

A318/A319/A320/A321 FLIGHT CREW OPERATING MANUAL	PROCEDURES ABNORMAL AND EMERGENCY PROCEDURES AUTO FLIGHT
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<u>AUTO FLT RUD TRIM 1(2) FAULT</u>					
Applicable to: ALL					
L2 Crew awareness.					
<table> <tr> <th colspan="2" data-bbox="79 683 949 728">STATUS</th></tr> <tr> <td data-bbox="79 728 949 936">CAT 3 SINGLE ONLY</td><td data-bbox="949 728 1391 936"> INOP SYS CAT 3 DUAL RUD TRIM 1(2) </td></tr> </table>		STATUS		CAT 3 SINGLE ONLY	INOP SYS CAT 3 DUAL RUD TRIM 1(2)
STATUS					
CAT 3 SINGLE ONLY	INOP SYS CAT 3 DUAL RUD TRIM 1(2)				

<u>AUTO FLT RUD TRIM SYS</u>					
Applicable to: ALL					
FAC 1..... OFF THEN ON FAC 2..... OFF THEN ON					
<table> <tr> <th colspan="2" data-bbox="79 1341 949 1386">STATUS</th></tr> <tr> <td data-bbox="79 1386 949 1621"></td><td data-bbox="949 1386 1391 1621"> INOP SYS RUD TRIM AP 1 + 2 CAT 2 </td></tr> </table>		STATUS			INOP SYS RUD TRIM AP 1 + 2 CAT 2
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<u>AUTO FLT RUD TRV LIM 1(2)</u>	
Applicable to: ALL	
L2 Crew awareness.	

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AUTO FLT RUD TRV LIM 1(2) (Cont'd)

STATUS	
	INOP SYS RUD TRV LIM 1(2)

AUTO FLT RUD TRV LIM SYS

Applicable to: ALL

RUD WITH CARE ABV 160 KT

- [L2]** Depending on when the failure occurs, the rudder travel limiter system may not be in the correct position for the flight speed. Therefore, to prevent damage to the aircraft structure, use the rudder with care, when the speed is greater than 160 kt.

At slats' extension, full rudder travel authority can be recovered.

- [L1]** FAC 1..... OFF THEN ON
 FAC 2..... OFF THEN ON

● If TLU (rudder or pedals) remains locked at high speed after slat extension:

MAX X WIND FOR LDG 15 KT

AUTO BRK..... DO NOT USE

- [L2]** Do not use the autobrake, so as not to delay the application of differential braking at landing roll.

[L1] ● AT LDG ROLL:

DIFF BRAKING..... AS RQRD

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AUTO FLT RUD TRV LIM SYS (Cont'd)

L12 RUD WITH CARE ABV 160 KT • If TLU (rudder or pedals) remains locked at high speed after slat extension: MAX X WIND FOR LDG 15 KT AUTO BRK..... DO NOT USE <i>Do not use the autobrake, so as not to delay the application of differential braking at landing roll.</i> ● AT LDG ROLL: DIFF BRAKING..... AS RQRD CAT 3 SINGLE ONLY <i>Note:</i> An autoland must not be performed with a crosswind greater than 12 kt. STATUS <u>INOP SYS</u> RUD TRV LIM CAT 3 DUAL	
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AUTO FLT YAW DAMPER 1(2)

L2 Crew awareness. <i>Note:</i> The crew can try to reset the affected FAC by using the FAC pb-sw. On ground only, if the reset is unsuccessful, the taxi and takeoff can be continued with the failed yaw damper inoperative.	
CAT 3 SINGLE ONLY STATUS <u>INOP SYS</u> CAT 3 DUAL YAW DAMPER 1(2)	