

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

Manual Mantenimiento A321

Kokuritsu Kokkai Toshokan (Japan)



Manual Mantenimiento A321:

A321 Auto-flight Maintenance Manual Airbus,1995 **A321 Technical Training Manual 1 - General** BMI Engineering, **A321 Technical Training Manual 32 - Landing Gear** BMI Engineering, A321 Technical Training Manual 34 - Navigation BMI Engineering, **A321 Technical Training Manual 1 - General** BMI Engineering, Books on Japan in Western Languages Recently Acquired by the National Diet Library Kokuritsu Kokkai Toshokan (Japan),1999

A321 Technical Training Manual 28 - Fuel System BMI Engineering, A321 Technical Training Manual 52 - Doors BMI Engineering, A321 Technical Training Manual 25 - Equipment/Furnishings BMI Engineering, **Manual de mantenimiento** ,196? **Airbus A320** Facundo Conforti,2020 Bienvenidos a una de las versiones m s avanzadas de la Biblioteca Aeron tica En esta entrega de la serie AIRBUS A320 conoceremos la operaci n anormal de los sistemas del avi n El objetivo de este manual es que cada lector comprenda la correcta resoluci n de las emergencias que puedan presentar los diferentes sistemas del avi n desde las fallas mas simples hasta las mas complejas AIRBUS A320 Operaci n anormal es el complemento ideal de exitoso manual anterior que describe el principio de funcionamiento de cada sistema del avi n Este manual servir como complemento t cnico para comprender los pasos a seguir ante cada falla que pueda presentarse al operar los sistemas del avi n Una guia practica y entretenida como solo la Biblioteca Aeron tica puede ofrecer Un tema tan complejo como las emergencias de A320 se vuelve un tema simple y ameno de leer en este entretenido y did ctico manual

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 philo sophy 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 re member it s not a technical manual so enjoy it **Operaciones y mantenimiento en compa aas a reas** Operaciones y

mantenimiento en compa aas a reas,2020-09-13 Saber identificar los principales factores fundamentales para las aeronaves Identificar la normativa y conceptos clave relacionados con las aerol neas Conocer qui n es el responsable en cada caso de error Dominar los diferentes tipos de contratos existentes en este mbito Conocer cu ndo hay que realizar un plan de vuelo y qu elementos ha de contener UD1 Conceptos y normativa Aeronave y personal aeron utico 1 INTRODUCCI N 2 EVOLUCI N DE LA INFRAESTRUCTURA AEROPORTUARIA 2 1 Primeros impactos 3 FINANCIACI N DE AEROPUERTOS 3 1 CUENTA DE PERDIDAS Y GAN NCIAS 3 2 ESTRUCTURA DE TASAS DE AENA 3 3 INGRESOS AEROPORTUARIOS POR OPERACIONES AERON UTICAS 3 3 1 Tasa de aterrizaje 3 3 2 Tasa al pasajero 3 4 INGRESOS AEROPORTUARIOS NO AERON UTICOS E INGRESOS COMERCIALES 3 5 REPERCUSI N DE TASAS AEROPORTUARIAS EN EL PRECIO DE UN BILLETE DE AVI N 4

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