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V-Prep: A320 Engine Failure After Takeoff

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No. 38 - Apr 01/20 CONTENT CHG CODE LAST  
REVISION DATE CHAPTER 1 Subject 1-1-0 Purpose  
Nov 01/19 Subject 1-2-0

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### **PFNAV ADR 1+3 FAULT - SmartCockpit**

A320 Fcom 1 2 3 Manual A320 Fcom manufactured by Airbus. The family includes the A318, A319, A320 and A321, and the ACJ business jet. The aircraft family can accommodate up to 220 passengers and has a range of 3,100 to 12,000 km (1,700 to 6,500 nmi), depending on model.

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i am getting ready for my A320 initial FFS lesson 6 within which adr 1+3 fault scenario is included. it does say clearly in the fcom



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abn that during this fault, landing gear has to be gravity extended and also that retraction is inhibited. i did search the fcom and previously discussed threads regarding the same topic but they don't really say why.

### **PPRuNe Forums - A320 ADR 1+2 fault , landing gear gravity ext**

CHAPTER 3 Subject 3-1-0 General Information  
May 01/14 Subject 3-2-1 Payload/Range - ISA  
Conditions May 01/15 FIGURE Payload/Range -  
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Page 5 Dec 01/20

**AIRCRAFT CHARACTERISTICS AIRPORT AND  
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FCA A318/A319/A320/A321 FLEET PLP-LOM. P 1/2  
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82U A318/A319/A320/A321 FLEET GEN-PLP-SOH P  
1/2 FCOM 06 MAR 14 Localization Title Toc  
Index ID Reason GEN FCOM Revisions K 1 Minor  
editorial change Update of the RA term.  
Documentation update: Deletion of  
information. GEN Abbreviations L 2 Addition  
of the RPCU abbreviation.

### **GENERAL INFORMATION**

If you look at FCOM 3.04.10,pg 2, you can see that F speed is the minimum speed at which the flaps may be retracted at takeoff and it is the same value for both flap 2 or 3, so really there is no point in "going" flap 2

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when you already have speed for flap 1.

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SYS 2 must be selected when using AP2 but only during RVSM operations, for flights with a cruising level below RVSM, SYS 1 should be selected according to FCOM-PRO-NOR-SOP-06 • FMGC preparation

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FCOM 1 provides technical system information.  
FCOM 2 provides selected performance and

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loading data for flight preparation. FCOM 3 contains the Limitations, Non-normal Procedures, Bulletins, Normal Procedures (NPs), Supplementary Procedures (SPs), Operational Engineering Bulletins (OEBs) and FCOM Bulletins. The NPs set out the policy and philosophy

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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

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