A320 - Version 04a

PF	PNF

1.a. AFTER LANDING

Depending on the taxi position :

ANNOUNCE…………………."LANDING LIGHTS"   LAND LIGHTS…………….………....…RETRACT

GRND SPLRS……………………….……DISARM   STROBE…………………………………....AUTO
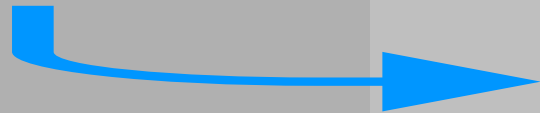
Signal for PNF actions

➢ **Observe the ECAM MEMO :**
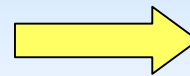
1.b. AFTER LANDING

1- RADAR……………………………………..OFF/STBY

2- PREDICTIVE WINDSHEAR…………..…….OFF

3- ENG MODE SEL…………………………....NORM

4- FLAPS………………………………….…...RETRACT ℹ️

5- { TCAS MODE SEL………………….………STBY

ATC……………………………………..…AS RQRD ℹ️

6- APU……………………………………………….START

7- ANTI ICE………………………………....AS RQRD

➢ **Observe the ECAM MEMO :**

```
SEAT BELTS                    PRED W/S OFF
NO SMOKING                    TCAS STBY
                              APU AVAIL
```
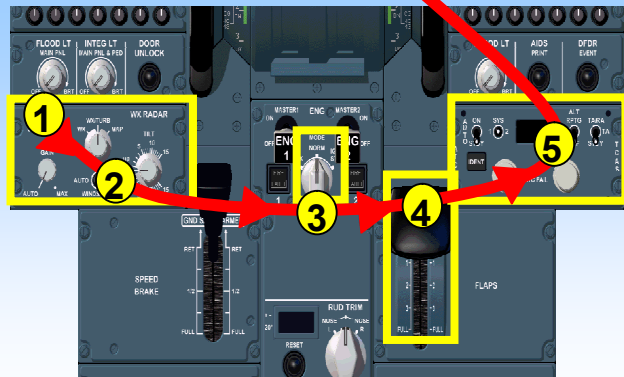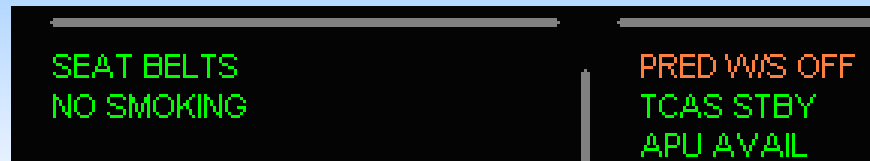
PF	PNF

1.c. AFTER LANDING

	BRAKE TEMP……………………………...CHECK

AFTER LDG C/L

➢ **Brake temperature Limitations :**

FCOM
3.04

➢ **Use of brake fans :** ⓘ

PF	PNF

2.a. PARKING

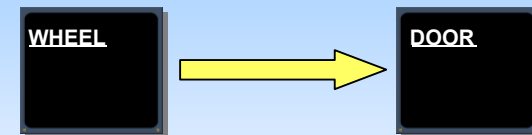| PF	PNF
PARKING BRK ACCU PRESS…………...CHECK	ANTI - ICE…………………………………....OFF
PARKING BRK……………………………...ON ⓘ	APU BLEED…………………………………...ON ⓘ
ENG MASTER 1 & 2…………………………OFF ⓘ	SLIDE DISARMED…………………………CHECK
GROUND CONTACT…………………ESTABLISH	ELAPSED TIME…………………………….…STOP
BEACON ...…………………………...…...OFF	FUEL PUMPS…………………………………...OFF
	ATC………………………………………….…STBY
	IRS PERFORMANCE……………………...CHECK ⓘ
SEAT BELTS………………………………OFF	STATUS…………………………………….CHECK ⓘ

➢ **Consider « GROUND OPERATIONS IN HEAVY RAIN »,** refer to FCOM 3.04.30

➢ **To stabilize engine hot section temperature :**

3 minutes minimum at or near IDLE

Landing → t ENG shut down

➢ **ECAM SD auto - switching** (when last Engine is shut down)

WHEEL → DOOR

➢ **Observe the ECAM MEMO :**

PRED W/S OFF
TCAS STBY
APU AVAIL
→
PARK BRK
PRED W/S OFF
TCAS STBY
APU BLEED
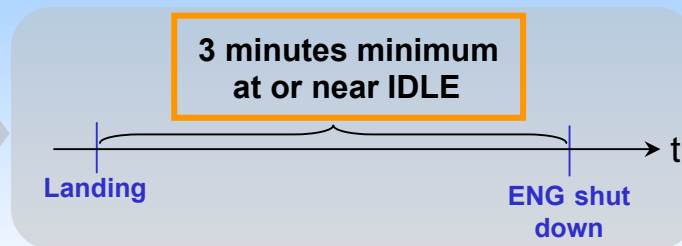
PF	PNF

2.b. PARKING

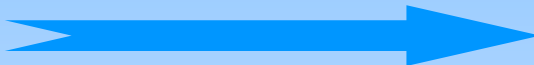|	
PARKING BRK…………………………….AS RQRD	BRAKE FAN……………………………….OFF
Dus.…………………………………………...DIM	Dus.……………………………………………...DIM

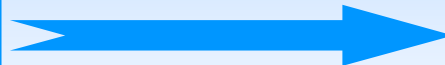### *PARKING C/L*

REPORT SEVERE ICING CONDITIONS

" BRAKES HOT " ➡ **Release parking brakes after chocks are in place**

If operational conditions permits (no slippery tarmac).

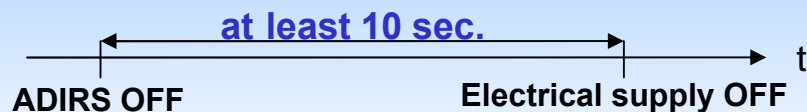**Parking with a flat tire on the nose gear** ➡ **Keep the brakes ON**

PF	**PNF**

PF	PNF
PARKING BRK…………………………CHECK ON	
ADIRS (1+2+3)…………………….……...OFF	OXY CREW SUPPLY………………………..…OFF
	EXTERIOR LIGHTS……………………….…OFF
	MAINT BUS…………………………….…AS RQRD **ⓘ**
	APU BLEED……………………………..…….OFF
	APU MASTER SW…………………..……….OFF
	EMER EXIT LIGHT…………………..……….OFF
	NO SMOKING…………………………..…..OFF
	EXT PWR…………………………………..AS RQRD
	BAT 1 & 2………………………………..…….OFF

SECURING THE AIRCRAFT C/L

➢ **To ensure the ADIRS memorize the last data:**

at least 10 sec.

ADIRS OFF → Electrical supply OFF → t

➢ **Observe the ECAM MEMO :**

```
PARK BRK
PRED WS OFF
TCAS STBY
```
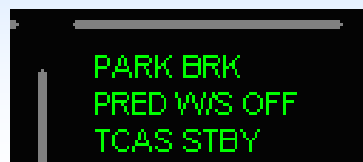
➢ **To prevent smoke entering the cabin during next start :**

2 min

APU AVAIL light goes out → APU flap closed / Set BAT 1 & 2 OFF → t
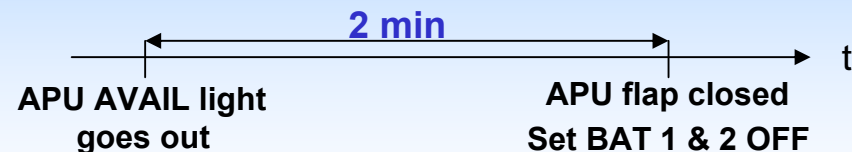
1.b. AFTER LANDING

Icing conditions

Slush or snow on the runway

⬇

Wait until **engine shutdown** and **ground confirmation** that flaps & slats are cleared of obstructing ice

1- RADAR…………………………………..OFF/STBY

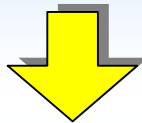2- PREDICTIVE WINDSHEAR…………..……..OFF

3- ENG MODE SEL………………………....NORM

4- FLAPS……………………………………...RETRACT ℹ️

5- { TCAS MODE SEL……………….…………STBY

ATC………………………………..…AS RQRD ℹ️

6- APU…………………………………………..START

7- ANTI ICE………………………………....AS RQRD

➢ **Observe the ECAM MEMO :**

SEAT BELTS   PRED W/S OFF
NO SMOKING   TCAS STBY
                             APU AVAIL

PF	PNF
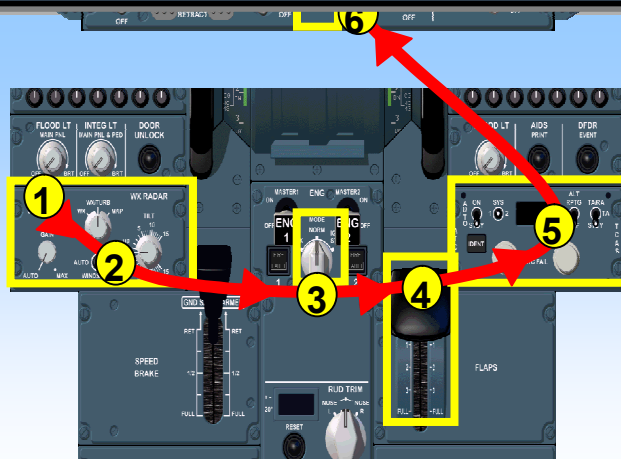
1.b. AFTER LANDING

Depending on local regulations, ATC transponder may be operated in mode S

1- RADAR………………………………..OFF/STBY

2- PREDICTIVE WINDSHEAR…………..……..OFF

3- ENG MODE SEL…………………………...NORM

4- FLAPS……………………………………..RETRACT ℹ

5- { **TCAS MODE SEL…………………..………STBY**

   ATC…………………………………..…..AS RQRD ℹ

6- APU…………………………………………….START

7- ANTI ICE………………………………….....AS RQRD
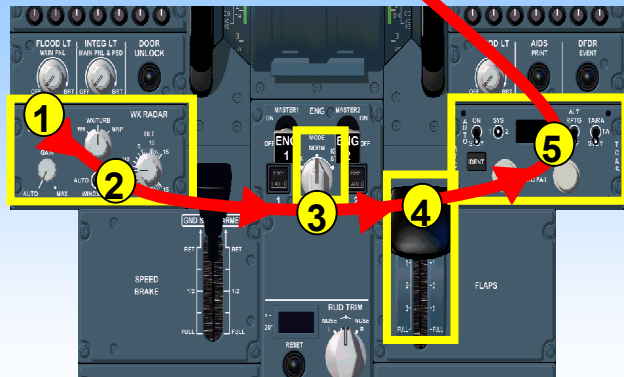
➢ **Observe the ECAM MEMO :**

SEAT BELTS	PRED W/S OFF
NO SMOKING	TCAS STBY
	APU AVAIL

USE OF BRAKE FANS ⓘ

To avoid brake oxidation ➔

Select brake fans
- just before stopping at the gate (short taxi)
  OR
- 5 min after landing (long taxi)

Short turnaround time ➔

Use of brake fans without oxidation consideration

➢ **Observe the ECAM memo if the brake fans are selected**

PRED W/S OFF
TCAS STBY
APU AVAIL
BRK FAN

WHEEL

➢ **Select brake fans as soon as a green arc appears (temperature > 100°C)**

100 °C   75
1 = REL = 2

PF	PNF

2.a. PARKING

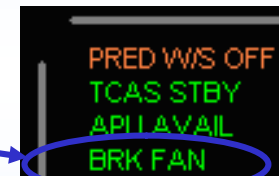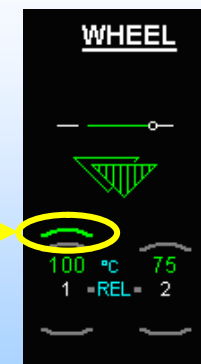| PF	PNF
PARKING BRK ACCU PRESS…………...CHECK	ANTI - ICE………………………………….....OFF
PARKING BRK……………………………...ON 🛈	APU BLEED………………………………...ON 🛈
ENG MASTER 1 & 2……………………….OFF 🛈	SLIDE DISARMED………………………….CHECK
GROUND CONTACT………………….ESTABLISH	ELAPSED TIME…………………………….STOP
BEACON ..…………………………...…...OFF	FUEL PUMPS…………………………….....OFF

Above 500 °C, parking brake application should be avoided, unless operationally necessary.

PF	PNF
	ATC……………………………………...….STBY
	IRS PERFORMANCE………………….....CHECK 🛈
SEAT BELTS……………………………….OFF	STATUS…………………………………….CHECK 🛈

➢ **Consider « GROUND OPERATIONS IN HEAVY RAIN »,**
  refer to FCOM 3.04.30

➢ **To stabilize engine hot**
  section temperature :

3 minutes minimum
at or near IDLE

Landing ——————————→ t

ENG shut down

➢ **ECAM SD   auto - switching**
(when last Engine is shut down)

WHEEL	→	DOOR

➢ **Observe the ECAM MEMO :**

PRED W/S OFF	→	PARK BRK
TCAS STBY		PRED W/S OFF
APU AVAIL		TCAS STBY
		APU BLEED

PF	PNF

2.a. PARKING

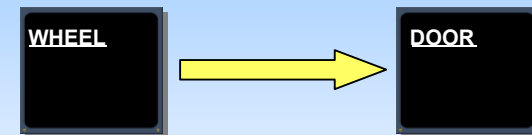| PF	PNF
PARKING BRK ACCU PRESS…………...CHECK	ANTI - ICE………………………………….....OFF
PARKING BRK……………………………..ON ⓘ	APU BLEED…………………………………..ON ⓘ
ENG MASTER 1 & 2…………………………OFF ⓘ	SLIDE DISARMED………………………CHECK
GROUND CONTACT………………ESTABLISH	ELAPSED TIME……………………………STOP
BEACON …………………………………..…..OFF	FUEL PUMPS…………………………………..OFF
Switch ON the APU BLEED as later as possible to avoid ingestion of exhaust gases from the engines.	ATC……………………………………….…..STBY
	IRS PERFORMANCE……………………...CHECK ⓘ
SEAT BELTS………………………………………OFF	STATUS…………………………………………CHECK ⓘ

➤ **Consider « GROUND OPERATIONS IN HEAVY RAIN »,
   refer to FCOM 3.04.30**

➤ **To stabilize engine hot
   section temperature :**

**3 minutes minimum
at or near IDLE**

——————————————→ t

Landing   **ENG shut
                                    down**

➤ **ECAM SD   auto - switching
(when last Engine is shut down)**

WHEEL   ⟹   **DOOR**

➤ **Observe the ECAM MEMO :**

PRED W/S OFF   ⟹   PARK BRK
TCAS STBY   PRED W/S OFF
APU AVAIL   TCAS STBY
                            APU BLEED
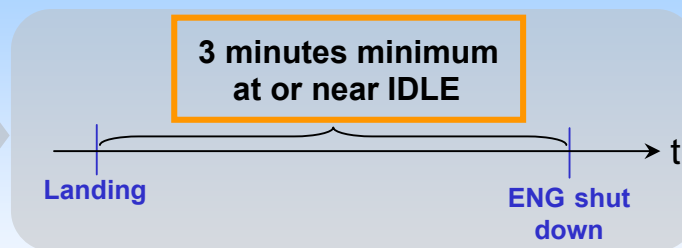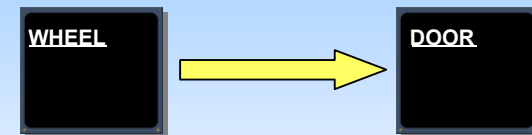
2.a. PARKING

PARKING BRK ACCU PRESS…………...CHECK	ANTI - ICE…………………………………....OFF
PARKING BRK………………………………...ON ⓘ	APU BLEED……………………………………...ON ⓘ
ENG MASTER 1 & 2……………………………OFF ⓘ	SLIDE DISARMED…………………………CHECK

If APU not available ➡ **Set EXT PWR ON before ENG MASTERS OFF**

For CFM engines only :

If JP4 fuel used T > 10°C ➡ **Dry motor the engine for 2 minutes**

~90 seconds after engine

shutdown

Select **ENG MODE** to **CRANK** with **MASTER** switch **OFF** then **MAN START** pb to **ON**
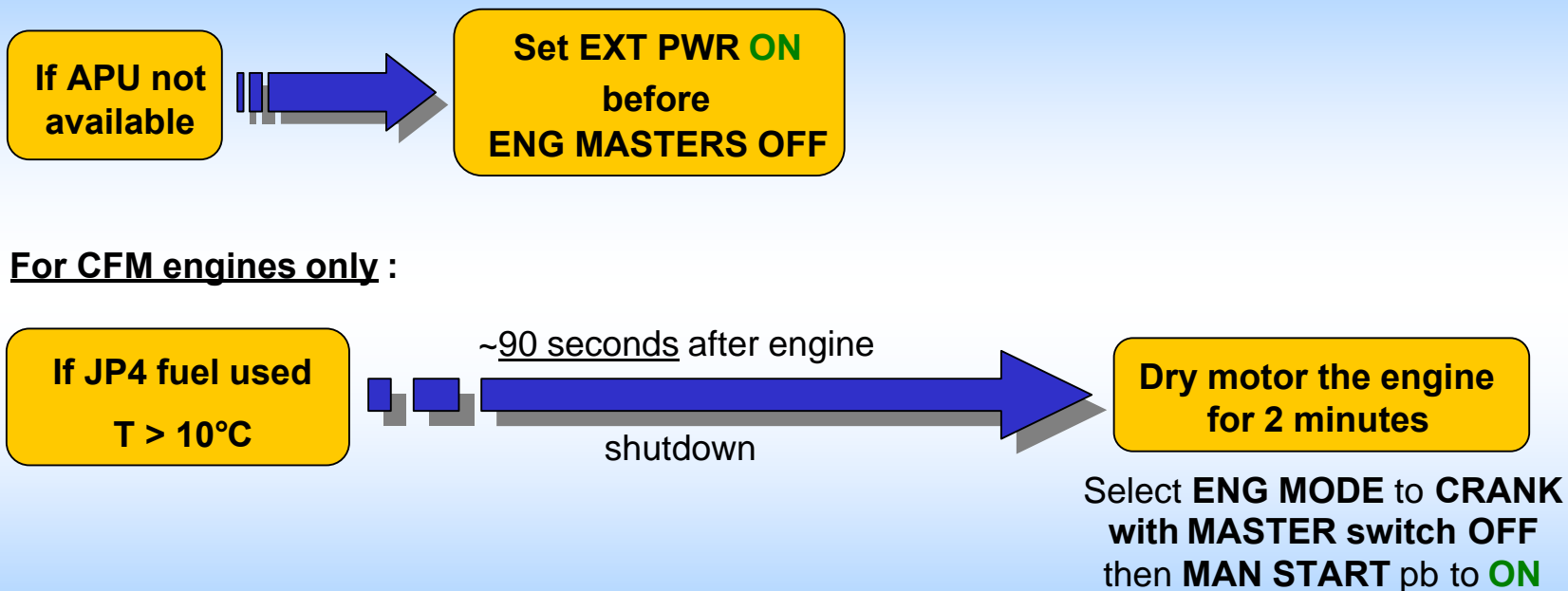
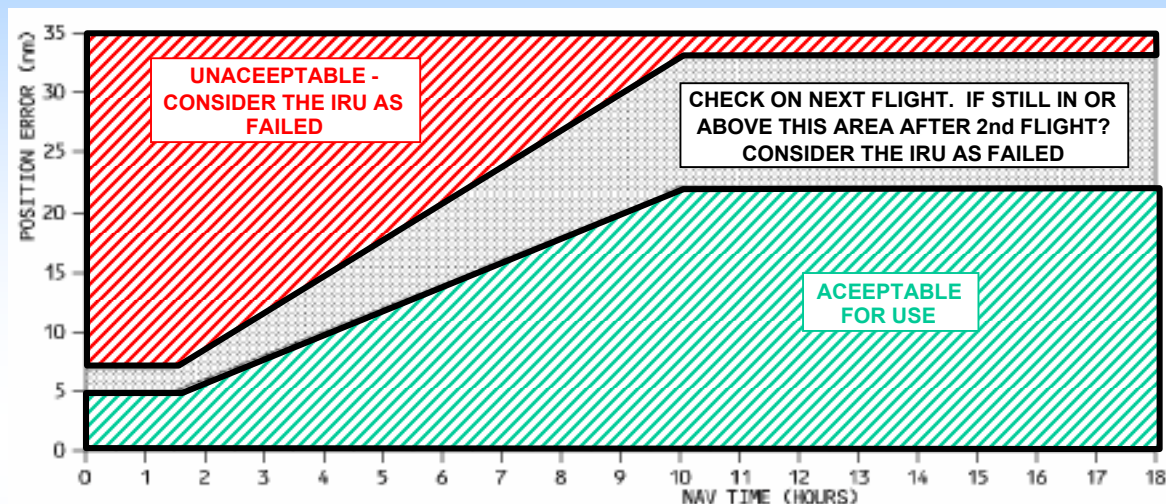➢ **Drift check:** ⟹ **POSITION MONITOR page**

Check that the drift is in the acceptable margins defined in Fcom 3.03.25

➢ **Residual ground speed check:**

Ground Speed ≥ 15 kts
&
Excessive deviation occurred after 2 consecutive flights

OR

Ground Speed ≥ 21 kts

⟹ **Consider IR as underlined failed**

PF	PNF

2.a. PARKING

PF	PNF
PARKING BRK 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 ...……………………………...…..OFF	FUEL PUMPS……………….………………...OFF
	ATC……………………………………………..….STBY
	IRS PERFORMANCE…………………...CHECK ⓘ
SEAT BELTS…………………………………OFF	STATUS………………………………….CHECK ⓘ

If maintenance status messages are displayed:

➢ *At transit :* <u>disregard</u>*, unless AIR BLEED.*

➢ *At main base or airport with repairs available:* <u>report</u> *for maintenance analysis.*

Should electrical power be required for the crew or servicing personnel, consider setting the overhead MAINT BUS switch (in the forward cabin) to the ON position, prior to setting aircraft power to off.