

A319 / 320 / 321 AOM

To manually tune an ILS use the same technique by putting the ILS ident on LSK 3R and then select ILS Rose for the ND. Press the ILS pb to see DME on PFD.

Communications (PH 13.5): Comms are monitored by ECAM for "stuck mike". All RMP's will tune any radio. ACP's may be switched in case of failure using Audio Switching panel on overhead.

AUTO FLIGHT SYSTEM

First, a little general autoflight theory! The Airbus has three "layers" or levels control if you wish to call it that. The first or lowest level is manual control. This would be the pilot controlling through the sidestick and the thrust levers.

"Manual"	
Pilot	
Flight Controls	Thrust

In this case the pilot is controlling any flight control movement by use of the sidestick, which sends its signals through the appropriate computers to the hydraulic actuators and finally the flight control itself. The pilot can command any flight control movement that stays within Flight Control Normal Law. The same holds true for thrust. The pilot can manually control the thrust levers to command any thrust level that stays within the normal engine operating parameters. This is hand flying as you have always done. Do not confuse the flight control computers (i.e. ELAC, SEC and FAC) with the flight management guidance computers (FMGC).

The next level of control is autoflight. This is when the autopilot and autothrust are engaged. In this case the pilot is controlling the aircraft through the settings on the FCU for the autopilot and the thrust levers. The pilot is telling the autopilot and autothrust directly what is wanted. For example, if a heading of 90 is required the pilot just sets a heading of 90 in the FCU and the autopilot holds that heading. If the pilot wants a climb of 1000 fpm then the pilot sets 1000 fpm in the FCU.

"Autoflight"	
Pilot	
Autopilot	Autothrust
Flight Controls	Thrust

This level is basically the same as any other aircraft you have flown with autopilot and autothrust. The autopilot and autothrust are controlling through the same flight control system that the pilot uses when hand flying.

The final and most sophisticated level is computer guided. In this case the pilot enters the desired settings in the FMGC and the computer calculates the proper flight path and

Airbus Flight Technique Manual 320

LP Steffe



Airbus Flight Technique Manual 320:

Airbus A320 Crew Manual Facundo Conforti, 2020-03-11 In this manual you as a pilot will learn about main flight concepts and how the A320 works during normal and abnormal operations This is not a technical manual about systems it's a manual about of flight philosophy This manual is based on the original Airbus manual called The Flight Crew Training Manual which is published as a supplement to the Flight Crew Operating Manual FCOM and is designed to provide pilots with practical information on how to operate the Airbus aircraft It should be read just like a supplement and not for real flight In this case refer to the original FCOM from Airbus Let's start to fly the amazing A320 with our collection of books and remember it's not a technical manual so enjoy it *Airbus A319/320 Pilot Upgrade Preparation* Faraz Sheikh, 2020-05-27 This book is developed using material and pilot training notes including official Airbus FCOM FCTM and the QRH to allow Pilots to study as a refresher or prepare for their command upgrade It covers failure management ECAM Airbus memory item drills complex and demanding failures technical reviews on systems limitations low visibility procedures RVSM PBN MEL CDL and supplementary information covering cold weather and icing windshears weather and wake turbulence The memory item drills include Loss of braking Emergency descent Stall recovery Stall warning at lift off Unreliable airspeed GPWS EGPWS warnings and cautions TCAS warnings and Windshears The complex and demanding failure chapter goes in depth with failures such as Dual Bleed faults Smoke Fumes cases Dual FMGC failure Engine malfunctions of all levels Fuel leak Dual Hydraulic faults Landing gear problems Rejected takeoff and evacuation Upset preventions and much more Technical revision gives a good study highlight for all the Airbus A320 systems including Air conditioning Ventilation and Pressurisation Electrical Hydraulics Flight Controls and Automation Landing gear Pneumatics etc The later chapters of the book covers useful topics such as aircraft limitations low visibility procedures RVSM PBN MEL CDL and other supplementary information such as cold weather and icing turbulence and windshears in more detail The book will no doubt be a great asset to any trainee or existing Airbus Pilot for both revision and training purposes including refresher training **Airbus A320. QRH Analysis** Facundo Conforti, 2021-07-23 Learning about an aircraft seems to have no end a thought very close to reality when it comes to complex aircraft Pilots spend much of their lives training their flight techniques in a certain aircraft learning its systems and its operations The collection of A320 offered by the aeronautical library is the most complete guide on all the knowledge that a pilot must learn about this wonderful aircraft This new edition covers all the topics related to the understanding of the QRH Quick Reference Handbook its content and its correct way of using it The QRH of an aircraft is its quick reference manual where the pilot can consult about normal and abnormal procedures use performance tables know limitations of the aircraft and everything related to the successful operation of the A320 A new contribution to the most complete A320 collection in Spanish on the market Federal Register ,2013-02 *Aircraft & Aerospace* ,1992 Air Line Pilot ,1992 *Flight International* ,2013 Aerospace ,1995 **Advanced Avionics on the Airbus A330/A340 and**

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