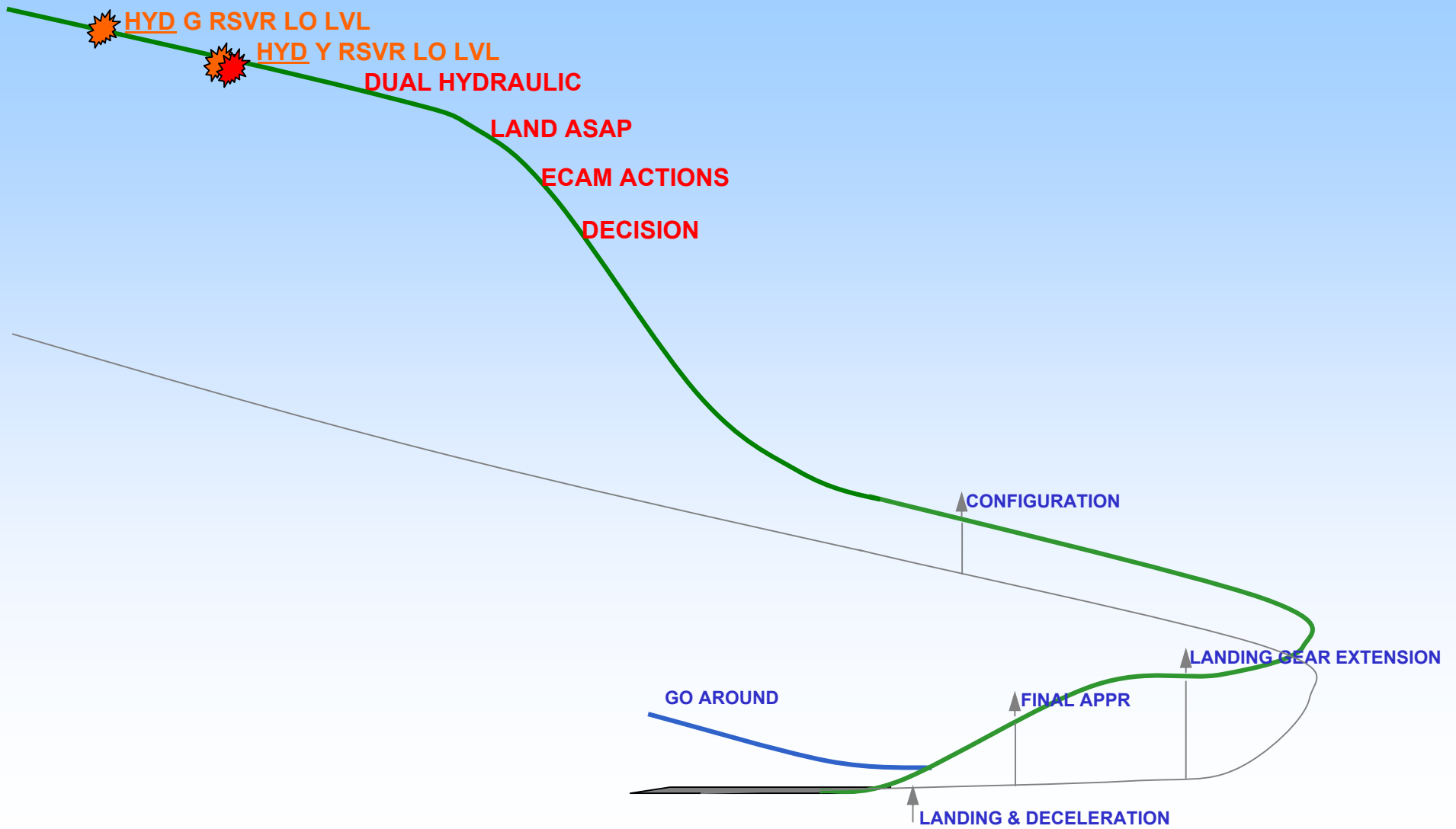


HYD : G+Y SYS LO PR



PF

PNF

1. HYD G RSVR LO LVL

DETECTION

FLIES THE AIRCRAFT

NAVIGATES

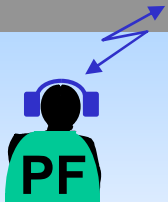
CONSIDER AUTOMATION USE

ECAM ACTIONS

ECAM PROCEDURE

SYSTEM DISPLAY

STATUS



COMMUNICATES



MASTER CAUTION : No immediate action required,
However, execute the ECAM actions as soon as possible

In this case, PTU can overheat and lead to a Yellow HYD SYS Overheat

⇒ **DUAL HYD FAILURE**

PF

PNF

2. HYD G + Y SYS LO PR

DETECTION

FLIES THE AIRCRAFT ⇒ **LOSS OF AP**
NAVIGATES ⇒ **LAND ASAP**...Short term decision
CONSIDER AUTOMATION USE

ECAM ACTIONS

ECAM PROCEDURE

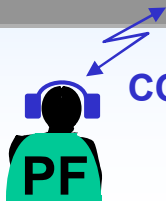
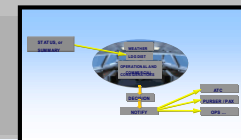
SYSTEM DISPLAY 

STATUS **THIS is FROZEN**  

USE SUMMARY.....**CRUISE part** 

RETURN TO NORMAL TASK SHARING

DECISION



COMMUNICATES : MAYDAY message

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

PF

PNF

3. APPROACH PREPARATION

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

ECAM STATUS.....REVIEW

SUMMARY.....USE 

FMGS.....PREPARE

APPR BRIEFINGPERFORM

ANNOUNCE....."I HAVE CONTROL"



FMGS PREPARATION :

STANDARD

+

MANUAL INSERTION OF **VAPP** 

APP BRIEFING :

STANDARD

+

STATUS

+

SUMMARY APP, LDG & G/A sections



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

PF

PNF

4. APPROACH

FLAPS EXTENSIONUSE SUMMARY

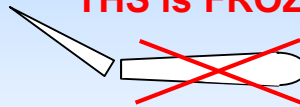
When CONF 3 and VAPP

L/G GRAVITY EXTENSION PROC...READ & DO



➤ Fly a stabilized approach

THIS is FROZEN



APPROACH SYNTHESIS



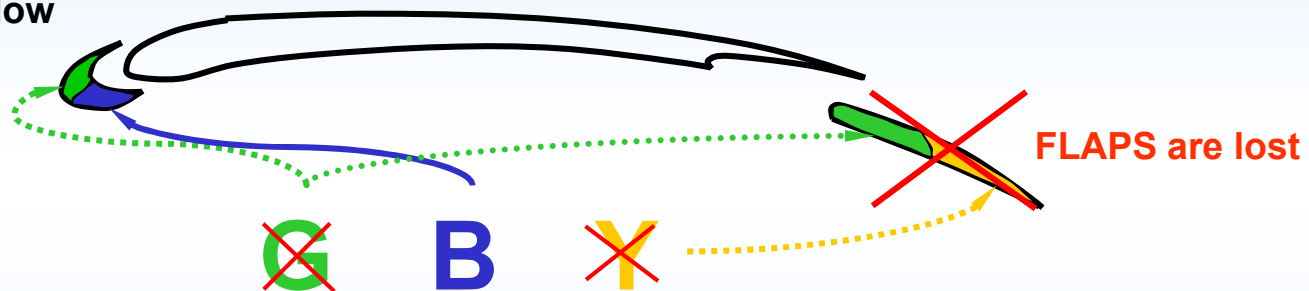
FLIGHT IS FROZEN TO PERMIT THE PROCEDURE APPLICATION ON THE M/FTD

SYSTEM PAGE ANALYSIS



- Roll control is affected by loss of spoilers
- SLATS will be slow
- FLAPS are lost

SLATS will be slow



APPROACH SPEED COMPUTATION

Check that **NEW DEST** has been entered



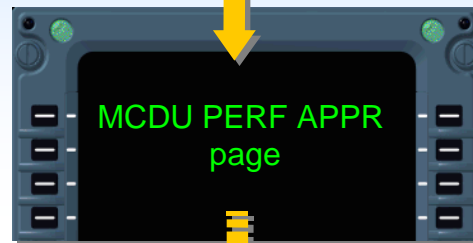
Ensure that VLS & VAPP are based on the proper weight at destination

$$VAPP = VREF + \Delta VREF (25 \text{ kt})$$

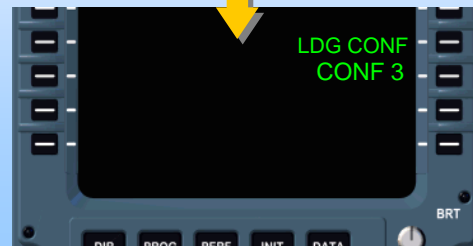
$\Delta VREF$ is given:

- On the ECAM, and
- On the summary

WIND CORRECTION	
$\Delta VREF \geq 20KT$	$\Delta VREF < 20KT$
NO WIND CORRECTION	1/3 HEADWIND ($\Delta VREF + WIND CORR$ LIMITED TO 20KT)



- Select CONF FULL
- Read VREF = VLS CONF FULL
- Add 25 kt to VREF
- Enter VAPP manually



LDG in CONF 3 :

→ Select CONF 3

USE OF SUMMARY



EWD PROC

FF 11200 CLB 1.531

N3 % 95.5 EGT 86.9 NI % 86.9

FOB: 70000

AUTO FLT. AP OFF
HYD [G+B SYS LO PR] MAN ON
- RAT MAN ON
- MIN RAT SPEED 140 KT
- GREEN ENG 1 PUMP OFF
- GREEN ENG 2 PUMP OFF
- BLUE ENG 21 PUMP OFF

LAND ASAP *FACTL

STATUS

MAX SPEED 320/77 INOP SYS
MAX BRK PR 1000 PSI G+Y HYD
MANEUVR WITH CAR G+Y PROT
-FOR LDG USE FLAPS 3 STABIZER
-GPWS FLAP MODE OFF REVERSER 1+2
-WHEN CONF 3 AND VAPP : SPLR 1+2+4+5
-L/G GRVITY EXTN FLAPS
APPR SPD : VREF + 25 KT YAW DAMPER
LDG DIST PROC APPLY AP 1+2
ALTN LAW : PROT LOST ANTI SKID
WHEN L/G DOWN : DIRECT LAW NMW STEER
BRK Y ACCU PR ONLY L/G RETRACT
SLATS SLOW CARGO DOOR
CAT 1 ONLY EMER GEN
G ENG 1 PUMP
B ELEC PUMP

TAT +12 °C GW 000000 000
SAT +4 °C 13 H 28

A318 A319 A320 A321

EMERGENCY PROCEDURES

REV 36 SEQ 112

1.

HYD G + Y SYS LO PR Summary

CRUISE	DECISION	
	VAPP	
APPR	LANDING CONF	APPROACH SPEED
	LANDING DIST	
LANDING	BRIEFING	
GO AROUND		

1

2

4

8

3

5

7

6

IN CRZ

APP PREP

APP

DECISION

VAPP

BRIEFING

USE OF SUMMARY



EWD PROC

FF 11200 CLB 1.531
N3 % 95.5 EGT 86.9 NI % 86.9
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AUTO FLT. AP OFF
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LAND ASAP *FACTL

STATUS

MAX SPEED 320/77 INOP SYS
MAX BRK PR 1000 PSI G+Y HYD
MANEUVR WITH CAR OFF
-FOR LDG USE FLAPS 3 OFF
-GPWS FLAP MODE OFF
-WHEN CONF 3 AND VAPP :
-L/G GRVITY EXTN
APPR SPD : VREF + 25 KT
LDG DIST PROC APPLY

ALTN LAW : PROT LOST
WHEN L/G DOWN : DIRECT LAW
BRK Y ACCU PR ONLY
SLATS SLOW
CAT 1 ONLY

TAT +12 °C INOP SYS
SAT +4 °C 13 H 28 GW 000000 000

A318 A319 A320 A321

EMERGENCY PROCEDURES

REV 36 SEQ 112

1.

HYD G + Y SYS LO PR Summary

	LANDING CONF	APPROACH SPEED	LANDING DIST
CRUISE			
APPR			
LANDING			
GO AROUND			

1

2

4

8

3

5

7

6

DECISION

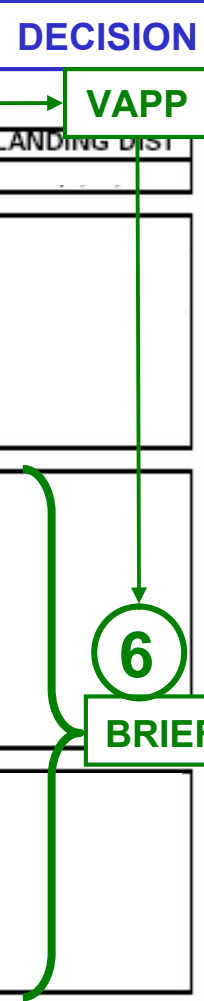
VAPP

BRIEFING

IN CRZ

APP PREP

APP

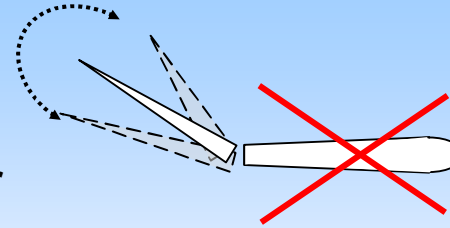


THIS IS FROZEN

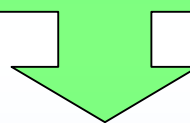


ALTERNATE LAW :

Autotrim function through the elevator

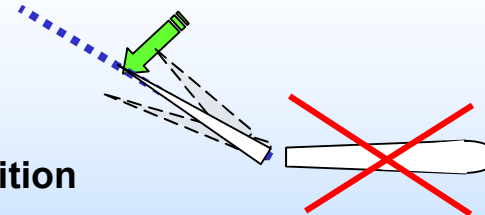


UPON
LANDING GEAR
EXTENSION



DIRECT LAW :

No autotrim, but The average elevator position before gear extension is used as zero input position



Aircraft stabilization at V_{app} before gear extension, ensures a proper zero input position.

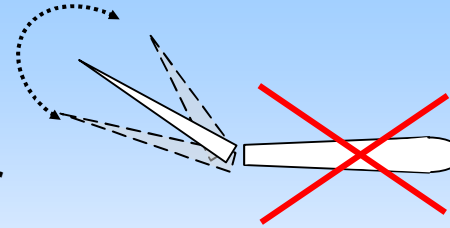
This is especially useful in case of go around

THIS IS FROZEN

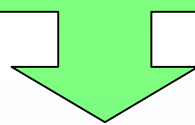


ALTERNATE LAW :

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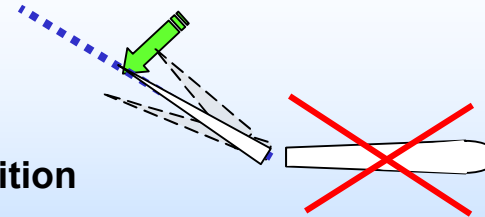


UPON
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APPROACH SYNTHESIS



ALTN LAW

CONFIGURATION

⇒ LDG WITH FLAPS JAMMED

⇒ UNSUAL SEQUENCE CONFIG 1, 2, 3

GO AROUND

⇒ GEAR CANNOT BE RETRACTED
(DOORS WILL REMAIN OPEN)

LANDING GEAR EXTENSION

⇒ L/G GRAVITY EXTENSION

DIRECT LAW

DISREGARD **USE MAN PITCH TRIM ON FMA**

LANDING & DECELERATION

BE AWARE OF :

- ⇒ HIGH PITCH
- ⇒ NO ANTISKID, NO REVERSER
(BRK PRESSURE MONITORED BY PNF)
- ⇒ PARTIAL LOSS OF GRND SPOILERS

