A319 / 320 / 321

track. The FMGC then commands the autoplict and autothrust to properly maintain the computed track and path.

If the pilot wishes to make changes or revisions to the flight plan then it is done to the FMGC which then recalculates the needed information. For example, if the pilot wishes to change the flight plan route to go direct to a new fix, the new fix is typed into the MCDU and entered into the DIR page. The FMGC now computes the new course and commands the autopilot to turn to the new heading.

"Computer Guided"

Pac	
FMGC	
Autopilot	Automnust
Flight Controls	Thrust

Each higher level uses all the previous levels. In other words computer guided flight is also using the autoflight and manual levels. The pilot can always "drop down" from one level to a lower level by disengaging the appropriate equipment. For example, the pilot may be climbing under computer control in Managed Climb. By selecting a vertical speed of 1500 fpm on the FCU the pilot has now put the vertical path in autopilot control. The FMSC is not controlling the climb rate. If the pilot then disengages the autopilot the aircraft is now under manual control and the pilot is now manually controlling the climb rate.

Two things that should be pointed out. You can have various levels of control at one time. For example, the track may be computer guided by the FMGC while the vertical path is under autopilot control. Another example is when the pilot is hand flying but using autothrust (which is very common). In this case the flight controls are in manual but the thrust is in autoflight.

The other thing to point out is that when hand flying the pilot may use the Flight Director so that while the aircraft is under manual control the pilot is still getting autoflight or computer guided assistance.

Autopolot (FHI 14.1.5)

There are two autopilots installed. Normally you will only use one autopilot at a time (Capt. using A/P 1 and F/O using A/P 2). However, for every ILS approach you will engage both autopilots (except. of course, when the second is inop.).

The autopilot can be controlled either directly from the FCU (Flight Control Unit) or through the MCDU and the FMGC. In both cases you must monitor engagement status on the FMA. The FCU has four places to make inputs, Speed, Heading/NAV, Altitude and Altitude Hold/Vertical Speed. In each case the knob for the selection can be pressed or pulled. Pressing the knob will tell the autopilot to use the FMGC for guidance. Pulling the knob will tell the autopilot to use a pilot selected value.

Airbus A319 320 321 Fmgc Manual

Facundo Conforti

Airbus A319 320 321 Fmgc Manual:

Federal Register, 2000-06-15 Airbus A319/320 Pilot Upgrade Preparation Faraz Sheikh, 2020-05-27 This book is developed using material and pilot training notes including official Airbus FCOM FCTM and the ORH to allow Pilots to study as a refresher or prepare for their command upgrade It covers failure management ECAM Airbus memory item drills complex and demanding failures technical reviews on systems limitations low visibility procedures RVSM PBN MEL CDL and supplementary information covering cold weather and icing windshears weather and wake turbulence The memory item drills include Loss of braking Emergency descent Stall recovery Stall warning at lift off Unreliable airspeed GPWS EGPWS warnings and cautions TCAS warnings and Windshears The complex and demanding failure chapter goes in depth with failures such as Dual Bleed faults Smoke Fumes cases Dual FMGC failure Engine malfunctions of all levels Fuel leak Dual Hydraulic faults Landing gear problems Rejected takeoff and evacuation Upset preventions and much more Technical revision gives a good study highlight for all the Airbus A320 systems including Air conditioning Ventilation and Pressurisation Electrical Hydraulics Flight Controls and Automation Landing gear Pneumatics etc The later chapters of the book covers useful topics such as aircraft limitations low visibility procedures RVSM PBN MEL CDL and other supplementary information such as cold weather and icing turbulence and windshears in more detail The book will no doubt be a great asset to any trainee or existing Airbus Pilot for both revision and training purposes including refresher training 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 Airbus A320 Facundo Conforti, 2020 Bienvenidos a una de las versiones m s avanzadas de la Biblioteca Aeron so enjoy it utica 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 utica 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 A320 Airbus Industrie, 1989 A320 Technical Training Manual 32 Airbus Industrie. Aeroformation, 1989 A320 Technical Training

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