



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 22 – American Airlines Airbus Checklist

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17FA021

A319/320/321

American Airlines Quick Reference Handbook

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ENG (1 or 2) FIRE (On Ground) 30

1. THR LEVERS..... IDLE

After aircraft is stopped:

2. PARK BRK..... ON

3. Affected ENG MASTER..... OFF

4. Affected ENG FIRE pb..... PUSH

5. AGENT 1 and 2 DISCH

Assess the condition of the affected engine

6. ENG FIRE (On Ground) Checklist complete, and

☛ If required, accomplish Evacuation Checklist on [page II](#).
(back cover)

Engine Tailpipe Fire 30

1. Affected ENG MAN START pb..... OFF

2. Affected ENG MASTER..... OFF

3. ▶ If APU BLEED available:

or a. APU BLEED..... ON

↳ If APU BLEED not available:

a. X BLEED (opposite engine operating)..... OPEN

4. ENG MODE Selector..... CRANK

5. Affected ENG MAN START pb..... ON

6. Immediate Action Items complete, go to [page 30](#).



ENG (1 or 2) FAIL	ENG (1 or 2) N2 OVERLIMIT
ENG (1 or 2) FIRE	ENG (1 or 2) OIL LO PR
ENG (1 or 2) FADEC FAULT	ENG (1 or 2) EGT OVERLIMIT
ENG (1 or 2) HI OIL TEMP	ENG (1 or 2) REVERSE UNLOCKED
ENG (1 or 2) N1 OVERLIMIT	ENG (1 or 2) SHUT DOWN

After Engine Shutdown Checklist

If engine shutdown is required, then

After accomplishing ECAM Actions:

1. APU (if available)Ensure started
[APU GEN may be used. The APU may be started prior to performing this checklist, at pilot's discretion.]

Caution

- If ENG 1 FIRE pb is pushed, do not use the APU bleed.
- If ENG 2 FIRE pb is pushed, do not use the APU bleed unless the X BLEED is selected to SHUT.
- If wing anti-ice is required, do not use the APU bleed.

2. Approach Considerations:

- CONF 3 is the preferred landing configuration unless performance or a limitation dictates otherwise.

Note: A320 must use CONF FULL for single engine autolands. A319/321 may use CONF 3 or FULL for single engine autolands.

[If landing CONF 3, select CONF 3 in the MCDU and LDG FLAP 3 on GPWS panel.]

- In case of one engine inoperative, use of the autopilot is not allowed when performing non-ILS approaches in FINAL APP, NAV/VIS and NAV/FPA modes.
- When deploying thrust reverse with only one thrust reverse system, utilize *both* Thrust Levers. After touchdown select *both* thrust levers to the FULL REVERSE position, consistent with runway conditions, and modulate thrust as required.
- If conducting an autoland utilizing automatic rollout, with one engine inoperative, use of reverse thrust is permitted, provided:
 - Both thrust levers are utilized (see preceding bullet),
 - Not more than IDLE thrust is used, and
 - Crosswind component is not more than 15 knots (10 knots for A319 Sharklet).

3. After ENG Shutdown Checklist complete, and

- If required, go to the applicable “After Takeoff” Checklist items.
- Establish and communicate a plan.
- Consider [Emergency Landing Checklist on page I](#) (inside back cover).
- Monitor fuel balance.
- If required for long range cruise, see “LRC” charts [page 42](#).
- If required, go to [“Unable to Maintain Altitude - Loss of Engine Thrust” checklist, page 36](#).
- If shutdown with ENG fire pushbutton pushed and ice accretion, Landing Distance Procedures apply (see A320 Land iPad application if available or Performance Manual Chapter 6 Emergency/Abnormal).

[RH dome light is available]

1. PARK BRK ON
2. ATC..... Notify
3. If MAN CAB PR is in use:
 - a. MAN V/S CTL Full UP
4. ENG MASTER 1 and 2 OFF
5. FIRE pbs (ENG and APU).....PUSH
6. AGENTs (ENG and APU) (if required) DISCH
7. PA “This is the captain. Evacuate.
Evacuate. Evacuate.”
8. EVAC COMMAND (if installed)..... ON
9. Evacuation Checklist complete.

[If time permits, additional information is available in Evacuation [page 35](#).]