

Ztráta říditelnosti

Flight Safety
Travel Service, a.s.
2/2017

A340 Landing with one MLG not extended

- On gear extension warning for LH MLG unsafe condition.
 - Go-around initiated and aircraft went into holding pattern
- All attempts to lower the gear were unsuccessful
- Tower fly by performed to have external visual confirmation from ground
- Due to low fuel level pilot decided to land



FLY THE AIRCRAFT

A340 Landing with one MLG not extended



A340 Landing with one MLG not extended

- Gear was retracted to perform complete Landing Gear with Abnormal Landing Gear QRH

A340 Landing with one MLG not extended

- Gear was retracted to perform complete Landing Gear with Abnormal Landing Gear QRH
- Due to high cross wind and a need to maintain hydraulic power for as long as possible the crew adapted the QRH:
 - Engines 1&4 were shutdown prior to touchdown
 - Engine 2 on pilot command
 - Engine 3 when aircraft had settled on to LH side during the landing roll.

CRM

A340 Landing with one MLG not extended

- Gear was retracted to perform complete Landing Gear with Abnormal Landing Gear QRH
 - Due to high cross wind and a need to maintain hydraulic power for as long as possible the crew adapted the QRH:
 - Engines 1&4 were shutdown prior to touchdown
 - Engine 2 on pilot command
 - Engine 3 when aircraft had settled on to LH side during the landing roll.
- CRM
- QRH subsequently modified

Training syllabus

Lesson 1:

- ◆ Normal take off (VMC), visual circle, full stop landing.
- ◆ Normal take off, prepare for ILS approach. Climb to flight level 100 and perform stall recovery (1 x clean configuration, 1 x full landing configuration), then Upset recovery. During radar vectoring simulate ground proximity alert (glass mountain), terrain avoidance maneuver is needed. Continue ILS approach till minima and make go around due to obstacle on the RWY (follow missed approach procedure as published).
- ◆ Fly to IF for non precision approach, TCAS RA maneuver due to opposite traffic at same altitude. Then after join holding pattern over IF (or any other suitable point), prepare for non precision APP, full stop landing.
- ◆ Reposition to take-off position, near off V1 engine failure (severe damage), one engine inoperative ILS approach, on short final go around (ATC requirement), perform go around procedure to final and make full stop landing.
- ◆ Normal take off, shortly after lift off the FMC fail. Radar service is not provided, own navigation follow one off suitable STAR, join holding pattern, prepare for ILS approach (manual setting Vref and N1). TS avoidance on track.

NON-NORMAL PROCEDURES 1

ATIS	LKPR	CAT I/ Non precision approach weather, 300/10, T-2°/-4°C, QNH 1010hPa, BA medium , ZFW 48t, FUEL 10t
<p>During climb resolve following problems:</p> <ul style="list-style-type: none"> - ENGINE COWL ANTI-ICE light - RUNAWAY STABILIZER <p>• During Approach resolve following problems:</p>		
<ul style="list-style-type: none"> • JAMMED OR RESTRICTED FLIGHT CONTROLS • UNCOMMANDED RUDDER/YAW OR ROLL • TRAILING EDGE FLAP ASYMMETRY • ALL FLAPS UP LANDING 		

2.10.2016

HRG-PRG

LOSS OF SYSTEM A



Condition: Hydraulic system A pressure is low.

- 1 System A
FLT CONTROL switch . . . Confirm STBY RUD
- 2 System A
HYD PUMP switches (both) OFF
- 3 Check the Non-Normal Configuration Landing Distance tables in the Performance Inflight-QRH chapter or other approved source.
- 4 NOSE WHEEL STEERING switch ALT
- 5 Plan for manual gear extension.

Note: When the gear has been lowered manually, it cannot be retracted. The drag penalty with gear extended may make it impossible to reach an alternate field.

▼ Continued on next page ▼

FL 120

13.4



737 Flight Crew Operations Manual

▼ LOSS OF SYSTEM A continued ▼

Note: Inoperative Items

Autopilot A inop

Autopilot B is available.

Flight spoilers (two on each wing) inop

Roll rate and speedbrake effectiveness may be reduced in flight.

Normal landing gear extension and retraction inop

Manual gear extension is needed.

Ground spoilers inop

Landing distance will be increased.

Alternate brakes inop

Normal brakes are available.

Engine 1 thrust reverser normal hydraulic pressure inop

Thrust reverser will deploy and retract at a slower rate and some thrust asymmetry can be anticipated during thrust reverser deployment.

Normal nose wheel steering inop

Alternate nose wheel steering is available.

6 Checklist Complete Except Deferred Items

Deferred Items

Descent Checklist

Pressurization LAND ALT ____
 Recall Checked
 Autobrake ____
 Landing data VREF ____, Minimums ____

▼ Continued on next page ▼



▼ LOSS OF SYSTEM A continued ▼

Approach briefing Completed

Approach Checklist

Altimeters _____

Manual Gear Extension

LANDING GEAR lever. OFF

Manual gear extension handles. Pull

The uplock is released when the handle is pulled to its limit.

The related red landing gear indicator light illuminates, indicating uplock release.

Wait 15 seconds after the last manual gear extension handle is pulled:

LANDING GEAR lever DN

Landing Checklist

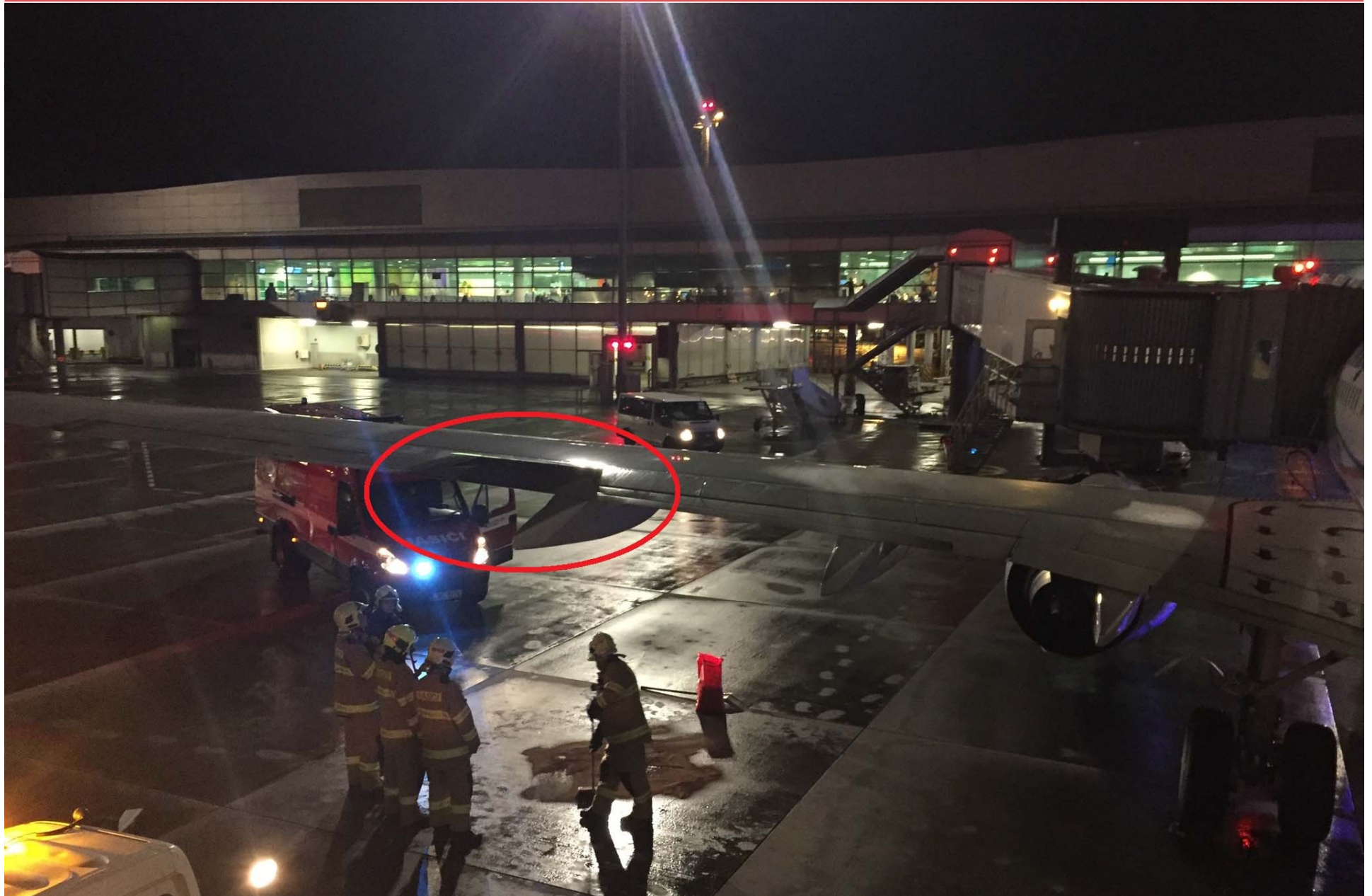
ENGINE START switches CONT

Speedbrake ARMED

Landing gear Down

Flaps _____, Green light







Děkuji
M. Fořt