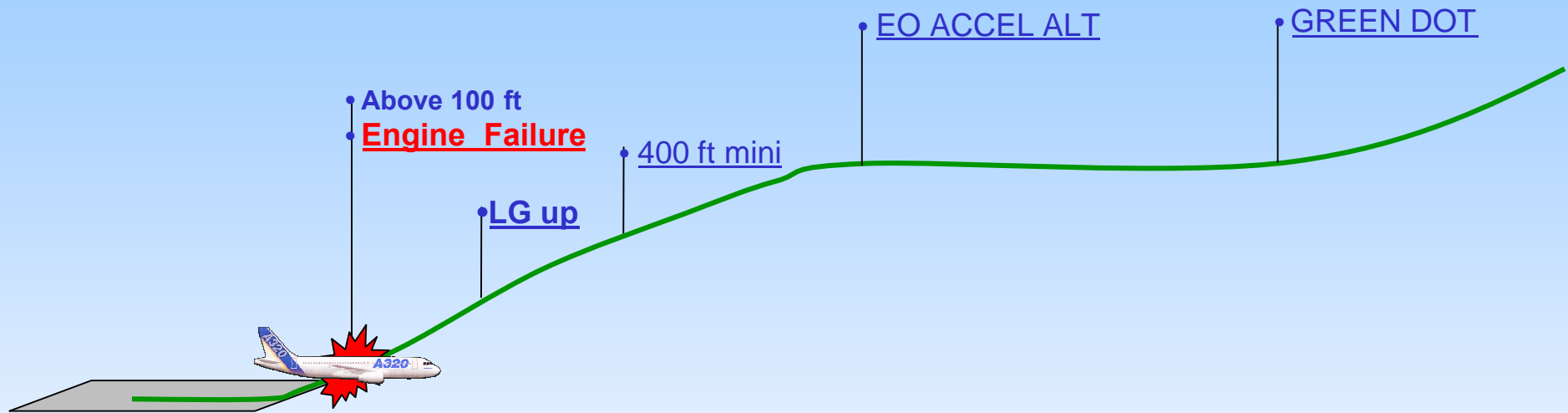


ENG FAILURE AFTER T/O

Damage



PF

PNF

1. ENG FAIL

DETECTION

FLIES THE AIRCRAFT

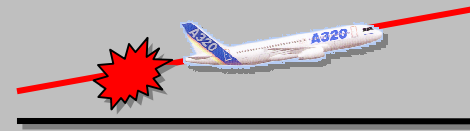


NAVIGATES => **LAND ASAP**



CONSIDER AUTOMATION USE

NO ACTION until 400 ft AGL



Above 400 ft and established on appropriate flight path :

ECAM ACTIONS

ECAM PROCEDURE DAMAGE ?

ECAM actions can be stopped at any time on PF request for trajectory , configuration...

Before EO ACC ALT

ORDER....."STOP ECAM"

ECAM ACTIONS.....STOP



COMMUNICATES

CONSIDER TOGA :

- T/O THRUST (FLEX or TOGA) must be kept until GREEN DOT
- At TOGA, Engine Operation limited to 10 min (5 min under FAA rules)

PF

PNF

2. EO ACCEL ALT

At EO ACC ALT

V/S knob.....PUSH

CLEAN UP THE A/C

At GREEN DOT

ALT SELECTOR knob.....PULL

THR LEVERS.....MCT

For T/O in FLEX :

THR LEVERS.....MCT



PF

PNF

3. ECAM ACTIONS... DAMAGE

ORDER....."CONTINUE ECAM"

ECAM ACTIONS.....CONTINUE

ECAM ACTIONS

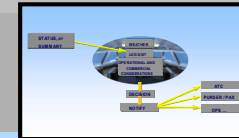
ECAM PROCEDURE

SYSTEM DISPLAY

STATUS 

RETURN TO NORMAL TASK SHARING

DECISION



EO CLR prompt : Restore predictions and performances for ALL ENGINES OPERATIVE

Once pressed : Reverting to ONE ENGINE OUT conditions is not possible

PF

PNF

9. APPROACH PREPARATION

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

ANNOUNCE....."I HAVE CONTROL"

FMGS.....PREPARE

APPR BRIEFINGPERFORM



FMGS PREPARATION :

STANDARD

APPR BRIEFING :

STANDARD

+

STATUS

+



APPROACH WITH ONE ENGINE INOPERATIVE



CONSIDER OVERWEIGHT LANDING

No MANAGED NPA

EO after T/O SYNTHESIS



STANDBY STATUS



➤ Before STATUS :

➤ NORMAL TAKEOFF C/L

➤ OEB

➤ Computer resets

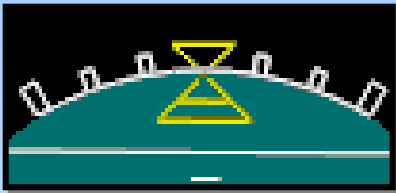
In this exercise :

ORDER....."STAND BY STATUS"

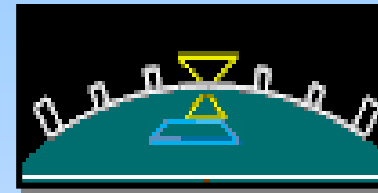
ANNOUNCE....."STATUS?"

AFTER TAKE-OFF C/L

β TARGET



**Asymetrical Thrust
in T/O CONF**



β TARGET



**Once centered :
Appropriate sideslip for
optimum climb PERF**

In this exercise, the Autopilot will center the β TARGET.

DAMAGE OR NO DAMAGE ?

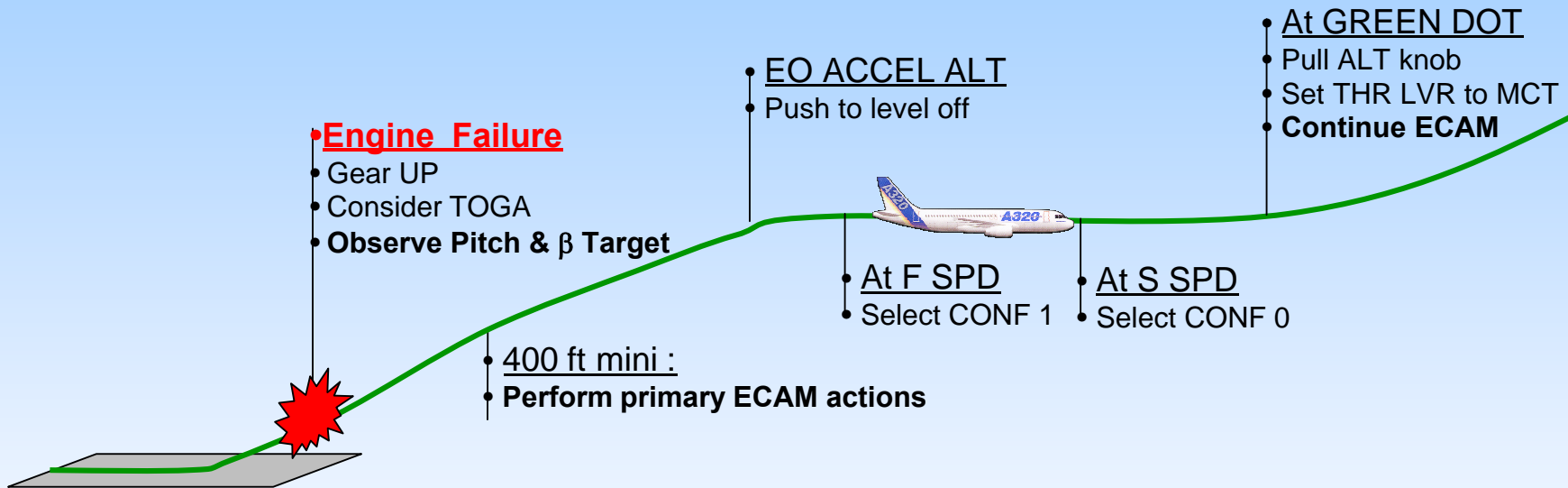


CONSIDER ENGINE DAMAGE IF YOU NOTICE :

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

⇒ No attempt of RELIGHT

SYNTHESIS



PF

PNF

1. ENG FAIL

DETECTION

FLIES THE AIRCRAFT



NO ACTION until 400 ft AGL

NAVIGATES =>



If applicable, consider EO SID for specific RWY



CONSIDER AUTO

Above 400 ft and established on appropriate flight path :

ECAM ACTIONS

ECAM PROCEDURE DAMAGE ?

ECAM actions can be stopped at any time on PF request for trajectory , configuration...

Before EO ACC ALT

ORDER....."STOP ECAM" ECAM ACTIONS.....STOP



COMMUNICATES

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