

QRH



Usage of QRH:

QRH checklists are done on pilot flying's request

Pilot flying takes over communications

Pilot monitoring reads out the checklists loud

*All important items must first be confirmed
by pilot flying*

Použití QRH:

*Checklisty z QRH jsou provedeny na žádost
pilota letícího*

Pilot letící přebírá komunikaci

Pilot monitorující čte checklisty nahlas

*Veškeré důležité úkony musí být provedeny
po potvrzení pilota letícího*

QRH



ENGINE FAILURE AFTER V1

*No action until 400 ft AGL except **GEAR UP***

ENG MODE SELECTOR	IGN
-------------------	-----

NOT AFFECTED ENGINE:	
THR LEVER	MCT

AFFECTED ENGINE:	
THR LEVER	IDLE
ENG MASTER	OFF

IF DAMAGE OR FIRE:	
ENG FIRE P/B	PUSH
AGENT 1 (<i>after 10s</i>)	DISCH

IF NO DAMAGE:	
<i>Consider ENG relight</i>	

If performance permits, prefer LDG with FLAPS 3

→ GPWS: set LDG FLAPS 3 - ON

QRH



RAPID DECOMPRESSION

SEAT BELTS SIGNS	ON
------------------	----

ALT SELECTOR	SELECT, PULL
<i>Select FL100 or MEA</i>	

SPEED BRAKE	FULL
-------------	------

ENG MODE SELECTOR	IGN
-------------------	-----

PAX OXYGEN MASK	MAN ON
-----------------	--------

*Speed maximum operating (if no structural damage),
if structural damage, maintain present speed*

ATC	ADVISE
-----	--------

QRH



FLAPS LOCKED
(after take off)

MAX speed 215 kt

Expect higher fuel consumption

→ *divert or return back*

GPWS FLAP 3	ON
GPWS FLAP MODE	OFF

MCDU PERF PAGE	CALC VREF +15 KT
----------------	------------------

*Use FLAPS 3 for landing,
only SLATS will extend*