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Engine Out Autoland: A320 config FULL ONLY, A319 & A321 config 3 and FULL Max Winds for Autoland (including gusts) (QRH) From QRH "Blue Pages" Headwind A319 20 knots, 15 single engine Tailwind A319 Non-Sharklet below 5,750' MSL and Config FULL 10 knots Tailwind A319, all other configurations 5 knots

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Phoenix Simulations Software A319 / 320 / 321 AOM 51 Note: start ENG 2 first to pressurize Yellow Hydraulics for parking brake Ø ENG Mode selector to IGN/START (wait 15 secs. before ENG Master ON) Ø ENG Master switch to ON At 16 % ignition ON At 22% starts fuel flow At 50% start valve closes, ignition off Engine idle should stabilize at about 58% Ø ENG mode selector to NORM Normal Idle ...

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## **Aerosoft Airbus A319 | Tutorial Pt.1 | Setup & Takeoff**

Term: During an engine fire procedure, how long should a pilot wait before discharging the 2nd agent bottle? Definition: Until the ECAM countdown is complete. Term: The APU will automatically

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shut down if an APU Fire is detected \_\_\_\_\_. Definition: on the ground. Term: The APU Agent bottle will automatically discharge three seconds after an APU Fire Warning when the aircraft is \_\_\_\_\_.

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The CFM International CFM56 (U.S. military designation F108) series is a French-American family of high-bypass turbofan aircraft engines made by CFM International (CFMI), with a thrust range of 18,500 to 34,000 lbf (82 to 150 kN). CFMI is a 50–50 joint-owned company of Safran Aircraft Engines (formerly known as Snecma) of France, and GE Aviation (GE) of the United States.

## **CFM International CFM56 - Wikipedia**

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