

A320 MEMORY ITEMS

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Frequency and time of revision is the key for optimum efficiency.

FLIGHT PHASE (Time Permitting)	REVISION ITEM
Before Taxi	Loss of Braking
During Taxi	Unreliable Speed
Before Takeoff	Abnormal Slats / Flaps
Before Takeoff (If anticipated)	Windshear Warning
	EGPWS Warning
Climb	TCAS Warning
	Engine Failure
Cruise	Emergency Descent
	EGPWS Cautions
	Stall Warning & Recovery

Effective Strategies for Successful Revision and Retention

Regular & Consistent Revision: Regularly reviewing the material helps reinforce your memory and strengthens your understanding of the topic.

Active Engagement: Passive reading or simply reviewing notes may not be as effective as actively engaging with the material.

Time Intervals: Spacing out your revision sessions over time is more effective than cramming all at once.

Spaced Repetition: Spaced repetition is a technique that involves revisiting information at increasing intervals over time. Spaced out repetition leads to better long-term retention.

Prioritization & Review Schedule: Identify areas that require more focus and prioritize them in your revision schedule. Some topics need more frequent revision than others.

Active Recall: Instead of passively reviewing materials, try to recall information from memory as this is a powerful revision strategy. This helps strengthen your memory and identifies areas that need further review.

Adequate Breaks: Taking regular breaks during study sessions is crucial for maintaining focus and preventing burnout. Short breaks allow your brain to process information and recharge, leading to better overall efficiency.

Learning styles and preferences differ, so experiment and find a revision strategy that works best for you!

LOSS OF BRAKING [PRO-ABN-BRAKES]

CALLOUT: LOSS OF BRAKING

[MEM] LOSS OF BRAKING	
● If no braking:	
REV.....	MAX
BRAKE PEDALS.....	RELEASE
A/SKID OFF.....	ORDER
A/SKID & N/W STRG.....	OFF
BRAKE PEDALS.....	PRESS
MAX BRK PR.....	1000 PSI
● If still no braking:	
PARK BRAKE.....	USE
<i>Use short successive parking brake applications to stop the aircraft.</i>	

Note: If needed, maximum reverse thrust can be kept until full aircraft stop.

UNRELIABLE SPEED [PRO-ABN-NAV]

CALLOUT: UNRELIABLE SPEED

[MEM] UNRELIABLE SPEED INDICATION	
<div>1) Loss of Situational Awareness 2) For the Current Flight Conditions a) Inappropriate Pitch & Thrust b) Unexpected Flight Path FCTM</div>	
● If the safe conduct of the flight is impacted:	
AP.....	OFF
A/THR.....	1. Knock Off the Automation
FD.....	OFF
PITCH/THRUST:	2. Fly a Logical Attitude
Below THRUST RED ALT.....	15° / TOGA
Above THRUST RED ALT and Below FL 100.....	10° / CLB
Above THRUST RED ALT and Above FL 100.....	5° / CLB
FLAPS (if CONF 0(1)(2)(3)).....	MAINTAIN CURRENT CONF
FLAPS (if CONF FULL).....	SELECT CONF 3 AND MAINTAIN
SPEEDBRAKES.....	3. Get Rid of the Drag CHECK RETRACTED
L/G.....	UP
When at, or above MSA or Circuit Altitude: Level off for troubleshooting.	
4. Troubleshoot	

ABNORMAL SLATS / FLAPS [FCTM PR-AEP-F_CTL]

- For any Slats / Flaps Problem – PULL SPEED Knob.

At takeoff, the selected speed will stop the acceleration and avoid exceeding VFE. During approach, it will avoid further deceleration.

Note: This one is not in the Airbus list of memory items.

WINDSHEAR (REACTIVE) [PRO-ABN-SURV]

CALLOUT: **WINDSHEAR TOGA**

[MEM] WINDSHEAR	
■ At Takeoff:	
■ If before V1:	
If there are significant variations in airspeed, and in airspeed trend below the indicated V1, reject the takeoff.	
■ If after V1:	
THR LEVERS.....	TOGA
REACHING VR.....	ROTATE
SRS ORDERS.....	FOLLOW
■ Airborne, initial climb or landing:	
THR LEVERS AT TOGA.....	SET OR CONFIRM
AP (if engaged).....	KEEP ON
SRS ORDERS.....	FOLLOW
DO NOT CHANGE CONFIGURATION (SLATS/FLAPS, GEAR) UNTIL OUT OF WINDSHEAR.	
CLOSELY MONITOR FLIGHT PATH AND SPEED.	
RECOVER SMOOTHLY TO NORMAL CLIMB OUT OF WINDSHEAR.	

Notes:

- Basically 5 steps to recall: **TOGA > SRS > CONFIG > FLIGHT PATH > RECOVERY**.
- Before V1 abort for significant airspeed variations and if stop distance is sufficient.
- If necessary, sidestick can be pulled fully back.
- If no FD bars then initial pitch 17.5°. To prevent further loss of altitude, increase pitch.
- If AOA > α PROT then autopilot will disengage.

EGPWS WARNINGS [PRO-ABN-SURV]

CALLOUT: PULL UP TOGA

[MEM] EGPWS WARNINGS
<ul style="list-style-type: none">● "PULL UP" - "TERRAIN AHEAD PULL UP" - "OBSTACLE AHEAD PULL UP"
Simultaneously:
AP..... OFF
PITCH..... PULL UP
THRUST LEVERS..... TOGA
SPEED BRAKES lever..... CHECK RETRACTED
BANK..... WINGS LEVEL or ADJUST
DO NOT CHANGE CONFIGURATION (SLATS/FLAPS, GEAR) UNTIL CLEAR OF OBSTACLE.

Notes:

- Keep wings level and pull to full backstick and maintain that position.
- A turning maneuver can be initiated if that is the safest action.
- PULL UP maneuver must be performed before the turn.

TCAS WARNINGS [PRO-ABN-SURV]

CALLOUT ON TA: I HAVE CONTROLS. CALLOUT ON RA: TCAS RA

[MEM] TCAS WARNING - RESOLUTION ADVISORY
■ All RA, except any CLIMB RA during approach in CONF 3 or FULL:
AP (if engaged)..... OFF
BOTH FDs..... OFF
Respond promptly and smoothly.
VERTICAL SPEED..... ADJUST or MAINTAIN
■ Any CLIMB RA during approach in CONF 3 or FULL:
GO-AROUND..... PERFORM
Follow the SRS GA mode.
VERTICAL SPEED..... MONITOR
ATC..... NOTIFY
● When the "CLEAR OF CONFLICT" aural alert sounds:
ATC..... NOTIFY
LATERAL AND VERTICAL GUIDANCE..... ADJUST
AP/FD..... AS RQRD

[MEM] TCAS WARNING - RESOLUTION ADVISORY

Applicable to: MSN 07784-07792

■ If the AP/FD **TCAS** mode is available:

● All RA, except any **CLIMB** RA during approach in **CONF 3** or **FULL**:

● If the AP is OFF:

FD ORDERS..... FOLLOW

The AP can be engaged.

VERTICAL SPEED.....MONITOR

If a preventive RA was triggered: check that the vertical speed remains out of the red area of the vertical speed scale.

If a corrective RA was triggered: check that the vertical speed gets out of the red area, and remains in the green area of the vertical speed scale.

CAUTION If for any reason during a RA, the aircraft vertical speed does not reach the green area of the vertical speed scale, the PF should disconnect the AP, and override the FD orders, in order to lead the aircraft vertical speed out of the red area of the vertical speed scale. If necessary, the PF must use the full speed range between $V_{\alpha max}$ and V_{MAX} .

● Any **CLIMB** RA during approach in **CONF 3** or **FULL**:

GO-AROUND..... PERFORM

The AP/FD **TCAS** mode disengages (the AP/FD does no longer follows the RA orders).
Follow the **SRS** GA mode.

VERTICAL SPEED.....MONITOR

ATC.....NOTIFY

● When the “**CLEAR OF CONFLICT**” aural alert sounds:

The AP/FD **TCAS** mode, if engaged, disengages.

AP/FD.....MONITOR/FOLLOW

ATC.....NOTIFY

LATERAL AND VERTICAL GUIDANCE.....ADJUST

SPEED.....ADJUST

ENGINE FAILURE DURING CLIMB / CRUISE [FCTM PR-AEP-ENG]

- Thrust levers – MCT.
- A/THR – Disconnect (if above engine out ceiling).
- HDG – As appropriate.
- Engine out recovery altitude – Determine in cruise.
- Descent Strategy – Determine:
 - Standard
 - Obstacle
 - Fixed Speed
- For Descent:
 - Pull SPEED.
 - Set engine out recovery altitude and pull for OPEN DES.
- ECAM/OEB actions.

Note: This one is not in the Airbus list of memory items.

EMERGENCY DESCENT [PRO-ABN-MISC]

CALLOUT: **EMERGENCY DESCENT**

[MEM] EMER DESCENT	
CREW OXY MASKS.....	USE
SIGNS.....	ON
EMER DESCENT.....	INITIATE
● If A/THR not active:	
THR LEVERS.....	IDLE
SPD BRK.....	FULL

Notes:

- To save oxygen, set the oxygen diluter selector to the N position.

EGPWS CAUTIONS [PRO-ABN-SURV]

[MEM] EGPWS CAUTIONS

■ "TERRAIN TERRAIN" - "TOO LOW TERRAIN" - "TERRAIN AHEAD" - "OBSTACLE AHEAD"

■ During night or IMC:

Simultaneously:

AP.....OFF
PITCH.....PULL UP

THRUST LEVERS.....TOGA
SPEED BRAKES lever.....CHECK RETRACTED
BANK.....WINGS LEVEL or ADJUST

DO NOT CHANGE CONFIGURATION (SLATS/FLAPS, GEAR) UNTIL CLEAR OF OBSTACLE.

■ During daylight and VMC, with terrain and obstacles clearly in sight:

FLIGHT PATH.....ADJUST

■ "SINK RATE"

■ Above 1 000 ft AAL in IMC or above 500 ft AAL in VMC:

FLIGHT PATH.....ADJUST

■ Below 1 000 ft AAL in IMC or below 500 ft AAL in VMC:

GO-AROUND.....CONSIDER

■ "DON'T SINK"

FLIGHT PATH.....ADJUST

■ "TOO LOW GEAR" - "TOO LOW FLAPS"

GO-AROUND.....PERFORM

■ "GLIDESLOPE"

■ Above 1 000 ft AAL in IMC or above 500 ft AAL in VMC:

FLIGHT PATH.....ADJUST

● When conditions require a deliberate approach below glideslope:

G/S MODE.....OFF

■ Below 1 000 ft AAL in IMC or below 500 ft AAL in VMC:

GO-AROUND.....CONSIDER

STALL WARNING AT LIFTOFF [PRO-ABN-MISC]

CALLOUT: STALL TOGA 15°

[MEM] STALL WARNING AT LIFT-OFF	
THRUST.....	TOGA
At the same time:	
PITCH ATTITUDE.....	15 °
BANK.....	WINGS LEVEL

Notes:

- Spurious stall warning may sound in NORMAL law, if AOA probe is damaged.
- Apply the above procedure and attain a safe flight path and speed.
- If stall warning continues, consider it as spurious.

STALL RECOVERY [PRO-ABN-MISC]

CALLOUT: STALL, I HAVE CONTROL

[MEM] STALL RECOVERY	
NOSE DOWN PITCH CONTROL.....	APPLY
BANK.....	WINGS LEVEL
● When out of stall (no longer stall indications) :	
THRUST.....	INCREASE SMOOTHLY AS NEEDED
SPEEDBRAKES.....	CHECK RETRACTED
FLIGHT PATH.....	RECOVER SMOOTHLY
● If in clean configuration and below 20 000 ft :	
FLAP1.....	SELECT

Notes:

- For lack of pitch down authority, reducing thrust may be necessary.
- In case of single engine, compensate asymmetry with rudder while increasing thrust.

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