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V-Prep: A320 Engine Failure After Takeoff Training  
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PFNAV ADR 1+3 FAULTPNF A320 - Version 03 ADR 1+3 FAULTADR 1+3 FAULT AIR DATA REFERENCE AIR DATA3 REFERENCEREFERENCE AIR DATAAIR DATA2 ... 2. NAV ADR 1+3 FAULT ... Review FCOM 3.02 procedure (If time permits) FCOM 3.02.34. Title:

**PFNAV ADR 1+3 FAULT - SmartCockpit**

A320 Fcom 1 2 3 Manual A320 Fcommanufactured by Airbus. The family includes the A318, A319, A320 and A321, and the ACJ business jet. The aircraft family can accommodate up to 220 passengers and has a range of 3,100 to 12,000 km (1,700 to 6,500 nmi), depending on model.

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i am getting ready for my A320 initial FFS lesson 6 within which adr 1+3 fault scenario is included. it does say clearly in the fcom abn that during this fault, landing gear has to be gravity extended and also that retraction is inhibited. i did search the fcom and previously discussed threads regarding the same topic but they don't really say why.

**PPRuNe Forums - A320 ADR 1+2 fault , landing gear gravity ext**

CHAPTER 3 Subject 3-1-0 General Information May 01/14 Subject 3-2-1 Payload/Range - ISA Conditions May 01/15 FIGURE Payload/Range - ISA Conditions May 01/15 FIGURE Payload/Range - ISA Conditions - Sharklet May 01/15 L.E.C. Page 5 Dec 01/20

**AIRCRAFT CHARACTERISTICS AIRPORT AND MAINTENANCE PLANNING AC**

FCA A318/A319/A320/A321 FLEET PLP-LOM. P 1/2 FCTM 08 JUL 08. A318/A319/A320/A321 FLIGHT CREW TRAINING MANUAL PRELIMINARY PAGES LIST OF MODIFICATIONS M MODIFICATION Linked SB Incorpor. Date ... the FCOM. In the case of any conflict, the FCOM is the over-riding authority. Airline training policy may differ in certain areas. Should this be the case ...

**A320/321 Flight Crew Training Manual - 737NG**

82U A318/A319/A320/A321 FLEET GEN-PLP-SOH P 1/2 FCOM 06 MAR 14 Localization Title Toc Index ID Reason GEN FCOM Revisions K 1 Minor editorial change Update of the RA term. Documentation update: Deletion of information. GEN Abbreviations L 2 Addition of the RPCU abbreviation.

**GENERAL INFORMATION**

If you look at FCOM 3.04.10,pg 2 , you can see that F speed is the minimum speed at which the flaps may be retracted at takeoff and it is the same value for both flap 2 or 3, so really there is no point in "going" flap 2 when you already have speed for flap 1.

**A320 1+F - PPRuNe Forums**

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FCOM 1 provides technical system information. FCOM 2 provides selected performance and loading data for flight preparation. FCOM 3 contains the Limitations, Non-normal Procedures, Bulletins, Normal Procedures (NPs), Supplementary Procedures (SPs), Operational Engineering Bulletins (OEBs) and FCOM Bulletins. The NPs set out the policy and philosophy

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