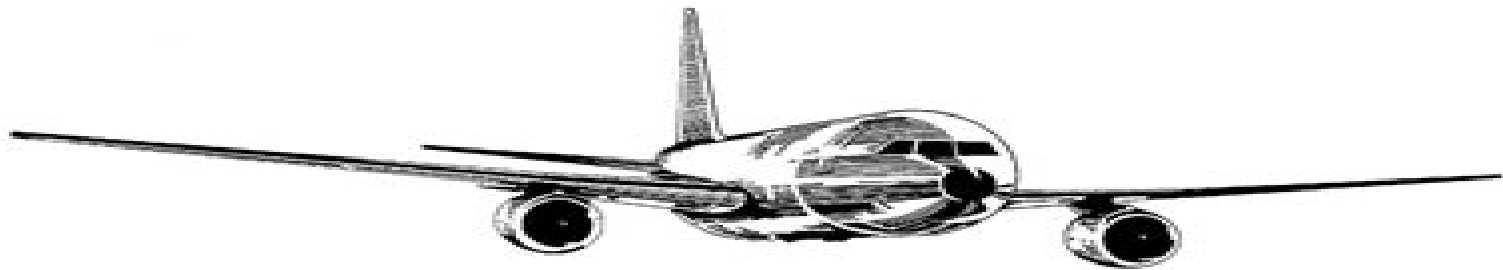


Siberia AIRLINES



A310



**FLIGHT CREW
OPERATING MANUAL**

Airbus A310 Flight Operation Manual

Gib Vogel



Airbus A310 Flight Operation Manual:

Aircraft Accident Report , Federal Register ,2014 **Code of Federal Regulations** ,2000 Special edition of the Federal Register containing a codification of documents of general applicability and future effect with ancillaries **The Code of Federal Regulations of the United States of America** ,1997 The Code of Federal Regulations is the codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government Flying the Airbus A380 Gib Vogel,2012-05-01 Since its first flight on 27 April 2005 the Airbus A380 has been the largest passenger airliner in the world Instantly recognizable with its full length upper deck it represents the pinnacle of modern airliner design **Code of Federal Regulations** United States. Internal Revenue Service,2008 Special edition of the Federal register containing a codification of documents of general applicability and future effect as of April 1 with ancillaries **Aviation Safety, Human Factors - System Engineering - Flight Operations - Economics - Strategies - Management** Soekkha,2020-03-26 Questions concerning safety in aviation attract a great deal of attention due to the growth in this industry and the number of fatal accidents in recent years The aerospace industry has always been deeply concerned with the permanent prevention of accidents and the conscientious safeguarding of all imaginable critical factors surrounding the organization of processes in aeronautical technology However the developments in aircraft technology and control systems require further improvements to meet future safety demands This book embodies the proceedings of the 1997 International Aviation Safety Conference and contains 60 talks by internationally recognized experts on various aspects of aviation safety Subjects covered include Human interfaces and man machine interactions Flight safety engineering and operational control systems Aircraft development and integrated safety designs Safety strategies relating to risk insurance and economics Corporate aspects and safety management factors including airlines services and airport security environment **Advanced Approach Light System** Behrend, Ferdinand,2017-08-25 The constant growth in aviation requires the introduction of new technologies in order to meet the demand for increasing capacity Especially the airport often represents the limiting factor Poor visibility conditions and an insufficiently equipped ground infrastructure regarding navigation facilities can lead to restrictions in maintaining the prevailing traffic flow especially during the approaches The conventional instrument landing system consists of numerous technical components which are causing expenses regarding maintenance and operation Smaller airports are often only partially or not at all equipped with the appropriate ground facilities This can bring air traffic to a total halt during certain visibility conditions New satellite based approach procedures offer the possibility to keep up air traffic even during poor visibility conditions regardless of the ground infrastructure required in the past These also offer now a barometric guidance or an augmented satellite signal for the vertical flight guidance component With the use of these approach procedures there is however the possibility of new faults and errors of the vertical flight guidance signal In a system based on electromagnetic radio waves a fault is angular meaning

if the airplane gets nearer to the transmitter on ground the absolute possible failure of the target approach path gets smaller. In a satellite based approach on the other hand it is constant during the whole approach. The result can be a great deviation from the target approach path even just before reaching the runway threshold. Often only after reaching the decision height and the herewith connected visual contact to corresponding ground features these faults can be recognized during poor visibility conditions close to the minima of a precision approach flight. The larger the absolute error to the target approach path the more crucial it gets to initiate a missed approach procedure and therefore preventing a drop out of the relevant obstacle clearance limit. Research has shown that through the currently present visual characteristics of the approach lighting system the actual position cannot be determined sufficiently regarding the runway threshold and the target approach path in order to estimate the decision height correctly. The here presented Advanced Approach Light System is supposed to be an additional visual aid in order to support the cockpit crew in its decisions. Therefore it should amount to improve the awareness of the situation regarding constant vertical faults. The new navigation lighting system has been integrated into a flight simulator and was tested by licensed airline pilots within two test series with varying visibility conditions and decision heights. Next to basic functionality operational usability in existing procedures of practical routines in the cockpit has been evaluated. The results of the test series have demonstrated a significant improvement in identifying vertical faults with the support of the Advanced Approach Light System. The decision to initiate a missed approach was made immediate and prompt and therefore the airplane stayed within the obstacle clearance limit even in a low decision height. In contrast the trial participants without the new system took reluctant and often far too late decisions which lead to a drop out of the obstacle clearance limit. The Advanced Approach Lighting System has significantly improved the situation awareness for pilots in command in recognizing vertical faults when reaching the decision height. The integration in existing work routines and its operative use happened flawlessly and was highly accepted by the trial participants.

Das stetige Wachstum in der Luftfahrt erfordert die Einf hrung neuer Technologien um der Nachfrage nach steigender Kapazit t gerecht zu werden. Insbesondere das System Flughafen stellt hierbei oftmals den limitierenden Faktor dar. Schlechte Sichtbedingungen und die unzureichende bodenseitige Ausr stung mit Navigationseinrichtungen k nnen f r Einschr nkungen in der Aufrechterhaltung des bestehenden Verkehrsflusses sorgen insbesondere bei Landeanfl gen. Das konventionelle Instrumentenlandesystem besteht aus einer Vielzahl an technischer Komponenten die hohen Aufwand hinsichtlich Wartung und Betrieb verursachen. Kleine Flugh fen sind oft nur teilweise oder gar nicht mit den entsprechenden Bodenkomponenten ausger stet so dass der Flugbetrieb bei bestimmten Sichtbedingungen vollst ndig eingestellt werden muss. Neue satellitengest tzte Anflugverfahren bieten die M glichkeit den Flugbetrieb auch bei schlechten Sichtbedingungen aufrechtzuerhalten unabh ngig von der bisher notwendigen Bodeninfrastruktur. Diese bieten mittlerweile ebenso eine auf der barometrischen H henmessung oder einem aufgewerteten Satellitensignal basierende vertikale Flugf hrungskomponente. Allerdings besteht mit der Verwendung

entsprechender Anflugverfahren auch eine neue mögliche Fehlercharakteristik des vertikalen Flugführungssignals. Ist ein Fehler beim auf elektromagnetischen Funkwellen basierenden Instrumentenlandesystem winkelförmig, dann je näher sich das Luftfahrzeug dem Sender am Boden nähert, umso kleiner wird die absolute Ablage zum Sollanflugweg. Ist dieser bei satellitengestützten Anflügen konstant über den gesamten Endanflug. Eine große Abweichung vom Sollanflugweg auch kurz vor Erreichen der Landebahnschwelle kann die Folge sein. Bei schlechten Sichtbedingungen nahe den Minima eines Präzisionsanfluges kann der Fehler oft erst bei Erreichen der Entscheidungshöhe und dem damit verbundenen visuellen Kontakt zu entsprechenden Bodenmerkmalen erkannt werden. Je größer die Ablage zum Sollanflugweg, umso entscheidender ist das unverzügliche Einleiten des Fehlanflugs, um ein Verlassen der entsprechenden Hindernisfreibereiche zu verhindern. Untersuchungen haben gezeigt, dass die aktuell vorhandenen visuellen Merkmale der Anflugbefeuerung nicht ausreichend sein können, die tatsächliche Position bezüglich der Landebahnschwelle und des Sollanflugweges bei Erreichen der Entscheidungshöhe einzuschätzen. Das hier vorgestellte Advanced Approach Light System soll die Cockpitbesatzung als zusätzliches visuelles Merkmal bei der Entscheidung unterstützen und so zur Verbesserung des Situationsbewusstseins hinsichtlich konstanter vertikaler Fehler beitragen. Das neue Befeuerungssystem wurde in einen Flugsimulator integriert und innerhalb zweier Versuchsreihen mit unterschiedlichen Sichtbedingungen und Entscheidungshöhen von lizenzierten Verkehrspiloten getestet. Dabei sollte neben der grundsätzlichen Funktionalität auch die operative Einsetzbarkeit in den bestehenden Ablauf der Handlungsrouinen im Cockpit untersucht werden. Die Ergebnisse der Versuchsreihen haben eine erhebliche Verbesserung im Erkennen vertikaler Fehler mit Hilfe des Advanced Approach Light System aufgezeigt. Die Entscheidung zum Einleiten des Fehlanflugs erfolgte direkt und unverzüglich, wodurch das Luftfahrzeug auch bei sehr niedriger Entscheidungshöhe noch innerhalb des Hindernisfreibereiches blieb. Im Gegensatz dazu wurde bei den Versuchsteilnehmern, denen nicht das neue System zur Verfügung stand, die Entscheidung eher zögerlich und oftmals viel zu spät getroffen, was zu einem Verlassen des Hindernisfreibereiches führte. Das Situationsbewusstsein der Luftfahrzeugführer zum Erkennen vertikaler Fehler beim Erreichen der Entscheidungshöhe wurde durch das Advanced Approach Light System wesentlich erhöht. Die Integration in bestehende Arbeitsrouinen und der operative Einsatz erfolgten bei hoher Akzeptanz problemlos durch die Versuchsteilnehmer.

Air Crash Investigations: Running Out of Fuel, How Air Transat 236 Managed to Fly 100 Miles Without Fuel and Land Safely George Cramoisi, 2010-02-04. On August 24, 2001, Air Transat Flight 236, an Airbus 330, was on its way from Toronto, Canada, to Lisbon, Portugal, with 306 people on board. Above the Atlantic Ocean, the crew noticed a dangerous fuel imbalance. The crew changed the planned route for a landing at the Lajes Airport in the Azores. At 06:13, the right engine flamed out. At 06:26, the left engine also flamed out. However, after flying 100 miles without fuel, the crew managed to land the aircraft at the Lajes Airport at 06:45. After the landing, small fires started in the main gear wheels; they were extinguished by the crash rescue response vehicles. Only 16 passengers and 2 cabin crew members received

injuries The aircraft suffered damage to the fuselage and to the main landing gear The investigation uncovered a large crack in the fuel line of the right engine it was caused by mistakes during an engine change just before the start of the flight

Code of Federal Regulations, Title 14, Aeronautics and Space ,2011-04-21

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