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1-1-0 Purpose Nov 01/19 Subject

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### **SmartCockpit**

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Fcommanufactured 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

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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 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 - ISA Conditions May 01/15 FIGURE

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Payload/Range - ISA Conditions -  
Sharklet May 01/15 L.E.C. Page 5 Dec  
01/20

## **AIRCRAFT CHARACTERISTICS AIRPORT AND MAINTENANCE PLANNING AC**

FCA A318/A319/A320/A321 FLEET  
PLP-LOM. P 1/2 FCTM 08 JUL 08.  
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In the case of any conflict, the FCOM  
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## **A320/321 Flight Crew Training Manual - 737NG**

82U A318/A319/A320/A321 FLEET



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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 when you already have speed for flap 1.

## **A320 1+F - PPRuNe Forums**

Full A320-FCOM Vol.1/2/3/4 - Aviation Documents - Avsim.su SYS 2 must be selected when using AP2 but only

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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 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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