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### A320 Pilots SOP common mistakes/bad habits - Part 1 ...

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FCA A318/A319/A320/A321 FLEET PLP-LOM. P 2/2 FCTM 08 JUL 08. INTRODUCTION. Intentionally left blank. A318/A319/A320/A321 FLIGHT CREW TRAINING MANUAL INTRODUCTION PRELIMINARY PAGES TABLE OF CONTENTS ... 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 ...

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

82U A318/A319/A320/A321 FLEET GEN P 2/30 FCOM -- B to C → 06 MAR 14 For any questions or comments related to this manual, the Operator's Flight Operations Management may contact the Airbus Flight Operations & Training support department. FCOM CONTENTS The contents of the FCOM are organized in the following six parts:

### GENERAL INFORMATION

The Airbus A320 family consists of short- to medium-range, narrow-body, commercial passenger jet airliners manufactured 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.

### Plane Airbus A320 - SmartCockpit

OAT = 49°C No Limitation. Above that just go home or open FCOM LIM AIR (For 55°C – 2 hours, 60°C – 1 hour & 64°C – ½ hour). CABIN PRESSURE Maximum positive differential pressure: 9.0 PSI Maximum negative differential pressure: -1 PSI Safety relief valve setting: 8.6 PSI RAM AIR INLET Open if Differential Pressure < 1psi. AUTOFLIGHT

### A320 LIMITATIONS - THE AIRLINE PILOTS

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### Airbus A320 FCOM Volume 2 - Flight Preparations by Airbus ...

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### Airbus...new A320 FCOM format..again 1 - PPRuNe Forums

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### FCOM | ETF Snapshot - Fidelity

2 The Design of the A320 Braking System The braking system design of the A320 is described in the A320 Flight Crew Operating Manual [FCOM],repeated in [Lad95] We give some sample entries Each page is identified by a section number (three sets of digits separated by periods), a REvision number, a SEquence number, and a Page

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manual. The FCTM supplements the FCOM and other Company publications and must be read in conjunction with those manuals. If areas of conflict are encountered, the FCOM and other Company publications are the over-riding authorities. CX Policy is contained in FCOM 3, where applicable and Operations Manual Volume 2 Part 2.

### A330 & A340 - SmartCockpit

The subtle difference here as far as I can interpret it is that the A320 FCOM says when LG down -> direct law and the A330 talks about Flare mode only. Handling wise where is the difference ? Looking it this ways it seems that the final stages of the approach (ie AP OFF LG DOWNJ) will be flown in the same way in both airplanes.

### A330 RA1+2 - PPRuNe Forums

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