

# A320 Abnormal Procedures

Last Updated: **11<sup>th</sup> Feb 2023**

[TheAirlinePilots.com](http://TheAirlinePilots.com)

[USING THE MEL](#)

[ENGINE FIRE INFLIGHT](#)

[MALFUNCTION PROTOCOL](#)

[ONE ENGINE INOPERATIVE GO-AROUND](#)

[APPLICATION OF OEBs](#)

[STALL RECOVERY](#)

[ECAM TASKSHARING](#)

[PRACTICING STEEP TURNS IN SIM](#)

[NO ECAM FAILURES](#)

[PREDICTIVE AND REACTIVE WINDSHEAR](#)

[SITUATION ASSESSMENT](#)

[TCAS EVENT](#)

[DECISION, INFORMATION & EXECUTION](#)

[UPSET RECOVERY](#)

[HANDLING ADVISORIES](#)

[GPWS EVENT](#)

[RED AND AMBER LAND ASAP](#)

[EMERGENCY DESCENT](#)

[ADEQUATE AND SUITABLE AIRPORT](#)

[ABNORMAL SLATS / FLAPS](#)

[ENGINE START MALFUNCTIONS](#)

[DUAL HYDRAULIC FAILURE](#)

[REJECTED TAKEOFF](#)

[ENG 1+2 BLEED FAULT](#)

[EMERGENCY EVACUATION](#)

[DUAL ENGINE FAILURE](#)

[ENGINE FAILURE AFTER V1](#)

[HANDLING SMOKE AND FUMES](#)

[ENGINE FAILURE DURING CRUISE](#)

[MISC REFERENCES](#)

## USING THE MEL

### HOW TO USE THE MEL ENTRIES SECTION?

Applicable to: ALL

This section lists all the ECAM alerts. The ECAM monitors the condition of some systems. In the case of malfunction of one or more systems, the ECAM provides the flight crew with an associated ECAM alert. Refer to MI-00-08 ECAM and MAINTENANCE STATUS.

For each ECAM alert, this section indicates the associated MEL item (if any) to be applied for the dispatch.

### AIRCRAFT STATUS COLUMN

An ECAM alert may cover one or several failure modes of the monitored system.

For each failure mode, the AIRCRAFT STATUS column may indicate the following status:

- **NIL** : When there is only one failure mode, the AIRCRAFT STATUS column indicates **NIL**.

ECAM Alert: **AIR PACK 1(2) OVHT**

AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 21-52-01 Air Conditioning Pack

When there are several failure modes, the AIRCRAFT STATUS column might give a short description of each failure mode and/or a simple way to identify each failure mode. If the MEL does not give this information, the column displays **NIL**.

ECAM Alert: **AIR PACK 1(2) REGUL FAULT**

AIRCRAFT STATUS	CONDITION OF DISPATCH
If pack ram air inlet flap is affected	Refer to Item 21-52-02 Air Conditioning Pack Ram Air Inlet Flap
If pack controller, pack anti-ice valve or water exchanger temperature sensor are affected	Refer to Item 21-61-02 Pack Controller Primary Channel
If turbine bypass valve is affected	Refer to Item 21-61-01 Pack Turbine Bypass Valve

- **Actual alert** : This indicates that the monitored system is inoperative. The failure mode is the failure of the monitored system.
- **False alert** : This indicates that the monitoring system is inoperative. The failure mode is the failure of the monitoring system. The monitored system remains fully operative.

ECAM Alert: <b>CAB PR SAFETY VALVE OPEN</b>	
AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	Refer to FCOM/PRO-SPO-20-FLIGHT WITHOUT CABIN PRESSURIZATION
False alert	Refer to Item 21-09-03 CAB PR SAFETY VALVE OPEN Alert

The PIAC is responsible for identifying the failure mode.

### CONDITION OF DISPATCH COLUMN

For each failure mode, the CONDITION OF DISPATCH column gives the applicable MEL item(s) for dispatch. **But the flight crew is responsible for checking that the condition of the aircraft systems/components complies with the MEL requirements. If not, the dispatch of the aircraft is not permitted.**

The CONDITION OF DISPATCH column may also give the following alternate possibilities:

- **NO DISPATCH** : It is not permitted to dispatch the aircraft when the ECAM displays this alert.
- **Not related to MEL** : The ECAM alert does not report a system failure but a reversible abnormal condition such as the state of a system or an aircraft configuration or an external condition. This condition is not a system failure and is not related to MEL. The MEL shall not be used. This is not a NO-GO situation. The corrective action to revert to normal condition is immediate, obvious or well known by flight crew and/or maintenance personnel.

ECAM Alert: <b>ELEC BAT 1(2) OFF</b>	
AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

ECAM Alert: <b>ENG 1(2) SHUT DOWN</b>	
AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Not related to MEL

## Example

<b>A320</b> MINIMUM EQUIPMENT LIST	<b>MEL ENTRIES</b>  <b>FUEL</b>
---------------------------------------	---------------------------------------

ECAM Alert: **FUEL L(R) WING TK LO LVL**

AIRCRAFT STATUS	CONDITION OF DISPATCH
Actual alert	NO DISPATCH
False alert	<i>Refer to Item 28-46-04 Low Level Detection System in the Inner/Wing Tank</i>

After Checking the MEL Entry, you refer to MEL Item for dispatch if it is allowed e.g. in this case once it has been determined that the alert is not real only then you go to item 28-46-04, not otherwise.

<b>A320</b> MINIMUM EQUIPMENT LIST	<b>MEL ITEMS</b>  <b>FUEL</b>  TANK LEVEL SENSING
---------------------------------------	---

28-46-04	Low Level Detection System in the Inner Tank
----------	--

28-46-04A

Repair interval	Nbr installed	Nbr required	Placard
<b>C</b>	<b>2</b>	<b>1</b>	<b>No</b>

One may be inoperative.

Some items have operational and maintenance procedures like the one mentioned below:

32-42-01	Main Wheel Brake
----------	------------------

Reference(s)

(o) Refer to OpsProc 32-42-01A Main Wheel Brake

(m) Refer to AMM Task 32-42-00-040-003

In this case after checking the MEL item you go to the operational procedures section:

<b>A320</b> MINIMUM EQUIPMENT LIST	<b>MEL OPERATIONAL PROCEDURES</b>  <b>LANDING GEAR</b>  NORMAL BRAKING
---------------------------------------	--

32-42-01A	Main Wheel Brake
-----------	------------------

### FLIGHT PREPARATION/LIMITATIONS

Maximum landing capability is CAT 3 Single.

# MALFUNCTION PROTOCOL

1. Failure Confirmation.
2. Procedure Application.
  - OEB YES:
    - OEB Procedure > Step 3.
  - OEB NO:
    - ECAM YES
      - ECAM Procedure > Step 3.
    - ECAM NO
      - QRH / FCOM Procedure > Step 3.
3. Situation Assessment.
4. Decision Making.
5. Information Transfer:
  - ATC
  - Company
  - Cabin Crew
  - Passengers
6. Decision Execution.

## APPLICATION OF OEBs

Operations Engineering Bulletins (OEBs) are given in the OEB section of QRH. The ECAM entry field of the OEB highlights the condition when ECAM must be disregarded. Instead of ECAM, OEB procedure is applied.


<b>A318/A319/A320/A321</b> QUICK REFERENCE HANDBOOK	<b>OPERATIONS ENGINEERING BULLETINS</b> <b>LIST OF EFFECTIVE OPERATIONS</b> <b>ENGINEERING BULLETIN</b>	<b>OEBPROC</b> <b>1/2</b>
		19 APR 17

Identification	Title
<b>OEB47</b> Issue 2	HYD ENG PUMP LO PR followed by a HYD RSVR OVHT <u>ECAM Entry</u> HYD G ENG 1 PUMP LO PR followed by a <u>HYD Y</u> RSVR OVHT

HYD ENG PUMP LO PR FOLLOWED BY A HYD RSVR OVHT	
<b><u>ECAM ENTRY</u></b> HYD G ENG 1 PUMP LO PR followed by a <u>HYD Y</u> RSVR OVHT	
<b><u>PROCEDURE</u></b> <ul style="list-style-type: none"> <li>If a <u>HYD G ENG 1 PUMP LO PR ECAM</u> caution is followed by a <u>HYD Y RSVR OVHT ECAM</u> caution, disregard the <u>HYD Y RSVR OVHT ECAM</u> procedure, and apply the following procedure to stop the overheat situation:</li> </ul>	
<div style="border: 1px solid black; padding: 5px; text-align: center;"> <u>HYD Y RSVR OVHT</u> </div>	
PTU.....OFF YELLOW ENG 2 PUMP.....KEEP ON	



# ECAM TASKSHARING

PF	PM
First pilot who notices MASTER <b>WARNING/CAUTION</b> .....RESET	
For each ECAM procedure:	
<p>"Title of failure"..... ANNOUNCE ECAM.....CONFIRM</p> <p><i>The PM should check/inspect the overhead panel and/or associated SD, in order to analyze and confirm the failure, before they take any action. The flight crew should keep in mind that the sensors on the overhead panel and/or SD may be different from the sensors that trigger the failure.</i></p> <p>OEB..... CONSIDER</p> <p>'ECAM ACTIONS'.....ORDER</p> <p>Apply the Tasksharing Rules and Communication for Abnormal Operations <i>Refer to AOP-20 General</i></p> <p>ECAM ACTIONS PERFORMED.....CHECK "CLEAR (name of the system)"..... CONFIRM</p> <p>ECAM/OEB ACTIONS.....PERFORM "CLEAR (name of the system)?"..... REQUEST CLR pb..... PRESS <i>Before the PM presses the CLR pb, the flight crew should carefully check that all actions have been performed.</i></p>	
For each System Display (SD) page:	
<p>SD page..... ANALYZE</p> <p>"CLEAR (name of the system)"..... CONFIRM</p> <p>"CLEAR (name of the system)?"..... REQUEST CLR pb..... PRESS</p>	
When STATUS page appears:	
<p>"STOP ECAM".....ORDER</p> <p>Consider any normal C/L, system reset<sup>1</sup>, or any additional procedure, as applicable</p>  <p><b>Checklist Procedure Reset</b></p> <p>"CONTINUE ECAM".....ORDER "REMOVE STATUS"..... CONFIRM</p>	
<p>"STATUS"..... ANNOUNCE</p> <p>ECAM ACTIONS..... STOP</p> <p>STATUS.....READ <i>The procedures associated with the STATUS should be previewed to evaluate the associated workload. They should be performed at the appropriate flight phase.</i> "REMOVE STATUS?".....REQUEST</p> <p>STS pb..... PRESS "ECAM ACTIONS COMPLETED".....ANNOUNCE</p>	

1. For a system reset refer to "QRH Abnormal & Emergency procedures – System Resets".

\* Announcing LAND ASAP color on ECAM while reviewing inoperative systems e.g., LAND ASAP "AMBER" or LAND ASAP "RED" will give a hint to change the MAYDAY to PANPAN or vice versa if required.

## NO ECAM FAILURES



Some failures or conditions have no ECAM warnings and procedures e.g., a “Display Unit Failure.” In the scenario depicted above, the captain’s DU failure has shifted his PFD automatically on his ND. There will be no ECAM in this case and apparently the situation looks easily manageable as all required information is available for the flight. However, you will have to check the QRH as “Display Unit Failure” is covered under Abnormal and Emergency Procedures > EIS. Same would be the case for many other conditions which have no ECAM procedures. Be conversant with your QRH & FCOM and consult them after malfunctions.

## SITUATION ASSESSMENT

After reviewing the status page for failures and their consequences, carry out an assessment for:


### 1. Continuing to Destination:

- Cruise:
  - ☐ Equipment Required: RVSM, PBN, ETOPS (FCOM Special Operations).
  - ☐ Weather – Enroute.
  - ☐ Fuel – Trip.
- Arrival:
  - ☐ Equipment Required: PBN (FCOM Special Operations).
  - ☐ Weather – Vicinity.
  - ☐ Fuel – Reserves.
- Landing:
  - ☐ Equipment Required: Narrow Runways (FCOM Special Operations).
  - ☐ Weather – Aerodrome Operating Minima & Runway Surface.
  - ☐ Performance – Landing Distance Calculations & Limitations.

### 2. Unable to Continue to Destination:

- Based on above assessment the choices are:
  - A. Destination Alternate (as per flight plan).
  - B. Enroute Alternate (select after considering following factors):
    - i. Aircraft: Fuel & Maintenance.
    - ii. Passengers: Medical Support & Logistics.
    - iii. Crew: FDTL & Crew Availability.
  - C. Holding (if possible, for the best aerodrome selection).

## DECISION, INFORMATION AND EXECUTION

DECISION MAKING		<ul style="list-style-type: none"><li>Settle a consensus before deciding.</li><li>Decision to be endorsed by the captain.</li></ul>												
INFORMATION TRANSFER														
	ATC	<ul style="list-style-type: none"><li>Use DISTRESS (MAYDAY) or URGENCY (PAN) call as required.</li><li>Request shorter vectors / holding etc.</li><li>Request for ground assistance e.g., fire tender etc.</li></ul>												
	COMPANY	<ul style="list-style-type: none"><li>Inform company about the situation and intentions.</li></ul>												
	CABIN CREW	<p>Captain will say over the PA <b>“LCC (Lead Cabin Crew) TO THE FLIGHT DECK IMMEDIATELY”</b>. Then tell him: <b>“THIS IS A NITS DRILL PLEASE LISTEN CAREFULLY”</b></p> <table><tr><td><b>N</b>ATURE</td><td>➔</td><td>Nature of the Emergency, i.e. engine fire, decompression, technical problem</td></tr><tr><td><b>I</b>NTENTION</td><td>➔</td><td>Intention of the Captain, i.e. whether to make an emergency landing or ditching, whether to divert, continue or return to base</td></tr><tr><td><b>T</b>IME</td><td>➔</td><td>Time remaining airborne, i.e. Time available or Time – Short Notice</td></tr><tr><td><b>S</b>PECIAL INSTRUCTIONS</td><td>➔</td><td>Special instructions given by the Captain, i.e. any know factors affecting evacuation and exits to be used.</td></tr></table> <ul style="list-style-type: none"><li>Captain’s briefing will be acknowledged by repeating back the NITS.</li><li>Watches must be synchronized.</li></ul>	<b>N</b> ATURE	➔	Nature of the Emergency, i.e. engine fire, decompression, technical problem	<b>I</b> NTENTION	➔	Intention of the Captain, i.e. whether to make an emergency landing or ditching, whether to divert, continue or return to base	<b>T</b> IME	➔	Time remaining airborne, i.e. Time available or Time – Short Notice	<b>S</b> PECIAL INSTRUCTIONS	➔	Special instructions given by the Captain, i.e. any know factors affecting evacuation and exits to be used.
	<b>N</b> ATURE	➔	Nature of the Emergency, i.e. engine fire, decompression, technical problem											
<b>I</b> NTENTION	➔	Intention of the Captain, i.e. whether to make an emergency landing or ditching, whether to divert, continue or return to base												
<b>T</b> IME	➔	Time remaining airborne, i.e. Time available or Time – Short Notice												
<b>S</b> PECIAL INSTRUCTIONS	➔	Special instructions given by the Captain, i.e. any know factors affecting evacuation and exits to be used.												
PASSENGERS	Inform them about what is going on and reassure them.													
DECISION EXECUTION		Plan the flight and fly the plan.												



## HANDLING ADVISORIES

- The flight crewmember that first notices an advisory announces “ADVISORY on XYZ system”.
- Then, PF requests PM to monitor the drifting parameter.
- If time permits, PM may refer to the QRH – Abnormal & Emergency Procedures – ECAM Advisory:
  - To check advisory triggering conditions.
  - To find the recommended actions.

<b>A318/A319/A320/A321</b> QUICK REFERENCE HANDBOOK	<b>ABNORMAL AND EMERGENCY PROCEDURES</b>		<b>01.01A</b>
			05 SEP 17
<b>ECAM ADVISORY CONDITIONS</b>			
<b>SYSTEM</b>	<b>CONDITIONS</b>	<b>RECOMMENDED ACTION</b>	
CAB PR	CAB VERTICAL SPEED V/S > 1 800 ft/min	CPC changeover is recommended: MODE SEL: MAN Wait 10 s then: MODE SEL: AUTO	
	CAB ALTITUDE altitude ≥ 8 800 ft	PACK FLOW: HI MODE SEL: MAN Manual pressure control	
	ΔP ≥ 1.5 PSI in phase 7	LDG ELEV : ADJUST If unsuccessful: MODE SEL: MAN Manual pressure control	

## RED AND AMBER LAND ASAP

Red **LAND ASAP** information is applicable to a time-critical situation. If it is part of the procedure, land as soon as possible at the nearest airport at which a safe landing can be made. If amber **LAND ASAP** is part of the procedure, consider landing at the nearest suitable airport. The suitability criteria should be defined in accordance with the Operator's policy.

## ADEQUATE AND SUITABLE AIRPORT

An airport is considered “**Adequate**” by Operator and agreed with the national authority based on the aeroplane performance requirements applicable at the expected landing weight. Following consideration should be met at the expected time of use:

- a. Availability of airport.
- b. Adequate runways length
- c. Over flying and landing authorizations.
- d. Capability of ground operational assistance.
- e. ATC, MET, AIS offices, lighting, rescue and fire-fighting category.
- f. At least one let-down NAVAID must be available for instrument approach (ILS, VOR, NDB).
- g. No provision is made for the meteorological conditions that may prevail at adequate airports, however, good airmanship demands that the forecasts for any adequate intermediate airfields be checked at the planning stage and monitored during flight if marginal.

“**Suitable**” airport is an adequate airport with weather reports or forecast or any combination thereof indicating that the weather conditions are at or above operating minima as specified in the operations specification and the field condition report indicates that a safe landing can be accomplished at the time of the intended operations e.g. an adequate airport which satisfies ETOPS/EDTO weather minima requirements in terms of ceiling and visibility within a validity period (1 hour before earliest ETA and 1 hour after latest ETA) becomes a suitable airport.

# ENGINE START MALFUNCTIONS

## 1) Engine Start Fault (Hot or Hung Start)

- In auto mode FADEC handles it.
- In hot start you can see EGT going up and down and fuel flow going to zero during auto restart attempts.
- In hung start N1, N2 is hung below idle parameters.
- No action is required until the ECAM advises to switch off the affected engine's master switch.
- In hung start the fault appears on ECAM after 2 minutes, so be patient.
- Carry out ECAM Actions > Review STATUS page > Check MEL Entries:

ECAM Alert: <b>ENG 1(2) START FAULT</b>	
Ident.: ME-70-00008379.0001001 / 03 MAY 17 Applicable to: ALL	
AIRCRAFT STATUS	CONDITION OF DISPATCH
If the associated <b>THR LEVER NOT AT IDLE</b> subtitle is displayed	Apply ECAM procedure.
NIL	Refer to FCOM/PRO-NOR-SUP-ENG Manual Engine Start - General

- Then FCOM > Normal Procedures > Supplementary Procedures > ENG > Manual Engine Start.

For Supplementary Procedures, if the procedure is related to engine start, it is recommended to read the entire procedure first, and then: The PM reads the actions, and The PF acts on the controls. For all other supplementary procedures, the procedures should be applied in accordance with the READ & DO principle, i.e., the PM reads the procedure and the PF or the PM acts on the controls, depending on the context.

## 2) Start Valve Failure During Second Engine Start:

- Engine 2 started successfully.
- Engine 1 start attempt during pushback.
- Start valve does not open.
- Carry out ECAM Actions > Review STATUS page.
- Inform ground and ATC (since you will be holding position for some time to carry out a procedure).
- Check MEL Entries:

ECAM Alert: <b>ENG 1(2) START VALVE FAULT</b>	
Ident.: ME-70-00008381.0001001 / 18 JUL 12 Applicable to: ALL	
AIRCRAFT STATUS	CONDITION OF DISPATCH
NIL	Refer to Item 80-11-01 Start Valve

- Do the procedure once pushback is completed and aircraft is stationary.
- As guided by MEL, carry out FCOM > Normal Procedures > Supplementary Procedures > ENG > Engine Start Valve Manual Operation
- The procedure has the following warning in it:

<b>WARNING</b>	To ensure safety of the ground crew when starting an engine with manual operation of the start valve, the flight crew should start the affected engine first.
----------------	---

- Since No 1 engine is the affected engine, it has to be started first, so shut down engine no 2 first.
- Then start engine no 1 as directed by the procedure.
- After starting engine 1, start engine 2 again.

## REJECTED TAKEOFF

<b>Before 100 knots</b> (Less serious. Abort is at Captain's discretion depending on the circumstances)		
Any ECAM Warning / Caution.		
<b>Between 100 knots &amp; V1</b> (More Serious. Be go minded except for a few situations, as mentioned below)		
Failures with ECAM	Left Hand Items	Side Stick Fault
	Right Hand Items	Thrust Lever Fault
	Engine Items	Fire
		Failure
		Reverser Unlocked or Fault.
Failures without ECAM	Sudden loss of thrust.	
	Any major failure.	
	If aeroplane is unsafe to fly due any reason.	
	Tire failure within 20 knots of V1: Unless debris from the tire causes noticeable engine parameter fluctuation, it is better to takeoff, reduce fuel load and land with full runway length available.	
Weather	Windshear.	
Note: Exceeding EGT red line or nose gear vibration should not result in an abort above 100 knots *		

\* FCTM > Abnormal and Emergency Procedures > MISC > Rejected Takeoff.

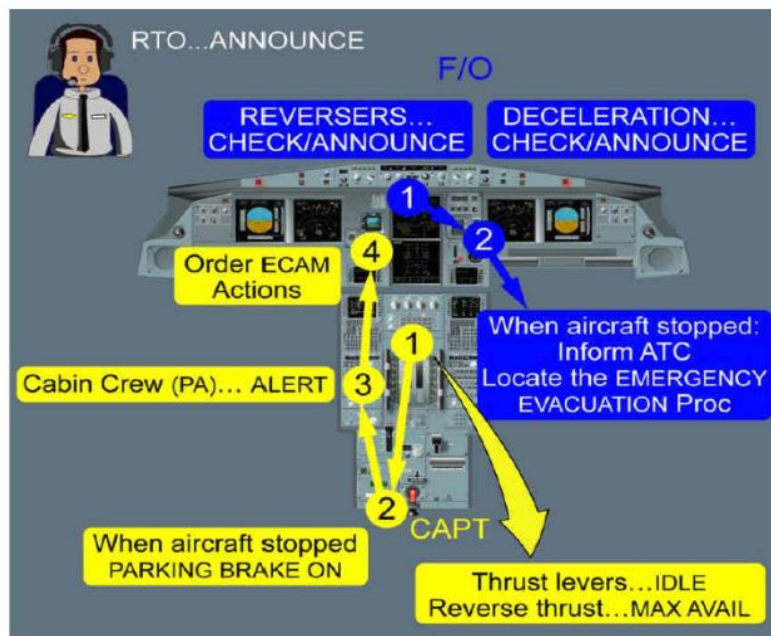
**Note:** Below 80 knots, EGT over limit will trigger an ECAM & takeoff can be aborted but above 80 it is inhibited. EGT can exceed red line above 80 knots but do not reject takeoff above 100 knots. ECAM procedure should be applied after lift-off when appropriate flight path is established and aircraft is at least 400 ft AGL. Read more on [why you can continue even if EGT exceeds the red line](#).

### PROCEDURE DURING A REJECTED TAKEOFF

CAPT	F/O
"STOP" ..... ANNOUNCE	
Simultaneously:	
THRUST LEVERS..... IDLE	
REVERSE THRUST..... MAX AVAIL.	REVERSERS..... CHECK/ANNOUNCE
	DECELERATION..... CHECK/ANNOUNCE
	ANY AUDIO..... CANCEL
Aircraft stopped	
Consider positioning the aircraft to keep any possible fire away from the fuselage.	
REVERSERS..... STOWED	ATC..... NOTIFY
PARKING BRAKE..... ON	EMER EVAC Procedure (QRH)..... LOCATE
CABIN CREW..... ALERT	
ECAM ACTIONS..... ORDER	ECAM ACTIONS..... PERFORM
The aircraft should remain stationary while the crew evaluates the situation.	

#### Note:

- Standard call for alerting the Cabin Crew is "CABIN CREW AT STATION".
- While locating the EMER EVAC procedure (QRH) make sure the dome light is ON.



## EMERGENCY EVACUATION

1 EMER EVAC	
AIRCRAFT / PARKING BRK.....	STOP / ON
ATC (VHF 1).....	NOTIFY
2 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
3 ALL ENG MASTERS.....	OFF
3 ALL FIRE pb (ENGs & APU).....	PUSH
ALL AGENTS (ENGs & APU).....	AS RQRD
4 ■ If evacuation required:	
EVACUATION.....	INITIATE
5 ■ If evacuation not required:	
CABIN CREW AND PASSENGERS (PA).....	NOTIFY

1. Read and do by F/O.
2. Call by the captain "CABIN CREW AT STATION" (already done when parking brake was set).
3. F/O does not need any confirmation from the Captain.
4. If Evacuation Required (Captain's Items):
  - Advise ATC.
  - Call – CABIN CREW and PASSENGERS EVACUATE, EVACUATE, EVACUATE.
  - Activate the EVAC command.
  - On battery power, seats can only be operated mechanically. Leave the cockpit to assist evacuation.
5. If Evacuation Not Required (Captain's Items):
  - Call – CABIN CREW and PASSENGERS REMAIN SEATED.
  - Advise ATC.

# ENGINE FAILURE AFTER V1

	PF	PM
	<b>V1 – 400 FT</b>	
VR	Rotate to 12.5° pitch <sup>1</sup>	Call – ROTATE
Positive Climb	Call – GEARS UP	Call – POSITIVE CLIMB
	β Target – Zero Rudder – Trim <sup>2</sup> Auto Pilot – ON Thrust – Consider TOGA <sup>3</sup>	
	<b>400 FT – ENG OUT ACC ALT <sup>4</sup></b>	
400 Feet	Call – ECAM ACTIONS	Read – ECAM Title
		Do – ECAM Actions Call – ENGINE SECURED <sup>5</sup>
Engine Secured	Call: • PM – STOP ECAM • ATC – PANPAN / MAYDAY	
	<b>ENG OUT ACC ALT – GREEN DOT SPEED</b>	
ENG Out ACC ALT	Push to Level OFF	
F Speed	Call – CONF 1	Call – F SPEED
S Speed	Call – FLAPS 0	Call – S SPEED
Green Dot Speed	Select: • OP CLIMB <sup>6</sup> • MCT <sup>7</sup>	
	<b>AFTER GREEN DOT SPEED</b>	
	<ul style="list-style-type: none"> <li>• Continue ECAM</li> <li>• At STATUS, stop ECAM and carryout/review <u>Checklists</u>, <u>Procedures</u>, <u>Resets</u>. <sup>8</sup></li> <li>• Then continue with STATUS review and complete the ECAM Actions</li> <li>• Carry out the assessment, decision &amp; information protocol and execute the plan.</li> <li>• In case of land back check the latest weather and type of approaches.</li> <li>• Prepare accordingly.</li> </ul>	

1. When safely airborne, follow SRS orders.

2. Reset rudder trim in later phase of approach, before thrust reduction. With zero trim, anticipate increased rudder force. With zero trim, neutral rudder pedal position corresponds to zero rudder & zero nose wheel deflection.

3. For a derated takeoff, do not apply asymmetric TOGA thrust if the speed is below F, due to VMCA considerations.

4. Min 1500 ft AGL if engine is secured. Between 1500 ft and Max EO ACC ALT subject to securing the engine.

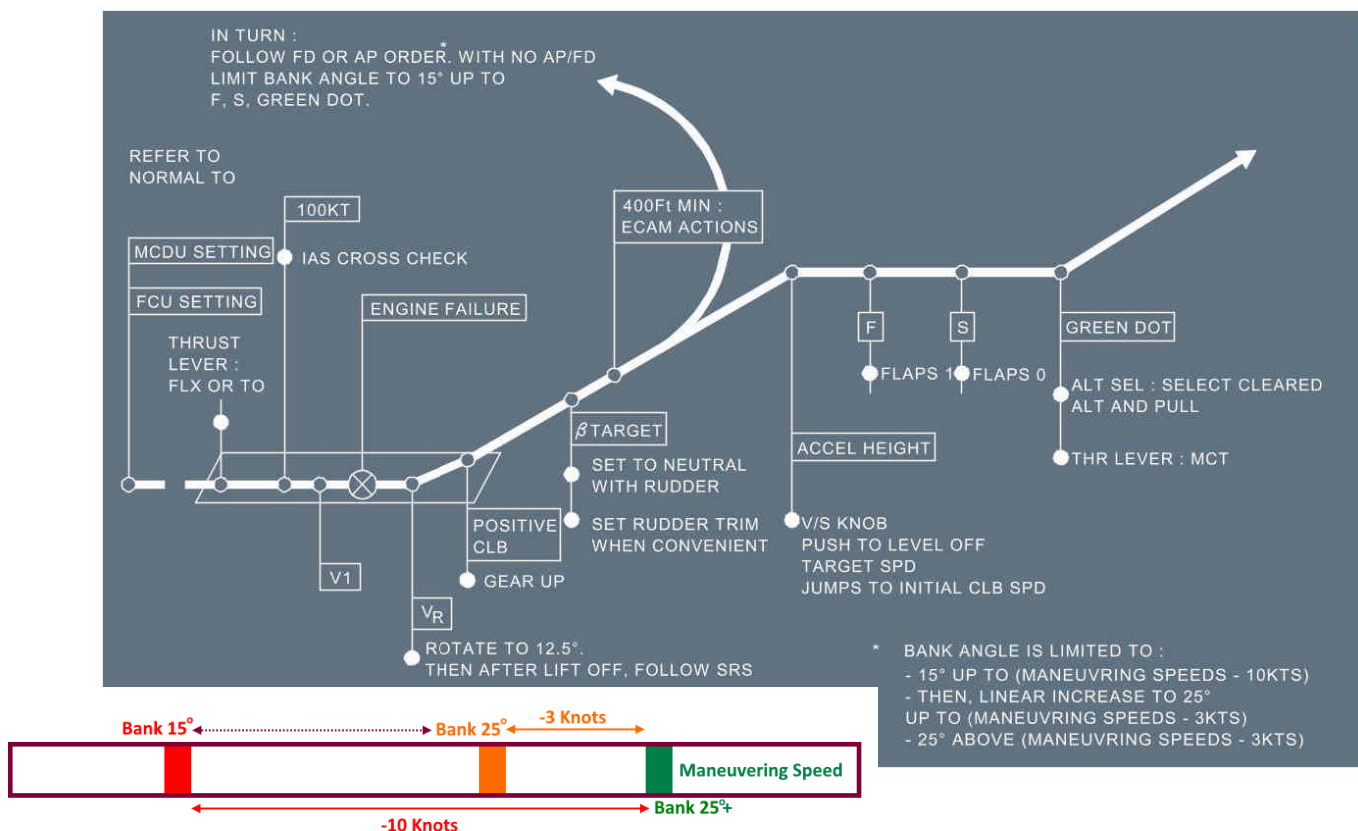
5. Delay acceleration for securing engine. Engine is considered secured when ECAM actions are performed until: "ENG MASTER OFF" for an engine failure without damage, "AGENT 1 DISCH" for an engine failure with damage, Fire extinguished or "AGENT 2 DISH" for an engine fire. However, do not exceed the engine out maximum acceleration altitude (which corresponds to maximum altitude that can be achieved with one engine out and the other engine operating at takeoff thrust for a maximum of 10 mins).

6. When speed trend arrow reaches Green Dot. Climb at green dot speed and request for altitude change if required.

7. If already in FLX/MCT gate, move to CL and then back to MCT.

8. Since there is no after TO checklist, a glance at ECAM memo after takeoff helps to verify if something was forgotten. There is no system reset but engine can be relighted (as mentioned on status page) if not damaged. Related procedures can be "One Engine Inoperative Straight-In or Circling Approach" in QRH (Abnormal & Emergency Procedures – ENG) OR "Overweight Landing" in QRH (Abnormal & Emergency Procedures – MISC) to be done at the appropriate stage.



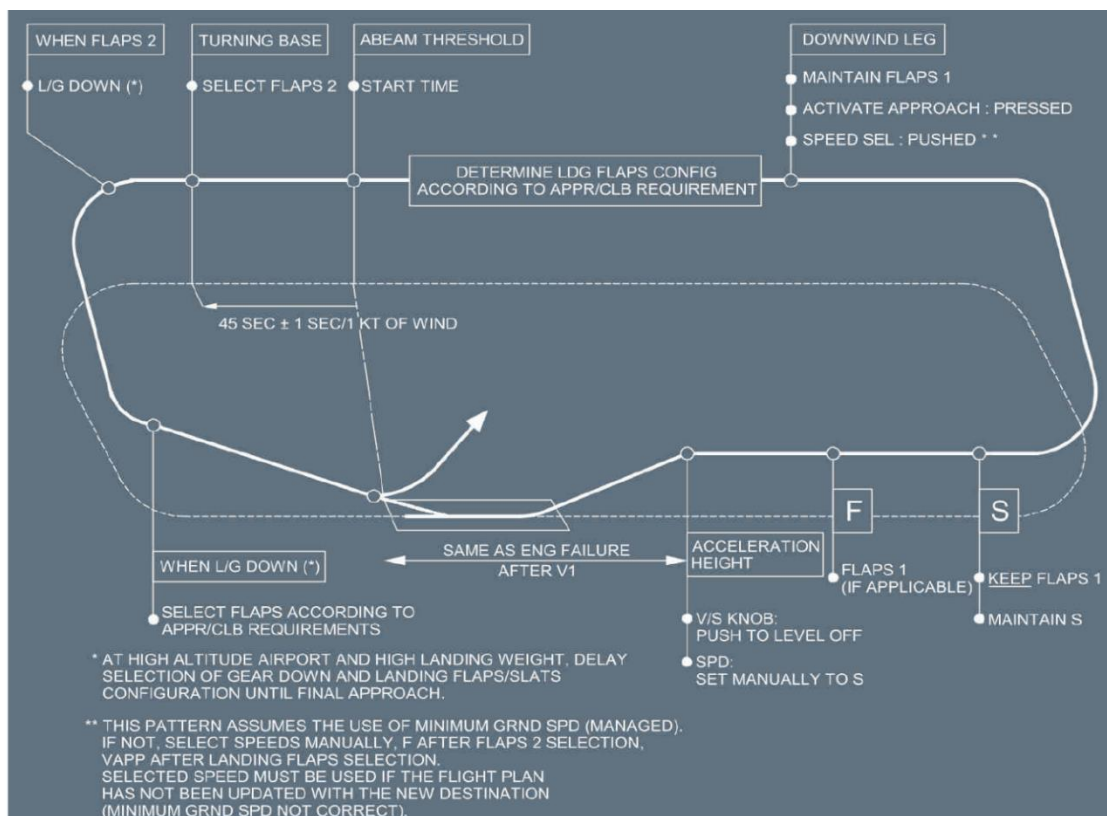


**Engine Flameout without Damage:** It can be detected by observing rapid decrease of N1, N2, EGT and FF.

**Engine Flameout with Damage:** Suspect engine damage if two or more of the following symptoms are observed:

- Aircraft vibrations and/or buffeting.
- Repeated, or not controllable engine stalls.
- Rapid increase of the EGT above the red line.
- Absence of rotation or mismatch of rotor speeds.
- Hydraulic system loss.

#### Immediate Visual Circuit to Land Following an Engine Failure on Takeoff



# ENGINE FAILURE DURING CRUISE

## Initial Actions

As soon as the engine failure is recognized, the PF simultaneously:

- Sets all thrust levers to MCT
- Disconnects A/THR <sup>1</sup>
- Sets a HDG as appropriate and pulls (towards an alternate or to keep clear of an airway etc.)
- Determines the engine out recovery altitude.
- When ready for descent:
  - SPEED – SET & PULL (According to Strategy <sup>2</sup>).
  - ALTITUDE – SET & PULL (OPEN DES to Engine Out Recovery Altitude).
- ECAM/OEB actions.

---

1. THR is disconnected to avoid any engine thrust reduction when selecting speed according to strategy or when pulling for OPEN DES to initiate the descent. With A/THR disconnected, the target speed is controlled by the elevator when in OPEN DES.

2. Standard, Obstacle or Fixed Speed Strategy.



## Standard Strategy

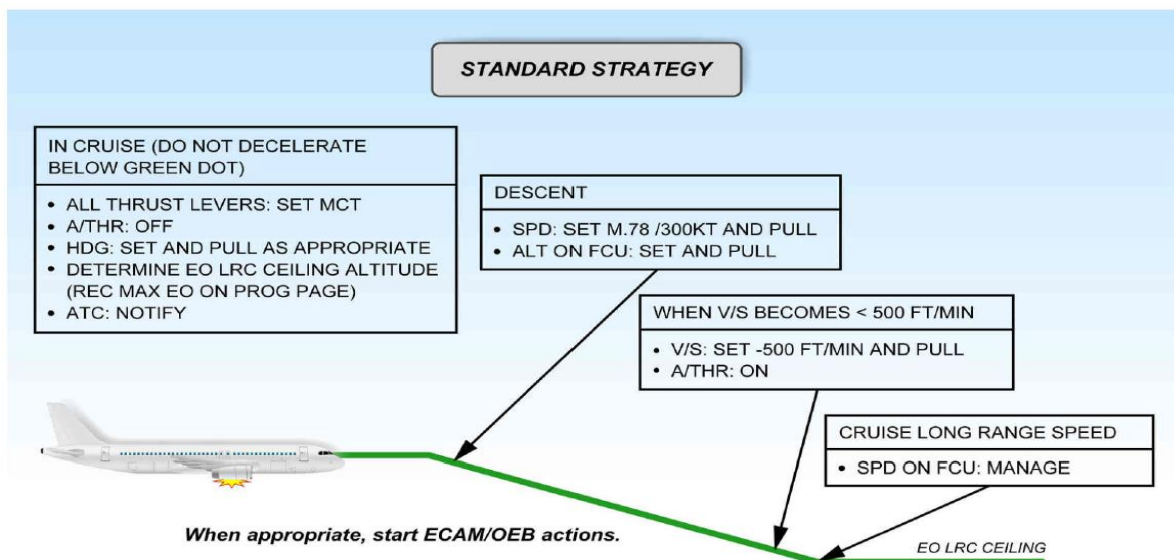
This is generally used unless a special procedure before dispatch has been established (e.g. ETOPS / Mountains etc.)

- Speed – 0.78 / 300 (stabilized windmill engine relight in-flight envelope)
- Descend – To REC MAX EO cruise altitude <sup>1</sup>
- V/S – Select V/S -500 if ROD < 500 <sup>2</sup>
- A/THR – ON
- Level Off Altitude – LRC with 1 Engine Out <sup>3</sup>

1. This equates to LRC with anti-icing OFF and should be set on FCU. Displayed on PROG page.

2. Likely to occur while approaching level off altitude.

3. Alternate source: Airbus Fly Smart Application.



Note: Pressing the EO CLR key on the MCDU restores the all-engine operative predictions and performance. Reverting to one engine-out performance again is not possible.

## Obstacle Strategy

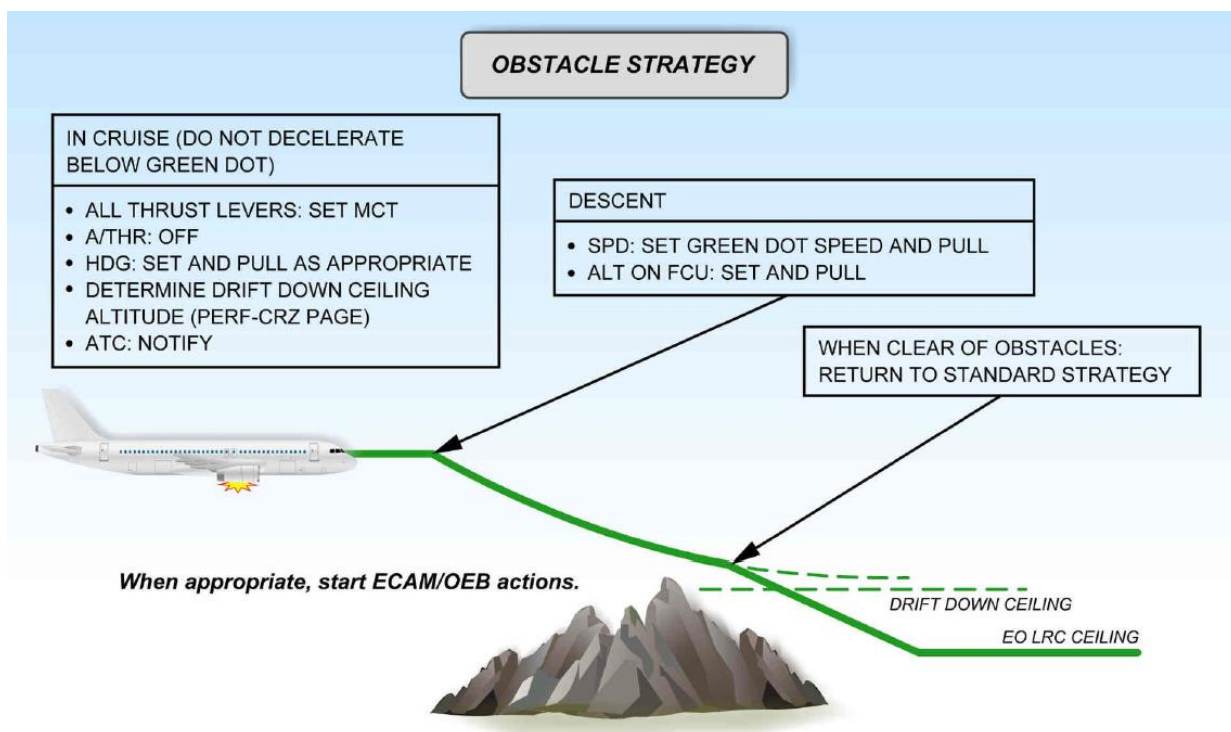
- Speed – Green Dot
- Descend – To Drift Down Ceiling <sup>1</sup>
- At Drift Down Ceiling – Check Obstacles
  - Not Clear of Obstacles
    - Maintain Drift Down Procedure <sup>2</sup>
  - Clear of Obstacles (revert to standard strategy)
    - Ceiling – Set LRC Ceiling on FCU <sup>3</sup>
    - Speed – LRC Speed
    - A/THR – Engage

1. Displayed on PERF CRUISE page in EO conditions. This should be set on FCU.

2. In order to fly an ascending cruise profile.

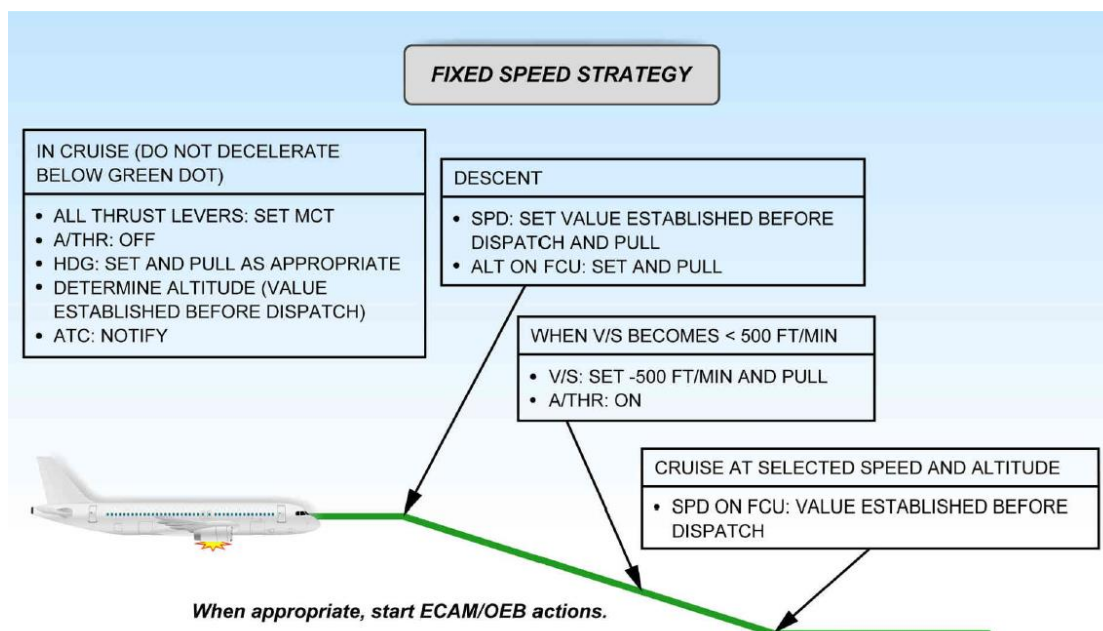
3. Alternate source: Airbus Fly Smart Application.





## The Fixed Speed Strategy

This relates to ETOPS (FCOM PRO-SPO - Extended Range Operations)



## ENGINE FIRE INFLIGHT

- Start with ECAM actions.
- After setting the affected engine's thrust to idle and master switch to off, one engine becomes inoperative.
- That means two malfunctions have to be dealt with in parallel i.e. Engine Fire and Engine Failure.
- While PM handles the engine fire ECAM procedure, PF carries out the initial actions for engine failure.
- If flying at a level which is above "one engine inoperative ceiling" then drift down will be applicable. In this case disconnect the A/THR once thrust levers are set to MCT. Keep A/THR on if drift down is not applicable.

## ONE ENGINE INOPERATIVE GO-AROUND

It is similar to a go-around flown with all engines. Some additional items to consider are:

- Thrust – On application of TOGA apply rudder promptly to keep beta target centered.
- Pitch – 12.5° if SRS is not available. SRS engages if flap lever is Flap 1 or greater, in that case follow SRS.
- Lateral FD Mode – GA TRK (or NAV) must be considered with respect to terrain clearance.
- At Engine-Out Acceleration Altitude – Same procedures which are applicable to engine failure after V1.

## STALL RECOVERY

FAC 1 and 2 OFF will establish the alternate law. Stabilize at 10,000 feet in a clean configuration.

	PF	PM
Thrust Idle	Maintain Level	
Stall Warning	Call – STALL, I HAVE CONTROL Pitch – Slightly below Horizon <sup>1</sup> Wings – Level	
Out of Stall <sup>2</sup>	Thrust – Increase <sup>3</sup> Speed Brakes – Check Retracted Flaps 1 – If below 20,000 feet <sup>4</sup>	Speed Brakes – Retract. Flaps 1 – Select
Out of VLS	Flight Path – Recover by increasing pitch <sup>5</sup>	
S Speed <sup>6</sup>	Call – FLAPS 0	Select – FLAPS 0
Approaching Level	Thrust and Speed – Adjust Level – Maintain	

1. Approximately -5 degrees.

2. When there is no stall warning and speed is increasing.

3. Increase thrust as needed but very smoothly as it generates a pitch up tendency that must be avoided.

4. Maintain the pitch angle (approx. -5 deg) and avoid the aircraft pitch up tendency

5. Increase pitch smoothly (by slowly releasing the forward pressure on the stick instead of pulling it) to about 5-7°. Pitching up rapidly will give another stall warning which is to be avoided.

6. Any delay in retracting the flaps will give a VFE warning and pitching up quickly to avoid a VFE warning will generate a second STALL warning. So, in order to avoid both warnings be quick to respond and retract flaps when the speed trend arrow is touching the S speed and speed is close to it i.e. don't wait for S speed to be crossed.

## PRACTICING STEEP TURNS IN SIM

Altitude: Approx. 9000 feet. Weight: Approx. 60 tons. Target Bank Angle: 45°.

- Before Turning:
  - Speed: 250 knots.
  - N1: In some old machines about 68%, otherwise about 64%.
- After Initiating the Turn:
  - Pitch: Between 2.5 & 5° (if not using the bird).
  - N1: In some old machines increase by about 3-4% otherwise by 1-2%.



## PREDICTIVE WINDSHEAR AT TAKEOFF

- Evaluate takeoff conditions by weather observation and experience.
- Delay takeoff.
- If taking off then select the most favorable runway considering wind shear location.
- Use weather radar / predictive windshear before takeoff to ensure flight path is clear.
- If suspecting Windshear – Set TOGA.
- If there is an aural alert “Windshear Ahead” before 100 knots – Abort.
- “Windshear Ahead” & “Monitor Radar” alert is inhibited when speed > 100 knots and height < 50 feet.
- Above 50 feet if there is a “Windshear Ahead” or “Monitor Radar Display” aural alert – Set TOGA.
- Configuration may be changed if windshear is not entered.
- If windshear is entered, follow reactive windshear procedure.

## REACTIVE WINDSHEAR AT TAKEOFF

	PF	PM
In Windshear	Call – WINDSHEAR TOGA Thrust – TOGA Pitch – SRS <sup>1</sup> Config – NO Change until out of W/S	Monitor and Call: <sup>2</sup> <ul style="list-style-type: none"> <li>• RA Height</li> <li>• Flight Path</li> <li>• A/C &amp; Wind Speed Trend</li> </ul>
Out of Windshear <i>Approx. 1300+ ft            when Red WS            Message on PFD            Disappears</i>	Thrust – Climb <sup>3</sup> Pitch – Adjust <sup>4</sup> Flaps – Retract <sup>5</sup> Auto Flight – A/THR, AP, OP Climb <sup>6</sup>	Configuration – Clean up Report to ATC: <sup>7</sup> <ul style="list-style-type: none"> <li>• A/C Type</li> <li>• Windshear Height</li> <li>• Speed Loss</li> </ul>

1. If a/c keeps on sinking, pull up to full aft sidestick. Once a/c starts climbing then again follow SRS. If speed trend increases rapidly towards VFE then disregard FDs and increase pitch to about 25° to bring the speed down. If speed is in VLS but aircraft is climbing then again disregard FDs and decrease pitch a little to increase speed. Basically, do not be glued to the FDs only, watch your speed too!

2. e.g., 500 feet descending, 600 feet climbing – Speed decreasing – Tailwind 70 knots etc.

3. Set CLB Thrust. Check FMA, if in TOGA LOCK then disconnect A/THR.

4. To approximately 10 degrees.

5. Be quick to retract flaps in order to avoid crossing the VFE limit. Also retract gears if they were extended.

6. If disconnected, re-engage A/THR & AP. Check FCU ALT to be greater than A/C ALT and select Open Climb.

7. For example “Airbus A320, encountered windshear at 200 feet, lost about 30 knots of speed”.

## PREDICTIVE WINDSHEAR AT APPROACH AND LANDING

- Delay approach or Divert.
- If approach is continued then evaluate landing conditions by weather observation and experience.
- Select the most favorable runway considering appropriate approach aid.
- CONF 3 landing should be considered.
- Managed speed recommended (to take advantage of GS Mini function).
- VAPP may be increased by max VLS +15.
- In case of strong or gusty crosswind > 20 kt. Refer to QRH/PER-A [VAPP Determination without Failure](#)

## TCAS EVENT

	PF	PM
Traffic Advisory	Call – TCAS, I HAVE CONTROLS	ATC – Inform
Resolution Advisory	AP – OFF Call – FDs OFF Pitch – To Keep VSI in Green Band	FDs – Set Both OFF ATC Call – TCAS RA
Clear of Conflict	Pitch – 2.5° to Level OFF Call – FDs ON AP – ON ALT – OP CLB / DES <sup>1</sup>	FDs – Set Both ON ATC – Inform

1. Resume last ATC clearance. Get the required aircraft data from ATC for filing the ASR.

## UPSET RECOVERY

### NOSE HIGH

- AP & A/THR OFF if unable to prevent flight path divergence.
- Apply nose down pitch – incremental use of pitch trim if required – excessive use is prohibited.
- Use maximum thrust if low speed is a concern. Increasing thrust may limit nose down pitch control.
- If normal pitch control is ineffective then bank or maintain bank (less than 60°) to drop the nose.
- Avoid stall due to premature recovery in low speed conditions.
- Avoid excessive g-loading in high speed conditions.

### NOSE LOW

- AP & A/THR OFF if unable to prevent flight path divergence.
- Recover from stall first if that is the case (might have to push down the nose a little initially).
- Roll to wings level and then pitch up (be gradual else the stall warning might come up).
- Control speed by reducing thrust and/or speed brakes if required.
- Avoid stall due to premature recovery in low speed conditions.
- Avoid excessive g-loading in high speed conditions.


## GPWS EVENT

PF calls PULL UP TOGA and carries out the memory items. PM monitors RA, a/c trajectory and informs ATC.



## EMERGENCY DESCENT \*

\* One toggle movement of MAN V/S CTL toggle switch equals a cabin rate of change of approx. +/- 50 fpm. Rely on CAB PR EXCESS CAB ALT ECAM warning, even if not confirmed on CAB PRESS SD page since the warning is triggered by a cabin pressure sensor, different from the one used to control pressure & display cabin altitude on SD.

PF	PM
Call – EMERGENCY DESCENT	
 <p>1 CREW OXY MASKS .....USE</p> <p>2 EMER DESCENT .....INITIATE</p> <p>ALT.....TURN PULL</p> <p>HDG.....TURN PULL</p> <p>SPD.....1.....PULL</p> <p>3 FMA .....ANNOUNCE</p> <p>4 If A/THR is not active: THR LEVERS .....IDLE</p> <p>5 SPD BRK.....2.....FULL</p> <p>1 CREW OXY MASKS .....USE</p> <p>2 SIGNS .....ON</p> <p>CALL PA + ATC</p> <p>3 FMA .....CHECK</p>	
<ul style="list-style-type: none"> <li>Select – Terrain on ND <sup>3</sup></li> <li>Set Level – FL100 / MEA <sup>4</sup></li> <li>Adjust – Heading</li> <li>Select Speed – Max / Appropriate</li> </ul>	PA Call – EMERGENCY DESCENT REMAIN SEATED  ATC Call – MAYDAY EMERGENCY DESCENT
Call for ECAM Actions	Do ECAM Actions till Status
Call for EMER Descent Checklist	Do EMER Descent checklist from QRH <sup>5</sup>

1. SPEED/MACH pb to SPEED, to prevent increase in IAS or to reduce speed. This minimizes stress on a/c structure.
2. Allow speed to increase before using speed brakes. At high flight levels, extend speed brakes while monitoring VLS to avoid activation of angle of attack protection which may result in retraction of speed brakes and AP disconnection.
3. For better situational awareness in reference to terrain in the area where you are descending.
4. MORA on ND is the highest MORA value within a radius of 40 NM around the aircraft.
5. QRH > Abnormal and Emergency Procedures > MISC > EMER Descent.

## EMERGENCY DESCENT – CONTINUED

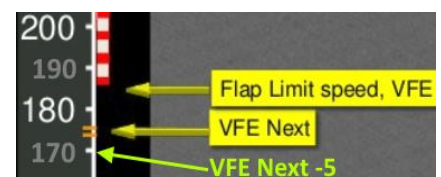
### Differences between EXCESS CABIN ALT on ECAM and EMER DESCENT checklist in QRH

CAB PR EXCESS CAB ALT	EMER DESCENT
-CREW OXY MASKS.....USE	CREW OXY MASKS.....USE
.EMER DESCENT:	SIGNS.....ON
-DESCENT.....INITIATE	EMER DESCENT.....INITIATE
-SPD BRK.....FULL	• If A/THR not active:
SPD.....MAX/APPROPRIATE	THR LEVERS.....IDLE
-ATC.....NOTIFY	SPD BRK.....FULL
CAB PR EXCESS CAB ALT	• When descent established:
MAX FL.....100/MEA	SPEED.....MAX/APPROPRIATE
.IF CAB ALT>14000FT:	• If structural damage suspected:
-PAX OXY MASKS...MAN ON	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

PF	PM
At ALT* – Retract Speed Brakes	From ATC – Request Regional QNH / MSA
At Level OFF:	At Level OFF:
<ul style="list-style-type: none"> <li>Check and Set Target Speed</li> <li>Order PM to remove Oxygen</li> <li>Ask PM How he/she is feeling</li> </ul>	<ul style="list-style-type: none"> <li>Remove Oxygen Mask</li> <li>Inform PF how you are feeling.</li> </ul>
Remove Oxygen	
Close the Oxygen Mask Stowage Compartment Doors	
Press the PRESS TO RESET Oxygen control slide, to deactivate mask microphone, and to cut off oxygen	
Call – “ <b>LCC (Lead Cabin Crew) to Cockpit</b> ”	
Check Cabin status	
Carry out the assessment, decision & information protocol and execute the plan.	

## ABNORMAL SLATS / FLAPS

- For any slats / flaps problem – Speed Pull.
- If this happens during approach – Delay the approach (enter hold etc.) to complete the ECAM procedure.
- Do the LANDING WITH FLAPS OR SLATS JAMMED QRH procedure.
- Set speed before moving flap lever. Target speed will be VFE Next -5.
- When speed is VFE Next, select flaps lever one step down.
- ECAM will determine the speed Increment to VREF.
- Add the speed increment to VLS of FULL Flaps (on APPR PERF page) and then enter it as VAPP.







*Note: Make sure CONF FULL is selected while adding the increment to VLS and setting it as VAPP because VLS for CONF 3 is higher than FULL Flaps CONF.*

- Select CONF 3 on APPR PERF page since landing in this case will be with Flaps 3.



- After Flaps 3, select VAPP and land.

## DUAL HYDRAULIC (G+B) FAILURE

- **AVIGATE**: Speed selected at actual speed.
- **NAVIGATE**: Land ASAP.
- **COMMUNICATE**: May Day.
- Call for ECAM actions.
- After STATUS – Go to Dual Hydraulic QRH summary.
- The cruise part of the summary has reference for the Inflight Performance.
- For approach review ECAM status again and then QRH summary for approach, landing and go-around.
- Add the speed increment to FULL Flaps VLS on APPR PERF page and then enter it as VAPP.
- Select CONF 3 on APPR PERF page since landing in this case will be with Flaps 3.
- Ask for a longer final (15 miles would do) for slow configuration changes.
- Start configuring on the final track.
- Extend the landing gear at 200 knots to revert sooner in direct law. This provides, below 200 knots, a better pitch control than in alternate law with one elevator lost and all slats lost.
- Set speed before moving the flap lever. Target speed will be VFE Next -5 knots.
- When flaps 3 is selected – Select VAPP.
- A/THR OFF – As it may not satisfactorily maintain speed.



## DUAL HYDRAULIC (G+Y) FAILURE

- Same concept and philosophy, however, in this case take gears at the end because the stabilizer is lost. In alternate law, the auto trim function is provided through the elevators. Landing gear extension activates the direct law, so auto trim function is lost. However, the mean elevator position at that time is memorized, and becomes the reference for centered sidestick position. This is why, in order to ensure proper centered sidestick position for approach and landing, the procedure requires to wait for stabilization at VAPP, before landing gear extension. If this procedure is missed, the flare and pitch control in case of go-around may be difficult. The PFD message USE MAN PITCH TRIM after landing gear extension should thus be disregarded.
- A/THR is not set to OFF in this case.

Remaining systems				
Flight phase	Systems	HYD G+B SYS LO PR	HYD G+Y SYS LO PR	HYD B+Y SYS LO PR
<b>Cruise</b>	Auto pilot	Inop	Inop	Inop
	Yaw damper	YD2 only	Inop	YD1 only
	Control law	ALTN LAW and DIRECT LAW when L/G DN	ALTN LAW and DIRECT LAW when L/G DN	NORM LAW
	Stabilizer	Avail	Inop <sup>(1)</sup>	Avail
	Spoilers	2 SPLRS/wing	1 SPLR/wing	2 SPLRS/wing
	Elevator	R ELEV only	Avail	L ELEV only
	Aileron	Inop	Avail	Avail

## ENG 1+2 BLEED FAULT – OVERVIEW OF THE LENGTHY QRH PROCEDURE

### SCENARIO 1: On either side the problem is either BLEED FAULT or BLEED ABNORMAL PRESSURE

- Reset on either side is allowed in this case.
- If reset is unsuccessful, descend to FL100/MEA-MORA.
- While passing through FL200 if APU bleed is available then no need to descend to FL100.
- ENG bleeds can be reset once again at FL200.
- If APU bleed not available then continue to FL100/MEA-MORA.
- At FL100/MEA-MORA, ENG bleeds can be reset once again. If unsuccessful then set RAM Air ON.

### SCENARIO 2: On one side the bleed is not available due to engine fire, leak or start valve open while on the other side the problem is either BLEED FAULT or BLEED ABNORMAL PRESSURE.

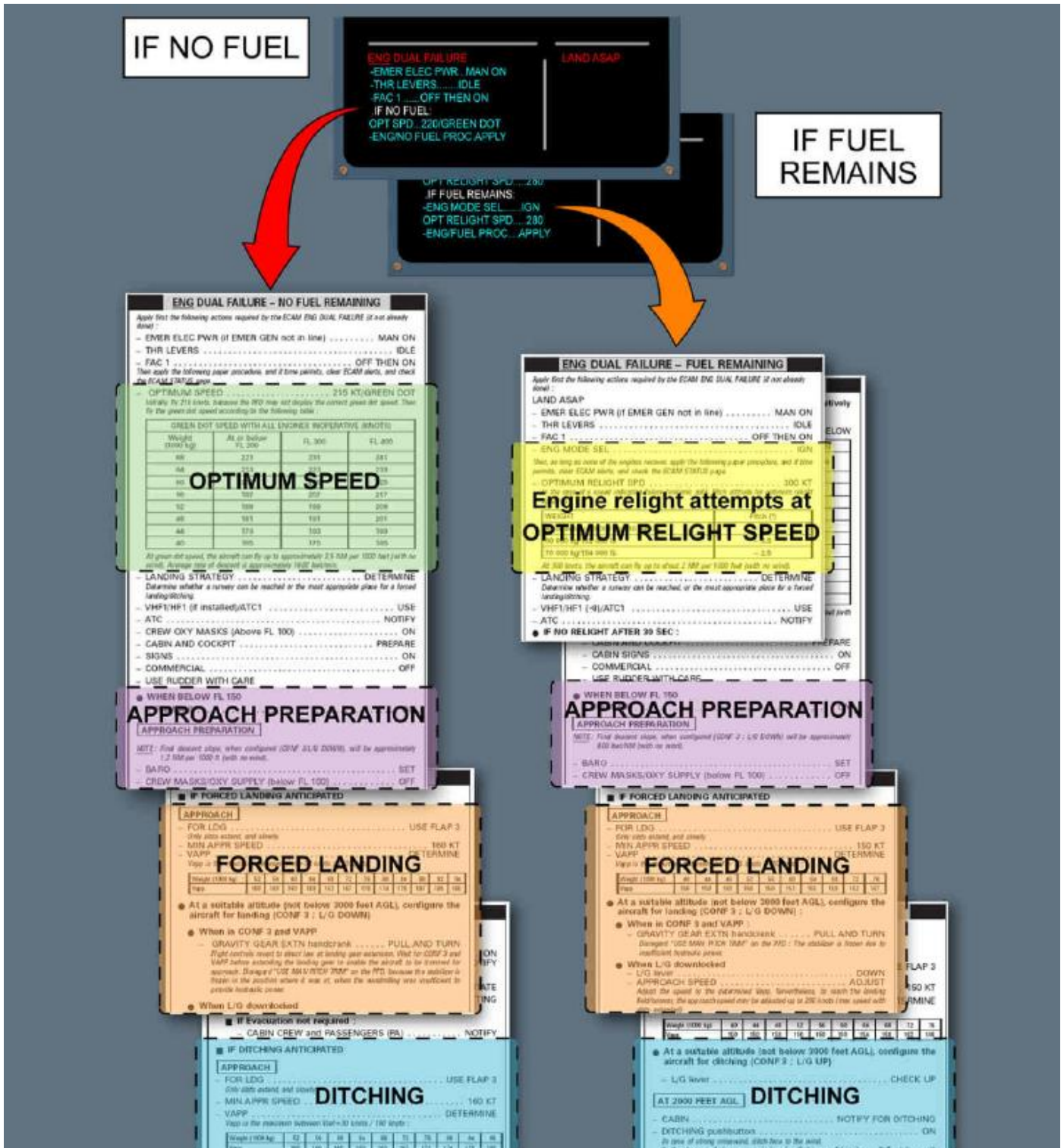
- In this case reset is only allowed on the side with BLEED FAULT or BLEED ABNORMAL PRESSURE.
- If fire, leak etc. is on #1 side then continue to FL100/MEA-MORA because APU bleed cannot be used, since it supplies the left side which has to be isolated. At FL100/MEA-MORA if engine bleed 2 cannot be reset then set RAM Air ON.
- If fire, leak etc. is on #2 side then at FL200 APU bleed (if available) can be used to supply #1 side and there is no need to descend to FL100/MEA-MORA. ENG 1 bleed can be reset again.
- If APU bleed not available, continue to FL100/MEA-MORA and reset ENG 1 bleed again.
- If engine bleed 1 still cannot be reset then set RAM Air ON.

### SCENARIO 3: No side indicates BLEED FAULT or BLEED ABNORMAL PRESSURE.

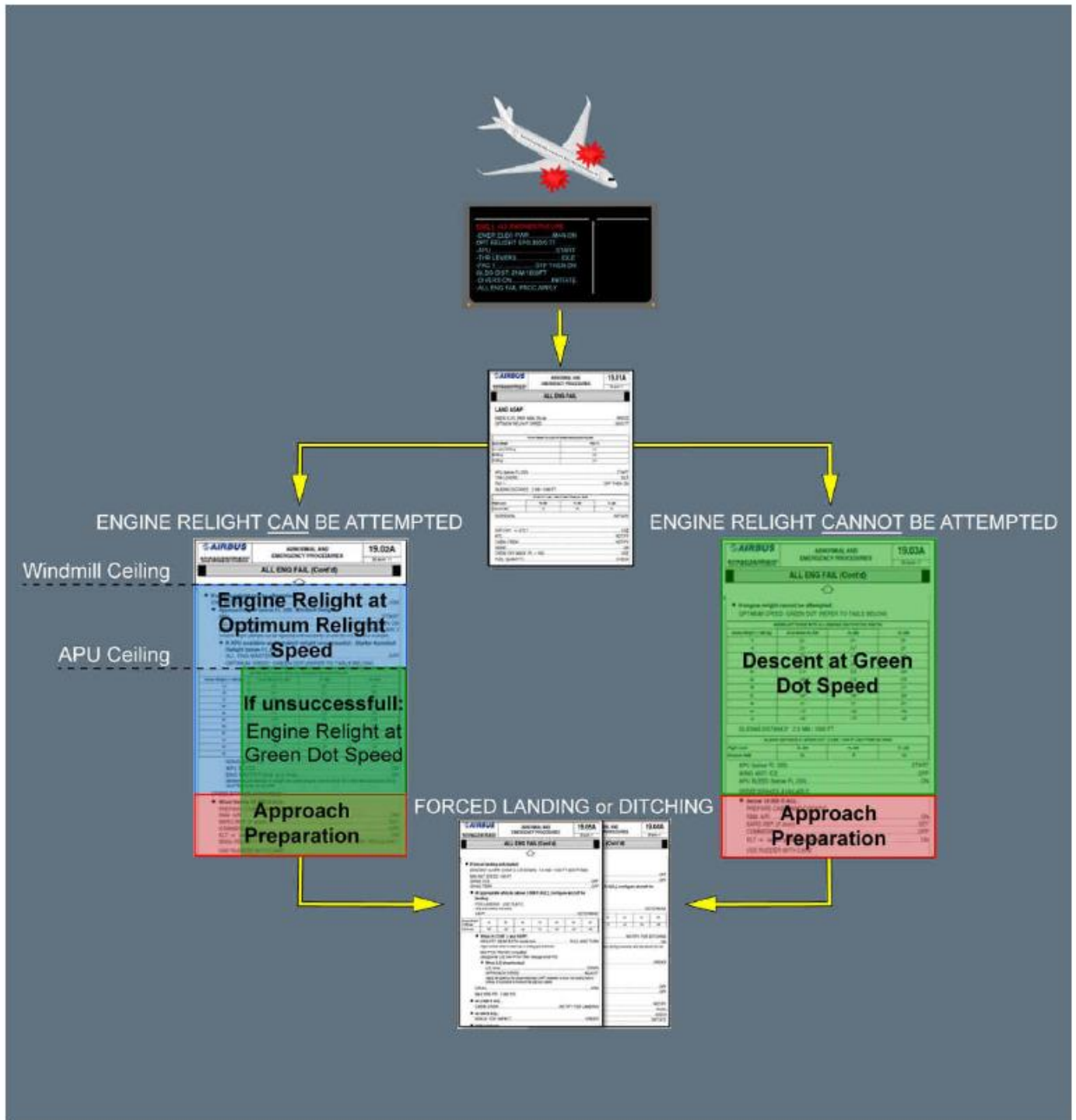
- In this case bleed reset is not possible on either side.
- Descend to FL100/MEA-MORA and set RAM Air ON.

## DUAL ENGINE FAILURE

- In case of partial loss of thrust (no engine flameout) on one or more engines, the residual N2 may remain slightly above the ENG FAIL alert threshold and ENG DUAL / ALL ENGINES FAILURE alert on ECAM is not triggered.
- If there is Time to Relight – Apply ENG DUAL FAILURE or ALL ENG FAIL QRH PROC as applicable.
- If No Time to Relight then – Apply EMER LANDING QRH PROC.
- Carry out ECAM actions first.
- ECAM for ENG DUAL FAILURE (AP-BLV, BLA, BLT) will lead to one of the following QRH procedures:
  - Dual Engine Failure with Fuel Remaining.
  - Dual Engine Failure without Fuel Remaining.



- ECAM for ENG ALL ENGINES FAILURE will lead to ALL ENG FAIL QRH procedure.
  - The procedure includes the engine relight options i.e. subject to fuel, if relight can or cannot be attempted.

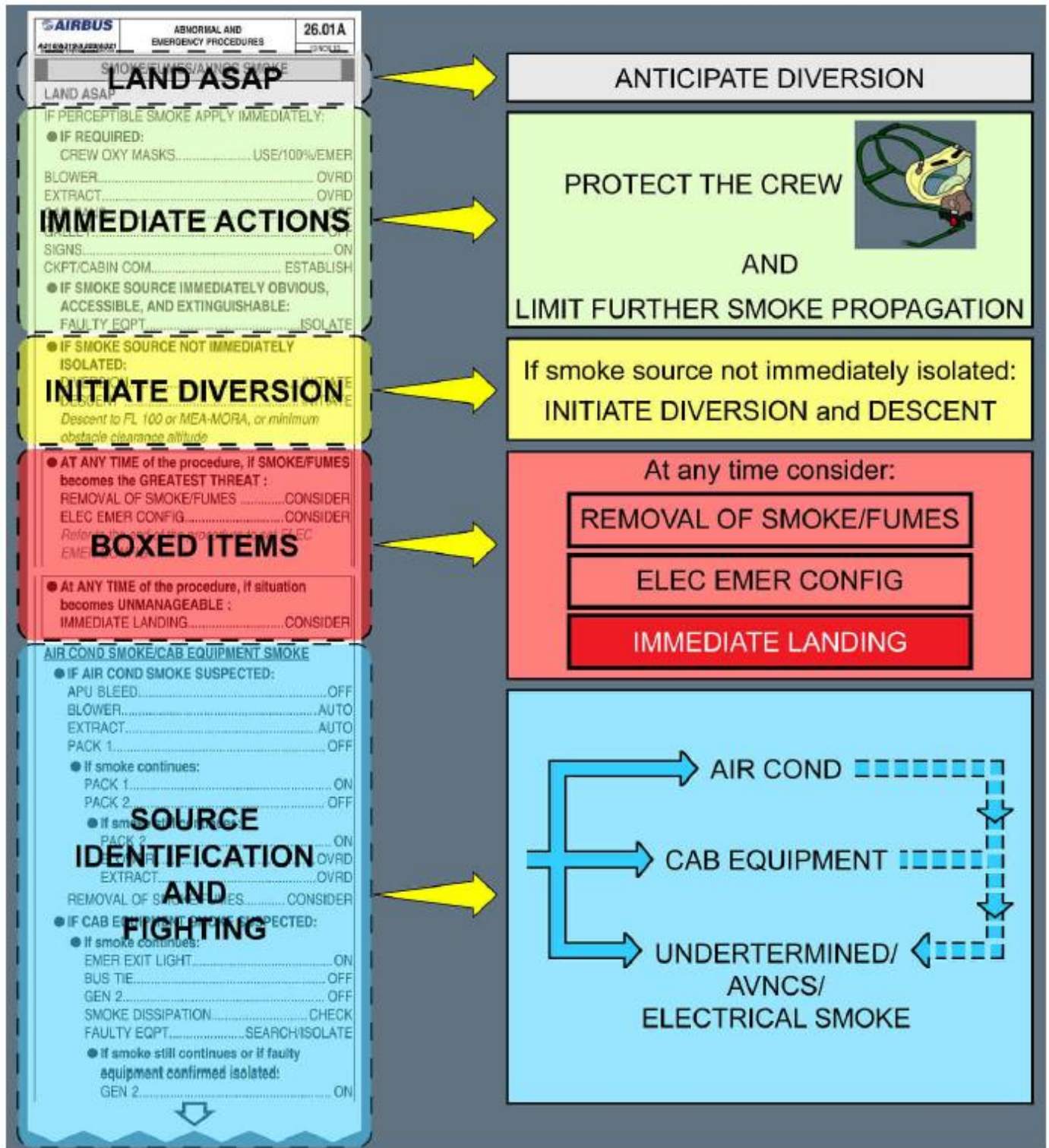




# HANDLING SMOKE AND FUMES

- If No ECAM – QRH Smoke Procedure Apply.
- If ECAM:
  - For Avionic Smoke Warning – Apply ECAM if smoke is perceptible.
  - For Other Smoke Warning (e.g. lavatory) – Must apply ECAM. If doubtful go to QRH smoke procedure.

## SMOKE/FUMES/AVNCS SMOKE Procedure Presentation in QRH



## IMMEDIATE ACTIONS

- Flight crew protection.
- Avoiding any further contamination of the cockpit/cabin.
- Communication with cabin crew.

## SMOKE ORIGIN IDENTIFICATION AND FIGHTING

- Smoke from cockpit's ventilation outlets, or if detected in cabin, suspect an AIR COND SMOKE. In addition, very shortly thereafter, several SMOKE warnings (cargo, lavatory, avionics) will be triggered. The displayed ECAM procedures must therefore be applied.
- Following an ENG or APU failure, smoke may emanate from the faulty item through the bleed system and be perceptible. It will be re-circulated throughout the aircraft, until it disappears from the air conditioning system.
- If smoke detected, while an equipment is faulty, suspect that smoke is coming from this equipment.
- Do the avionics smoke procedure if:
  - Source of the smoke remains unknown.
  - Application of Airconditioning/Cabin equipment smoke is unsuccessful

## MISC REFERENCES

PROCEDURES	REFERENCE
Ditching, Emergency Decent, Forced Landing, Bomb on Board, Windshield / Window Arcing or Cracked, Overweight Landing, Severe Turbulence, Tailstrike, Volcanic Ash.	QRH > Abnormal and Emergency Procedures > MISC
Above Items + Stall, Emergency Evacuation, Emergency Landing All Engine Failure.	FCOM > Abnormal and Emergency Procedures > MISC
Smoke / Fire from Lithium Batteries	QRH > Abnormal and Emergency Procedures > SMOKE

**Was this document helpful? [Click here to Answer!](#)**

**Disclaimer:** "A320 Abnormal Procedures" are personal notes of the undersigned for training only. These notes do not sanction any pilot to violate his/her Company's Standard Operating Procedures, Aircraft Manuals or Manufacturer's Recommendations.