


# Explanations of SOP

## 1. Alternate Braking System Checking

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES	3.03.04	P 4
	PRELIMINARY COCKPIT PREPARATION	SEQ 001	REV 43

### A. With Procedures

#### ALTERNATE BRAKING SYSTEM

*Note* : The purpose of this check is to verify, before the first flight of the day, the efficiency of the alternate braking system (absence of "spongy pedals").

- Y ELEC PUMP ..... CHECK OFF
- CHOCKS ..... CHECK IN PLACE
- PARKING BRAKE ..... OFF
  
- BRAKE PEDALS ..... PRESS  
Apply maximum pressure on both pedals.
- BRAKE PRESSURE (on BRAKE press indicator) ..... CHECK  
Pressure must build up without delay symmetrically on left and right sides for the same application simultaneously applied on left and right pedals. With full pedal deflection, the pressure must be between 2000 and 2700 psi.
- BRAKE PEDALS ..... RELEASE
- PARKING BRAKE ..... ON  
The parking brake must be on during the exterior inspection to allow the flight crew to check brake wear indicators.

CSC MSN 0872 1007

CSC MSN 0540-0591 0874-0919 1013-2348 2510-2639

### B. With No Procedures


CSC MSN 3114-4326

CSC MSN 2396-2431

**Company Requirement:** Implement the corresponding procedures according to

the actual MSN No.

## 2. Two Types of Checking Procedure for RCDR

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  COCKPIT PREPARATION	3.03.06	P 2
		SEQ 203	REV 37

### Procedure A

#### RCDR

- \* – RCDR GND CTL . . . . . **ON**
- CVR TEST . . . . . **PRESS AND RELEASE**  
Check low frequency signal through the loudspeakers.

*Note: The parking brake must be ON to perform the CVR test.*

CSC MSN 0540-0582 0872 0878 0915-0919 1013-1293 2313-2348 2510-3680

CSC MSN 0874 0902-0912 1007 1500

### Procedure B

#### RCDR

- \* – RCDR GND CTL . . . . . **ON**  
In order to perform the test, ensure that the parking brake is on.
- LOUDSPEAKER VOLUME KNOB . . . . . **OFF (BOTH SIDES)**
- ACP INT/RAD SWITCH (CAPT or F/O) . . . . . **SET to INT**
- INTERPHONE VOLUME RECEPTION KNOB . . . . . **RELEASE**  
Turn up the volume to the maximum.
- CVR TEST . . . . . **PRESS AND MAINTAIN**  
An audio test signal, and a brief repetitive audio signal every 4 seconds, should be heard through the loudspeakers. Once this is done, talk through the handmike, ensure that your voice is heard on the loudspeakers, and only then release the CVR test pushbutton.

*Note: – Only the handmike, not the boomset, should be used to carry out the test, as the audio signal must be heard on the loudspeakers.  
– The flight crew may also hear an acoustic feedback during the test. The test is still valid if this acoustic feedback is heard.*


CSC MSN 2396-2431

CSC MSN 0591

**Company Requirement: Carry out the related procedures according to the corresponding MSN No.**

### 3. Two Versions of the " NO SMOKING LIGHT " Switch

#### Version A:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  COCKPIT PREPARATION	3.03.06	P 3
		SEQ 001	REV 44

#### \* SIGNS

\* – SIGNS ..... ON/AUTO


\* – EMER EXIT LT ..... ARM

*Note : Leaving the EXIT or NO SMOKING or NO PORTABLE/ELEC DEVICE (as installed) selector ON prevents the emergency batteries from charging.  
 If the CIDS has been programmed (option) for a non-smoking flight, NO SMOKING or NO PORTABLE/ELEC DEVICE (as installed) signs are permanently on, with the EXIT or NO SMOKING or NO PORTABLE/ELEC DEVICE (as installed) switch at AUTO (with permanent charge of emergency batteries).*

CSC MSN 0540 0551-0582

CSC MSN 0550 0591

#### Version B:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  COCKPIT PREPARATION	3.03.06	P 3
		SEQ 102	REV 44

#### \* SIGNS

\* – SIGNS ..... ON/AUTO

\* – EMER EXIT LT ..... ARM

*Note : If the CIDS has been programmed (option) for a non-smoking flight, NO SMOKING or NO PORTABLE/ELEC DEVICE (as installed) signs are permanently on, with the EXIT or NO SMOKING or NO PORTABLE/ELEC DEVICE (as installed) switch at AUTO.*

CSC MSN 0874 0902-0912 0919-1013 1500-3449 3591-3680 3962 4018-4326

CSC MSN 0878 0915 3583 3730-3893 3996

CSC MSN 0872

CSC MSN 1060-1293



## 8.2 “No Smoking” Sign


“No Smoking” light should be set to “ON” throughout the whole flight from the moment when the flight crew accept the aircraft to the end of the flight on that day.

**Except for some aircrafts, most of SiChuan Airlines’ A320s have been programmed for a Non-Smoking Flight. According to the regulation of 《Flight Operations Manual》, the No Smoking Light must be ON throughout the flight.**

**Company Recommendation: During the flight, keep the No Smoking Light on.**

## 4. Requirement for RMP Setting and Recognition of Navaid.

### Requirement for RMP setting

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.06	P 9
	COCKPIT PREPARATION	SEQ 100	REV 42


#### RMP

- RMP ..... ON
- Green NAV light ..... CHECK OFF
- SEL light ..... CHECK OFF
- COM FREQUENCIES ..... TUNE  
 Use VHF 1 for ATC (only VHF1 is available in emergency electrical configuration), VHF2 for ATIS and company frequencies. VHF3 is normally devoted to ACARS.

### Requirement for Navaid setting:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.06	P 11
	COCKPIT PREPARATION	SEQ 001	REV 42

- \* – RADIO NAV ..... CHECK
  - Check the VOR, ILS and ADF tuned by the FMGC.
  - Modify them if required, and check that the correct identifier is displayed on the ND and PFD (ILS). If unsatisfactory, go through the audio check.

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>SUPPLEMENTARY TECHNIQUES</b>	3.04.34	P 2
	NAVIGATION	SEQ 100	REV 32

#### AUTOMATIC IDENTIFICATION OF ADF/VOR/ILS

Although the navigation display automatically identifies the tuned ADF, VOR, or ILS station (auto ident decoded), the flight crew must, in the following cases, confirm the correct tuning of the desired station via the audio system :

- A station has either been autotuned or tuned manually by a crew member's entering the associated ident on the MCDU RAD NAV page, and the decoded ident appearing on the ND is the wrong one.
- A crew member has tuned the station manually on an RMP or by entering the frequency on the MCDU RAD NAV page.

**Company Requirement: Manually set the Nav aids, when the automatic tuned**

**Nav aids are not correctly identified in the Nav Page.**

**Cross Check frequencies on both sides, when Nav aid are manually set.**

## 5. Sequence Of FMGS Initialization

Initialization sequence in SOP, FCTM and 《Flight Instructor Media》 :

PF	FMGS PREPARATION <span style="border: 1px solid black; padding: 2px;">SCP</span>	PNF
	<i>Navigation data</i>	
CHECK		
1. STATUS PAGE		CHECK ALL ENTERED DATA
FILL:		
2. INIT A PAGE		
3. F-PLN A PAGE		
4. SEC F-PLN PAGE		
5. RAD NAV PAGE		
XCHECK F-PLN ON ND WITH COMPUTERIZED F-PLN		XCHECK F-PLN ON ND WITH COMPUTERIZED F-PLN


  

PF	FMGS PREPARATION <span style="border: 1px solid black; padding: 2px;">SOP</span>	PNF
	<i>Performance data</i>	
<i>When weight and balance information is available</i>		
FILL:		CHECK ALL ENTERED DATA
1. INIT B PAGE		
2. PERF PAGES		
Noise abatement :		

**Company Requirement: Initialize FMGS in accordance with SOP**

## 6. Crew Oxygen

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  COCKPIT PREPARATION	3.03.06	P 15
		SEQ 001	REV 42

**On the OXYGEN panel :**

- **CREW SUPPLY** ..... **CHECK ON**

**On the glareshield :**

- **LOUDSPEAKERS** ..... **ON**

**On the audio control panel :**

- **INT reception knob** ..... **PRESS OUT-ADJUST**
- **INT/RAD switch** ..... **INT**

**On the mask stowage box :**

- Press and hold the reset/test button in the direction of the arrow.
  - Check that the blinker turns yellow for a short time, and then goes black.
- Hold the reset/test button down, and press the emergency pressure selector.
  - Check that the blinker turns yellow and remains yellow, as long as the emergency pressure selector is pressed.
  - Listen for oxygen flow through the loudspeakers. Warn any engineer, whose headset may be connected to the nose intercom, that a loud noise may be heard when performing this check.
- Check that the reset/test button returns to the up position and the N 100 % selector is in the 100 % position.
- Press the emergency pressure selector again, and check that the blinker does not turn yellow. This ensures that the mask is not supplied.

**Company Requirement: Check Crew Oxygen in accordance with SOP**

## 7. How To Use the “Seat Belt Sign” to Advise Cabin Crew

### Regulations in 《FLIGHT OPERATIONS MANUAL》



Sichuan Airlines Co., Ltd.

Manual No.: 3U.FOM.001

### FLIGHT OPERATIONS MANUAL

Revision No.: 05-00

Effective Date: 01/01/2012

Section: 14-03-01

Signal	Delivered by	The Meaning of Signal and Response
Interphone Contact	Pilot or Flight Attendant	Pick up the nearest telephone After the pilot delivers the signals and fails to answer the flight attendants, the flight attendants shall access into the cockpit
Access into the cockpit: (the interphone contact, they can enter into the cockpit with the door entry password or the method that has been previously agreed)	Flight attendant	After the cockpit door is unlocked, the flight attendant may enter into the cockpit.
Notify before the aircraft moves on the ground: ring the bell twice	Pilot	Before the aircraft starts to move on the ground, the cockpit shall notify the cabin crews
Notify after the waiting due to delay and before the moves on the ground: ring the bells twice	Pilot	When the aircraft has to wait due to the delay, the flight crews shall notify the reasons of delay to the flight attendant and the circumstances so that they can walk around the cabin and monitor the cabin safety, and provide relevant service. Before the aircraft starts to move, the cabin crew shall be notified.
Notify after cabin security check completed before take-off/landing: interphone or the method that has been previously agreed/cabin ready key.	Flight attendant	The flight attendants shall ensure: The cabin has properly prepared for take-off / landing All the passengers have properly seated and fastened the seat belts. All the flight attendants have properly taken their seats Report: cabin is ready.
Take-off/landing notification: Ring the bells twice	Pilot	Notify the cabin: the airplane will take-off/land soon.



<b>Signal</b>	<b>Delivered by</b>	<b>The Meaning of Signal and Response</b>
Notify when the aircraft climbs above 10000 feet and the flight is under a steady condition	Pilot	Turn off the sign of "Fasten Seat Belt".
Before descent: Notify by the interphone	Pilot	Notify the cabin attendant that the aircraft is about to descend
After the aircraft comes to a standstill: the sign of "Fasten Seat Belt" is extinguished	Pilot	Indicate that the engines have been shut down and the aircraft has completely stopped
In cruise: one bell is for moderate turbulence and three bells for severe turbulence	Pilot	The cabin attendant notifies the passenger via PA system, and operates in accordance with the turbulence procedure
The warning before the forced landing Six bells, and notify cabin via PA system	Pilot or Flight Attendant	In case of emergency condition, the cabin attendant shall make a loud warning to take the brace of impact to prepare for the ditching or the forced landing on the land

**Company Requirement: According to Flight Operations Manual:**

**Push Back and Start Up: Bell twice.**

**Line up: Bell twice and confirm cabin report received.**

**Climb through 10000 feet: Seat Belt off according to actual weather condition.**

**Before descent: Seat Belt On.**


**In turbulence: Seat Belt on-----Light Turbulence; Two bells----Moderate**

**Turbulence; Three bells----Severe Turbulence.**

**After aircraft been in stand and all engines shutdown: Seat Belt off.**

## 8. How To Use the " N/W SRG DISC " Switch

### FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  BEFORE PUSHBACK or START	3.03.07	P 2
		SEQ 200	REV 37

- **NW STRG DISC** . . . . . **CHECK AS RQRD**  
In case of pushback (conventional or towbarless), the nosewheel steering selector bypass pin must be in the tow position. The ECAM's NW STRG DISC, or N WHEEL STEERG DISC memos indicate this to the flight crew.

**CAUTION**

If NW STRG DISC is not displayed on the ECAM, but the ground crew confirms that the steering selector bypass pin is in the towing position, then the pushback must not be performed. This is to avoid possible nose landing gear damage upon yellow hydraulic pressurization.  
To dispatch the aircraft in such a case, refer to the MMEL.

In case of a powerpush by the main landing gear, the nosewheel steering selector should remain in the normal position to steer the aircraft (Refer to 3.04.80).


**Company Requirement: Flight crew must confirm information "NW STRG**

**DISC" indicated on the ECAM before pushing back.**



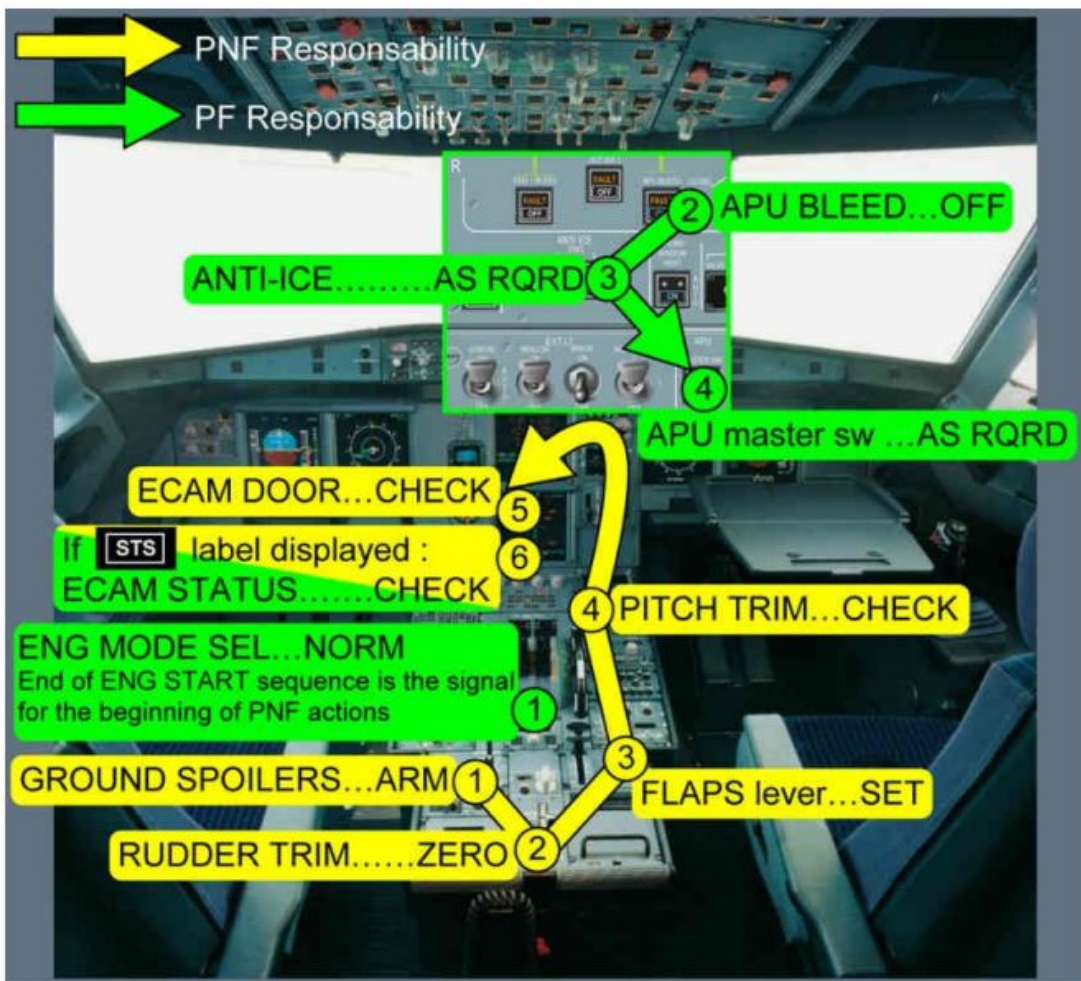
## 10. After Start Flow Pattern

1). The Signal to begin the after start flow pattern: PF sets the ENG MODE selector to NORM.

 <b>A318/A319/A320/A321</b> FLIGHT CREW TRAINING MANUAL	<b>NORMAL OPERATIONS</b> <b>START</b>
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### AFTER START FLOW PATTERN

When the engines have started, the PF sets the ENG MODE selector to NORM to permit normal pack operation. At this time, the After Start Flow Pattern begins.




(Setting the NEG MODE Selector to Norm triggers the after start flow pattern)

**Company Requirement:** PNF begins the After Start Flow Pattern according to

the signal from PF

2). Minimal idle running time for v2500 engine: at least 5 min. before setting the thrust to high power, if the engines have been shut down greater than two hours.


 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  AFTER START	3.03.09	P 1
		SEQ 140	REV 42

- After a shutdown period greater than two hours, to avoid thermal shock, the pilot should operate the engine at idle or near idle for at least 5 minutes before advancing the thrust lever to high power. Taxi time at idle may be included in the warm-up period.
- The last engine started must run for at least 2 minutes before takeoff initiation, to ensure that takeoff is not initiated before the center tank pumps test is finished, since takeoff on center tank is prohibited.

**Company Recommendation: During Taxi, leave sufficient time for engines to run at idle.**

# 11. Breaking System Check Before and During Taxi


## 1). Parking Break System Check in FCOM3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAXI	3.03.10	P 1
		SEQ 001	REV 34

**TAXI**

- TAXI clearance ..... **OBTAIN**
- R – NOSE light ..... **TAXI**  
Turn on the nosewheel light to TAXI day and night.
- R RWY TURN OFF lights may be switched ON, as required.
- PARKING BRAKE ..... **OFF**  
Check that brake pressure is zero (triple indicator). Slight residual pressure may be indicated for a short period of time.

### Standard Callout


 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  STANDARD CALLOUTS	3.03.90	P 6
		SEQ 001	REV 43

TAXI		
EVENT	PF	PNF
Brake transfer check	BRAKE CHECK	PRESSURE ZERO

**Company Requirement:** When receiving the callout “Breaks Check” from PF,

PNF checks the pressure, then calls out “Pressure Zero”

## 2). Normal Breaking System Check in FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAXI	3.03.10	P 2
		SEQ 100	REV 39

- BRAKES ..... **CHECK**
  - Once the aircraft starts moving :
    - Check the brake efficiency of the normal braking system : The aircraft must slow down when pressing the brake pedals.

**CAUTION**

If the aircraft has been parked in wet conditions for a long period, the efficiency of the first brake application at low speed will be reduced.

**QRH:**

 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 43	<b>3.04</b>
		SEQ 100	

TAXI	
PF	PNF
NOSE LIGHT . . . . . TAXI	TAXI CLEARANCE . . . . . OBTAIN
<b>. Taxi clearance obtained :</b>	
PARKING BRAKE . . . . . OFF	ELAPSED TIME . . . . . AS RQRD
THRUST LEVERS . . . . . AS RQRD	
BRAKES . . . . . CHECK	BRAKES PRESS . . . . . CHECK O

**Company Recommendation:** PF calls out “Breaks Check” , and then PNF

checks the pressure and calls out “Pressure Zero” . Subsequently, PF calls out

“Deceleration, Action Good” .

**NOTICE:** The actual callout must be the exact number indicated on the pressure indicator and also the actual braking action that you feel.

## 12. Before Take-Off Flow Pattern ----- PNF

### 1). Flow Pattern

BEFORE TAKEOFF i
PNF ACTIONS

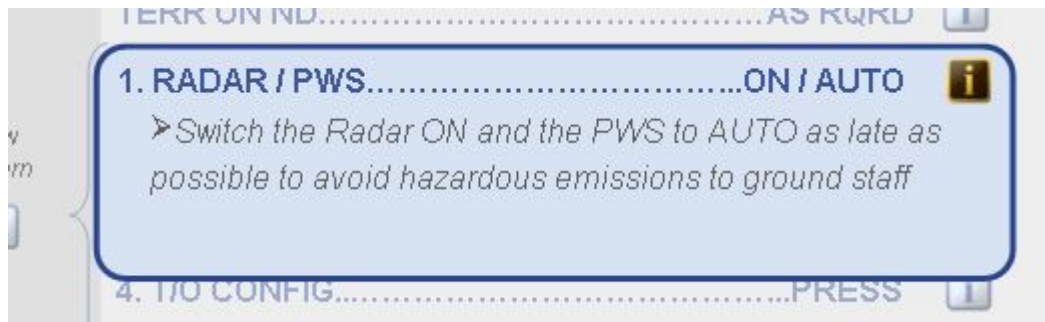
PF
TAXI :  
ATC clearance confirmation SOP
PNF

*When ATC clearance obtained:*

	ATC CLEARANCE.....CONFIRM <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
	TERR ON ND.....AS RQRD <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
<i>Flow pattern</i> <span style="font-size: 0.8em;">i</span>	1. RADAR / PWS.....ON / AUTO <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
	2. ATC.....SET <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
	3. AUTOBRAKE.....MAX <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
	4. T/O CONFIG.....PRESS <span style="float: right;"><span style="font-size: 0.8em;">i</span></span>
	5. T/O MEMO.....CHECK NO BLUE



2). Delay switching the RADAR on and the PWS to AUTO as late as possible to avoid hazardous emissions to ground staff.



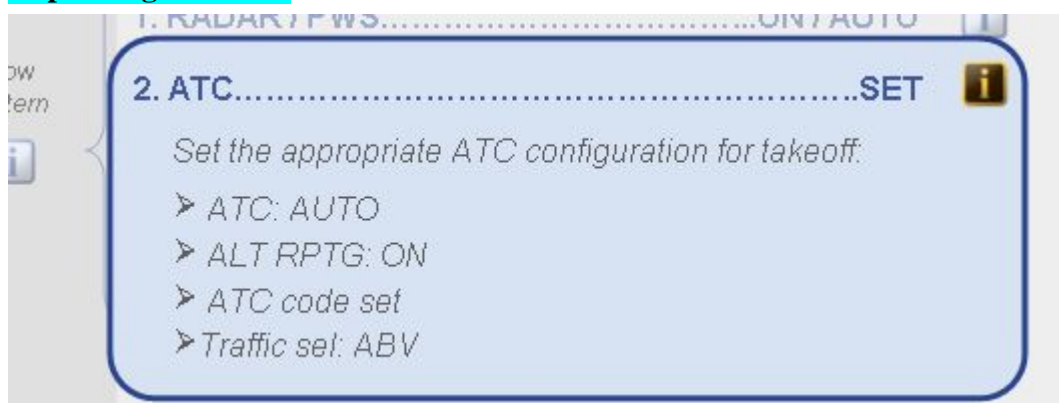
3). The working status of PWS is related to the setting of ATC:

<b>A319/A320/A321</b>  <b>SICHUAN AIRLINES</b> FLIGHT CREW OPERATING MANUAL	<b>NAVIGATION</b>	1.34.60	P 3
	WEATHER RADAR	SEQ 102	REV 38

**WINDSHEAR PREDICTION FUNCTION**

- The weather radars have a Predictive Windshear System (PWS) that operates when :
- R – The PWS switch is in the AUTO position (Even if the weather radar is OFF), and
  - The aircraft is below 2300 feet AGL, and
  - The ATC is switched to the ON, or AUTO, or XPDR, or XPNDR, position (depending on the ATC panel), and
  - Either engine is running.

4). ATC setting is different in different Airports. In most situations, the ATC CODE has been assigned before startup. AUTO mode is S mode, which will allow PWS to work on ground. In this case, ATC should be set according to different airport regulations.



**Company Requirement:: PNF must follow the above flow patterns, however the**

**actual ATC setting should be in accordance with airport regulation.**

### 13. Before Takeoff Briefing

Currently, in SOP and FCTM, there is no special requirement for before take-off briefing. 《Flight Instructor Media》 has the related content listed below:



Company Requirement: According to company conventions, items specified in briefing are listed below:

1. Aircraft Type, Take-Off Runway, SID

2. Gross Weight

3. Take-Off Configuration

4. Fuel On Board


5. EPR xxx or TOGA /Flex Temperature

6. V1/Vr/V2, Initial Altitude, Baro Reference

7. CLB,NAV, FD1+2

## 14. Who to Advise Cabin Crew Before Takeoff

QRH requires PF to advise cabin crew. Normally during actual operation, this is the action of PNF per request from PF.

<b>A319/A320</b> <b>/A321</b>  <b>SICHUAN AIRLINES</b>	<b>NORMAL PROCEDURES</b>	REV 43	<b>3.05</b>
		SEQ 001	

BEFORE TAKEOFF	
PF	PNF
	TAKEOFF/LINE UP CLEARANCE . . . . . OBTAIN
	TCAS ◀ . . . . . TA or TA/RA
APPROACH CLEAR OF TRAFFIC . . . . . CHECK	
	PACKS 1+2 . . . . . AS RQRD
	EXTERIOR LIGHTS . . . . . SET
	QFU/THRESHOLD . . . . . CONFIRM
SLIDING TABLE ◀ . . . . . STOW	SLIDING TABLE ◀ . . . . . STOW
<u>CABIN CREW . . . . . ADVISE</u>	BRAKE TEMP (if fans ◀ running) . . . . . CHECK

**Company Requirement: PNF advises the cabin crew per request from PF.**

## 15. Standard Call Out During Takeoff Roll

### SOP in FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAKEOFF	3.03.12	P 1
		SEQ 155	REV 43

#### TAKEOFF

Rolling takeoff is permitted.


- **TAKEOFF** . . . . . **ANNOUNCE**
- **BRAKES** . . . . . **RELEASE**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAKEOFF	3.03.12	P 2
		SEQ 253	REV 42

#### ● Before reaching 80 knots :

- **TAKEOFF EPR** . . . . . **CHECK**  
 Check that the actual EPR of the individual engines has reached the EPR rating limit, before the aircraft reaches 80 knots. Check EGT.
- **THRUST SET** . . . . . **ANNOUNCE**
- **PFD and ENG indications** . . . . . **SCAN**  
 · Scan airspeed, EPR, and EGT throughout the takeoff.
- **ONE HUNDRED KNOTS** . . . . . **ANNOUNCE**  
 · The PF crosschecks and confirms the speed indicated on the PFD.  
 · Below 100 knots the Captain may decide to abort the takeoff, depending on the circumstances.  
 · Above 100 knots, rejecting the takeoff is a more serious matter.

**Standard callout in FCOM3:**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  STANDARD CALLOUTS	3.03.90	P 6
		SEQ 100	REV 43

TAKEOFF		
EVENT	PF	PNF
Set thrust levers to initial stabilization value	TAKEOFF	
Before passing 80 kt		THRUST SET
At 100 kt	CHECKED	ONE HUNDRED KNOTS
At V1		V1
At VR		ROTATE
Gear retraction	GEAR UP	POSITIVE CLIMB
		GEAR UP
If the PNF engages the AP	AP 1(2) ON	
Checklist	AFTER TAKEOFF/CLIMB C/L	DOWN TO THE LINE
		AFTER TAKEOFF/CLIMB C/L COMPLETE
At transition altitude	BELOW THE LINE	

 <b>A319/A320/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 43	<b>3.05</b>
		SEQ 001	

TAKEOFF	
PF	PNF
TAKEOFF . . . . . ANNOUNCE	
BRAKES . . . . . RELEASE	
THRUST LEVERS . . . . . TOGA/FLEX	
<b>The Captain places hand on thrust levers until V1</b>	
DIRECTIONAL CONTROL . . . . . USE RUDDER	
CHRONO . . . . . START	CHRONO . . . . . START
FMA . . . . . ANNOUNCE	PFD/ND . . . . . CHECK
• <b>BELOW 80 KT :</b>	N1 (EPR) . . . . . CHECK
	THRUST SET . . . . . ANNOUNCE
	PFD/ENG PARAMETERS . . . . . SCAN
• <b>AT 100 KT :</b>	ONE HUNDRED KNOTS . . . . . ANNOUNCE
100 KT . . . . . CHECK	
• <b>AT V1 :</b>	V1 . . . . . ANNOUNCE
• <b>AT VR :</b>	ROTATION . . . . . ORDER
ROTATION . . . . . PERFORM	

**1) About “Take-Off” Annunciation:**

According to FCOM and QRH, only after obtained the take-off instruction from ATC, should PF announces “Take-Off”. Subsequently PF sets the thrust lever and stabilizes the EPR at 1.05.

Company Recommendation: PF advances the thrust lever to stabilize the EPR at

1.05, and then the PF announces “Take-off, Timing” .

**2) According to SOP, No Callout When EPR is at 1.05.**

Company Requirement: Keep the Callout “EPR 1.05, Stable”

**3) According to SOP, the callout “80kt, Thrust Set” should be announced before 80kt.**

Company Recommendation: PNF monitors and checks the thrust before 80kt;

However, keep the Call-Out “80, Thrust Set” when at speed 80kt.

**4) No specified description about PF’ s response to callout “80, Thrust Set ”**


Company Recommendation: PF responds “Checked” to PNF Callout” 80,

Thrust Set”

**5) Standard Callout at speed 100Kt: PNF-- “100kt”, PF-- “Checked”**

Company Recommendation: PNF— “100” ,PF— “Checked”

**6) According to standard call out, in normal situation, there is no response needed when PNF calls out “100” .**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.90	P 6
	<b>STANDARD CALLOUTS</b>	SEQ 100	REV 43

<b>TAKEOFF</b>		
<b>EVENT</b>	<b>PF</b>	<b>PNF</b>
At V1		V1
At VR		ROTATE

Only during abnormal situations CAPTAIN responses “Continue ” to PNF callout “V1” .



**A318/A319/A320/A321**  
FLIGHT CREW TRAINING MANUAL

## ABNORMAL OPERATIONS OPERATING TECHNIQUES

The decision to reject the takeoff is the responsibility of the Captain and must be made prior to V1 speed:

- If a malfunction occurs before V1, for which the Captain does not intend to reject the takeoff, he will announce his intention by calling "GO".
- If a decision is made to reject the takeoff, the Captain calls "STOP". This call both confirms the decision to reject the takeoff and also states that the Captain now has control. It is the only time that hand-over of control is not accompanied by the phrase "I have control".


**Company Recommendation: There is no response needed to "V1" in normal**

**situations. The only scenario, in which CAPTAIN must respond "Continue" to**

**PNF callout "V1", is when the aircraft is in an abnormal situation.**


## 16. When To Release Side Stick To Neutral During Takeoff Rolling

### FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAKEOFF	3.03.12	P 1
		SEQ 155	REV 43

- If the crosswind is at or below 20 knots and there is no tailwind :
  - **THRUST LEVERS** . . . . . **FLX or TOGA**
    - To counter the nose-up effect of setting engine takeoff thrust, apply half forward stick until the airspeed reaches 80 knots. Release the stick gradually to reach neutral at 100 knots.
    - PF progressively adjusts engine thrust in two steps :
      - from idle to about 50 % N1 (1.05 EPR).
      - from both engines at similar N1 to takeoff thrust.
    - Once the thrust levers are set to FLX or TOGA detent, the captain keeps his hand on the thrust levers until the aircraft reaches V1.
- In case of tailwind, or if crosswind is greater than 20 knots :
  - **THRUST LEVERS** . . . . . **FLX or TOGA**
    - PF applies full forward stick.
    - PF sets 50 % N1 (1.05 EPR) on both engines then increases thrust progressively to reach takeoff thrust at 40 knots ground speed, while maintaining stick full forward up to 80 knots. Release stick gradually to reach neutral at 100 knots.
    - Once the thrust levers are set to FLX or TOGA detent, the captain keeps his hand on the thrust levers until the aircraft reaches V1.

### FCTM:

 <b>A318/A319/A320/A321</b> FLIGHT CREW TRAINING MANUAL	<b>NORMAL OPERATIONS</b>  <b>TAKEOFF</b>
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### TAKEOFF ROLL

On a normal takeoff, to counteract the pitch up moment during thrust application, the PF should apply half forward (full forward in cross wind case) sidestick at the start of the takeoff roll until reaching 80 kt. At this point, the input should be gradually reduced to be zero by 100 kt.

**Company Requirement:** On a normal takeoff, from 80kt, PF should gradually release the side stick to neutral by speed 100kt.



## 17. When To Disarm Spoilers And Switch Off Lights After Takeoff.

### FCOM 3:


 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  TAKEOFF	3.03.12	P 3
		SEQ 001	REV 43

- POSITIVE CLIMB . . . . . ANNOUNCE
- LDG GEAR UP . . . . . ORDER
- LDG GEAR . . . . . SELECT UP
- GRND SPLRS . . . . . DISARM
- EXTERIOR LIGHTS . . . . . SET  
 Set NOSE & RWY TURN OFF light switches to OFF.  
 LAND lights may be left ON, depending on the airline policy or regulatory recommendation.

**Company Requirement: According to SOP, disarm the spoilers and switch off the lights, after the landing gear has been retracted.**

## 18. Standard Call Out for Configuration Changing

### Standard Callout in FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES	3.03.90	P 3
	STANDARD CALLOUTS	SEQ 001	REV 43

#### FLAPS OR GEAR CONFIGURATION

#### FLAPS' CALLOUTS


FLAPS' CONFIGURATION	CALLOUT
1	"FLAPS ONE"
1 + F	"FLAPS ONE"
0	"FLAPS ZERO"

The reply will be given when selecting the new flap position.

e.g. :

	CALLOUT	REMARK
PF	"FLAPS ONE"	
PNF	"SPEED CHECKED"	PNF checks the speed : – Above the S or F speed and accelerating (Takeoff) – Below Vfe next and decelerating (Approach)
	"FLAPS ONE"	PNF selects the flaps lever position and replies after checking the blue number on the ECAM flaps indicator to confirm the correct selection has been made.


### SOP in FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES	3.03.18	P 7
	ILS APPROACH	SEQ 200	REV 44

#### WHEN LANDING GEAR IS DOWN


- **FLAPS 3** ..... **ORDER**
- **FLAPS 3** ..... **SELECT**
  - Select FLAPS 3 below VFE.
  - Retract the speedbrakes before selecting FLAPS 3 to avoid an unexpected pitch down, when the speedbrakes retract automatically.

**SOP in QRH:**

 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 43	<b>3.05</b>
		SEQ 001	

<ul style="list-style-type: none"> <li>• <b>AT F SPEED :</b></li> </ul> FLAPS 1 . . . . . ORDER	FLAPS 1 . . . . . SELECT
<ul style="list-style-type: none"> <li>• <b>AT S SPEED :</b></li> </ul> FLAPS 0 . . . . . ORDER	FLAPS 0 . . . . . SELECT


 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.07</b>
		SEQ 001	

<b>At green dot :</b> FLAPS 1 . . . . . ORDER CHECK OR SET S SPEED *	FLAPS 1 . . . . . SELECT TCAS-  . . . . . TA or TA/RA
FMA . . . . . ANNOUNCE LOC CAPTURE . . . . . MONITOR G/S CAPTURE . . . . . MONITOR GO AROUND ALT * . . . . . SET	FMA . . . . . CHECK
<b>At 2000 feet AGL</b> FLAPS 2 . . . . . ORDER CHECK OR SET F SPEED *	FLAPS 2 . . . . . SELECT
<b>When FLAPS 2</b> LDG GEAR DOWN . . . . . ORDER	LDG GEAR . . . . . SELECT DOWN AUTO BRAKE . . . . . CONFIRM GRND SPLRS . . . . . ARM EXTERIOR LIGHTS . . . . . SET
<b>When L/G down, below VFE</b> FLAPS 3 . . . . . ORDER	FLAPS 3 . . . . . SELECT ECAM WHEEL PAGE . . . . . CHECK
<b>When FLAPS 3, below VFE :</b> FLAPS FULL . . . . . ORDER	FLAPS FULL . . . . . SELECT

**Company Requirement: Use “Flap” instead of “Configuration/Config”**


**19. Four Items For PNF to Do After Configuration Retracted To Zero.**

**QRH:**

 <b>A319/A320 /A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 43	<b>3.05</b>
		SEQ 001	

AFTER TAKEOFF	
PF	PNF
AFTER TO/CLIMB C/L DOWN TO THE LINE	<u>APU BLEED/MASTER switch . . . . . AS RQRD</u>
	<u>ENG MODE selector . . . . . AS RQRD</u>
	<u>TCAS &lt;math&gt;\triangleleft&lt;/math&gt; . . . . . TA/RA</u>
	<u>ANTI ICE . . . . . AS RQRD</u>

**SOP in FCOM 3:**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.13	P 1
	<b>AFTER TAKEOFF</b>	SEQ 001	REV 36

**AFTER TAKEOFF**

- APU BLEED . . . . . **AS RQRD**  
 If the APU has been used to supply air conditioning during takeoff, set the APU BLEED to OFF. For use of the APU BLEED, refer to the APU LIMITATION Chapter (3.01.49).
- APU MASTER switch . . . . . **AS RQRD**
- ENG MODE selector . . . . . **AS RQRD**  
 Select IGN, if severe turbulence or heavy rain is encountered.
- TCAS (<math>\triangleleft</math>) Mode selector . . . . . **TA/RA**  
 Select TA/RA, if the takeoff has been performed with TA only.
- ANTI ICE PROTECTION . . . . . **AS RQRD**  
 ENG ANTI ICE should be ON, when icing conditions are expected with a TAT at, or below, 10°C.

*Note: With ENG ANTI ICE ON, the FADEC automatically selects continuous ignition. The IGNITION memo appears on ECAM.*

**Company Requirement: According to FCOM and QRH, PNF should not do the after takeoff checklist down to the line until the 4 items have been done.**

## 20. When to Change Baro Reference and Do the After Takeoff Checklist Below The Line

### 1) Description for Baro Reference changing in Flight Operations Manual and SOP in FCOM 3:



Sichuan Airlines Co., Ltd.  
Manual No.: 3U.FOM.001

#### FLIGHT OPERATIONS MANUAL

Revision No.: 05-00  
Effective Date: 01/01/2012  
Section: 08-06-09

Without a special ATC clearance, a flight crewmember should set the altimeter pressure reference to “STD” or “1013” hpa when the pilot passes transition altitude, and calls out “STD” or “1013” hpa and the current altitude after setting



Sichuan Airlines Co., Ltd.  
Manual No.: 3U.FOM.001

#### FLIGHT OPERATIONS MANUAL

Revision No.: 05-00  
Effective Date: 01/01/2012  
Section: 08-06-16

When an aircraft passes the transition flight level, unless there is special ATC clearance, flight crewmembers should set the altimeters to the QFE or QNH reported by the landing airport and crosscheck. The pilot flying should call out the QFE or QNH and the altitude the aircraft is passing.

### SOP in FCOM 3:

#### a. Climb Phase:

<b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  CLIMB	3.03.14	P 2
		SEQ 100	REV 41

- **BARO REF** ..... **SET**
- At transition altitude (baro setting flashing on PFD) set STD on the EFIS control panel and STBY ALT.
  - Cross-check baro settings and altitude readings.

#### b. Descent Phase:

<b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  DESCENT	3.03.17	P 3
		SEQ 100	REV 40

- **BARO REF** ..... **SET**
- Set QNH on the EFIS control panel and on the standby altimeter, when approaching the transition level and when cleared for an altitude.
  - Crosscheck baro settings and altitude readings.

*Note* : When operating in low OAT, altitude corrections, as defined in 3.05.05 page 6, should be considered.

**Company Requirement: When to set BARO Reference to “Standard” :**

**Climb:**

1) When pilots are cleared to a FL as well as aircraft is approaching Transition Altitude.

2) When pilots are cleared to an altitude by a special instruction from ATC, which requires the pilots to transfer the BORO Reference from QNH to Standard.

**Descent:**

1) When pilots are cleared to an altitude, as well as aircraft is approaching Transition Level.


2) When pilots are cleared to a FL by a special instruction from ATC, which requires the pilots to transfer the BORO Reference from Standard to QNH.

2) **Cross check altimeters before doing the after takeoff checklist below the line.**

**Refer to 《FLIGHT INSTRUCTOR MEDIA》 :**

PF	TRANSITION ALT <span style="border: 1px solid black; padding: 2px;">SOP</span>	PNF
<i>At transition altitude :</i>		
ANNOUNCE....."SET STANDARD"		
BARO REF .....PULL STANDARD		BARO REF .....PULL STANDARD
		ANNOUNCE....."STANDARD CROSS-CHECKED"
ALT .....CHECK		ANNOUNCE....."PASSING FL XX, now"
ANNOUNCE....."CHECKED"		

**Standard Callout in FCOM 3:**


<b>A319/A320/A321</b>  <b>SICHUAN AIRLINES</b> FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.90	P 7
	STANDARD CALLOUTS	SEQ 001	REV 42

<b>ALTIMETER SETTING CHANGES TO/FROM QNH/QFE-STD</b>		
<b>EVENT</b>	<b>PF</b>	<b>PNF</b>
Barometric setting change and subsequent altimeter cross-check	SET STANDARD (SET QNH/QFE)  CHECKED	STANDARD CROSS-CHECKED (QNH/QFE) PASSING FL__(__FT) NOW

**Company Requirement: Both PF and PNF must follow the SOP and Standard**

**Callout to implement the BORO Reference transition. The altimeters should be cross checked before performing the after takeoff checklist below the line.**

## 21. Standard Call Out And SOP for Altitude Setting

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.90	P 1
	<b>STANDARD CALLOUTS</b>	SEQ 001	REV 40

### ACTIONS COMMANDED BY PF

The following commands do not necessarily initiate a guidance mode change, eg : selected to managed/managed to selected. The intent is to ensure clear, consistent, standard communication between crewmembers.

All actions performed on the FCU and MCDU must be checked on the PFD and ND (eg : "FL 350 blue", "FL 200 magenta). Ensure that the correct FCU knob is used, then verify indications on the PFD/ND.

### SET

The "SET" command means using an FCU knob to set a value, but not to change a mode. SET is accomplished by only rotating the appropriate selection knob. Example :

- "SET GO AROUND ALTITUDE \_\_\_"
- "SET QNH \_\_\_"
- "SET FL \_\_\_"
- "SET HDG \_\_\_"

### FMA

The PF should call out any FMA change, unless specified differently (e.g. CAT II & III task sharing). Therefore, the PF should announce :

- All armed modes with the associated color (e.g. blue, magenta) : "G/S blue", "LOC blue"
- All active modes without the associated color (e.g. green, white) : "NAV", "ALT".

The PNF should check and respond, "CHECKED" to all FMA changes called out by the PF

**Company Requirement: Set and check the altitude setting in accordance with**


**SOP and Standard Callout.**



## 22. Landing Light Operation At 10000 Feet(Climb Phase)

### SOP in FCOM 3:


#### Climb:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES	3.03.14	P 2
	CLIMB	SEQ 100	REV 41

● At 10 000 ft :

- LAND lights ..... **RETRACT**


#### Descent

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES	3.03.17	P 4
	DESCENT	SEQ 001	REV 41

● At 10 000 feet :

- **LAND lights** ..... **ON**  
 LAND lights may be switched ON, according to the airline policy/regulatory recommendations.

#### Flight Operations Manual:


 Sichuan Airlines Co., Ltd. Manual No.: 3U.FOM.001	<b>FLIGHT OPERATIONS MANUAL</b>	Revision No.: 05-00
		Effective Date: 01/01/2012 Section: 08-03-08

#### 7.2 Landing light

The landing lights should be turned on when an aircraft is below 10000ft (3000m), within 10nm (18.5km) from an airport (day and night), in low visibility, and at a place where the activities of flocks of bird are anticipated.

In course of aircraft take-off and landing, the landing light should be turned on. However, during the approach, if the light-screen may be formed and the observation with the external references is affected by turning on the landing light, the relevant operation shall refer to the regulation of section 5.8.

**QRH:**

 <b>A319/A320 /A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.06</b>
		SEQ 200	

PF	PNF
----	-----


. At 10000 feet :	LAND LIGHTS . . . . . RETRACT
-------------------	-------------------------------

• At 10000 feet :	LAND LIGHTS . . . . . ON
-------------------	--------------------------

**Company Requirement: According to the SOP, PNF is responsible for Landing**

**Light operation when passing 10000 feet.**

## 23. Flow Patterns At 10000 Feet(Climb Phase)

<b>A319/A320</b> <b>/A321</b>  <b>SICHUAN AIRLINES</b>	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.06</b>
		SEQ 200	

CLIMB	
PF	PNF
<p>. At 10000 feet :</p> <p>EFIS OPTION . . . . . AS RQRD</p>	<p>LAND LIGHTS . . . . . RETRACT</p> <p>SEAT BELTS . . . . . AS RQRD</p> <p>EFIS OPTION . . . . . AS RQRD</p> <p>ECAM MEMO . . . . . REVIEW</p> <p>RADIO NAV . . . . . CHECK</p> <p>SEC F-PLN . . . . . AS RQRD</p> <p>OPT/MAX ALT . . . . . CHECK</p> <p style="text-align: right;">} Performed upon PF request or approval</p>


Flow Patterns from FCTM 和 《FLIGHT INSTRUCTOR MEDIA》 :

Notice: Actions on MCDU should be performed upon PF request, or at least with PF approval.



**EFIS option at 10000 feet**

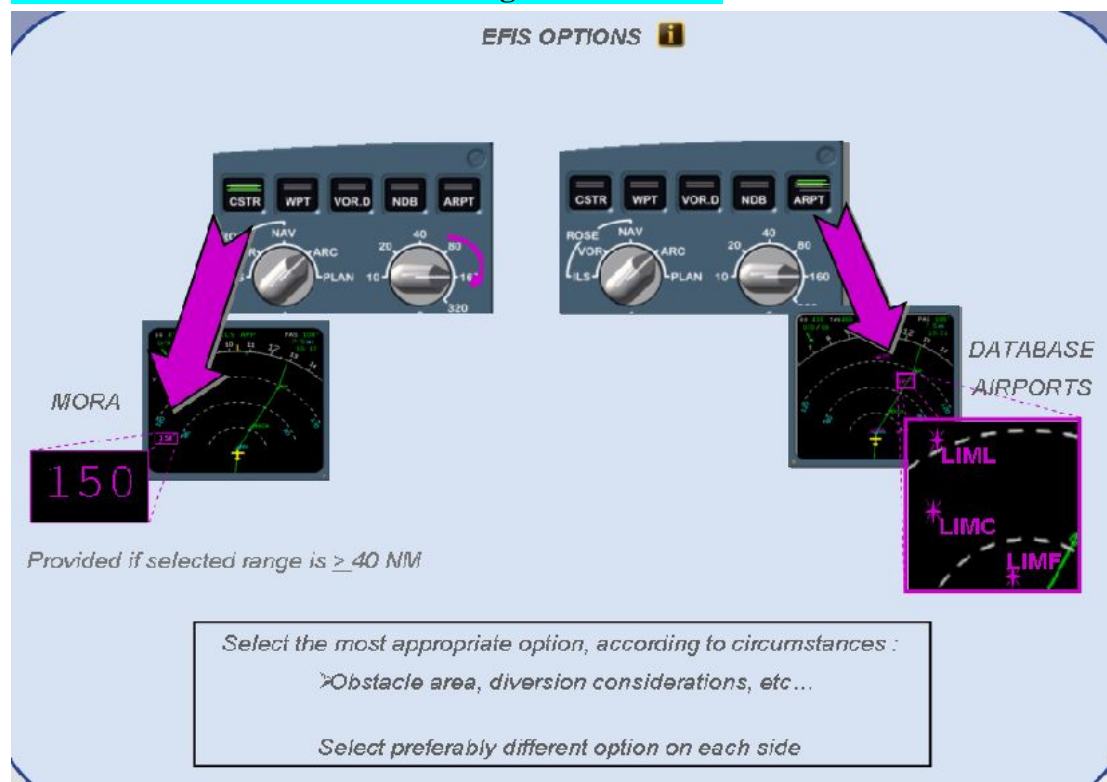
**FCOM 3:**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  CLIMB	3.03.14	P 2
		SEQ 100	REV 41

● At 10 000 ft :

- **EFIS option** ..... **AS RQRD**  
 Select CSTR on one side, for grid MORA, and ARPT on the other side.

**MORA is not available for SiChuan Airlines’ aircraft. It is only functioned in simulator. Referred to 《FLIGHT INSTRUCTOR MEDIA》,there will be no information indicated when selecting CSTR in EFIS.**




**Company Requirement: Perform 10000 feet flow pattern, according to SOP.**

## 24. MCDU Preparation Before Descent

SOP is consistent with FCTM in MCDU preparation.

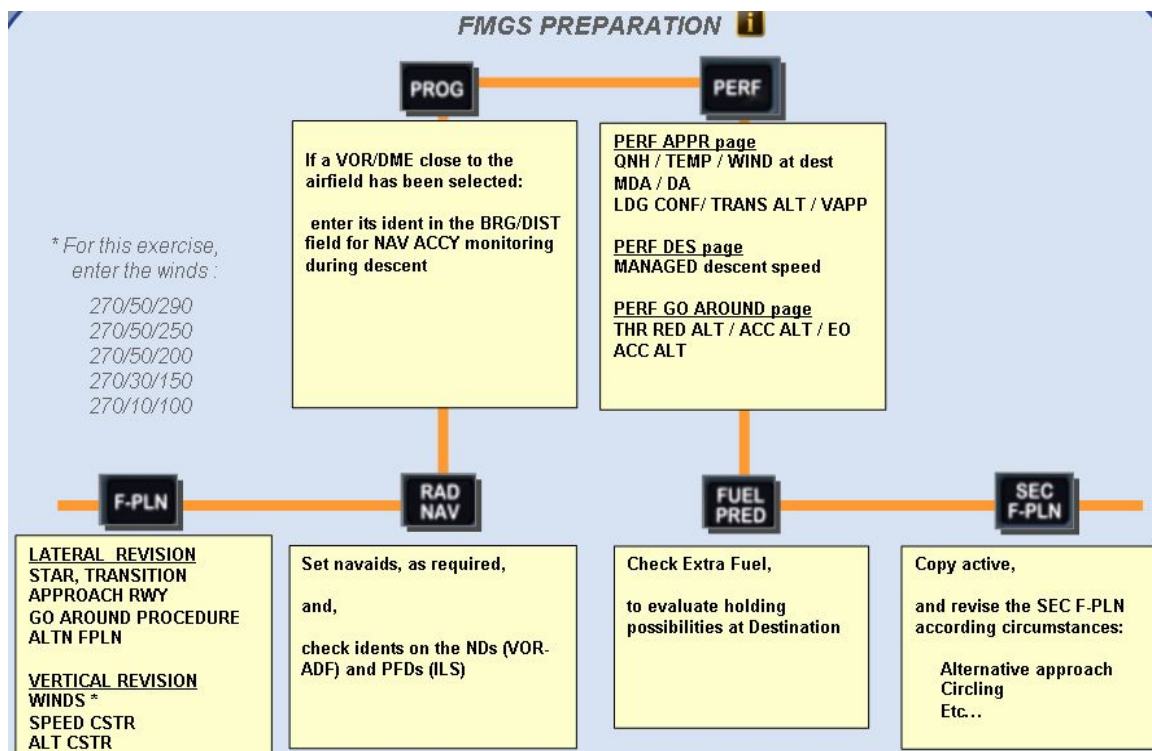
FCTM:

 <b>A318/A319/A320/A321</b> FLIGHT CREW TRAINING MANUAL	<b>NORMAL OPERATIONS</b> <b>CRUISE</b>
--	---

**APPROACH PREPARATION**




Refer to **《FLIGHT INSTRUCTOR MEDIA》**:



**Company Requirement: Prepare MCDU for descent according to SOP.**

**25. “LGD ELEV Auto” -----The First Item to Check In Descent**

**Preparation**

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.16	P 1
	DESCENT PREPARATION	SEQ 001	REV 44

**DESCENT PREPARATION**

Descent preparation and approach briefing can take approximately 10 minutes, so they should begin approximately 80 NM before top of descent.


- **LDG ELEV** ..... **CHECK**  
Check on ECAM CRUISE page that LDG ELEV AUTO is displayed.

**Company Requirement: Flight crew must follow the SOP to prepare for the descent phase.**

## 26. Recommendation For Using TERR

### FCOM 3:

#### Before Takeoff:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.10	P 5
	TAXI	SEQ 001	REV 40

- **TERR ON ND** ◁ ..... **AS RQRD**
  - In mountainous areas, consider displaying terrain on ND.
  - If use of radar is required, consider selecting the radar display on the PF side, and TERR ON ND on the PNF side only.

#### Before Descnet:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.17	P 3
	DESCENT	SEQ 100	REV 40

- **TERR ON ND** ◁ ..... **AS RQRD**
  - In mountainous areas, consider displaying terrain on ND.
  - If use of radar is required, consider selecting the radar display on the PF side, and TERR ON ND on the PNF side only.

**Company Recommendation: Flight crew should comprehensively consider the operational environment and at the same time follow the SOP recommendation.**

## 27. Flow Pattern At 10000 Feet(Descent)


Flow Pattern FL 100 in SOP, FCTM and 《Flight Instructor Media》 :



**Company Requirement: Flight crew should implement actions according to SOP.**



## 28. Standard Call Out “RADIO ALTIMETER ALIVE”

 <b>A319/A320/A321</b> <b>SICHUAN AIRLINES</b> <small>FLIGHT CREW OPERATING MANUAL</small>	<b>STANDARD OPERATING PROCEDURES</b>	3.03.90	P 8
	STANDARD CALLOUTS	SEQ 001	REV 43

R


APPROACH AND LANDING		
EVENT	PF	PNF
Approach checklist	APPROACH C/L	APPROACH C/L COMPLETE
Activation of approach Phase	ACTIVATE APPROACH PHASE	APPROACH PHASE ACTIVATED
<u>RA alive</u>	CHECKED	<u>RADIO ALTIMETER ALIVE</u> (see Note 4 and 5 below)

Note 4 : Crew awareness, crew should now keep RA in scan to landing

Note 5 : PNF monitors pin-programmed auto callout, or announces if inoperative.

**Company Requirement: Flight crew should announce “RADIO ALTIMETER ALIVE” according to Standard Call Out.**

## 29. Residual Breaking Pressure Check After CONF 3 Selected

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  ILS APPROACH	3.03.18	P 7
		SEQ 001	REV 44

### WHEN LANDING GEAR IS DOWN

- **FLAPS 3** ..... **ORDER**
- **FLAPS 3** ..... **SELECT**  
 Select FLAPS 3 below VFE.
- **ECAM WHEEL page** ..... **CHECK**
  - ECAM WHEEL page appears below 800 feet, or at landing gear extension.
  - Check for three green indications on the landing gear indicator panel. At least one green triangle on each landing gear strut on the ECAM WHEEL page is sufficient to indicate that the landing gear is downlocked. Rely also on the "LDG GEAR DN" green LDG MEMO message to confirm that the landing gear is downlocked.
- **If residual pressure is indicated on the triple indicator :**
  - **RESIDUAL BRAKING PROC** ..... **APPLY**

**Company Requirement: Check the residual breaking pressure in accordance with SOP.**


### 30. Go-Around Altitude Setting

It is not specified in QRH about who is going to set the go-around altitude.

 <b>A319/A320 /A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.07</b>
		SEQ 001	

ILS APPROACH			
	PF		PNF
<b>Initial approach :</b>			
SEAT BELTS . . . . .	ON/AUTO	ENG MODE selector . . . . .	AS RQRD
<b>Approx 15 NM from touchdown :</b>			
	APPR PHASE* . . . . .	ACTIVATE or set green dot	
POSITIONING . . . . .	MONITOR	NAV ACCURACY . . . . .	MONITOR
RADAR TILT . . . . .	ADJUST		
APPR C/L			
<b>Intermediate/Final approach :</b>			
<b>When cleared for ILS approach :</b>			
APPR . . . . .	PRESS		
BOTH AP . . . . .	ENGAGE		
<b>At green dot :</b>			
FLAPS 1 . . . . .	ORDER	FLAPS 1 . . . . .	SELECT
	CHECK OR SET	S SPEED *	
		TCAS	TA or TA/RA
FMA . . . . .	ANNOUNCE	FMA . . . . .	CHECK
LOC CAPTURE . . . . .	MONITOR		
G/S CAPTURE . . . . .	MONITOR		
	GO AROUND ALT * . . . . .	SET	

#### Standard Callout in FCOM 3:


 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  STANDARD CALLOUTS	3.03.90	P 8
		SEQ 001	REV 43

APPROACH AND LANDING		
EVENT	PF	PNF
At "GS*" or below GO altitude for NPA	SET GA ALTITUDE __ FT	GA ALTITUDE — SET,

**Company Requirement: Follow the standard callout; and when the AP is on, PF is responsible for Go-Around Altitude set; when the AP is off, PNF is going to set the Go-Around Altitude per request from PF.**

## 31. After Landing Flow Pattern

1) According to the SOP, PNF should only retract Landing Lights upon PF request. And the Strobe Light should not be switched off until runway vacated. FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  AFTER LANDING	3.03.24	P 1
		SEQ 100	REV 42

### AFTER LANDING

- R – **LAND lights** . . . . . **RETRACT**  
 R Retract landing lights, unless they are needed.
- R – **STROBE LIGHTS** . . . . . **AUTO**  
 R When leaving the runway, set the STROBE lights to AUTO

### QRH:

 <b>A319/A320 /A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.11</b>
		SEQ 101	

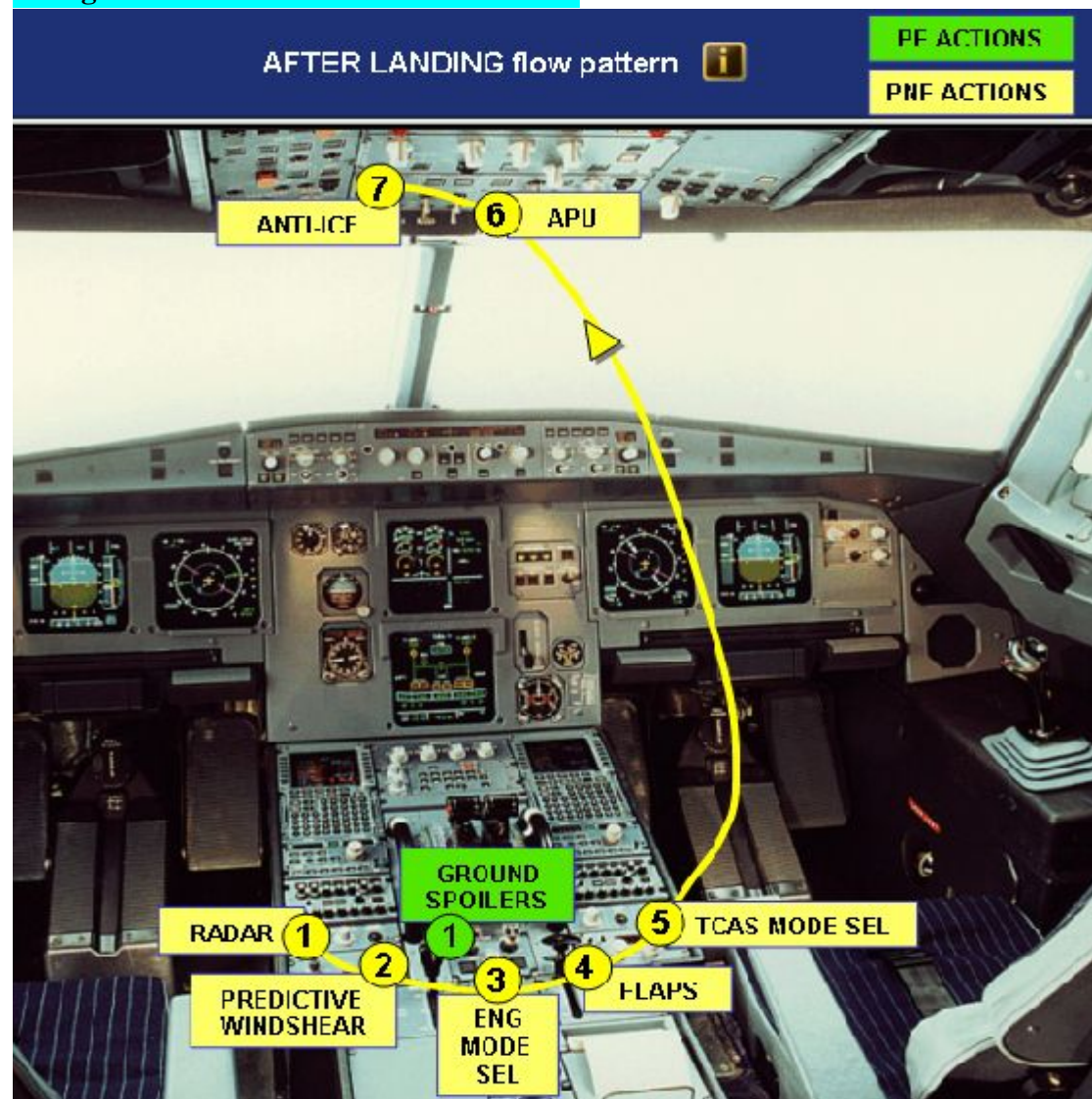
AFTER LANDING	
PF	PNF
	LAND LIGHTS . . . . . RETRACT
	STROBE LIGHTS . . . . . AUTO
	OTHER EXT LIGHTS . . . . . AS RQRD

Description of landing light operation in «Flight Instructor Media» is consistent with SOP:

PF	AFTER LANDING 	PNF
ANNOUNCE....."LANDING LIGHTS"		LAND LIGHTS.....RETRACT
GRND SPLRS.....DISARM		STROBE.....AUTO
 Signal for PNF actions		

**Company Requirement:** The PNF should follow the PF request to retract **LAND LIGHTS**. Only after the PF disarms the **GRND SPLRS**, should the PNF execute the after landing actions.

**2 After Landing Flow Patterns For PNF**  
**《Flight Instructor Media》 Flow Pattern:**



**According to the working load, after landing actions could be carried out after runway vacated; however, the after landing checklist must not be performed until runway vacated..**

### 3) Break Fan

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.24	P 2
	AFTER LANDING	SEQ 050	REV 42

- **BRAKE TEMPERATURE** . . . . . **CHECK**
- Check brake temperature on the ECAM WHEEL page for discrepancies and high temperature.
  - If brake fans are installed (◀) :  
Brake fans selection should be delayed for a minimum of about 5 minutes, or done just before stopping at the gate (whichever occurs first), to allow thermal equalization and stabilization and thus avoid oxidation of brake surface hot spots. Selecting the brake fans before reaching the gate prevents the brake fans from blowing carbon brake dust on the ground personnel.  
However, when turnaround times are short, or brake temperatures are likely to exceed 500°C, use the brake fans, disregarding possible oxidation phenomenon.
  - Refer to 3.04.32 for the brake temperature limitations requiring maintenance actions.

**Currently, no actions or items are required to check on EFIS.**

**Company Requirement: Emphasize again here, flight crew should strictly follow the SOP, especially when to do after landing checklist.**


**Keep the EFIS panel checking procedure:**

**1. Turnoff all the light on EFIS and check the corresponding information disappeared on PFD**

**2. Set the ND to Rose NAV and Range to 40NM**

## 32. Minimal Idle Running Time For V2500 Engines After Landing

### FCMO 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>	3.03.25	P 1
	PARKING	SEQ 050	REV 43

- **ENG MASTER switch 1 and 2 . . . . . OFF**
  - After operation above REV IDLE thrust, or after operation at power level above normal taxi maneuvering power : Operate the engine at, or near, idle for a three-minute cooling period, to avoid rotor case interactions that could cause performance degradation of the engine, and possible HPC blade damage.

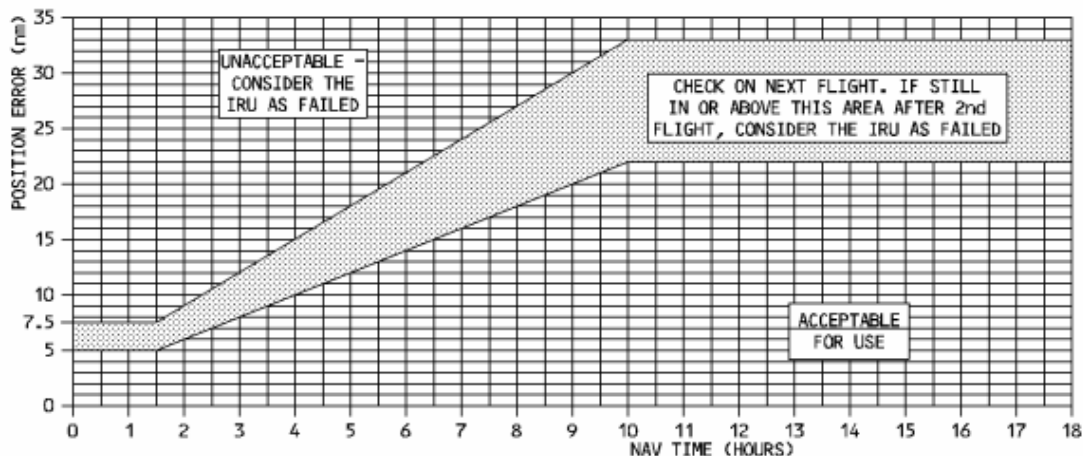
**Company Requirement: After landing, flight crew should leave engines (V2500) to run at idle for at least 3 minutes to avoid potential damage to engines.**

### 33. After Landing Actions

#### FCOM 3:

<b>A319/A320/A321</b>  <b>SICHUAN AIRLINES</b> FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  PARKING	3.03.25	P 2
		SEQ 001	REV 42

- **GROUND CONTACT** ..... **ESTABLISH**
  - Establish ground communication.
  - Check chocks in place.
- **SLIDE DISARMED** ..... **CHECK**  
 Check slides disarmed on the ECAM DOOR page. Warn the cabin crew, if any slide is not disarmed.
- **BEACON LT** ..... **OFF**  
 Turn off the BEACON lights, when all engines have spooled down.
- **OTHER EXTERIOR LIGHTS** ..... **AS RQRD**
- **SEAT BELTS** ..... **OFF**
- **ELAPSED TIME** (◀) ..... **STOP**
- **FUEL PUMPS** ..... **OFF**  
 Switch off the wing tank pumps and the center tank transfer valves.
- **ATC** ..... **SET on standby**
- **IRS PERFORMANCE** ..... **CHECK**
  - Drift check
    - Call up the POSITION MONITOR page. Check that the drift does not exceed the following:



During transit, pilots should check IRS accuracy on the basis of the above chart in FCOM 3



**QRH:**

**PNF is in charge of APU Bleed operation during aircraft is taxiing in.**

 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.11</b>
		SEQ 101	

PARKING	
PF	PNF
ACCU PRESS . . . . . CHECK	ANTI-ICE . . . . . OFF
PARKING BRK . . . . . ON	APU BLEED . . . . . ON
ENG MASTER 1, 2 . . . . . OFF	SLIDE DISARMED . . . . . CHECK
GROUND CONTACT . . . . . ESTABLISH	ELAPSED TIME ( < ) . . . . . STOP
BEACON LT . . . . . OFF	FUEL PUMPS . . . . . OFF
OTHER EXTERIOR LIGHTS . . . . . AS RQRD	ATC . . . . . SET on standby
SEAT BELTS . . . . . OFF	IRS PERFORMANCE . . . . . CHECK
	FUEL QTY . . . . . CHECK
	STATUS . . . . . CHECK
PARKING BRK . . . . . AS RQRD	BRAKE FAN ( < ) . . . . . OFF
DUs . . . . . DIM	DUs . . . . . DIM
PARKING C/L	

**Company Requirement:**

**Flight crew should perform actions according to SOP.**




**Do not turn off BEACON LIGHT until the two engines have spooled down.**

**PNF is responsible for slide status check as well as APU Bleed operation.**

**During transit, the PNF is responsible to check the accuracy of IRS in order to avoid exceed drift level.**

## Actions after parking


### FCOM 3:

 <b>A319/A320/A321</b> <b>SICHUAN AIRLINES</b> <small>FLIGHT CREW OPERATING MANUAL</small>	<b>STANDARD OPERATING PROCEDURES</b>  <b>PARKING</b>	3.03.25 SEQ 180	P 3 REV 44
<ul style="list-style-type: none"> <li>· <u>Residual ground speed check</u> :               <ul style="list-style-type: none"> <li>– CAPT and F/O NDs display the IRS 1 and 2 residual ground speeds respectively. The IRS 3 residual ground speed can be read on the CAPT ND by switching the ATT HDG selector to CAPT ON 3.</li> <li>· If ground speed <math>\geq</math> 15 knots : Report (The IR part of the ADIRU must be considered as failed, if the excessive deviation occurs after two consecutive flights).</li> <li>· If ground speed <math>\geq</math> 21 knots : Report (The IR part of the ADIRU must be considered as failed).</li> </ul> </li> </ul> <p style="margin-left: 40px;"><i>Note : On aircraft equipped with LITTON IRS, the ground speed check must be performed within the 2 minutes following aircraft stop. (Ground speed reset to 0 after 2 minutes).</i></p> <ul style="list-style-type: none"> <li>– <b>FUEL QUANTITY</b> . . . . . <b>CHECK</b>                Check that the sum of the fuel on board and the fuel used is consistent with the fuel on board at departure. If an unusual discrepancy is found, maintenance action is due.</li> <li>– <b>STATUS (ECAM Control panel)</b> . . . . . <b>PRESS</b> <ul style="list-style-type: none"> <li>– Check the STATUS page.</li> <li>If maintenance status messages are displayed, refer to MMEL 01 – 00.</li> </ul> </li> </ul>			
<ul style="list-style-type: none"> <li>– <b>BRAKE FAN (  )</b> . . . . . <b>OFF</b>                Switch off, when not required.</li> <li>– <b>PARKING BRAKE</b> . . . . . <b>AS RQRD</b> <ul style="list-style-type: none"> <li>· The parking brake should be released after chocks are in place, if one brake temperature is above 300°C (or above 150°C with brake fans ON ).</li> <li>Releasing the parking brake prevents the critical structures from being exposed to high temperature levels for an extended time. However, if operational conditions dictate (e.g. slippery tarmac), the parking brake may remain applied.</li> <li>· When parking with a flat tire on the nose gear, keep the parking brake on, to avoid aircraft yawing at parking brake release.</li> </ul> </li> <li>– <b>DUs</b> . . . . . <b>DIM</b>                Dim EFIS, ECAM and MCDU display units.</li> <li>– <b>PARKING CHECKLIST</b> . . . . . <b>COMPLETE</b></li> </ul>			

**Company Requirement: Flight crew should perform the actions and items in accordance with SOP.**

### 33. Securing the Aircraft

#### SOP in FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	STANDARD OPERATING PROCEDURES  SECURING THE AIRCRAFT	3.03.26	P 1
		SEQ 001	REV 44

#### SECURING THE AIRCRAFT

Prior to performing this check, COLD WEATHER should be taken into account (Refer to 3.04.91).


- **PARKING BRAKE** ..... **CHECK ON**  
To reduce hydraulic leak rate in the brake accumulator, keep the parking brake on.

**Parking brake setting is in accordance with mechanical engineer's request.**

**Company Requirement: Flight crews should perform the SOP according to the actual operational environment.**

## 34. Batteries

### FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  SECURING THE AIRCRAFT	3.03.26	P 1
		SEQ 001	REV 44


- **BAT 1 and 2 . . . . . OFF**  
Wait until the APU flap is fully closed (about 2 minutes after the APU AVAIL light goes out), before switching off the batteries. Switching the batteries off before the APU flap is closed may cause smoke in the cabin during the next flight.  
If the batteries are off while the APU is running, APU fire extinguishing is not available.

**Company Requirement: DO NOT switch off the batteries until the APU AVIL light has gone out for at least 2 minute.**

### 35. When to Do Approach Checklist


QRH:

ILS Approach:

 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.07</b>
		SEQ 210	

ILS APPROACH	
PF	PNF
<b>Initial approach :</b>	
SEAT BELTS . . . . . ON/AUTO	ENG MODE selector . . . . . AS RQRD
<b>Approx 15 NM from touchdown :</b>	
APPR PHASE* . . . . .	ACTIVATE or set green dot
POSITIONING . . . . . MONITOR	NAV ACCURACY . . . . . MONITOR
RADAR . . . . . AS APPROPRIATE	
APPR C/L	

Non precision approach:

 <b>A319/A320</b> <b>/A321</b> SICHUAN AIRLINES	<b>NORMAL PROCEDURES</b>	REV 44	<b>3.09</b>
		SEQ 001	

NON PRECISION APPROACH (SELECTED GUIDANCE)	
NON ILS APPROACH NOT IN NAV DATA BASE, OR, NAV ACCY CHECK NEGATIVE	
PF	PNF
<b>Initial approach :</b>	
SEAT BELTS . . . . . ON/AUTO	ENG MODE selector . . . . . AS RQRD
<b>Approx 15 NM from touchdown :</b>	
APPR PHASE* . . . . .	ACTIVATE or set green dot
POSITIONING . . . . . MONITOR	NAV ACCURACY . . . . . MONITOR
RADAR TILT . . . . . ADJUST	
APPR C/L	


In actual operation, approach checklist is performed by passing through transition level, which is not as same as in QRH and FCTM.

Through a thorough estimation, the risk increases during key flying phase if we follow the FCTM procedure to perform the approach checklist at 15 NM to airport. Therefore, to reduce the risk binged by mistakenly setting the BARO REF, the time to perform approach checklist has been reset at when aircraft is passing by transition level.

Company Requirement: According to SOP, perform the approach checklist by passing through transition level.

## 36. Setup of VHF1/2/3 And The Use of Frequency 121.5

### FCOM 3:

 <b>A319/A320/A321</b> SICHUAN AIRLINES FLIGHT CREW OPERATING MANUAL	<b>STANDARD OPERATING PROCEDURES</b>  COCKPIT PREPARATION	3.03.06	P 9
		SEQ 001	REV 42

#### RMP

- RMP ..... ON
- Green NAV light ..... CHECK OFF
- SEL light ..... CHECK OFF
- COM FREQUENCIES ..... TUNE  
 Use VHF 1 for ATC (only VHF1 is available in emergency electrical configuration), VHF2 for ATIS and company frequencies. VHF3 is normally devoted to ACARS.

### Flight Operations Manual:



Sichuan Airlines Co., Ltd.

Manual No.: 3U.FOM.001

#### FLIGHT OPERATIONS MANUAL

Revision No.: 05-00

Effective Date: 01/01/2012

Section: 14-02-02

1.5 During a flight operation, the flight crew is responsible for reporting the aircraft operation to SCAL General Flight Dispatch Office at an appropriate time. In case of any hazardous weather or aircraft failure, the failure to operate a flight as originally scheduled, or in case of any special situation and any problem concerned with flight safety, the pilot in command should make a timely report to SCAL General Flight Dispatch Office about his/her intentions. In course of a flight operation, the flight crew must monitor the VHF 121.5MHZ and a proper frequency in the airspace without ATC control (if applicable).

2.2 In common, VHF 1 is used in flight as a dedicated ATC communication station only if it is not used for the failure or the poor operation efficiency, unless VHF2 is used to make a momentary communication with another ATC frequency. The flight crew member shall select the communication system at VHF 1 to receive the radio communication and ATC communication.

2.3 In flight, the pilot in command must appoint at least one flight crewmember to keep a continuous reception with ATC message and make a communication contact. When VHF 2 must be used for the radio communication, another crew member must be responsible for the reception and communication in VHF 1 frequency.

**Company Requirement:**

**VHF1 is dedicated to ATC communication through out the flight.**

**During flight, at least one pilot monitors the ATC frequency, no matter which**

**VHF is setting to receive ATC instruction.**

**VHF2 should be set to 121.5 and be monitored through out the flight.**

**All contents are published by FTMD.**

**If you have any suggestion or advice, please contact**

**Flight Technique Management Department.**