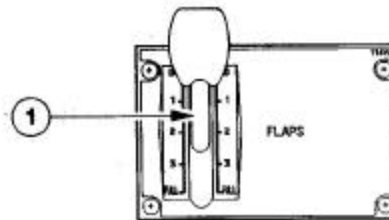


Figure 7: Slats/Flaps Configurations

<b>A319/A320/A321</b> <b>GULFAIR</b> <small>FLIGHT CREW OPERATING MANUAL</small>	<b>FLIGHT CONTROLS</b> <b>FLAPS AND SLATS</b>	1.27.50	P 5
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### CONTROLS AND INDICATORS

#### PEDESTAL



#### ① FLAPS lever

The FLAPS lever selects simultaneous operation of the slats and flaps.  
The five lever positions correspond to the following surface positions :

Position	SLATS	FLAPS	Indications on ECAM		
0	0	0		CRUISE	HOLD
1	18	0	1	TAKEOFF	
		10	1 + F		
2	22	15	2	LDG	APPR
3	22	20	3		
FULL	27	35	FULL		

Before selecting any position, the pilot must pull the lever out of the detent. Balks at positions 1 and 3 prevent the pilot from calling for excessive flap/slat travel with a single action.

*Note : The pilot cannot select an intermediate lever position.*

#### **Takeoff in configuration 1 :**

1 + F (18°/10°) is selected. If the pilot does not select configuration 0 after takeoff, the flaps retract automatically at 210 knots.

#### **Takeoff or go-around in configuration 2 or 3 :**

If the pilot selects configuration 1, he gets 1 + F (18°/10°) if airspeed is under 210 knots. If the pilot does not select configuration 0 after takeoff, the flaps retract automatically at 210 knots.

#### **Configuration 0 to configuration 1 in flight :**

Configuration 1 (18°/0°) is selected.

*Note : After flap retraction, configuration 1 + F is no longer available until the airspeed is 100 knots or less, unless configuration 2, 3, or FULL has been selected previously.*

