

A310 ABNORMAL OPERATIONS

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TheAirlinePilots.com

ENGINE FAILURE OR FIRE AFTER V1

VR	Rotate to SRS Pitch or 12.5 deg if no SRS
Positive Climb	Gear UP
	Ignition – Cont Relight
Climb	At existing speed or V2 (min)
400 Feet	ECAM Actions (Primary)
	Bank 15 – HDG/S
	Advise ATC, Follow SID (or as advised)
1500 Feet	Speed 250 – ALT HOLD
Accelerate	“F” Flaps Zero – “S” Slats Retract
At Green Dot Speed	Level Change
	Select Green Dot Speed
	Set MCT
	Bank Normal
Further Climb and at Level OFF	Maintain Green Dot Speed
Complete ECAM Actions (secondary) Till Status	APU Start
	After TO Checklist
	Paper Checklist for Originating Procedure

SINGLE ENGINE GO AROUND

Go Levers – Trigger	“Go Around Flaps”
Rotate	SRS Pitch or 12.5 deg if no SRS
FMA	“Thrust – Go Around”
Positive Climb	Gear UP
Climb	At VAPP or VAPP +10
400 Feet	Bank 15 – HDG/S
	Advise ATC
	Follow Missed Approach (or as advised)
1500 Feet	Speed 250 – ALT HOLD
Accelerate	“F” Flaps Zero – “S” Slats Retract
At Green Dot Speed	Level Change
	Select Green Dot Speed
	Set MCT
	Bank Normal
Climb to GA Altitude	Maintain Green Dot Speed
After TO Checklist	

ENGINE FAILURE OR FIRE DURING GO AROUND

Go Levers – Trigger	“Go Around Flaps”
Rotate / Derotate	SRS Pitch or 12.5 deg if no SRS
FMA	“Thrust – Go Around”
Positive Climb	Gear UP
Climb	At VAPP or VAPP +10
400 Feet	ECAM Actions (Primary)
	Ignition – Cont Relight
	Bank 15 – HDG/S
	Advise ATC
	Follow Missed Approach (or as advised)
1500 Feet	Speed 250 – ALT HOLD
Accelerate	“F” Flaps Zero – “S” Slats Retract
At Green Dot Speed	Level Change
	Select Green Dot Speed
	Set MCT
	Bank Normal
Climb to GA Altitude	Maintain Green Dot Speed
Complete ECAM Actions (secondary) Till Status	APU Start
	After TO Checklist
	Paper Checklist for Originating Procedure

ENGINE FAILURE AND DRIFTDOWN

THRUST	MCT	Set on TRP
	ECAM Actions	Cont Relight, Throttle Idle etc --- by PNF
	A / THR	Disconnect when MCT is Set
SPEED	Set on FCU	.80 / 300 (Standard Strategy)
		Green Dot (Obstacle Strategy)
		.80 / 300 / 320 / 340 (Fixed Strategy)
LEVEL	Set on FCU & Select LVL / CH	LRC Ceiling
		Drift down Ceiling
		Predetermined
HDG	Set on FCU	In coordination with ATC to keep clear of the Airway
		Heading preferably towards the alternate

Note:

- 1) Use rudder trim to keep the control column straight.
- 2) Autopilot on the side of failed engine might trip off.

STALL RECOVERY – GROUND CONTACT BEING A FACTOR

A/C Configuration	Landing
Thrust	Approx 60 %
Level	Maintain
VSS – Stick Shaker	Thrust – Max
	Pitch – 15 to 17 (Max 17.5)
Accelerate	Maintain Level
VLS	Go Around Flaps
Speed Increasing / Positive Climb	Gears Up
“F” Speed	Flaps Zero
“S” Speed	Slats Retract
Thrust	Adjust
After Takeoff Checklist	

LOSS OF BOTH ENGINE GENERATORS AT TAKEOFF

After 100 Knots	"GO"
Positive Climb	Gear Remains Down (Due Std-by Gen)
	Ignition – Cont Relight (if not on Cont)
400 Feet	Identify Failure
	Advise ATC – Request Lower Altitude
1500 feet	Set Climb Thrust – Manually
3000 feet	Level Off
	Maintain Takeoff Slats / Flaps
	Fly at "F" Speed
Checklist	Loss of Both Generators
	After Takeoff

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Disclaimer: "A310 Abnormal Operations" are personal notes of the undersigned. These notes do not sanction any pilot to violate his/her Company's Standard Operating Procedures, Aircraft Manuals or Manufacturer's Recommendations.