

# DEPARTURE BRIEFING GUIDE

## LEGEND

DATA

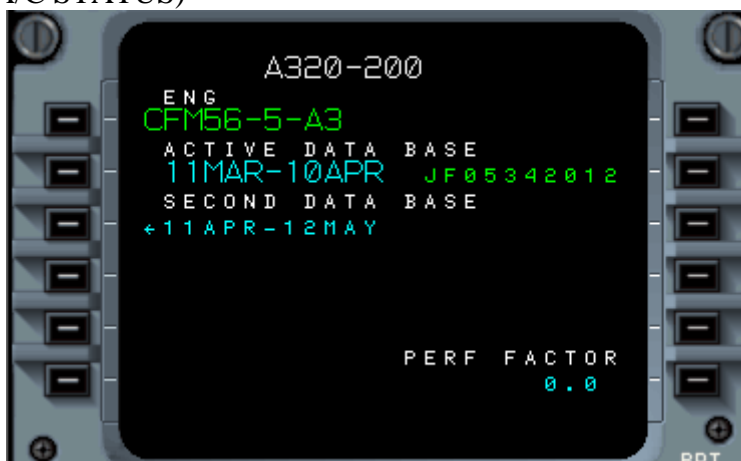
= MCDU PAGE KEY

"OEBs are checked" = PF Briefing

## 1. STATUS

DATA

+ LSK 5L (&lt;A/C STATUS)

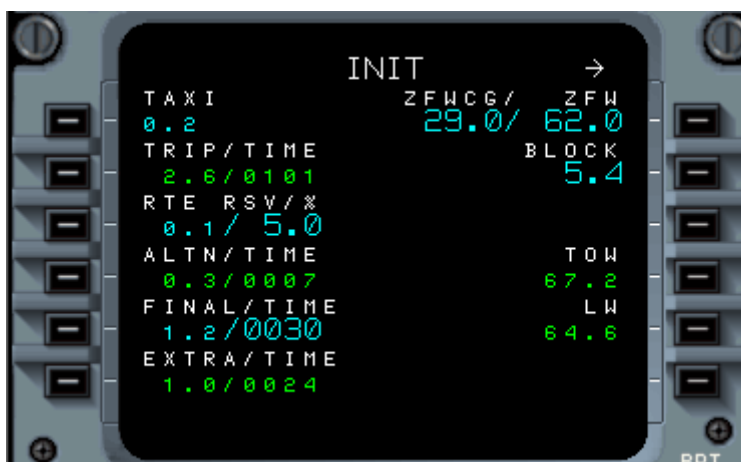


Variant A320-200 CFM 56 engines, Data base valid, Perf factor agrees with OFP  
 MEL is checked, no ADDs (acceptable deferred defects)  
 OEBs are checked, no new items  
 NOTAMS checked for Departure, Destination and Alternate  
 No Significant Weather (or brief relevant conditions)  
 TAXI expected from stand 1 is Juliet to holding point Juliet 4 for 08R  
 Departure Runway - Full Length available, reported Dry  
 Engine Anti-ice ON/OFF for taxi, ON/OFF for Departure

## 2. INIT B

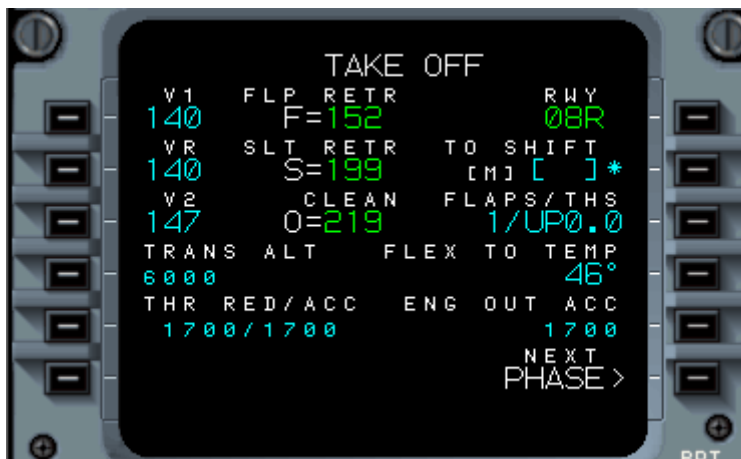
INIT

NEXT PAGE



Block Fuel 5,400 kilos  
 Estimated Takeoff Weight 67.2  
 Estimated Landing Weight 64.6  
 Extra time at Destination: 1 tonne of fuel giving 24 minutes

### 3. PERF TAKEOFF



Runway for Departure 08R Full Length  
 Flap setting Config 1 + F  
 Takeoff Thrust is FLEX 46 degrees  
 Speeds 140, 140 and 147  
 Transition Altitude 6000 feet  
 Thrust Reduction Altitude 1700 feet QNH  
 Acceleration Altitude 1700 feet QNH

### 4. FLIGHT PLAN



Using Chart 20-3L, effective 5 August 2011 (PNF confirms Chart No. and date)  
 MSA is 2,300 feet to the North-East, Departure routing also to the North-East  
 No significant terrain, so select Weather Radar on ND1 and ND2.

**\*NB** PF now selects PLAN on ND with an appropriate scale, either 10 or 20 and presses CSTR on the EFIS panel. In this mode, the waypoint at 2L always appears in the centre of the ND display and constraints are displayed on ND in Magenta. PF “reads from the glass” and describes the route FROM the waypoint at 2L TO the next point in the flight plan at 3L. The route details are shown by the line of small text in WHITE and GREEN between lines 2 and 3. PNF reads from the Jeppesen chart and confirms that the description of the SID given by PF conforms to the published procedure.

Take off from Runway 08R Climb straight ahead through 700 feet  
Then a track of 080 degrees to IGG35 (IGG 3.5 DME)



From IGG35 on a Track of 052 for 7 miles to intercept...



... a track of 081 towards DET20



From DET20 continue LAM5P on Track 080 for 5 miles to ACORN



	TIME	SPD / ALT	JF15F →
DET20	0003	250 / 5000	
LAM5P			
ACORN	0004	" / * 5000	
LAM5P		5 NM	
DET10←	0006	" / "	
C339°		9	
LAM15	0007	" / * 5000	
LAM5P		5	
LAM10	0008	" / * 6000	
DEST	TIME	DIST	EFOB
EGPF23	0101	360	2.6
			↓↑

Cross ACORN AT 5000 feet, continue LAM5P on Track 080 for 5 miles to DET10



	TIME	SPD / ALT	JF15F →
ACORN	0004	250 / * 5000	
LAM5P		5 NM	
DET10←	0006	" / "	
C339°		TRK 353°	9
LAM15	0007	" / * 5000	
LAM5P		5	
LAM10	0008	" / * 6000	
LAM5P		10	
LAM	0011	" / * 6000	
DEST	TIME	DIST	EFOB
EGPF23	0101	360	2.6
			↓↑

From DET10 turn left to intercept Course 339 for 9 miles to LAM15



	TIME	SPD / ALT	JF15F →
DET10←	0006	250 / 5000	
C339°		9 NM	
LAM15	0007	" / * 5000	
LAM5P		TRK 339°	5
LAM10	0008	" / * 6000	
LAM5P		10	
LAM	0011	" / * 6000	
(SPD)		6	
(LIM)	0012	* 250 / FL100	
DEST	TIME	DIST	EFOB
EGPF23	0101	360	2.6
			↓↑

Cross LAM15 AT 5000 feet, continue LAM5P on Track 339 for 5 miles to LAM10



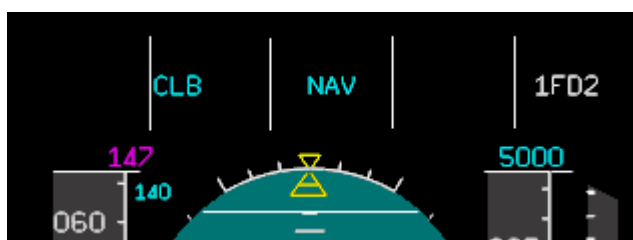
Cross LAM10 AT 6000 feet, continue LAM5P on Track 339 for 10 miles to LAM  
End of SID at LAM, First Block Altitude is 5,000 feet (PNF confirms)



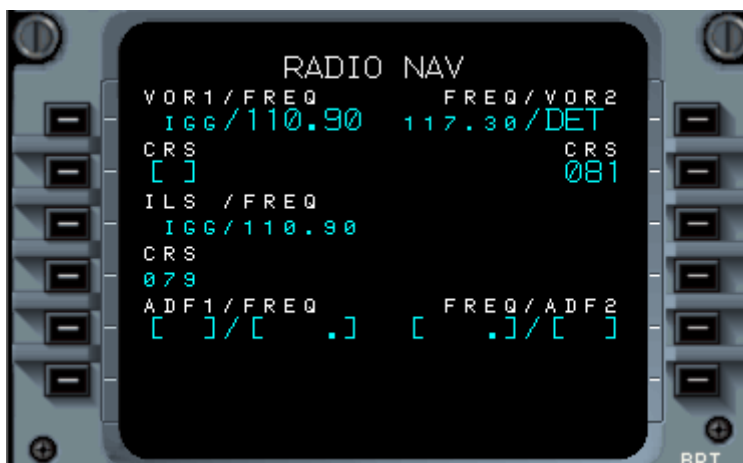
FCU: MANAGED / MANAGED / HDG/Vertical Speed / 5000 / MANAGED



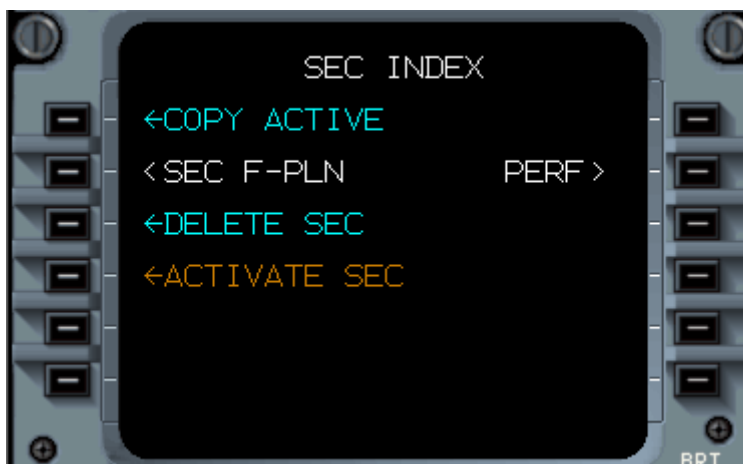
EFIS: CONSTRAINTS / ARC / 10 / VOR / VOR / 1013 / Flight Director  
\*PNF then reads out the settings on his EFIS control panel



FMA: CLIMB NAV BLUE / ONE FD TWO / 5000 / BLUE  
\*PNF reads out the FMA annunciations from his PFD



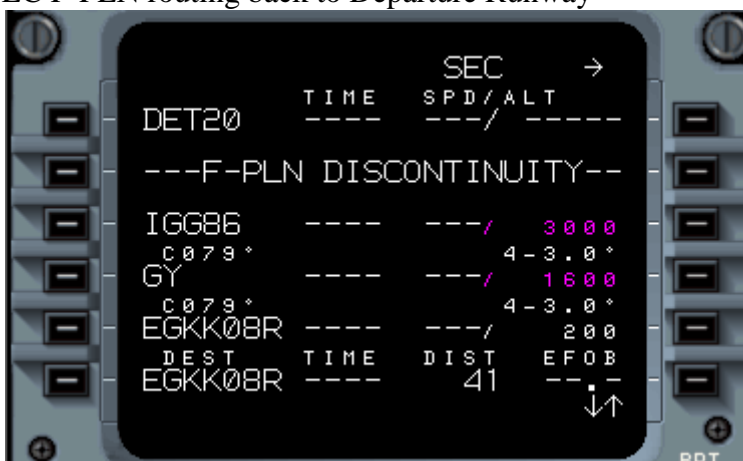
VOR1 is Hard-tuned to IGG for the initial DME turn at 3.5 miles  
 VOR2 is Hard-tuned to DET with Course 081 for the Track towards ACORN



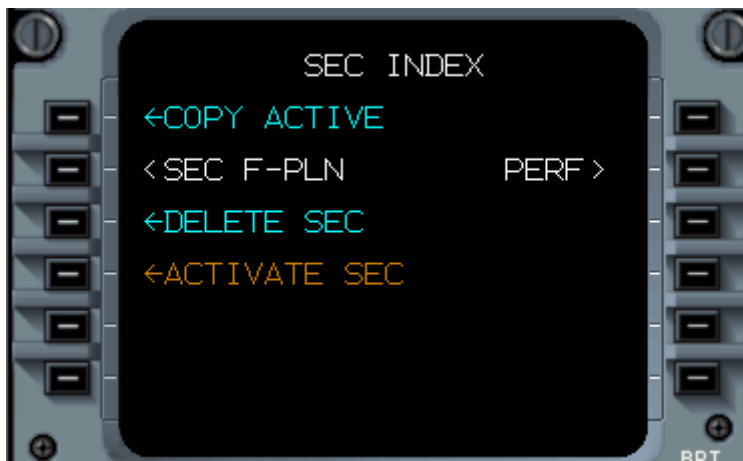
PRESS LSK 2L for SEC F-PLN



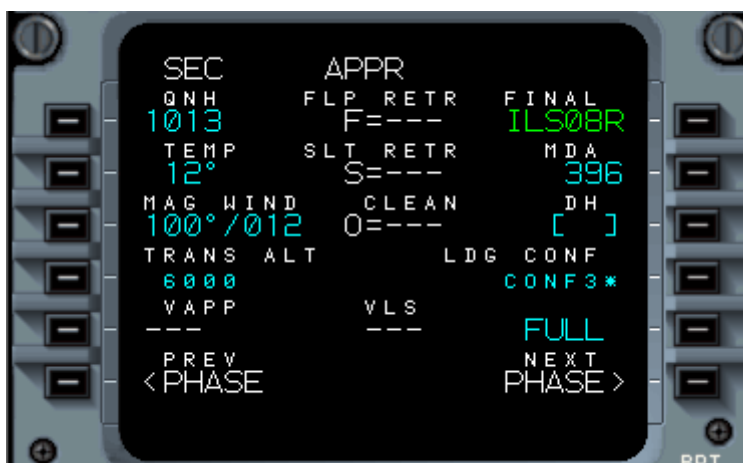
Press UP to confirm SEC F-PLN routing back to Departure Runway



In case of Emergency we will return for ILS 08R at London Gatwick



PRESS LSK 2R, and then LSK 6R x 4 for SEC APPR PERFORMANCE



*RWY 08R for arrival, MDA is 396 Baro, Landing Flap Full QNH, temp and winds as per departure ATIS*

**DO YOU HAVE ANY QUESTIONS OR SUGGESTIONS?**