

O APPENDIX D**OPERATIONS MANUAL
VOLUME 6
APPENDIX A
A320 ROUTE MANUAL**

04 Oct 2000

A320 FLEET INSTRUCTION NO. 14/2000 (Re-Issue #1)**SUBJECT: STANDARD OPERATING PROCEDURES (SOP).**

With immediate effect the following SOP's are to be implemented:

1) Speed Control Below FL 100 or 10,000ft AMSL:

- a) A speed limit of 250 knots below FL 100 or 10,000ft AMSL is to be observed for normal operations.
- b) Exceptionally, at the request of ATC, a higher speed may be maintained below FL 100 or 10,000ft **AMSL**, but must be reduced to 250 Knots or less prior to descending below FL 50 or 5,000ft **AAL**.
- c) For higher altitude airports (for example Nairobi, Sanaa, Tehran, Shiraz), speed should be reduced to 250 Knots or less prior to descending below 10,000ft **AAL**.

2) Stabilised Approach Criteria:

- a) In normal operation, it is recommended that the aeroplane is stabilised in the landing configuration by the outer marker (or an equivalent point) for an ILS approach, or by the FAF for a non-precision approach.
- b) In IMC the aircraft must be stabilised in the landing configuration no later than 1000ft AAL. If this cannot be achieved the crew must consider a missed approach.
- c) In VMC, and for Visual Approaches, the aircraft must be stabilised in the landing configuration no later than 500ft AAL. If this cannot be achieved the crew must consider a missed approach.



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3) Visual Manoeuvring In The Vicinity of An Airport:

- a) All visual manoeuvring in the vicinity of an airport of intended landing is subject to the limitations for Circling and Visual Approaches in OM 8.1.3.15 and 16 (AOM) and must be flown in accordance with the procedures specified in FCOM 3.03.19 8/9 and 3.03.20 1/2.
- b) Once the aircraft is established and descending on the final approach to the runway of intended landing, 360 degrees turns and other manoeuvres for descent profile adjustment are not permitted.

All pilots are reminded of their personal responsibility to ensure that the Company's aeroplanes are operated in accordance with published SOPs unless exceptional circumstances apply.

All pilots are further assured that no disciplinary action whatsoever will be taken against any crew that elects to carry out a go-around for safety-related reasons, including inability, for whatever reason, to stabilise an approach by the applicable minimum height.



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A320 FLEET INSTRUCTION NO. 18/2000

**FLIGHT DIRECTOR USAGE DURING
NON-PRECISION APPROACH**

Reasons for Revision

As a result of feed-back from experience during line flying this Fleet Instruction has been amended in two respects:

Firstly, Airbus advice on the procedure appeared to give an option for FD selection at MDA, when continuing to land, by using the word 'can'(continue for a visual approach...). There is no option; FDs will be switched off when visual and landing.

Secondly, there has been some confusion about the call for changing from TRACK-FPA to HDG-V/S. Due to unfamiliarity with the procedure, some pilots have been trying to select a heading and a V/S when the "HDG-V/S" call has been made. We shall adopt the procedure as outlined in FCOM 3.03.90 p2, under 'ON/OFF' with the exception that "TRACK-FPA" will be used instead of "BIRD".

The Airbus wording of item 4 of the Procedure has been changed slightly to reflect that 'the pilot' does not make FCU selections when flying manually. (PNF selects as ordered by PF)

Background

Prior to GF adopting Airbus SOPs in 1999 the procedure for FD usage during a NPA was to leave FDs ON after MDA so that guidance would be available in the event of GA. FCOM 3 does not give specific instructions at MDA apart from "continue as for visual approach". We asked Airbus Industrie to clarify the exact procedure for FD switching and modes when continuing approach after MDA, and their response is outlined as follows. Our notes are included in italics.



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Procedure

1. If ground references are visible, the pilot will continue for a visual approach and the FDs will be disconnected (refer to SOP 3.03.20.)

PF will call "FDs OFF"; PNF only will action

2. If during the visual approach the pilot decides to go-around, GA procedure without FD will apply (refer to SOP 3.03.23).

You are reminded that in TK-FPA mode the aircraft reference symbols are dimmed (yellow surround disappears).

3. Selection of HDG-V/S mode after go-around initiation is recommended.

After L/G has been selected up, PF will call "TRACK-FPA OFF".

4. The PNF will re-engage FDs when passing the go-around acceleration altitude.

This is in accordance with the procedure for GA with FD OFF and will be called for by PF and actioned by PNF after target speed has been selected to Green Dot and thrust levers have been moved to the CL detent.

Notes

Airbus Industrie recommends implementation of the modification for automatic return of FD bars at go around initiation. The modification has been requested and is expected to be incorporated within the next few months.