When below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
ENGs RELIGHT..... TRY REGULARLY

USE RUDDER WITH CARE
- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If engine relight cannot be attempted:**
OPTIMUM SPEED: GREEN DOT (REFER TO TABLE BELOW)

GREEN DOT SPEED WITH ALL ENGINES INOPERATIVE (KNOTS)			
Gross Weight (1 000 kg)	At or below FL 200	FL 300	FL 400
78	241	251	261
76	237	247	257
72	229	239	249
68	221	231	241
64	213	223	233
60	205	215	225
56	197	207	217
52	189	199	209
48	181	191	201
44	173	183	193
40	165	175	185

GLIDING DISTANCE : 2.5 NM / 1000 FT

GLIDING DISTANCE AT GREEN DOT: 2.5 NM / 1000 FT (400 FT/NM) NO WIND			
Flight Level	FL 200	FL 300	FL 400
Distance (NM)	50	75	100

APU (below FL 250)..... START
WING ANTI ICE..... OFF
APU BLEED (below FL 200).....ON
SPEED BRAKES AVAILABLE

- **Below 10 000 ft AGL:**
PREPARE CABIN AND COCKPIT
RAM AIR..... ON
BARO REF (if avail)..... SET
COMMERCIAL.....OFF
ELT  (when conditions permit)..... ON
USE RUDDER WITH CARE

- **If ditching anticipated:**
Refer to Ditching procedure - 19.04A
- **If forced landing anticipated:**
Refer to Forced landing procedure - 19.05A



ALL ENG FAIL (Cont'd)



- **If ditching anticipated:**

MIN RAT SPEED : 140 KT

GPWS SYS..... OFF

GPWS TERR..... OFF

- **At appropriate altitude (above 3 000 ft AGL), configure aircraft for ditching:**

FOR LDG..... FLAP LVR 2

Only slats extend, and slowly.

KEEP LANDING GEAR UP

VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- **At 2 000 ft AGL:**

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

Ditch the aircraft parallel to the swell. If that causes a strong crosswind, ditch the aircraft into the wind.

- **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

TOUCH DOWN AT MIN V/S

TARGET PITCH ATT 11 °

- **At touchdown:**

ALL ENG MASTERS..... OFF

APU MASTER sw OFF

- **After ditching:**

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENT (ENGs & APU)..... DISCH

EVACUATION..... INITIATE



ALL ENG FAIL (Cont'd)



- If forced landing anticipated:**
DESCENT SLOPE (CONF 2, L/G DOWN) : 1.6 NM / 1000 FT (600 FT/NM)
MIN RAT SPEED: 140 KT
GPWS SYS..... OFF
GPWS TERR..... OFF
- At appropriate altitude (above 3 000 ft AGL), configure aircraft for landing:**
FOR LDG..... FLAP LVR 2
Only slats extend, and slowly.
VAPP..... DETERMINE

Gross Weight (1000 kg)	40	50	60	70	80	90	95
VAPP (kt)	150	150	163	173	183	193	198

- When in CONF 2 and VAPP:**
GRAVITY GEAR EXTN handcrank..... PULL AND TURN
Flight controls revert to direct law at landing gear extension.
MAN PITCH TRIM NOT AVAILABLE
Disregard the "USE MAN PITCH TRIM" message on the PFD.
- When L/G downlocked:**
L/G lever..... DOWN
APPROACH SPEED..... ADJUST
Adjust the speed to the above-mentioned VAPP. However, to reach the landing field or runway, it is possible to increase the approach speed.

SPLRs..... ARM
MAX BRK PR : 1 000 PSI
- At 2 000 ft AGL:**
CABIN CREW.....NOTIFY FOR LANDING
- At 500 ft AGL:**
BRACE FOR IMPACT..... ORDER
- At touchdown:**
ALL ENG MASTERS.....OFF
APU MASTER SW..... OFF
BRAKES ON ACCU ONLY
- When aircraft stopped:**
PARKING BRK.....ON
ATC (VHF 1)..... NOTIFY
ALL FIRE pb (ENGs & APU)..... PUSH
ALL AGENT (ENGs & APU)..... DISCH
- If evacuation required:**
EVACUATION.....INITIATE



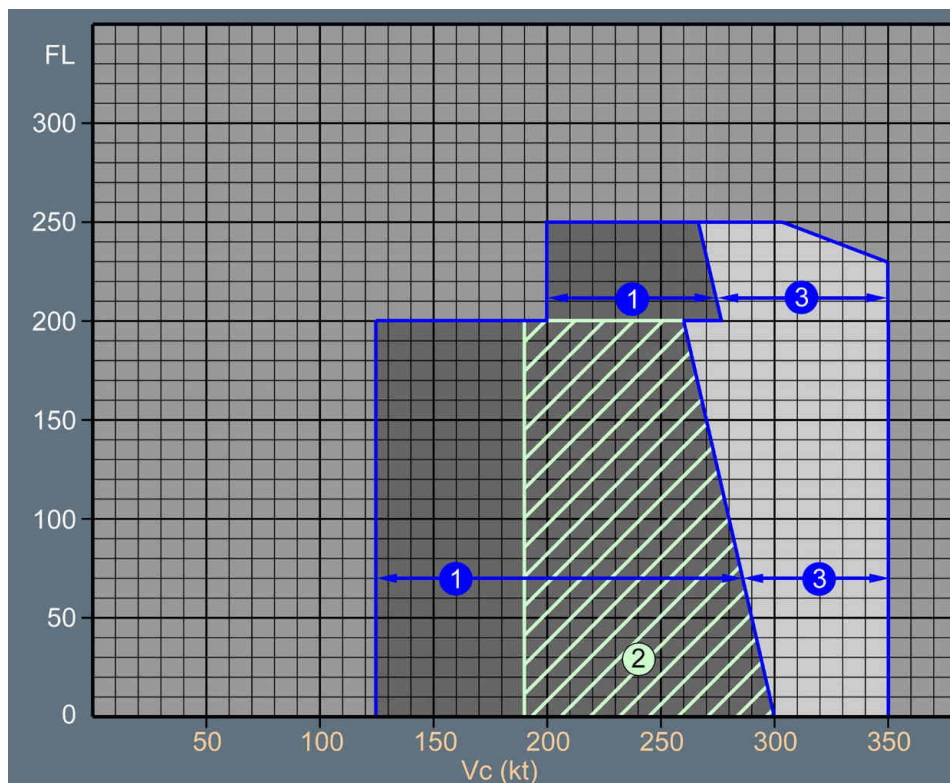
ALL ENG FAIL (Cont'd)



- If evacuation not required:
CABIN CREW and PASSENGERS (PA)..... NOTIFY

ENG RELIGHT IN FLIGHT

Engine Relight Envelope



Caption:

①

STARTER ASSISTED RELIGHT
Above FL200 $N_2 \leq 15\%$ (Engine Bleed)
Below FL200 $N_2 \leq 12\%$ (APU or Engine Bleed)

②

WINDMILL QUICK
RELIGHT
if $N_2 > 12\%$

③

STABILIZED
WINDMILL
RELIGHT

ENG MASTER (affected engine).....OFF
THR LEVER (affected engine)..... IDLE
ENG MODE selector..... IGN
X BLEED OPEN
WING ANTI-ICE (for starter assisted)..... OFF
ENG MASTER (affected engine)..... ON
ENG PARAMETERS (N_2 , EGT).....MONITOR

Note: Engine light up should be achieved within 30 s after fuel flow increases.

AUTOMATIC START ABORT NOT AVAIL

■ **When idle reached (ENG AVAIL):**

ENG MODE selector..... NORM
TCAS MODE selector..... check TA/RA
X BLEED.....AUTO
Affected SYS..... RESTORE

■ **If no relight:**

ENG MASTER (affected engine)..... OFF

ENG 1(2) STALL

■ On Ground:

THR LEVER (affected engine)..... IDLE

ENG MASTER (affected engine)..... OFF

■ In Flight:

THR LEVER (affected engine)..... IDLE

ENG PARAMETERS (affected engine)..... CHECK

■ If abnormal ENG parameters:

ENG MASTER (affected engine)..... OFF

*Note: If the flight crew suspects that the stall was transient, they can consider an engine
relight.*

■ If normal ENG parameters:

ENG ANTI-ICE (affected engine)..... ON

THR LEVER (affected engine)..... SLOWLY MOVE FORWARD

● If stall recurs:

THR LEVER (affected engine)..... MOVE BACKWARD

Reduce thrust and operate below the thrust threshold where stall recurs.

● If stall does not recur:

CONTINUE NORMAL ENGINE OPERATION

ENGINE TAILPIPE FIRE

CAUTION	External fire agents can cause severe corrosive damage. Consider the use of external fire agents only if the following procedure does not stop engine tailpipe fire.
----------------	--

ENG MASTER (affected engine).....OFF
 ENG MAN START pb (affected engine)..... OFF
 ESTABLISH AIR BLEED PRESS
 BEACON.....ON
 ENG MODE sel.....CRANK
 ENG MAN START pb (affected engine)..... ON
 ● **When fire stopped :**
 ENG MAN START pb (affected engine)..... OFF
 ENG MODE sel..... NORM

2

HIGH ENGINE VIBRATION

- ENG PARAMETERS..... CHECK
- **If icing suspected:**
A/THR..... OFF
THRUST (one engine at a time).....IDLE THEN INCREASE N1 > 80 %
Reduce thrust to idle if flight conditions permit.
*If ENG ANTI ICE is OFF, switch it ON **at idle fan speed**, one engine after the other with approximately 30 s interval.*
To shed ice, it may be necessary to perform several thrust variations between idle and a thrust compatible with the flight phase.
 - **If no icing:**
THRUST (affected engine).....REDUCE
 - **After landing, if vibrations continue : SHUT DOWN ENGINE WHEN POSSIBLE**

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ON GROUND - NON ENG SHUTDOWN AFTER ENG MASTER OFF		
ECAM FUEL PAGE..... SELECT		
LP FUEL VALVE POSITION (affected engine).....CHECK		
■ If LP fuel valve closed (cross line amber):		
NO CREW ACTION		
■ If LP fuel valve open:		
ENG FIRE pb-sw (affected engine).....PRESS		
GROUND CREW.....NOTIFY		
IN BOTH CASES, ENGINE WILL SHUT DOWN AFTER A TIME DELAY UP TO 2 MIN 30 S		

ONE ENGINE INOPERATIVE - CIRCLING APPROACH

MAXIMUM WEIGHT FOR CIRCLING IN CONF 3 WITH GEAR DOWN (1000 KG)								
OAT (°C)	AIRPORT ELEVATION (feet)							
	0	2 000	4 000	6 000	8 000	10 000	12 000	14 000
0	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
5	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
10	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
15	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
20	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
25	78.0	74.0	66.0	64.0	54.0	51.0	48.0	41.0
30	78.0	74.0	66.0	64.0	54.0	51.0	48.0	
35	76.0	71.0	66.0	62.0	54.0	51.0		
40	73.0	69.0	65.0	60.0				
45	71.0	67.0	62.0					
50	68.0	64.0						
55	66.0							

- If aircraft weight above maximum weight for circling in CONF 3 with gear down:

DELAY GEAR EXTENSION TO MAINTAIN LEVEL FLIGHT

FOR LDG : FLAP LVR 3

GPWS LDG FLAP 3..... ON

Note:

- If circling below 750 ft RA, the "L/G GEAR NOT DOWN" alert will trigger. The pilot can cancel the aural warning by pressing the EMER CANC pb.
- If the landing gear is not downlocked at 500 ft RA, GPWS "TOO LOW GEAR" aural alert will trigger.

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ONE ENGINE INOPERATIVE - STRAIGHT-IN APPROACH
--

- **If NO level off expected during final approach:**
DELAY CONF FULL UNTIL ESTABLISHED ON FINAL DESCENT
- **If level off expected during final approach:**
FOR LDG : FLAP LVR 3

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LANDING WITH SLATS OR FLAPS JAMMED

LDG DIST PROC..... APPLY

Determine flap lever position for landing.

- Repeat the following until landing configuration is reached:
SPD SEL..... VFE NEXT - 5 kt
AT VFE NEXT: SELECT FLAPS LEVER ONE STEP DOWN

Note:

- OVERSPEED alert, and VLS displayed on the PFD, are computed according to the current flaps/slats position
- VFE and VFE NEXT are displayed on the PFD according to the FLAPS lever position. If not displayed, use the placard speeds
- In some cases, the recommended speed for go-around requested by the procedure might be slightly above the VFE displayed on PFD as the VFE is linked to the S/F lever position. The OVERSPEED alert will not be triggered as it is taking into account the current slat/flap position.
- If VLS is greater than VFE NEXT (overweight landing case), the FLAPS lever can be set in the required next position, while the speed is reduced to follow VLS reduction as surfaces extend. The VFE warning threshold should not be triggered. In this case, disconnect the A/THR. A/THR can be re-engaged when the landing configuration is established.

- When in landing CONF and in final approach:
DECELERATE TO CALCULATED VAPP
The flight crew must use and keep the selected speed.
DO NOT USE AP BELOW 500 ft AGL

- For Go-around:

MAX SPEED					
Flaps Slats	F = 0	0 < F ≤ 1	1 < F ≤ 2	2 < F ≤ 3	F > 3
S = 0	NO LIMITATION	215 kt	200 kt	185 kt	177 kt (Not allowed)
0 < S < 1	230 kt				177 kt
S = 1					
1 < S ≤ 3	200 kt		200 kt	185 kt	177 kt
S > 3	177 kt		177 kt	177 kt	

■ If SLATS FAULT:

- For circuit:
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPEED - 10 kt
 - For diversion:
SELECT FLAPS LEVER 0
Recommended speed for flaps retraction: between MAX SPEED - 10 kt and MAX SPEED
Recommended speed for diversion: MAX SPEED - 10 kt
INCREASED FUEL CONSUMPTION



LANDING WITH SLATS OR FLAPS JAMMED (Cont'd)



■ If FLAPS FAULT:

● For circuit:

MAINTAIN SLATS/FLAPS CONFIGURATION

Recommended speed: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

● For diversion:

■ If FLAPS jammed at 0:

SELECT FLAPS LEVER 0

Recommended speed for slats retraction: between MAX SPEED - 10 kt and MAX SPEED

USE NORMAL OPERATING SPEEDS

● If HYD G+Y SYS LO PR:

MAINTAIN AT LEAST THE HIGHER OF VAPP OR VLS

■ If FLAPS jammed > 0:

MAINTAIN SLAT/FLAP CONFIGURATION

Recommended speed for diversion: MAX SPEED - 10 kt

● If HYD G+Y SYS LO PR:

MAINTAIN SPEED CLOSE TO VAPP

INCREASED FUEL CONSUMPTION

CAUTION

For flight with SLATS or FLAPS extended, fuel consumption is increased. *Refer to OPS Fuel Penalty Factors/ECAM Alert Table.*

RUDDER JAM

LDG DIST PROC..... APPLY

- **For approach:**
AVOID LANDING WITH CROSSWIND FROM THE SIDE WHERE THE
RUDDER IS DEFLECTED
MAX XWIND FOR LDG: 15 kt
AUTO BRK..... DO NOT USE
FOR LANDING.....USE NORMAL CONF
SPEED AND TRAJECTORY..... STABILIZE ASAP
- **For landing:**
DIFFERENTIAL BRAKING.....USE ASAP
REVERSER: SYMMETRIC USE ONLY
Use nosewheel steering handle below 70 kt.

STABILIZER JAM

AP..... OFF
MAN PITCH TRIM.....CHECK

The pitch trim wheel may not be fully jammed, the force needed may be higher than usual.

● **If MAN PITCH TRIM available:**

TRIM FOR NEUTRAL ELEV

Note: If manual pitch trim is available, trim to maintain the elevator at the zero position (indications on F/CTL SD page).

● **If MAN PITCH TRIM not available:**

FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON

CAT 1 ONLY

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FUEL IMBALANCE

FOB..... CHECK

CAUTION	A fuel imbalance may indicate a fuel leak. Do not apply this procedure, if a fuel leak is suspected. <i>Refer to ABN-21 Fuel Leak</i>
----------------	--

- FUEL X FEED..... ON
CTR TK L XFR..... OFF
CTR TK R XFR..... OFF
 - On lighter side:**
FUEL PUMPS..... OFF
 - When fuel balanced:**
FUEL PUMPS..... ON
CTR TK L XFR..... ON
CTR TK R XFR..... ON
FUEL X FEED..... OFF

FUEL LEAK

WHEN A LEAK IS CONFIRMED

LAND ASAP (AMBER)

- **Leak from engine/pylon confirmed by excessive fuel flow, low N1, or visual check:**
THR LEVER (affected engine)..... IDLE
ENG MASTER (affected engine)..... OFF
FUEL X FEED.....AS RQRD
DO NOT RESTART AFFECTED ENGINE

- **Leak from engine/pylon not confirmed or leak not located:**
FUEL X FEED..... MAINTAIN CLOSED
CTR TK L XFR.....OFF
CTR TK R XFR..... OFF
INNER TANK FUEL QUANTITIES..... MONITOR

- **If one inner tank depletes faster than other by at least 300 kg (660 lb) in less than 30 min:**
THR LEVER (engine on leaking side).....IDLE
ENG MASTER (engine on leaking side).....OFF
FUEL LEAK..... MONITOR

- **If leak stops:**
ENGINE LEAK CONFIRMED
CTR TK L XFR..... ON
CTR TK R XFR.....ON
FUEL X FEED..... AS RQRD
DO NOT RESTART AFFECTED ENGINE

- **If leak continues (after engine shutdown):**
WING LEAK SUSPECTED
ENGINE RESTART..... CONSIDER
CTR TK XFR (non-leaking side).....ON

CAUTION	Do not apply the FUEL IMBALANCE procedure. Approach and landing can be done, even with one full wing/one empty wing.
----------------	---

- **If both inner tanks deplete at a similar rate:**
LEAK FROM CENTER TANK OR APU FEEDING LINE SUSPECTED
 - **If fuel smell in cabin:**
APU..... OFF

 - **When fuel quantity in one inner tank less than 3 000 kg (6 600 lb):**
CTR TK L XFR..... ON
CTR TK R XFR.....ON

- **For landing: DO NOT USE REVERSERS**

FUEL OVERREAD

FOB / F. USED..... CHECK

- **If discrepancy confirmed:**

FUEL QTY UNRELIABLE
COMPUTE FOB FROM INITIAL FOB - F. USED
INSERT COMPUTED FOB IN FMS FUEL PRED PAGE
FMS FUEL PREDICTIONS COMPUTED FROM FUEL FLOW
FUEL LO LVL ALERTS REMAIN RELIABLE
Maintenance action is due before next flight.

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GRAVITY FUEL FEEDING

- ENG MODE SEL..... IGN
- AVOID NEGATIVE G FACTOR
- MAX FL: GRAVITY FEED CEILING
- Current FL if flight time above FL 300 > 30 min.
 - FL 300 if flight time above FL 300 < 30 min.
 - Highest of FL 150 or 7 000 ft above takeoff airport if FL 300 never exceeded.
 - FL 100 for JET B.
- **When reaching gravity feed ceiling:**

FUEL X FEED..... OFF
- **If no fuel leak and with one engine running (fed by gravity):**

FUEL X FEED..... ON

BANK ANGLE..... 1 ° WING DOWN ON LIVE ENG SIDE

RUDDER TRIM..... USE
- **When fuel imbalance reaches 1 000 kg (2 200 lb):**

BANK ANGLE..... 2 ° or 3 ° WING DOWN ON LIVE ENG SIDE

HYD B + Y SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE

MAX SPD : 320/0.77

MANEUVER WITH CARE

FLIGHT CONTROLS REMAIN IN NORMAL LAW

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP

SLATS SLOW/FLAPS SLOW

● **L/G gravity extension:**

GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)

L/G LEVER : DOWN

GEAR DOWN indications : CHECK

LANDING

FLARE: Only one ELEV and two spoilers per wing

SPOILERS: Only 2 per wing

REVERSER: Only N°1

BRAKING: NORMAL

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG

THR LVR : TOGA THEN MCT

NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

HYD G + B SYS LO PR SUMMARY

CRUISE

SPD BRK : DO NOT USE
MAX SPD : 320/0.77
MAX FL : 4000FT BELOW REC MAX FL
MANEUVER WITH CARE
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
SLATS JAMMED/FLAPS SLOW
ATHR : OFF
FOR LDG : FLAP LVR 3
GPWS LDG FLAP 3 : ON

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When SPD 200 kt:**
 - **L/G gravity extension:**
GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
L/G LEVER : DOWN
GEAR DOWN : CHECK
- **When L/G down:** USE MAN PITCH TRIM
- **When in landing CONF and in final approach:** DECELERATE TO CALCULATED VAPP

LANDING

FLARE: Only one ELEV and two spoilers per wing. No ailerons.
A/C slightly sluggish – Direct law
SPOILERS: Only 2 per wing
REVERSER: Only N°2
BRAKING: ALTERNATE

GO-AROUND

MAX PITCH 15 DEG
THR LVR : TOGA THEN MCT
NO GEAR RETRACTION
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
MAINTAIN SLATS/FLAPS CONFIGURATION
Recommended speed: MAX SPD - 10 kt
- **For diversion:**
SELECT CLEAN CONFIGURATION
 - **If Slats jammed at zero:**
Normal operating speeds
 - **If Slats jammed above zero:**
Recommended speed: MAX SPD - 10 kt

HYD G + Y SYS LO PR SUMMARY

CRUISE

MAX SPD : 320/0.77
 MAX FL : 4000FT BELOW REC MAX FL
 MANEUVER WITH CARE
 NO STABILIZER
ALTN LAW: PROT LOST
FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)
 For **Landing Performance** assessment, use the performance application of the EFB.

APPROACH

CAT 2 INOP
 SLATS SLOW / FLAPS JAMMED
 FOR LDG : FLAP LVR 3
 GPWS FLAP MODE : OFF

- **For Flaps extension:**
SPD SEL : VFE NEXT - 5 kt
- **When in CONF 3:**
DECELERATE TO CALCULATED VAPP
- **When in CONF 3 and VAPP:**
Stabilize at VAPP before L/G down, to be trimmed for approach.
- **L/G gravity extension:**
 GRVTY GEAR EXTN handcrank : PULL AND TURN (Rotate the handle clockwise 3 turns until mechanical stop)
 L/G LEVER : DOWN
 GEAR DOWN : CHECK
 Disregard "USE MANUAL PITCH TRIM".
 MAN TRIM Unusable

LANDING

FLARE: PITCH AUTHORITY REDUCED (No stabilizer).
 MAN TRIM Unusable
 When Flaps jammed close to zero, consider tailstrike clearance.
 Only 1 spoiler per wing – Direct law

SPOILERS: Only 1 per wing

NO REVERSER

BRAKING: BRK Y ACCU PR ONLY (7 applications)
 MAX BRK PR : 1 000 PSI

NO NOSEWHEEL STEERING

GO-AROUND

MAX PITCH 15 DEG
 THR LVR : TOGA THEN MCT
NO GEAR RETRACTION

FUEL: Increased fuel consumption (*Refer to OPS Use of Fuel Penalty Factor Tables*)

- **For circuit:**
 MAINTAIN SLATS/FLAPS CONFIGURATION
 Maintain speed close to VAPP (due to pitch trim unusable)



Continued from the previous page

GO-AROUND
● For diversion: ■ If Flaps jammed at zero: SELECT CLEAN CONFIGURATION Maintain at least the higher of VAPP or VLS (due to pitch trim unusable) ■ If Flaps jammed above zero: MAINTAIN SLATS/FLAPS CONFIGURATION Maintain speed close to VAPP (due to pitch trim unusable)

LANDING WITH ABNORMAL L/G

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

CABIN CREW.....NOTIFY

ATC.....NOTIFY

GALY & CAB.....OFF

CONSIDER FUEL REDUCTION

LDG DIST AFFECTED

Landing distance is increased up to 70 %.

● **If NOSE L/G abnormal:**

SHIFT CG AFT IF POSSIBLE

- 10 pax from front to rear moves the CG roughly 4 % aft.

- 10 pax from mid to rear moves the CG roughly 2.5 % aft.

● **If one MAIN L/G abnormal:**

FUEL DISTRIBUTION..... CONSIDER

Open the fuel X-FEED valve and switch off the pumps on the side with landing gear normally extended.

OXYGEN CREW SUPPLY.....OFF

SIGNS.....ON

CABIN AND COCKPIT (LOOSE EQPT)..... SECURE

● **For approach:**

GPWS SYS..... OFF

L/G lever..... CHECK DOWN

GRVTY GEAR EXTN handcrank..... TURN BACK TO NORMAL

DO NOT ARM AUTOBRAKE

EMER EXIT LT.....ON

CABIN REPORT.....OBTAIN

A/SKID & N/W STRG..... OFF

MAX BRAKE PR : 1 000 PSI

● **If one or both MAIN L/G abnormal: DO NOT ARM GROUND SPOILERS**

RAM AIR.....ON

DOMS LT..... DIM

● **At 500 ft AGL:**

BRACE FOR IMPACT..... ORDER

● **At flare, touchdown and rollout:**

DO NOT USE REVERSE

● **If NOSE L/G abnormal:**

KEEP NOSE UP

After touchdown, keep the nose off the runway by use of the elevator. Then, lower the nose on to the runway before elevator control is lost.

BRAKES..... SMOOTHLY APPLY



LANDING WITH ABNORMAL L/G (Cont'd)



BEFORE NOSE IMPACT : ALL ENG MASTERS OFF

- **If one MAIN L/G abnormal:**
 AT TOUCHDOWN : ALL ENG MASTERS OFF
 KEEP AFFECTED SIDE WING UP

- **If both MAIN L/G abnormal:**
 DURING FLARE : ALL ENG MASTERS OFF
 MIN PITCH ATT : 6 °

- **When aircraft stopped:**
 PARK BRK..... ON
 ALL FIRE pb (ENGs & APU)..... PUSH
 ALL AGENT (ENGs & APU)..... DISCH

- **If evacuation required:**
 EVACUATION..... INITIATE

- **If evacuation not required:**
 CABIN CREW and PASSENGERS (PA)..... NOTIFY
Ensure that all the landing gears are secured before initiating the disembarkation (before switching OFF the seat belts signs).

L/G GRAVITY EXTENSION

CAUTION

Do not apply this procedure if at least one green triangle is displayed on each landing gear on the WHEEL SD page. This is sufficient to confirm that the landing gear is downlocked. Disregard any possible GPWS "TOO LOW GEAR" aural alert.

■ **If L/G GEAR NOT DOWNLOCKED alert was displayed and IF TIME PERMITS:**

L/G lever..... UP

WAIT L/G UNLOCKED

L/G lever..... DOWN

WAIT AT LEAST 60 s

● **If unsuccessful:**

REPEAT UP TO THREE TIMES

● **If unsuccessful after 4 attempts:**

WAIT AT LEAST 120 s

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC..... APPLY

Refer to ABN-24 Landing with Abnormal L/G.

■ **In all other cases:**

GRAVITY GEAR EXTN handcrank..... PULL AND TURN

Rotate the handle clockwise 3 turns until reaching the mechanical stop, even if resistance is felt.

L/G lever DOWN

GEAR DOWN indications (if available).....CHECK

The L/G LGCIU 2 FAULT or BRAKES SYS 1(2) FAULT alert may be spuriously triggered after a gravity extension.

■ **If successful:**

DO NOT RESET GRAVITY GEAR EXTN handcrank

■ **If unsuccessful:**

LDG WITH ABNORMAL L/G PROC.....APPLY

Refer to ABN-24 Landing with Abnormal L/G.

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DITCHING

ATC..... NOTIFY
 ATC XPDR 7700..... CONSIDER

PREPARE CABIN AND COCKPIT

- Loose equipment secured
- Survival equipment prepared
- Belts and shoulder harness locked.

GPWS SYS..... OFF

GPWS TERR..... OFF

SIGNS..... ON

EMER EXIT LT..... ON

COMMERCIAL..... OFF

LDG ELEV..... SELECT 00

BARO..... SET

DISREGARD NORM C/Ls

ELT  (when conditions permit) ON

● For approach and ditching:

KEEP LANDING GEAR UP

SLATS / FLAPS..... MAX AVAIL

FOR FLARE: TARGET PITCH 11 ° & MIN V/S

Note: Prefer ditching parallel to the swell. If that causes a strong crosswind, ditch into the wind.

● At 2 000 ft AGL:

CAB PRESS MODE SEL..... CHECK AUTO

ALL BLEEDS (ENGs & APU)..... OFF

CABIN CREW..... NOTIFY FOR DITCHING

DITCHING pb..... ON

● At 500 ft AGL:

BRACE FOR IMPACT..... ORDER

● At touchdown:

ALL ENG MASTERS..... OFF

APU MASTER SW..... OFF

● After ditching:

ATC (VHF 1)..... NOTIFY

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... DISCH

EVACUATION..... INITIATE

	EMER DESCENT	
--	---------------------	--

CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE

● **If A/THR not active:**

THR LEVERS.....	IDLE
-----------------	------

SPD BRK.....	FULL
--------------	------

● **When descent established:**

SPEED.....MAX/APPROPRIATE

● **If structural damage suspected: MANEUVER WITH CARE**

CONSIDER L/G EXTENSION

ENG MODE SEL.....IGN

ATC.....NOTIFY

EMER DESCENT (PA).....ANNOUNCE

ATC XPDR 7700.....CONSIDER

CREW OXY MASKS DILUTION.....NORM

MAX FL: 100 / MEA-MORA

● **If CAB ALT above 14 000 ft:**

OXYGEN PAX MASK MAN ON.....PRESS

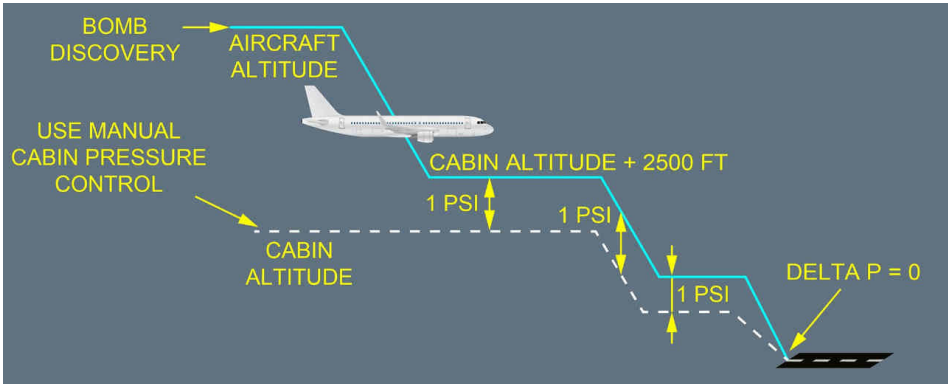
FORCED LANDING

- ATC..... NOTIFY
- ATC XPDR 7700..... CONSIDER
- PREPARE CABIN AND COCKPIT**
- Loose equipment secured
 - Survival equipment prepared
 - Belts and shoulder harness locked.
- GPWS SYS..... OFF
- GPWS TERR..... OFF
- SIGNS..... ON
- EMER EXIT LT..... ON
- COMMERCIAL..... OFF
- LDG ELEV..... SET
- BARO..... SET
- DISREGARD NORM C/Ls
- ELT  (when conditions permit)..... ON
- **For approach and landing:**
- RAM AIR..... ON
- L/G lever..... DOWN
- SLATS / FLAPS..... MAX AVAIL
- GND SPLR..... ARM
- MAX BRK PR: 1000 PSI
- **At 2 000 ft AGL:**
- CABIN CREW..... NOTIFY FOR LANDING
- **At 500 ft AGL:**
- BRACE FOR IMPACT..... ORDER
- **At touchdown:**
- ALL ENG MASTERS..... OFF
- APU MASTER SW..... OFF
- BRAKES ON ACCU ONLY
- **When aircraft stopped:**
- PARKING BRK..... ON
- ATC (VHF 1)..... NOTIFY
- ALL FIRE pb (ENGs & APU)..... PUSH
- ALL AGENTS (ENGs & APU)..... DISCH
- **If evacuation required:**
- EVACUATION..... INITIATE
- **If evacuation not required:**
- CABIN CREW and PASSENGERS (PA)..... NOTIFY

BOMB ON BOARD

CKPT/CAB COM..... ESTABLISH

- If landing and evacuation possible within 30 min:**
 ATC/COMPANY.....NOTIFY
 EVAC..... PREPARE
- If landing and evacuation NOT possible within 30 min:**



AIRCRAFT (IF CLIMBING)..... LEVEL OFF
 CABIN PRESS MODE SEL.....MAN
 MAINTAIN CAB ALT
 ATC/COMPANY.....NOTIFY
 TRGT SPEED: PREFER LO IAS
 L2 *Low speed could reduce the consequences of possible structural damage, if the bomb explodes.*
 L1 DESCENT TO CAB ALT + 2 500 ft or MEA-MORA..... INITIATE
 AVOID SHARP MANEUVERS
 MAINTAIN CAB ALT

- When at CAB ALT + 2 500 ft:**
 MAINTAIN 1 PSI ΔP
 GALY & CAB.....OFF
 FUEL RESERVES.....DETERMINE

L2 *When flying at cabin altitude + 2 500 ft , the fuel consumption in CONF 1, with landing gear down, will be about 2.1 times that consumed in clean configuration.*

- When bomb secured at the LRBL or cannot be moved:**
Least Risk Bomb Location (LRBL) is the center of the RH aft cabin door
 EMER EXIT LT..... ON
 COMMERCIAL..... OFF
- If fuel permits:**
 FLAPS..... AT LEAST CONF 1
 L/G lever (except for flight over water)..... DOWN
 USE NORMAL CONF FOR LANDING

DURING FURTHER DESCENT: MAINTAIN MAX 1 PSI ΔP

- During approach:**
 CABIN PRESS MODE SEL..... AUTO



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A318/A319/A320/A321 QUICK REFERENCE HANDBOOK		
BOMB ON BOARD (Cont'd)		
 ● When aircraft on ground and stopped in a remote area (if possible): <i>Refer to ABN-25 EMER EVAC.</i>		

 A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	ABNORMAL AND EMERGENCY PROCEDURES	25.05A
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COCKPIT WINDSHIELD / WINDOW ARCING		
Affected WINDOW/WINDSHIELD ANTI ICE C/B..... PULL		
- ANTI ICE L WSHLD C/B AF10 [123VU] - ANTI ICE R WSHLD C/B AF03 [123VU] - ANTI ICE/WINDOWS L C/B X14 [122VU] - ANTI ICE/WINDOWS R C/B W14 [122VU]		

COCKPIT WINDSHIELD / WINDOW CRACKED

SHOULDER HARNESS.....FASTEN
 TOUCH THE CRACK WITH A PEN (OR CAREFULLY WITH FINGERNAIL)

■ **If no crack on cockpit side:**

NO LIMITATION

■ **If cracks on cockpit side:**

CREW OXY MASKS.....USE

MAX FL: 230 / MEA-MORA

CAB PRESS MODE SEL.....MAN

DISREGARD THE CAB ALT TARGET TABLE DISPLAYED ON THE ECAM

MAN V/S CTL.....AS RQRD

SET THE CABIN ALTITUDE ACCORDING TO THE TABLE BELOW TO
 MAINTAIN ΔP 5 PSI

FL	100	150	200	230
CABIN ALTITUDE	0	3 000	6 000	8 000

● **When ΔP is 5 PSI:**

CREW OXY MASKS.....REMOVE

● **Below FL 100:**

CAB PRESS MODE SEL.....AUTO

● **If visibility not sufficient for approach due to damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN

MAN V/S CTL.....FULL UP

MAX SPEED: 200 kt

PF SLIDING WINDOW.....OPEN

OVERWEIGHT LANDING

1

FLAP LVR FULL FOR LANDING UNLESS SPECIFIED BY ABN PROC OR LIMITED BY LANDING PERF

LDG DIST PROC..... APPLY

● For approach:

PACK 1.....OFF OR SUPPLIED BY APU

PACK 2.....OFF OR SUPPLIED BY APU

● If landing CONF other than FULL: USE CONF 1+F FOR GO AROUND

SPEED AT RUNWAY THRESHOLD : VLS

MINIMIZE V/S AT TOUCHDOWN

● For landing:

INCREASE FLARE HEIGHT

USE MAX REVERSE ASAP

● After nosewheel touchdown: APPLY BRAKES AS NECESSARY

● When landing completed:

BRAKE FANS ON

PIA MSN 07792 AP-BOL

SEVERE TURBULENCE

SEAT BELTS.....ON
 SPEED AND THRUST..... ADJUST

FL	SPD or Mach	WEIGHT (1 000 kg)								
		44	48	52	56	60	64	68	72	76
		N1 (%)								
390	.76	79.8	80.6	81.5	82.4	-	-	-	-	-
370	.76	79.0	79.6	80.3	81.1	82.0	82.8	-	-	-
350	.76	78.7	79.2	79.7	80.4	81.1	81.9	82.7	83.5	-
330	.76	78.8	79.3	79.7	80.2	80.8	81.4	82.0	82.8	83.5
310	275	78.0	78.5	79.0	79.6	80.1	80.6	81.2	81.8	82.5
290	275	76.5	76.9	77.4	78.0	78.5	79.2	79.9	80.5	81.2
270	275	75.0	75.5	75.9	76.4	77.0	77.6	78.3	79.0	79.9
250	275	73.4	73.9	74.4	74.9	75.5	76.2	76.8	77.5	78.2
200	275	69.8	70.2	70.6	71.1	71.6	72.1	72.7	73.3	74.0
150	250	61.8	62.4	63.0	63.8	64.6	65.4	66.4	67.4	68.4
100	250	58.2	58.8	59.4	60.0	60.7	61.5	62.5	63.5	64.5
50	250	54.2	54.8	55.4	56.1	56.8	57.7	58.8	60.0	60.8

KEEP AUTO PILOT ON

- If excessive thrust variations: DISCONNECT A/THR

DESCENT TO OR BELOW OPT FL..... CONSIDER

Consider descending to or below OPT FL in order to increase the margin to buffet

- For approach:

A/THR..... ON

USE MANAGED SPEED

TAILSTRIKE

LAND ASAP (AMBER)

- MAX FL: 100 / MEA-MORA
- RAM AIR.....ON
- PACK 1.....OFF
- PACK 2.....OFF

VOLCANIC ASH ENCOUNTER

180 ° TURN.....INITIATE
 ATC.....NOTIFY
 A/THR.....OFF
 THRUST (IF CONDS PERMIT).....REDUCE
 CREW OXY MASKS.....USE / 100 % / EMER
 CABIN CREW.....NOTIFY
 OXYGEN PASSENGER MASK MAN ON.....AS RQRD
 ENG ANTI ICE.....ON
 WING ANTI ICE.....ON
 PACK FLOW.....HI
 AFT CARGO ISOL VALVES.....OFF
 ENGINE PARAMETERS.....MONITOR
 AIRSPEED INDICATIONS.....MONITOR

● **If visibility not sufficient for approach due to windshield damage:**

CONSIDER AUTOLAND

● **For approach, if AUTOLAND not available:**

CAB PRESS MODE SEL.....MAN
 MAN V/S CTL.....FULL UP
 MAX SPEED: 200 kt
 PF SLIDING WINDOW.....OPEN

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ALL ADR OFF
SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

PFD ALTITUDE: GPS

TCAS & ATC ALT RPTG INOP

CABIN PRESS MODE SEL.....MAN
MAN V/S CTL..... AS RQRD

Target CAB PRESS V/S:

- Climb: 500 ft/min
- Descent: 300 ft/min

AIRCRAFT CRZ FL	CAB ALT TARGET (ft)
410	8000
350	7000
300	5500
250	3000
<200	0

LDG DIST PROC..... APPLY
● For approach:
SPEED..... FLY THE GREEN
FOR LDG..... FLAP LVR 3
GPWS LDG FLAP 3..... ON
APPR SPEED: BUSS TARGET SPEED

During approach, BUSS TARGET SPEED (green triangle) indicates VAPP.

● When FLAP 2:
LDG GEAR GRVTY EXTN handcrank..... PULL AND TURN
● When L/G downlocked:
L/G lever.....DOWN
GEAR DOWN indications..... CHECK

L/G DOORS REMAIN OPEN

● During final approach:
MAN V/S CTL.....FULL UP
● Before door opening: CHECK ΔP ZERO

UNRELIABLE SPEED INDICATION

● **If the safe conduct of the flight is impacted:**

AP..... OFF

A/THR..... OFF

FD..... OFF

PITCH/THRUST:

Below THRUST RED ALT..... 15° / TOGA

Above THRUST RED ALT and Below FL 100..... 10° / CLB

Above THRUST RED ALT and Above FL 100..... 5° / CLB

FLAPS (if CONF 0(1)(2)(3))..... MAINTAIN CURRENT CONF

FLAPS (if CONF FULL)..... SELECT CONF 3 AND MAINTAIN

SPEEDBRAKES..... CHECK RETRACTED

L/G..... UP

When at, or above MSA or Circuit Altitude: Level off for troubleshooting.

● **To level off:**

AP..... OFF

A/THR..... OFF

FD..... OFF

SPEEDBRAKES..... CHECK RETRACTED

■ **Below FL 250:**

BKUP SPD/ALT pb..... USE

This action is reversible.

SPEED..... FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

■ **Above FL 250:**

PITCH/THRUST TABLE..... APPLY

PITCH / THRUST FOR LEVEL OFF

	80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
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SLATS / FLAPS EXTENDED

CONF	PITCH	THRUST % N1 (Resultant speed)			
3	7°	68% (165 kt)	64% (155 kt)	60% (140 kt)	54% (130 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)

CLEAN

PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)



UNRELIABLE SPEED INDICATION (Cont'd)



PITCH / THRUST FOR LEVEL OFF					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:

- If the pitch is above the target pitch, increase the thrust and maintain the altitude.
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

● When flight path is stabilized:

AP..... OFF
 A/THR..... OFF
 FD..... OFF
 SPEEDBRAKES.....CHECK RETRACTED

■ Below FL 250:

BKUP SPD/ALT pb..... USE
This action is reversible.
 SPEED.....FLY THE GREEN

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

■ Above FL 250:

FLIGHT PATH.....KEEP STABILIZED

AFFECTED ADR IDENTIFICATION

PROBE/WINDOW HEAT.....ON
 ALL SPEED INDICATIONS.....CROSSCHECK

ADR3 and STBY speeds use the data of the same probe.

■ If at least one ADR confirmed reliable:

RELIABLE AIR DATA..... USE
 UNRELIABLE ADR pb(s)..... OFF

■ If affected ADR(s) cannot be identified, or all ADRs affected:

KEEP ONE ADR ON
 TWO ADR pbs..... OFF
 ATC/XPDR.....ALT RPTG OFF

● When above FL 250:

USE PITCH/THRUST TABLES



UNRELIABLE SPEED INDICATION (Cont'd)



- When below FL 250, if speed still unreliable:**
BKUP SPD/ALT pb..... **USE**
This action is reversible.
SPEED.....**FLY THE GREEN**

Note: If the BUSS does not react to longitudinal stick input when flying the green area of the speed scale, the flight crew must disregard the BUSS and use pitch/thrust tables.

CLIMB

CLIMB IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	FL	PITCH (Resultant speed)			
CLB	50	10° (255 kt)	11° (245 kt)	13° (225 kt)	16° (195 kt)
	100	9° (250 kt)	10° (240 kt)	12° (215 kt)	14° (205 kt)
	200	6° (270 kt)	7° (250 kt)	8° (230 kt)	10° (205 kt)
	300	5° (255 kt)	5° (250 kt)	6° (225 kt)	7° (210 kt)
	400	/	/	4° (220 kt)	5° (200 kt)

CRUISE

FLYING TECHNIQUE TO STABILIZE SPEED

Stabilize the altitude. When altitude is stabilized:
- If the pitch is above the target pitch, increase the thrust and maintain the altitude
- If the pitch is below the target pitch, decrease the thrust and maintain the altitude.

When the pitch reaches the target pitch, adjust the thrust to keep this target pitch.

LEVEL FLIGHT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
PITCH	FL	THRUST % N1 (Resultant speed)			
4° at or below FL250	100	66% (265 kt)	62% (245 kt)	60% (225 kt)	54% (205 kt)
	200	74% (260 kt)	70% (245 kt)	66% (225 kt)	62% (205 kt)
3° above FL250	300	82% (280 kt)	80% (265 kt)	76% (245 kt)	72% (225 kt)
	350	88% (270 kt)	84% (255 kt)	80% (240 kt)	76% (220 kt)
	400	/	/	86% (235 kt)	80% (220 kt)

Note: If the failure is due to radome destruction, the drag will increase and therefore N1 must be increased by 5 %. Fuel flow will increase by about 27 %.



UNRELIABLE SPEED INDICATION (Cont'd)



DESCENT

DESCENT IN CLEAN CONFIGURATION					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
THRUST	PITCH	Resultant speed			
IDLE	1°	265 kt	245 kt	225 kt	200 kt

INITIAL / INTERMEDIATE APPROACH

APPLY FLYING TECHNIQUE TO STABILIZE SPEED

LEVEL FLIGHT					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
WITH LANDING GEAR UP					
CONF	PITCH	THRUST % N1 (Resultant speed)			
0	5.5°	62% (245 kt)	58% (225 kt)	54% (205 kt)	50% (185 kt)
1	6.5°	64% (220 kt)	62% (205 kt)	56% (190 kt)	52% (175 kt)
1+F	5°	64% (200 kt)	62% (190 kt)	56% (175 kt)	52% (160 kt)
2	5.5°	66% (185 kt)	62% (170 kt)	58% (160 kt)	52% (145 kt)
WITH LANDING GEAR DOWN					
3	7°	72% (165 kt)	68% (155 kt)	64% (140 kt)	60% (130 kt)

FINAL APPROACH AT -3° DESCENT FLIGHT PATH

APPROACH IN CONF 3 AND L/G EXTENDED					
		80 t 175 000 lb	70 t 155 000 lb	60 t 130 000 lb	50 t 110 000 lb
CONF	PITCH	THRUST (% N1)			
3	4°	56%	52%	50%	44%

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IR ALIGNMENT IN ATT MODE

IR (affected) MODE SEL..... ATT
KEEP SPEED, HEADING, AND FL CONSTANT FOR 30 s
FMS DATA page.....SELECT
IRS MONITOR key.....PRESS
[SET HDG key] A/C HDG..... ENTER
CROSSCHECK HEADING REGULARLY WITH STBY COMPASS AND UPDATE
AS REQUIRED

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SMOKE / FUMES / AVNCS SMOKE

LAND ASAP

IF PERCEPTIBLE SMOKE / FUMES APPLY
IMMEDIATELY:

CREW OXY MASKS (if required)..... USE/100%/EMERG
VENTILATION BLOWER.....OVRD
VENTILATION EXTRACT..... OVRD
CAB FANS..... OFF
GALY & CAB..... OFF
SIGNS..... ON
CKPT / CAB COM.....ESTABLISH

- If smoke/fumes source immediately obvious,
accessible, and extinguishable:

FAULTY EQPT.....ISOLATE

- If smoke/fumes source not immediately isolated:

DIVERSION..... INITIATE

DESCENT TO FL 100 / MEA-MORA..... INITIATE

- At ANY TIME of the procedure, if SMOKE /
FUMES become the GREATEST THREAT:

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

ELEC EMER CONFIG.....CONSIDER

*Refer to the end of the procedure to set ELEC
EMER CONFIG.*

- At ANY TIME of the procedure, if situation
becomes UNMANAGEABLE:

IMMEDIATE LANDING.....CONSIDER



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



● **If AIR COND smoke/fumes suspected:**

APU BLEED..... OFF
 VENTILATION BLOWER..... AUTO
 VENTILATION EXTRACT..... AUTO
 CARGO AFT ISOL VALVE..... OFF
 PACK 1..... OFF

● **If smoke/fumes continue:**

PACK 1..... ON
 PACK 2..... OFF

● **If smoke/fumes persist:**

PACK 2..... ON
 VENTILATION BLOWER..... OVRD
 VENTILATION EXTRACT..... OVRD

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes

● **If CABIN EQPT smoke/fumes suspected:**

● **If smoke/fumes continue:**

EMER EXIT LIGHT..... ON
 COMMERCIAL..... OFF
 SMOKE / FUMES DISSIPATION..... CHECK
 FAULTY EQPT..... SEARCH / ISOLATE

● **If smoke/fumes persist or when faulty equipment confirmed isolated:**

COMMERCIAL..... NORM

REMOVAL OF SMOKE / FUMES..... CONSIDER

Refer to ABN-27 Removal of Smoke / Fumes



SMOKE / FUMES / AVNCS SMOKE (Cont'd)



- **If smoke/fumes source cannot be determined and persist or AVNCS / ELECTRICAL smoke/fumes suspected:**

ELEC EMER CONFIG.....CONSIDER

Refer to the end of the procedure to set ELEC EMER CONFIG.

- **If smoke/fumes disappear within 5 minutes:**

NORMAL VENTILATION..... RESTORE

TO SET ELEC EMER CONFIG

EMER ELEC GEN 1 LINE.....OFF

EMER ELEC PWR..... MAN ON

- **When EMER GEN AVAIL:**

APU GEN.....OFF

GEN 2..... OFF

APPLY ELEC EMER CONFIG PROCEDURE, BUT
DO NOT RESET GEN, EVEN IF REQUESTED BY
ECAM.

- **At 3 min or 2 000 ft AAL before landing:**

GEN 2..... ON

EMER ELEC GEN 1 LINE.....ON

- **When aircraft stopped:**

ALL GENs..... OFF

REMOVAL OF SMOKE / FUMES

EMER EXIT LIGHT..... ON

■ **If fuel vapors:**

CAB FANS.....ON
 PACK 1..... OFF
 PACK 2..... OFF

■ **If no fuel vapors:**

CAB FANS..... OFF
 PACK FLOW..... HI

LDG ELEV..... 10 000 FT / MEA-MORA
 DESCENT TO FL 100 / MEA-MORA..... INITIATE
 ATC..... NOTIFY
 SMOKE / FUMES / AVNCS SMOKE PROC.....
CONTINUE

Refer to ABN-27 Smoke / Fumes / AVNCS Smoke

● **At FL 100 or MEA-MORA:**

● **If in ELEC EMER CONFIG:**

APU MASTER swON
 PACK 1..... OFF
 PACK 2..... OFF
 CABIN PRESS MODE SEL..... MAN
 MAN V/S CTL..... FULL UP
 RAM AIR.....ON
 APU MASTER sw..... OFF

● **If smoke/fumes persist:**

MAX SPEED: 200 kt
 COCKPIT DOOR.....OPEN
 HEADSETS..... ON
 PM SLIDING WINDOW.....OPEN



REMOVAL OF SMOKE / FUMES (Cont'd)



● **When window open:**

NON-AFFECTED PACK(s)..... ON
 VISUAL WARNINGS (noisy CKPT).. MONITOR
 SMOKE / FUMES / AVNCS SMOKE PROC.....
 CONTINUE

*Refer to ABN-27 Smoke / Fumes / AVNCS
 Smoke*

SMOKE / FIRE FROM LITHIUM BATTERY

If necessary, transfer control to the flight crewmember seated on the opposite side of the fire.

CKPT / CAB COM.....ESTABLISH
 STORAGE AFTER Li BAT FIRE cabin procedure.....
REQUEST INITIATION

- **If flames:**
 - OXY MASK / GOGGLE (PF)... USE / 100% / EMERG
 - SMOKE HOOD (PM)..... USE
 - FIRE EXTINGUISHER.....USE
- **If no flames or when flames extinguished:**
 - **If not possible to remove device from cockpit:**
 - WATER or NON-ALCOHOLIC LIQUID.....
 -POUR ON DEVICE
 - DEVICE..... MONITOR
 - **If possible to remove device from cockpit:**
 - DEVICE.....TRANSFER TO CABIN

- **At ANY TIME of the procedure, if SMOKE becomes the GREATEST THREAT:**
 REMOVAL OF SMOKE / FUMES procedure.....
CONSIDER
Refer to ABN-27 Removal of Smoke / Fumes.

- **At ANY TIME of the procedure, if situation becomes UNMANAGEABLE:**
 IMMEDIATE LANDING.....CONSIDER

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WHEEL TIRE DAMAGE SUSPECTED

LDG DIST PROC..... APPLY
Performance impact of one burst tire is equivalent to one brake released.

TAXI WITH CARE
Refer to FCOM / LIM LG Landing Gear - Taxi with Deflated or Damaged Tires.

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Safety Exterior Inspection.....	1/4
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Localization Title	Page	ID	Reason
NP Preliminary Cockpit Preparation - APU FIRE TEST/APU START	1/4	1	Update of the action line to make sure that both RMPs are set to on.
NP Securing the Aircraft	3/4	2	Update of the tasksharing to clarify that CM2 should perform these actions.
			Documentation update: Information "N.00025060.0002001.028" moved from "N.00025060.0002001.026" to "N.00025060.0002001.035"
			Documentation update: Deletion of information.
			Wording enhancement. No technical change.
			Layout modification. No technical change.

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SAFETY EXTERIOR INSPECTION

CM1	CM2
	WHEEL CHOCKS.....CHECK
	L/G DOORS..... CHECK POSITION
	APU AREA.....CHECK

PRELIMINARY COCKPIT PREPARATION

AIRCRAFT SETUP:	
CM1	CM2
	ENG 1, 2 MASTER LEVERS.....OFF
	ENG MODE selector..... NORM
	* WEATHER RADAR..... OFF
	* WINDSHEAR/PWS  sw..... OFF
	L/G lever.....DOWN
	Both WIPER selectors.....OFF

BATTERIES/EXTERNAL POWER:	
CM1	CM2
	BAT..... CHECK/AUTO
	EXT PWR pb..... ON

APU FIRE TEST/APU START:	
CM1	CM2
	RMP 1 and 2.....CHECK ON/SET
	ACP..... CHECK ON/SET
	APU FIRE TEST..... PERFORM
	APU.....START
	•When the APU is AVAIL: AIR COND panel.....SET
	* EXT PWR pb..... AS RQRD

ADIRS:	
CM1	CM2
	* ALL IR MODE selector.....NAV

COCKPIT LIGHTS:	
CM1	CM2
* COCKPIT LIGHTS..... AS RQRD	* COCKPIT LIGHTS..... AS RQRD

EFB/ACARS  INITIALIZATION:	
CM1	CM2
All EFB.....START	All EFB.....START
EFB Version and Database.....CHECK	EFB Version and Database..... CHECK
* ACARS INITIALIZE	



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EFB/ACARS  INITIALIZATION:	
CM1	CM2
•For operations with the ACARS  or the EFB (when a synchronization with the avionics is available): FMGS PRE-INITIALIZATION:	
* ENGINE & AIRCRAFT TYPE.....CHECK * DATABASE VALID..... CHECK * FLT NBR & FROM/TO..INSERT/CHECK	
* EFB..... INITIALIZE	* EFB..... INITIALIZE

AIRCRAFT ACCEPTANCE:	
CM1	CM2
* RCL pb.....PRESS 3 s	
* LOGBOOK AND MEL/CDL ITEMS.....CHECK	
AIRCRAFT CONFIGURATION SUMMARY.....CHECK	
* OEB.....CHECK	
* AIRCRAFT ACCEPTANCE..... PERFORM	

PRELIMINARY PERFORMANCE DETERMINATION:	
CM1	CM2
* AIRFIELD DATA OBTAIN	* AIRFIELD DATA OBTAIN
•If an EFB application for load and trim sheet is used:	
* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK	* PRELIMINARY LOADING..... COMPUTE/CROSSCHECK
* MEL/CDL ITEMS.....CHECK	* MEL/CDL ITEMS.....CHECK
* NAVIGATION CHARTS.....PREPARE	
* PRELIM T.O PERF DATA..... COMPUTE	* PRELIM T.O PERF DATA..... COMPUTE
* PRELIM T.O PERF DATA.....CROSSCHECK	

BEFORE WALKAROUND:	
PF	PM
	* ECAM OXY PRESS/HYD QTY/ENG OIL QTY..... CHECK
	FLAPS..... CHECK POSITION
	* SPEED BRAKE lever..... CHECK RET AND DISARMED
	* ACCU PRESS.....CHECK
	* PARK BRK handle..... ON
	* BRAKES PRESS indicator.....CHECK
	EMER EQPT.....CHECK
	RAIN REPELLENT  CHECK
	C/B PANELS.....CHECK
	* GEAR PINS.....CHECK ONBOARD/STOWED
	* EXTERIOR WALKAROUND.....PERFORM

SECURING THE AIRCRAFT

2

CM1	CM2
PARK BRK handle..... CHECK ON	OXYGEN CREW SUPPLY pb..... OFF
All IR MODE selectors..... OFF	EXTERIOR LIGHTS..... OFF
	MAINT BUS sw..... AS RQRD
	APU BLEED pb-sw..... OFF
	EXT PWR pb..... AS RQRD
	APU MASTER SW pb-sw..... OFF
	EMER EXIT LT sw..... OFF
	NO PORTABLE ELEC DEVICE sw..... OFF
	BAT 1 pb-sw + BAT 2 pb-sw..... OFF
WINDOWS..... CHECK CLOSED	WINDOWS..... CHECK CLOSED
	SECURING THE AIRCRAFT C/L..... COMPLETE
EFB applications..... CLOSE	EFB applications..... CLOSE
All EFB..... SWITCH OFF	All EFB..... SWITCH OFF

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	Fuel Penalty Factors/ECAM Alert Table.....	OPS.04A
	Fuel Penalty Factors/Inop Sys Table.....	OPS.05A
	Hydraulic Architecture.....	OPS.06A
	Flight Controls Architecture.....	OPS.07A
	Required Equipment for CAT2 and CAT3.....	OPS.08A
	Cost Index for Long Range Cruise Speed.....	OPS.09A

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Localization Title	Page	ID	Reason
OPS-PLP-TOC Aircraft Configuration Summary	1/2	1	Documentation update: Deletion of "PED compatible Operation Manual and Checklist Stowage Aluminium Box (00024441.0001001)".
OPS PED compatible Flight Document Stowage	OPS.01A	1	Documentation update: Addition of "PED compatible Flight Document Stowage" documentary unit
OPS PED compatible Operation Manual and Checklist Stowage	OPS.01A	2	Documentation update: Addition of "PED compatible Operation Manual and Checklist Stowage" documentary unit
OPS QNH Operations above 1050 hPa	OPS.01A	3	Documentation update: Addition of "QNH Operations above 1050 hPa" documentary unit

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AIRCRAFT CONFIGURATION SUMMARY

For awareness and for the specified aircraft, the following table provides the flight crew with a list of optional aircraft systems and functions related to aircraft flight operations.

Item	System	Installed
ADS-B OUT	SURV	Yes
AP Automatic Disconnection at Minima	AUTO FLT	No
AP/FD TCAS	AUTO FLT	Yes
Automatic FD Bar Engagement at Go-Around	AUTO FLT	Yes
Backup Navigation Function of the MCDU	AUTO FLT	Yes
BACF	DATALINK	No
BUSS Reversible	NAV	Yes
Continuous Descent Approach (CDA)	AUTO FLT	No
CPDLC	DATALINK	Yes
Derated Takeoff	ENG	No
Descent Profile Optimization (DPO)	AUTO FLT	No
FANS B+	DATALINK	Yes
FLS Function in the FMS	AUTO FLT	No
FMS2 Release 1A (including RF leg capability)	AUTO FLT	Yes
G/S Mode Engagement before LOC Mode Engagement	AUTO FLT	No
GLS	AUTO FLT	No
GPS	NAV	Yes
GPS PRIMARY Function	NAV	Yes
HPFD	EIS	No
Metric Altitude Indications on the PFD	EIS	No
MLS	AUTO FLT	No
NAV Mode Automatically Engaged (Armed) at Go-Around	AUTO FLT	Yes
One Engine Taxi Without APU Running	Fire Protection	No
PED compatible Flight Document Stowage	EQPT	Yes
PED compatible Operation Manual and Checklist Stowage	EQPT	Yes
PWS	SURV	Yes
QFE BARO Setting	NAV	No
QNH Operations above 1050 HPA	NAV	Yes
RAAS	SURV	No
RNP AR	AUTO FLT	No
ROW/ROPS	SURV	No
Soft Go-Around Function	ENG	No
SLS	AUTO FLT	No
TOS2	AUTO FLT	No

OPERATING SPEEDS

OPERATING SPEEDS (KT)					
CG ≥ 25 %					
Weight (1000 KG)	F	S	Green dot FL < 200 ⁽¹⁾	VLS CONF 3	VREF
40	117	152	165	110	106
44	122	159	173	115	111
48	128	166	181	120	116
52	133	173	189	125	121
56	138	179	197	130	125
60	143	185	205	135	130
64	148	192	213	139	134
68	152	197	221	143	138
72	157	203	229	147	142
76	161	209	237	151	146
78	163	211	241	153	148

(1) Above FL 200 add 1 kt per additional 1 000 ft.

For CG < 25 % add 2 kt to VLS and VREF

USE OF FUEL PENALTY FACTOR TABLES

USE OF THE FUEL PENALTY FACTORS

The Fuel Penalty Factors provided in the following tables are conservative values, given as a guideline in order to increase the crew awareness and to help the decision making.

Note: In case of failure impacting the fuel consumption, the fuel predictions provided by the FMS are no longer reliable (except in One Engine Inoperative OEI condition). The flight crew must still compute and monitor the actual fuel consumption.

Refer to the following tables in order to assess the impact of the failure on the fuel consumption after any ECAM alert that:

- Displays the line INCREASED FUEL CONSUMPT or FUEL CONSUMPT INCRSD in the STATUS SD page, or
- Displays Flight Control Surfaces in the INOP SYS, or
- Impacts the Landing Gears or Landing Gear Doors retraction (when extended).

The Fuel Penalty Factors given in these tables have been calculated taking into account:

- The FUEL CRITICAL INOP SYS, and
- The aircraft configuration, speed or altitude described in the CONDITIONS column.

Ensure that all these conditions are well met before applying the corresponding Fuel Penalty Factor.

METHODOLOGY

The methodology is the following:

- Check the **ECAM ALERT table** to determine if a Fuel Penalty Factor is applicable depending on the CONDITIONS column, then
- Check the **INOP SYS table** in order to determine if, according to the actual aircraft status, there is a Fuel Penalty Factor applicable depending on the CONDITIONS column
- If only one Fuel Penalty Factor (FPF) is applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times \text{FPF}$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.
- If two or more Fuel Penalty Factors (FPF) are applicable:

$$\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (\text{FPF1} + \text{FPF2} + \dots)$$
 The FMS fuel predictions must be recomputed to take into account this trip fuel penalty.

Note: Due to previous failures in flight or dispatch under MEL, some failures could have an impact on the fuel consumption:

- Without being mentioned in the ECAM ALERT table (only through INOP SYS table), or
- If mentioned in the ECAM ALERT table, with additional INOP SYS (other than the one(s) described in the FUEL CRITICAL INOP SYS column for this specific ECAM alert) impacting also the fuel consumption.

Example:

- Dispatch with the ELAC 1 inoperative under MEL
- HYD G SYS LO PR ECAM caution in flight
- These two failures lead to the loss of the left aileron
- INOP SYS will display “L AIL”

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is applicable (spoiler extended), sum the corresponding factor with the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

FPF (HYD G SYS LO PR) = 10 %

FPF (INOP SYS: L AIL) = 8 %

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times (10 \% + 8 \%)$

If the Fuel Penalty Factor of the HYD G SYS LO PR ECAM alert is not applicable (spoiler remains retracted), apply the Fuel Penalty Factor related to the INOP SYS “L(R) AIL” partially extended.

Therefore, $\text{TRIP FUEL PENALTY} = (\text{FOB} - \text{EFOD at DEST}) \times 8 \%$

FUEL PENALTY FACTORS/ECAM ALERT TABLE

FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
ELEC	AC BUS 1 FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	DC ESS BUS FAULT (equivalent to B SYS LO PR)	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
F/CTL	L(R) AIL FAULT	L(R) AIL	If one aileron is indicated fully extended (upwards or downwards)	30 %
		L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	SPLR FAULT	SPLR (affected)	If one spoiler is suspected fully extended ⁽²⁾ Cruise Conditions: OPT SPEED..... GDOT +10KT Whenever possible, target green dot speed +10 kt to minimize fuel consumption. However, if buffet is encountered at GDOT speed +10 kt increase speed to fly out of buffet condition. CRUISE ALT.....AS REQUIRED Current Flight Level (FL) may not be maintained due to increased drag. Maintain a cruise FL as high as possible.	55 %
			If one spoiler or one pair of spoilers is partially extended (zero hinge moment)	10 %
		SPLR 3 with BLUE HYD	If spoiler 3 is partially extended after the loss of the B hydraulic system ⁽¹⁾	Up to 5 %
		SPLR 1 or 5 with GREEN HYD	If spoiler 1 or 5 is partially extended after the loss of the G hydraulic system ⁽¹⁾	Up to 9 % (3)
		SPLR 2 or 4 with YELLOW HYD	If spoiler 2 or 4 is partially extended after the loss of the Y hydraulic system ⁽¹⁾	Up to 9 % (3)
	FLAPS FAULT/LOCKED	FLAPS	If Flaps are extended	80 %
	SLATS FAULT/LOCKED	SLATS	If Slats are extended	60 %
	SLATS + FLAPS FAULT/LOCKED	SLATS+FLAPS	If Slats and Flaps are extended	100 %
HYD	B SYS LO PR	SPLR 3	If L(R) spoiler 3 is indicated extended (at the time of the failure)	0 % to 5 %
	G SYS LO PR	SPLR 1+5	If L(R) spoiler 5 is indicated extended (at the time of the failure)	0 % to 9 %
	Y SYS LO PR	SPLR 2+4	If L(R) spoilers 2 and 4 are indicated extended (at the time of the failure)	0 % to 9 %
	G+B SYS LO PR	L+R AIL SPLR 1+3+5 L ELEV	Both ailerons are failed Spoilers 1, 3 and 5 ⁽¹⁾ Left elevator is failed RAT is extended	15 % to 20 % (4)
	G+Y SYS LO PR	SPLR 1+2+4+5 STABILIZER	Stabilizer is jammed Spoilers 1, 2, 4 and 5 ⁽¹⁾	0 % to 10 % (4)



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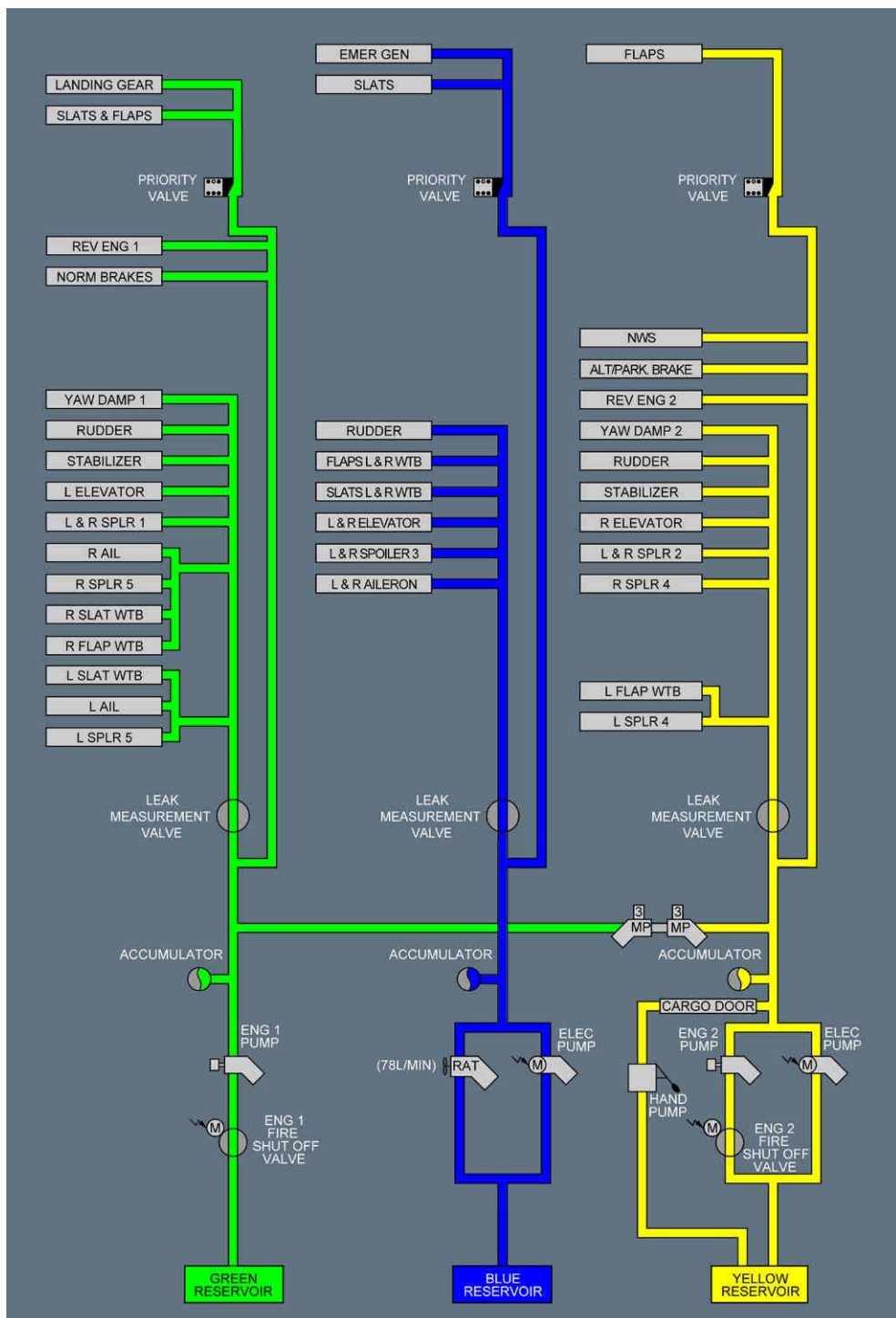
FUEL PENALTY FACTORS/ECAM ALERT TABLE				
SYS	ECAM ALERT	FUEL CRITICAL INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
	B+Y SYS LO PR	SPLR 2+3+4 R ELEV	Spoilers 2, 3 and 4 ⁽¹⁾ Right elevator is failed RAT extended	3 % to 10 % (4)
L/G	SHOCK ABSORBER FAULT	L/G RETRACT	All landing gears are extended (Refer to FCOM/PRO-NOR-SUP-LG-LG_DN Flight With Gear Down)	180 %
	GEAR NOT UPLOCKED			
	BOGIE ALIGN FAULT (option)			
	GEAR UPLOCK FAULT			
	DOORS NOT CLOSED	L/G DOOR	All landing gears doors are extended	15 %

- (1) During the flight, the spoiler(s) may gradually extend and increase(s) the fuel consumption.
- (2) A spoiler can be suspected fully extended (runaway) if high roll rate has been experienced immediately after the failure, associated with a possible AP disconnection. A visual inspection, if time permits, can also confirm the full extension of the spoiler.
- (3) The maximum value of the Fuel Penalty Factor provided in the table considers that the two pairs of corresponding spoilers gradually extend during the flight.
- (4) The minimum value of the Fuel Penalty Factor provided in the table considers that all spoilers remain retracted. The maximum value has been calculated considering that all impacted spoilers gradually extend during the flight.

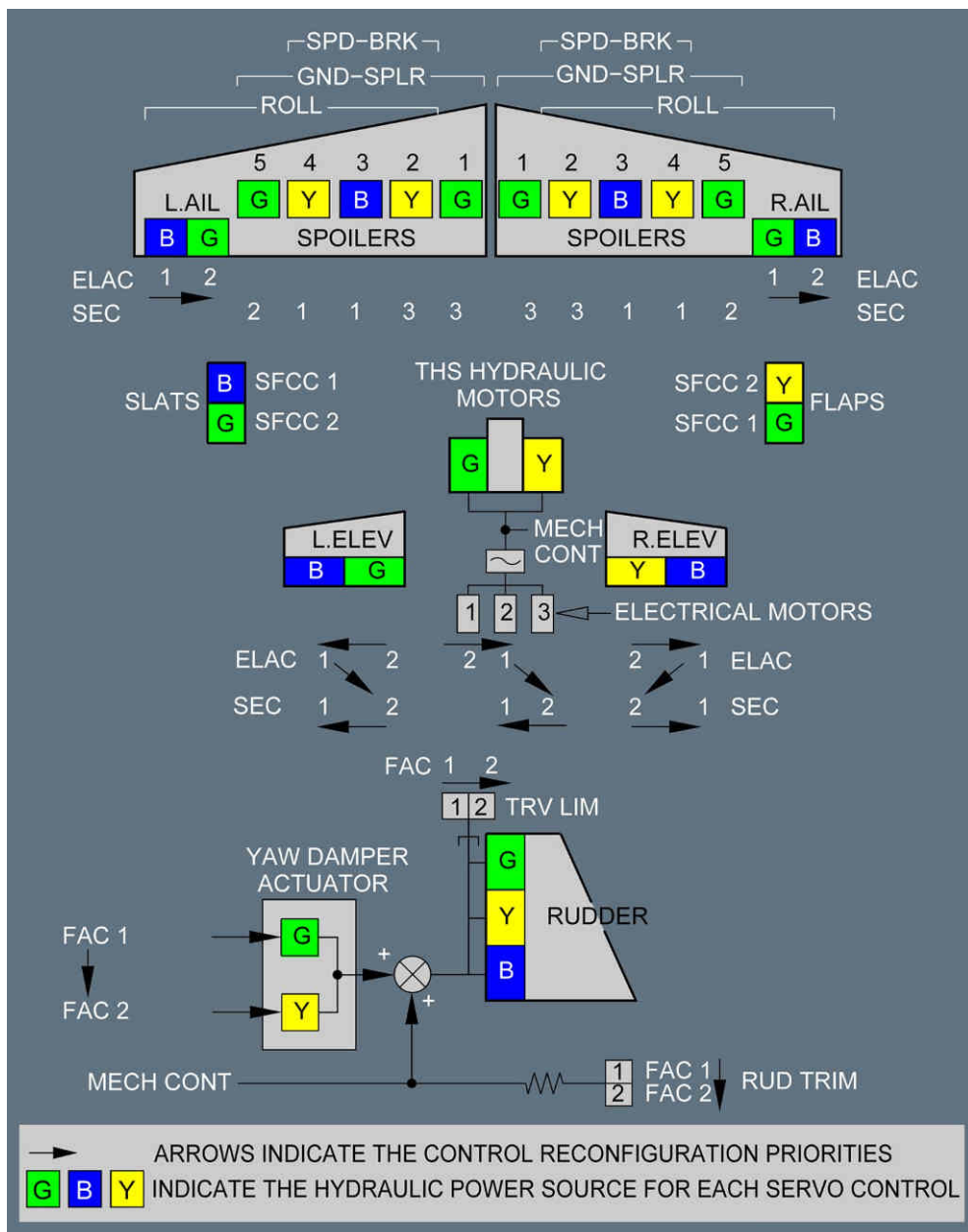
FUEL PENALTY FACTORS/INOP SYS TABLE
--

FUEL PENALTY FACTORS/INOP SYS TABLE			
SYS	INOP SYS	CONDITIONS	FUEL PENALTY FACTOR
F/CTL	L(R) AIL or L+R AIL	If one or both aileron(s) is/are indicated partially extended	9 %
	FLAPS	If Flaps are extended	80 %
	SLATS	If Slats are extended	60 %
	SLATS+FLAPS	If Slats and Flaps are extended	100 %
L/G	L/G DOOR	All landing gears doors are extended	15 %
	L/G RETRACT	All landing gears are extended	180 %

HYDRAULIC ARCHITECTURE



FLIGHT CONTROLS ARCHITECTURE



REQUIRED EQUIPMENT FOR CAT2 AND CAT3

	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )	CAT 3 SINGLE	CAT 3 DUAL
	EQUIPMENT ↓			
FMGS MONITORED FOR FMA LDG CAPABILITY	AP	1 AP ENGAGED	1 AP ENGAGED	2 AP ENGAGED
	AUTOTHRUST	0	1	1
	FMA	1	2	2
	A/THR CAUTION	0	1	1
	ELECTRICAL SUPPLY SPLIT ⁽³⁾	0	0	1
	FAC	1	1	2
	ELAC	1	1	2
	YAW DAMPER/RUDDER TRIM	1/1	1/1	2/2
	HYDRAULIC CIRCUIT	2	2	3
	PFD	2	2	2
	FLIGHT WARNING COMPUTER	1	1	2
	BSCU CHANNEL	1 ⁽¹⁾	1 ⁽¹⁾	1
	ANTISKID ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	NOSEWHEEL STEERING ⁽⁴⁾	1 ⁽¹⁾	1 ⁽¹⁾	1
	RADIO ALTIMETER	1 (displayed on both sides)	2	2
	ILS RECEIVER (for ILS approach)	2	2	2
	GLS  ⁽²⁾ RECEIVER (for GLS approach)	2	N/A	N/A
	BEAM EXCESSIVE DEVIATION WARNING	1 for PM	2	2
	ATTITUDE INDICATION PFD	2	2	2
	ADR/IR	2/2	2/2	3/3





	FMA CAPABILITY →	CAT 2 (ILS) AUTOLAND ⁽²⁾ (GLS )		
	EQUIPMENT ↓		CAT 3 SINGLE	CAT 3 DUAL
NOT FMGS MONITORED FOR FMA LDG CAPABILITY	AP DISCONNECT PB	2	2	2
	"AP OFF" ECAM WARNING	1	1	2
	"AUTOLAND" LIGHT	1	1	1
	RUDDER TRAVEL LIMIT SYSTEM	1 required for autoland with crosswind higher than 12 kt		
	WINDSHIELD HEAT (L or R windshield)	1 for PF		
	WINDSHIELD WIPERS OR RAIN REPELLENT (if activated)	1 for PF		
	ND	1	2	2
	AUTO CALLOUT FUNCTION	one is required for autoland	1	1
	ATTITUDE INDICATION (STBY)	1	1	1
	DH INDICATION ⁽⁵⁾	1 for PM		

- (1) For automatic rollout, one is required. For autoland without automatic rollout, none is required.
- (2) GLS autoland is certified for CAT I minima, but the FMGS monitors the same equipments as for CAT 2.
- (3) Electrical power supply split: This ensures that each FMGC is powered by an independent electrical source (GEN 1 or GEN 2).
- (4) Failure of antiskid and/or nosewheel steering mechanical parts are not monitored for landing capability.
- (5) DH will be displayed on the FMA, and "Hundred Above" and "Minimum" auto callouts will be announced, provided that the DH value has been entered on the MCDU.

Note:

- Flight crews are not expected to check the equipment list before approach. When an ECAM or local caution occurs, the crew should use the list to confirm the landing capability.
- On ground, the equipment list determines which approach category the aircraft will be able to perform at the next landing.

COST INDEX FOR LONG RANGE CRUISE SPEED

ALL ENGINES

- For a quick determination of the CI_{LRC} , use:
- CI_{LRC} = 25 kg/min in the FMGC, for aircraft in metric units.
 - or
 - CI_{LRC} = 35 (100 lb/h) in the FMGC, for aircraft in US units.

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 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 1/2 14 JUL 25
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Identification	Title
OEB64 Issue 1	ENG 1(2) EGT OVER LIMIT ECAM Entry ENG 1(2) EGT OVER LIMIT

 PAKISTAN International Airlines Great People to Fly With A318/A319/A320/A321 QUICK REFERENCE HANDBOOK	OPERATIONS ENGINEERING BULLETINS LIST OF EFFECTIVE OPERATIONS ENGINEERING BULLETIN	OEBPROC 2/2
		14 JUL 25

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ENG 1(2) EGT OVER LIMIT

ECAM ENTRY

ENG 1(2) EGT OVER LIMIT

PROCEDURE

ENGINE WARNING DISPLAY.....CHECK

■ **If EGT indication is between the amber and red limits:**

THR LEVER (affected engine).....BELOW LIMIT

Reduce thrust and operate below the EGT amber limit.

■ **If EGT indication is above the red limit:**

THR LEVER (affected engine).....IDLE

● **IF UNSUCCESSFUL:**

ENG MASTER (affected engine).....OFF

The flight crew must shut down the affected engine if EGT remains above the red limit.

If conditions do not permit to shutdown the engine, the flight crew must land ASAP using the minimum required thrust to ensure the safe flight.

ENG 1(2) EGT OVER LIMIT - EXPLANATION
--

ROOT CAUSE

When the EGT indication is above the red limit, the ENG 1(2) EGT OVER LIMIT procedure requests that:

- the thrust lever on the affected engine is set to idle, and
- the affected engine is shut down.

Both ECAM actions must be completed, even if the EGT decreases back below the red limit when the thrust is reduced.

OPERATIONAL CONSEQUENCE

In order to prevent an engine shutdown, when the EGT decreases back below the red limit after thrust reduction, an alternative procedure is defined in order to enable the flight crew to maintain the engine running in this case.

END OF OEB64

GENERAL DESCRIPTION

OEB

- Each OEB has an “OEB PROC” that includes all of the following items:
- The title of the OEB PROC,
 - The “ECAM ENTRY” field:
This section identifies if one of the possible conditions to apply the OEB PROC is an ECAM warning/caution.
The flight crew must disregard the ECAM procedure and/or STATUS of the ECAM alerts listed in the “ECAM ENTRY” field and must apply the QRH’s OEB procedure instead.
 - The OEB operational procedure(s) that the flight crew must apply
 - The technical explanation of the deviation from the initial design objectives.

LIST OF EFFECTIVE OEB

The List of Effective Operations Engineering Bulletins (LEOEB) enables the flight crew to check all the OEBs that are applicable to the aircraft MSN they operate.

Identification	Title
OEB26 Issue 1	Erroneous Radio Altimeter (RA) Height Indication ECAM Entry None
OEB33 Issue 1	Pack Flow Monitoring ECAM Entry None
OEB34 Issue 1	NAV ADR 1+2+3 FAULT ECAM Warning Undue Activation ECAM Entry NAV ADR 1+2+3 FAULT
OEB35 Issue 2	Loss of AP and A/THR Associated with Alternate Law Reversion ECAM Entry None

The LEOEB provides:
The "Identification" field that identifies the OEB number and its issue number.
The identification number and title of red OEBs are in bold font. The identification number and title of white OEBs are in regular font. This identification field enables the flight crew to easily check the OEBs before flight.

Note: OEBs are listed in numerical order regardless of the type of OEB (red or white).

The "Title" field provides the OEB title and the "ECAM Entry" part of the OEB PROC. This enables the flight crew to easily identify the ECAM procedure that is affected by the OEB.

CAUTION	When Airbus provides the Operator with the LEOEB, the information “ECAM Entry ” does not necessarily mean that (for Operators that use the OEB REMINDER function) the Operator’s maintenance personnel activated the OEB REMINDER codes for this OEB onboard the aircraft. It is the Operator’s responsibility to define an appropriate process to provide the flight crew with confirmation that the OEB REMINDER codes are activated for the ECAM alerts affected by OEBs.
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A vertical bar in the margin of the LEOEB identifies that the OEB is either new, revised, or has an aircraft validity change compared to the most recent published LEOEB.

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EMER LANDING ALL ENG FAILURE

Apply the following if not able to maintain altitude after the loss of thrust near the ground.

DITCHING				FORCED LANDING			
APU..... START				APU..... START			
LANDING GEAR..... UP				LANDING GEAR..... UP			
FLAPS LEVER..... 2				FLAPS LEVER..... 2			
VAPP..... DETERMINE				VAPP..... DETERMINE			
GW	40 t	50 t	60 t	70 t	80 t	90 t	95 t
VAPP	150 kt	150 kt	163 kt	173 kt	183 kt	193 kt	198 kt
DITCHING pb..... ON				SPLRS..... ARM			
At 500 ft AGL or below:				At 1 000 ft AGL at the latest:			
BRACE FOR IMPACT..... ORDER				LANDING GEAR..... DOWN by GRVTY			
For flare:				At 500 ft AGL or below:			
TOUCH DOWN AT MIN V/S				BRACE FOR IMPACT..... ORDER			
TARGET PITCH ATT 11 °				For flare:			
At touchdown:				TOUCH DOWN AT MIN V/S			
ALL ENG MASTERS..... OFF				At touchdown:			
APU MASTER SW..... OFF				ALL ENG MASTERS..... OFF			
EMER EVAC PROC..... APPLY				APU MASTER SW..... OFF			
				EMER EVAC PROC..... APPLY			

EMER EVAC

AIRCRAFT / PARKING BRK..... STOP / ON

ATC (VHF 1)..... NOTIFY

CABIN CREW (PA)..... ALERT

ΔP (only if MAN CAB PR has been used)..... CHECK ZERO

● **If ΔP not at zero:**

CAB PR MODE SEL..... MAN

V/S CTL..... FULL UP

ALL ENG MASTERS..... OFF

ALL FIRE pb (ENGs & APU)..... PUSH

ALL AGENTS (ENGs & APU)..... AS RQRD

■ **If evacuation required:**

EVACUATION..... INITIATE

■ **If evacuation not required:**

CABIN CREW AND PASSENGERS (PA)..... NOTIFY

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COCKPIT PREPARATION

 GEAR PINS & COVERS..... REMOVED
 FUEL QUANTITY..... KG/LB
 SEAT BELTS..... ON
 ADIRS..... NAV
 BARO REF..... (BOTH)

BEFORE START

 PARKING BRAKE.....
 T.O SPEEDS & THRUST..... (BOTH)
 WINDOWS..... CLOSED (BOTH)
 BEACON..... ON

AFTER START

 ANTI ICE.....
 ECAM STATUS..... CHECKED
 PITCH TRIM..... %
 RUDDER TRIM..... NEUTRAL

TAXI

 FLIGHT CONTROLS..... CHECKED (BOTH)
 FLAPS SETTING..... CONF (BOTH)
 RADAR & PRED W/S..... ON & AUTO
 ENG MODE SEL.....
 ECAM MEMO..... T.O NO BLUE
 - AUTO BRK MAX
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS T.O
 - T.O CONFIG NORMAL
 CABIN..... READY

LINE-UP

 T.O RWY..... (BOTH)
 TCAS.....
 PACKS 1 & 2.....

<< DEPARTURE CHANGE >>

 RWY & SID.....
 FLAPS SETTING..... CONF (BOTH)
 T.O SPEEDS & THRUST..... (BOTH)
 FCU ALT.....

APPROACH

 BARO REF..... (BOTH)
 SEAT BELTS..... ON
 MINIMUM.....
 AUTO BRAKE.....
 ENG MODE SEL.....

LANDING

 ECAM MEMO..... LDG NO BLUE
 - LDG GEAR DN
 - SEAT BELTS ON
 - CABIN READY ✂
 - SPLRS ARM
 - FLAPS FULL or CONF 3
 CABIN..... READY

AFTER LANDING

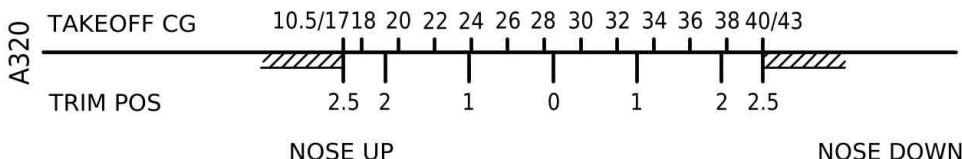
RADAR & PRED W/S..... OFF

PARKING

 PARKING BRAKE OR CHOCKS..... SET
 ENGINES..... OFF
 FUEL PUMPS..... OFF
 YELLOW ELEC PUMP..... OFF

SECURING THE AIRCRAFT

 OXYGEN..... OFF
 EMER EXIT LT..... OFF
 BATTERIES..... OFF

TAKEOFF CG/TRIM POS


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