

Checking navigation according to SID

1. Chart
2. Effective DATE
3. Page
4. Airborne Frequency – (RMP)
5. Airport elevation – feet (charts and PFD)
6. Transition Alt – feet (charts)/ (page PERF - MCDU)
7. Minimum Safe Altitude – feet (charts)
8. Initial climb clearance – FL (charts and FCU)
9. Execute SID departure RW

Climb on runway heading ... until miles from ... VOR, then turn ... heading to ... etc...

10. Speed Restriction KT below FL or (CHARTS)

TAKE OFF BRIEFING

1. We fly today on Airbus 320
2. Status – CHECKED
3. MEL -
4. Flight from to under Aeroflot
5. RW for departure – expect
 - RW condition - *wet, brake connection good, no limits*
 - Weather conditions
 - ✓ Wind - degrees / KT / CALM
 - ✓ Cloudiness / CAVOK
 - ✓ Visibility – above km
 - ✓ Temp / D.Point
 - ✓ QNH -

- no significant weather in the vicinity of aerodrome
- expect mode icing in clouds
- turbulence, etc...

6. Take off speed and configuration (*later... /Page PERF - MCDU*)

- V1 – VR – V2 –
- Flaps configuration –
- Stabilizer – DN / UP
- THRUST - TOGA / FLEX to Temperature -

7. We use

- Packs - Pack 1 + 2 / Not applicable
- APU - Not applicable

8. Execute SID RW

- Initial climb clearance – FL (charts and FCU)
- Airborne Frequency – (RMP)
- Transition ALT
- Thrust reduction ALT – feet (page PERF - MCDU)

The same

- Acceleration altitude - feet (page PERF - MCDU)

The same

- ENG OUT Acceleration Alt - feet (page PERF - MCDU)

- Radio assistance. For departure we use:

VOR1 – / VOR2 –

ADF1 – / ADF2 – (page RAD NAV - MCDU)

CM1 RTO briefing PELASE - In case of malfunction before V₁ I will:

- Say – **STOP**
- Thrust levers – **IDLE**
- Reverse – **FULL**
- Keep direction

After stopped:

- Parking brakes – **ON**
- Attention crew! At station (twice)
- Perform ECAM action.
- You will perform RTO crew member duties

CM2 – I'll check:

- Ground spoilers (if available)
- Reverse green / No reverse
- Decel / No Decel
- Cancel oral and visual warning
- Report «**70 KNOTS**»
- Notify ATC - «**AFL REJECTED TAKE OFF RW »**
- After stop - locate «**ON GROUND EMERG EVAC CHECKLIST**»
- Perform ECAM action.

PF

In case off any malfunction continue TO

- I call «**GO**»
- No action before 400 feet, except GEAR retraction
- Stabilize aircraft
- Cancel oral and visual warning
- In case of loss of power consider TOGA power
- From 400 feet by my command you perform ECAM action.
- By this command - I have control, communication - I will Fly / Navigate / Communicate
- On speed not less **V₂** climb ENG OUT ACC ALT - feet (page PERF - MCDU)

Then

- Vertical speed knob – **Push to level off**
- Accelerate aircraft to retract flaps to a clean configuration
- Accelerate to green dot
- Then **OPEN CLIMB** – climb MSA feet (charts) and Set MCT
- Navigate
 - Will use standard SID
 - Stabilize aircraft, then request vectoring.
 - Then proceed to holding pattern at point

In Case Eng OUT - Will use Engine Out SID / Standart ENG OUT SID

- Activate Secondary FPL and Activate APPR Phase
- **Perform ECAM action**
- **When ECAM action completed - return to airport**
- **In secondary FPL expect RW**

9. Will engage AP

- **After «landing GEAR – UP»** above 100 feet in stabilize climb

10. Weather radar

- Will switch during taxi / Not applicable

11. Terrain on ND

- From the left/right side, during line up procedure / Not applicable

12. Anti ICE

- **Before taxi – ENG Anti ICE – ON / Wing Anti ICE - ON** / Not applicable

Briefing completed. Any supplements, any questions?

CM1 - CALL - BEFORE START CHKL DOWN TO THE LINE

TO Date check (check SITA / Calc / TO Charts)

Take off speed and configuration (Page PERF - MCDU)

1. V1 – VR – V2 –
2. Flaps configuration –
3. Stabilizer – DN / UP
4. THRUST - TOGA / FLEX to Temperature -

Departure briefing

1. Flight from to
2. Execute SID
3. RW for departure – (page INIT - MCDU)
4. Airborne Frequency – (RMP1)
5. Will use flaps configuration – « 2 »
6. SQUAWK -
7. Initial climb altitude feet (FCU)
8. **TO CONFIG – SET!!!**

Briefing completed. Any supplements, any questions?

1. **Airbus 320 / Status** – CHECKED / **MEL** -

2. **Destination** – , Alternate Weather alternate - Good, no limits

3. **Fuel on board** – (ECAM)

4. **Weather** – Inf «»

→ RW condition – *wet / braking action – good / no limits*

→ Weather conditions

✓ Wind degrees / KT / CALM

✓ Cloudiness / Visibility – above km

✓ Temp / D.Point

✓ QNH –

→ RW dimensions – Length ^(lenkθ) / Width ^(witθ) / Light SYS

5. **RW for approach** – (page *PERF -APPR - MCDU*)

6. **For approach we use:**

→ Chart / Effective Date / Page

→ After passing turning to heading

→ Descend feet and intercept LOC RW

7. **For final approach we use:**

→ Chart / Effective Date / Page

→ FAF – ALT / DIST – miles (ILS) VOR DME

→ MDA – (page *PERF -APPR - MCDU*)

→ GS Angle -

→ Final Apch Crs

8. **Radio assistance** (page *RADNAV -APPR - MCDU*)

→ **ILS (DME)**

→ **VOR1** – / **VOR2** –

→ **ADF1** – / **ADF2** –

9. **GA procedure** – SEE Charts and READ

10. **We plan to make:**

→ Stabilized / Decelerate **ILS APPR**

→ Manual landing / Autoland

→ Flaps configuration – (page *PERF - APPR - MCDU*)

→ Speed APPR - KT (page *PERF - APPR - MCDU*)

→ Autobrake – LO / MED

11. **After landing:**

→ Use FULL REVERSE

→ Vacate RW to the Left / Right via TW

12. **Weather radar**

➤ As RQRD / Not applicable

13. **Terrain on ND**

➤ **ON** Left (Right) Side / Not applicable

14. **Anti ICE**

➤ Not applicable

➤ Before entering clouds – **ENG Anti ICE / Wing Anti ICE** – AS RQRD

15. **Alternate FPL** – checked

16. **Secondary FPL** expect approach RW

Briefing completed. Any supplements, any questions?

- no significant weather in the vicinity of aerodrome
- expect mode icing in clouds
- turbulence, etc...

- **HIRL** High Intensity Runway Lights
- **ALSF** Approach Light System with Sequenced Flashing Lights
- **HIALS** High Intensity Approach Light System
- **SFL** Sequenced Flashing Lights
- **REIL** Runway End Identifier Lights
- **PARI** Precision Approach Path Indicator

ILS

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2. **Destination** – , Alternate Weather alternate - Good, no limits

3. **Fuel on board** – (ECAM)

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→ RW condition – *wet / braking action – good / no limits*

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✓ Cloudiness / Visibility – above km

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✓ QNH –

→ RW dimensions – Length ^(lenkθ) / Width ^(witθ) / Light SYS

5. **RW for approach** – (page *PERF -APPR - MCDU*)

6. **For approach we use:**

→ Chart / Effective Date / Page

7. **For final approach we use:**

→ Chart / Effective Date / Page

→ FAF – ALT / DIST – miles VOR DME

→ MDA (MINIMUM DESCENT ALT / HEIGHT) – ` (page *PERF -APPR - MCDU*)

→ Final Apch Crs

→ «Bird» – ON / OFF

→ 1.0 NM before FAF preselect FPA DEG **($\theta^\circ = \theta(\%) \times 0.6$)**

→ 0.3 NM before FAF start descent and set GA ALT

→ At MDA (MDH) – **AP / FD's** – OFF

→ Set RW track or **GA – Flaps**

8. **Radio assistance** (page *RADNAV -APPR - MCDU*)

→ **VOR1** – / **VOR2** –

→ **ADF1** – / **ADF2** –

9. **GA procedure** – SEE Charts and READ

10. **We plan to make:**

→ Decelerate – VOR **NDB** approach / Stabilized

→ Flaps configuration – (page *PERF - APPR - MCDU*)

→ Speed APPR - KT (page *PERF - APPR - MCDU*)

→ Autobrake – LO / MED

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➤ As RQRD / Not applicable

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