



Summary of Braking Recommendations in the SOP

Customer Services



INTRODUCTION

BRAKING RECOMMENDATIONS **In the Standard Operating Procedures (SOP)**

WHERE ?

WHAT ?

WHY ?

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PRELIMINARY COCKPIT PREPARATION

COCKPIT PREPARATION

BEFORE PUSHBACK OR START

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APPROACH

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FLIGHT PHASE

**PRELIMINARY
COCKPIT
PREPARATION**

**COCKPIT
PREPARATION**

**BEFORE
PUSHBACK
OR START**

TAXI

**BEFORE
TAKEOFF**

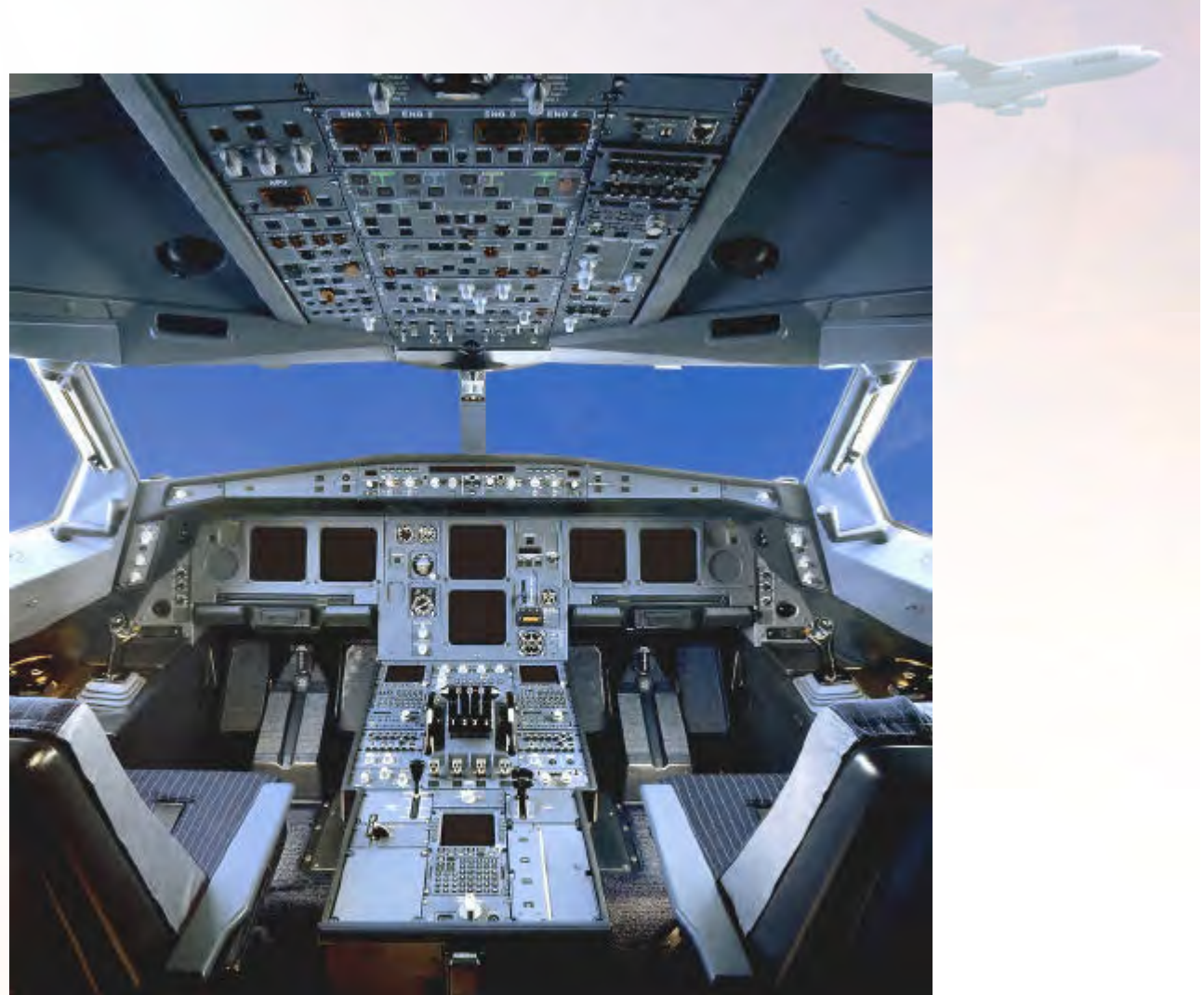
APPROACH

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**AFTER
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Parking Brake Check

PRELIMINARY COCKPIT PREPARATION

COCKPIT PREPARATION

BEFORE PUSH BACK OR START

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APPROACH

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SECURING THE AIRCRAFT

- PARKING BRAKEON
- ACCU PRESS & BRAKE PRESS indicators.....CHECK

- The ACCU PRESS indication must be in the **Green** band.



- If not, recharge the accumulator using the YELLOW electric pump (SA aircraft), or the BLUE electric pump (LR aircraft).

WARNING:

**Obtain ground crew clearance
BEFORE using the electric pump**

Alternate Braking System Check

**PRELIMINARY
COCKPIT
PREPARATION**

**COCKPIT
PREPARATION**

**BEFORE
PUSH BACK
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TAXI

**BEFORE
TAKEOFF**

APPROACH

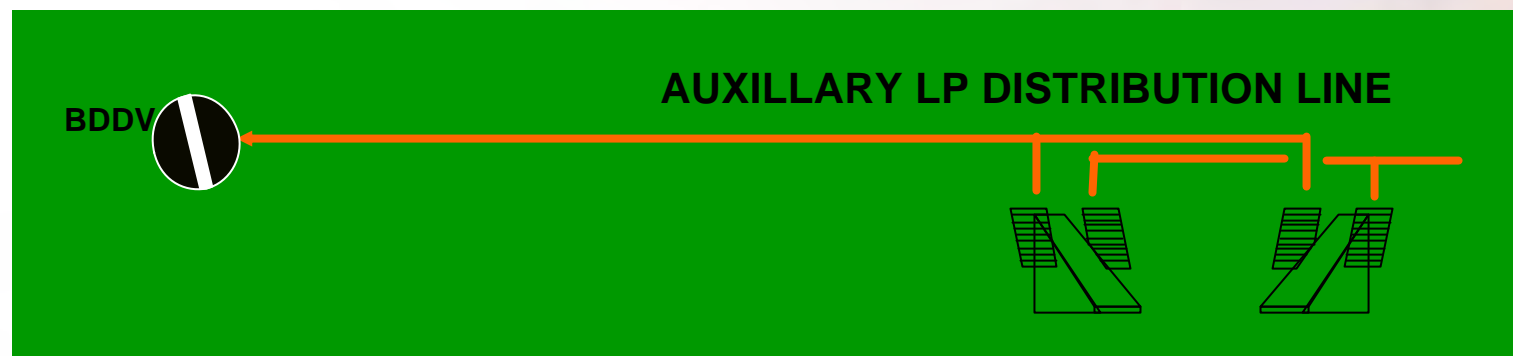
LANDING

**AFTER
LANDING**

PARKING

**SECURING
THE AIRCRAFT**

Objective: Check for absence of “spongy pedals”

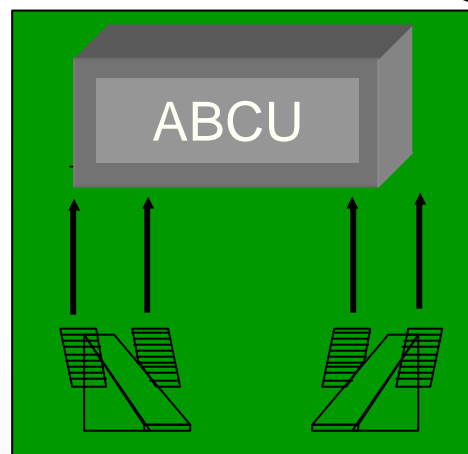


➤ Only performed before the **first flight** of the day

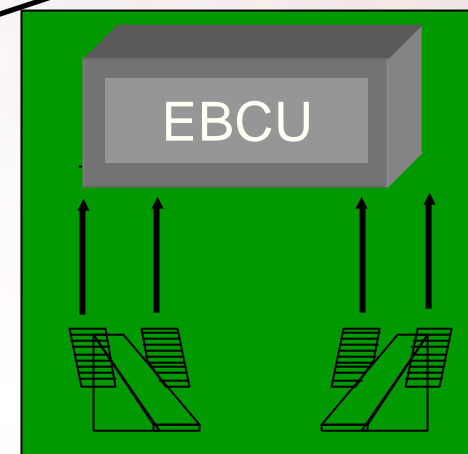
Alternate Braking System Check ...

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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APPROACH
LANDING
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Single-Aisle aircraft
With BSCS EM²



A340-500/600
aircraft



No Auxiliary LP
Distribution Line



~~ALTERNATE BRAKING SYSTEM CHECK~~

Alternate Braking System Check ...

**PRELIMINARY
COCKPIT
PREPARATION**

**COCKPIT
PREPARATION**

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**SECURING
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- Y ELEC PUMP.....CHECK OFF

- For SA aircraft only.
- Ensures GREEN hydraulic system is not pressurized via the PTU.
- Normal braking system is not available.

- CHOCKS.....CHECK IN PLACE

- PARKING BRAKE.....OFF

- BRAKE PEDALSPRESS

- BRAKE PRESSURE....CHECK

**If unsuccessful, maintenance
action is due.**



Parking Brake for Exterior Inspection

PRELIMINARY COCKPIT PREPARATION

COCKPIT PREPARATION

BEFORE PUSH BACK OR START

TAXI

BEFORE TAKEOFF

APPROACH

LANDING

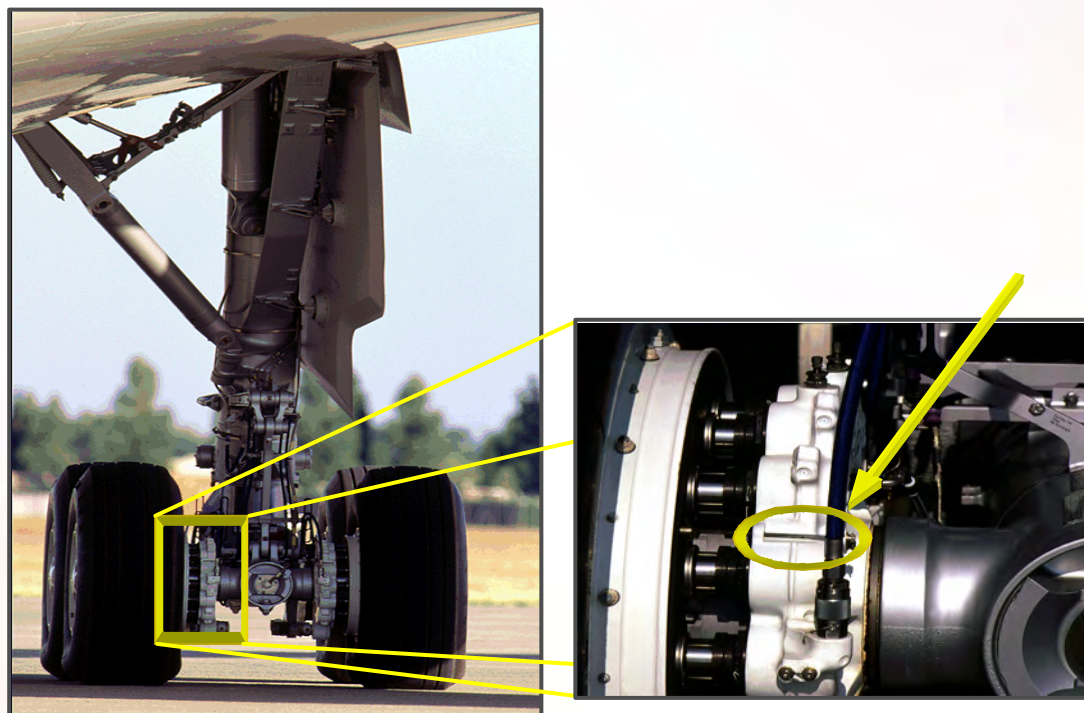
AFTER LANDING

PARKING

SECURING THE AIRCRAFT

- PARKING BRAKE..... ON

- To enable the flight crew to check brake wear indicators during the exterior inspection.



FLIGHT PHASE ...

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
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Parking Brake Check

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COCKPIT
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—PARKING BRAKE.....ON THEN OFF



Parking Brake Check ...

PRELIMINARY
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PREPARATION

**COCKPIT
PREPARATION**

BEFORE
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—PARKING BRAKE.....ON THEN OFF

➤ To check parking brake pressure



Parking Brake Check ...

PRELIMINARY
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—PARKING BRAKE.....ON THEN OFF

➤ To check parking brake pressure



If chocks are in place, release the parking brake to increase brake cooling during transit.

FLIGHT PHASE ...

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Parking Brake ACCU Pressure Check

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COCKPIT
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OR START**

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BEFORE
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– PARKING BRAKE ACCU PRESS.....CHECK

- The ACCU PRESS indication must be in the **Green** band.



- To ensure parking brake availability, in case emergency braking is required during pushback due to a broken towbar.

**Do NOT use brakes during pushback,
unless required due to an emergency**

Parking Brake

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PREPARATION

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- If during engine start, the aircraft starts moving with parking brake ON:
 - PARKING BRAKE.....OFF
 - BRAKE PEDALS.....PRESS

- For only A320 Family without new pressure switch (Mod 30062 – SB A320-32-1201), braking via pedals is not possible while the parking brake is ON.
- However, there is one single procedure in the SOP for all aircraft types, to cover Mixed Fleet cases.

FLIGHT PHASE ...

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PREPARATION**

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Parking Brake Check

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— PARKING BRAKE.....OFF



Parking Brake Check ...

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– PARKING BRAKE.....OFF

➤ Check that brake pressure is zero



For the A340-500/600 aircraft:

If the brake pedals are pressed, before releasing the parking brake, alternate braking remains active.

- Alternate pressure is displayed until pedals are released.
- Corrected via the BSCU S3B Standard (MOD 52465)

Brakes Check...

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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BEFORE TAKEOFF
APPROACH
LANDING
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SECURING THE AIRCRAFT

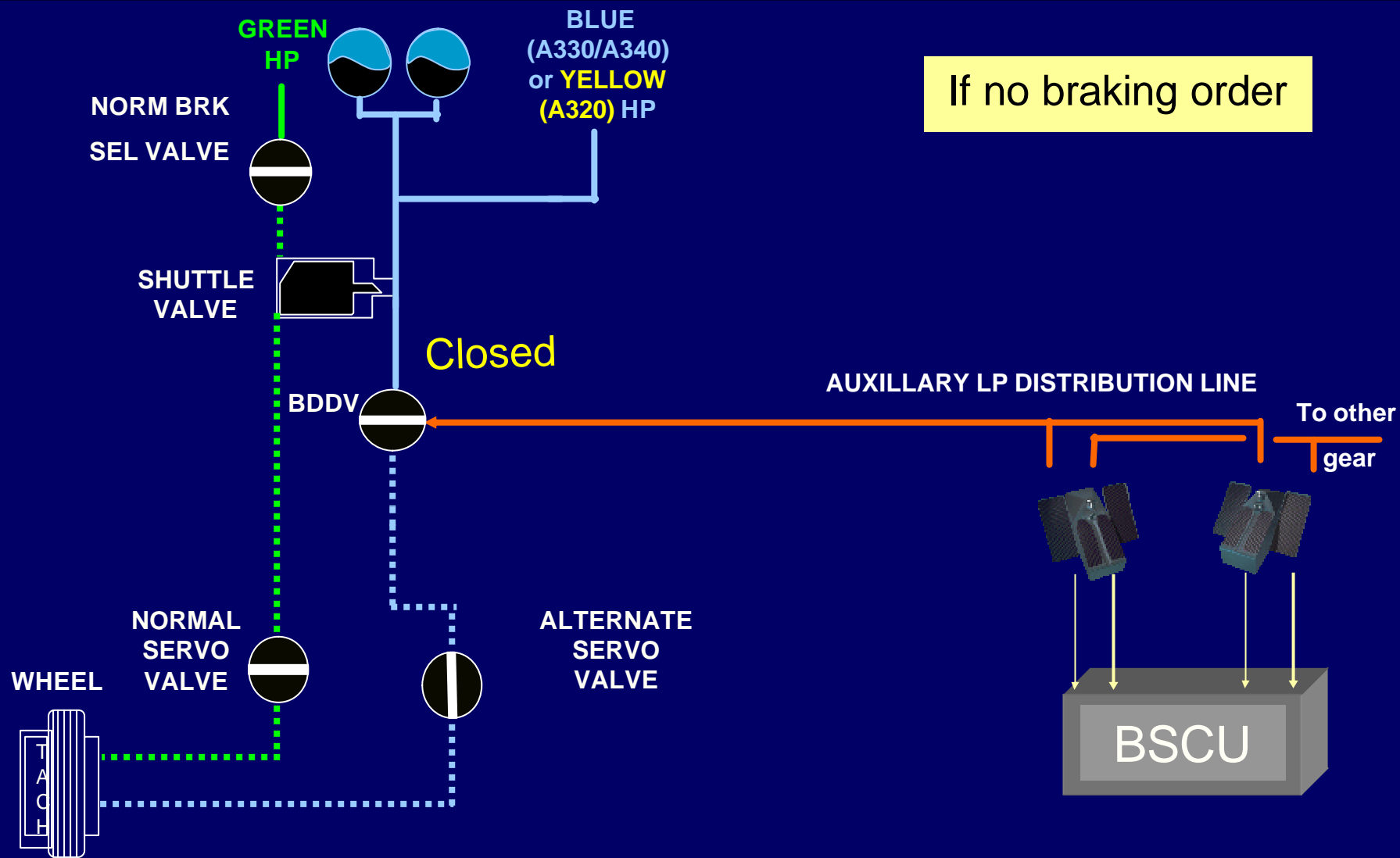
– BRAKES.....CHECK

➤ Once the aircraft starts moving:

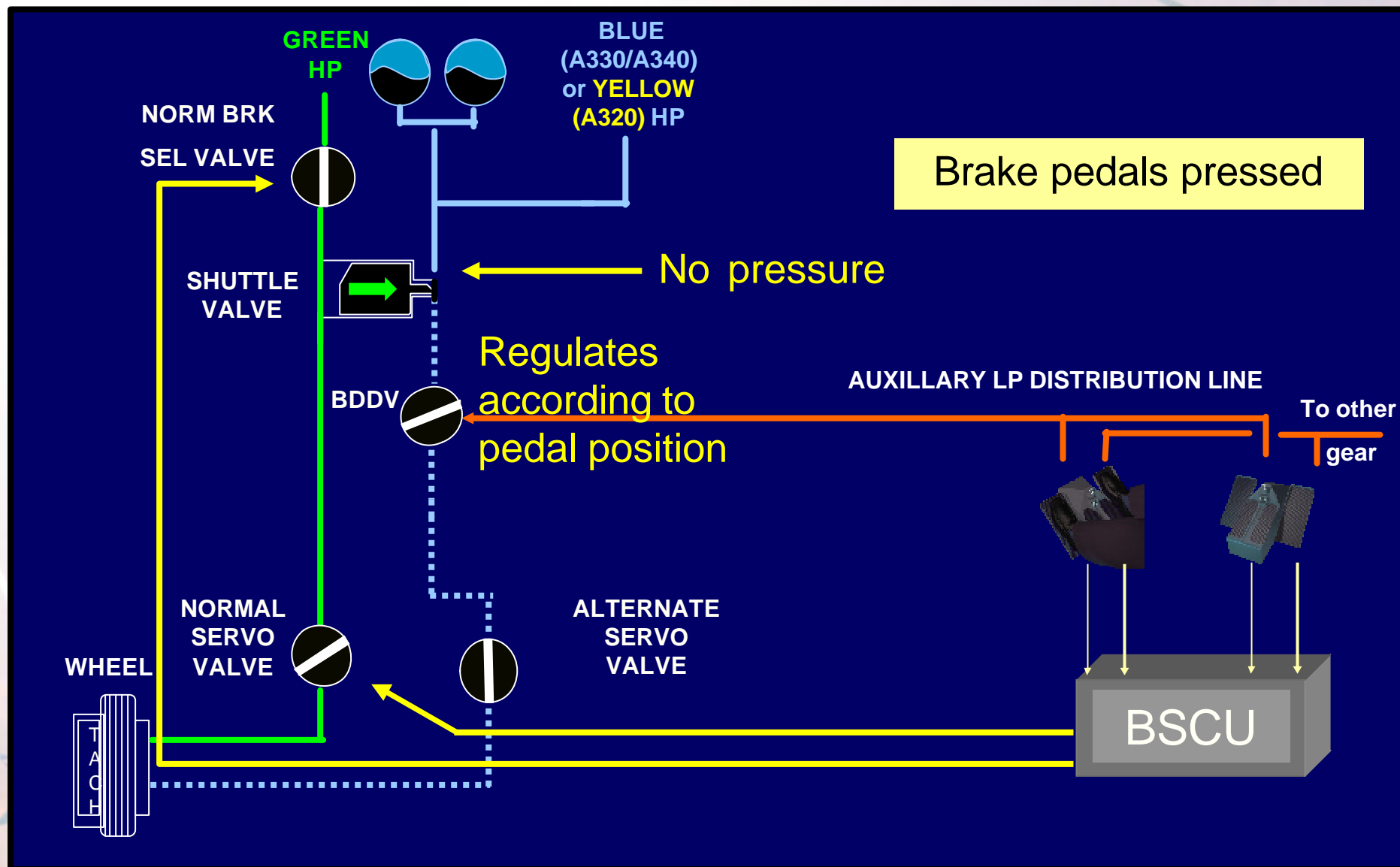
- Check normal braking efficiency
- Check that **GREEN** pressure has taken over the **YELLOW** (SA aircraft) pressure, or the **BLUE** (LR aircraft) pressure.



Brakes Check...



Brakes Check...



Brakes Check ...

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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SECURING THE AIRCRAFT

– BRAKES.....CHECK

- Once the aircraft starts moving:
 - Check normal braking efficiency
 - Check that **GREEN** pressure has taken over the **YELLOW** pressure.
- “Spongy” pedals indicate degraded performance of the alternate braking system.

Brakes Check ...

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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LANDING
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SECURING THE AIRCRAFT

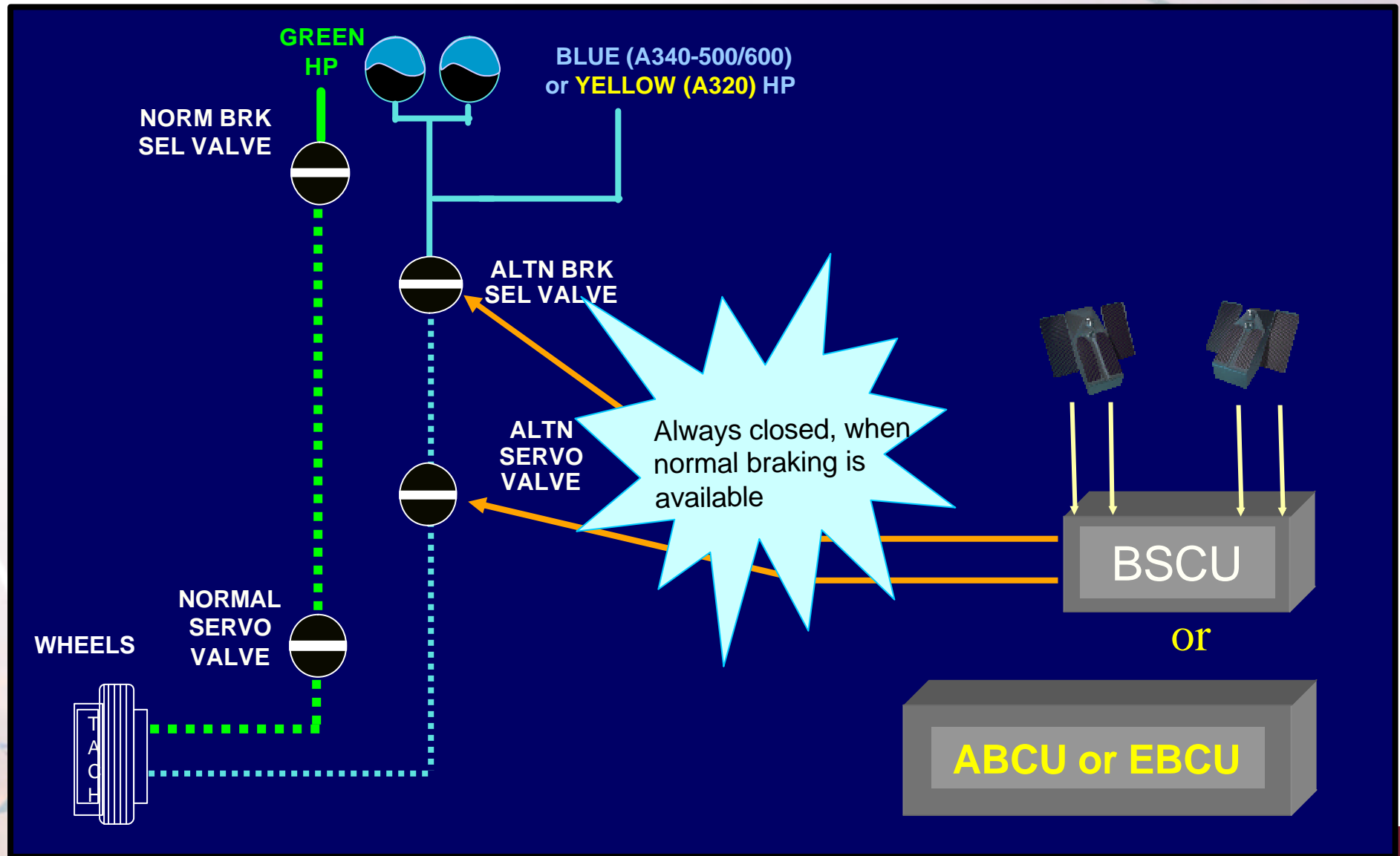
– BRAKES.....CHECK

- Once the aircraft starts moving:
 - Check normal braking efficiency
 - ~~– Check that **GREEN** pressure has taken over the **YELLOW** pressure.~~

- ~~“Spongy” pedals indicate a degraded performance of the alternate braking system.~~

**NOT APPLICABLE to A340-500/600 or single-
aisle aircraft with the BSCS EM² Standard**

A340-500/600 and SA aircraft with BSCS EM²



Brakes Check ...

PRELIMINARY
COCKPIT
PREPARATION

COCKPIT
PREPARATION

BEFORE
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BEFORE
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APPROACH

LANDING

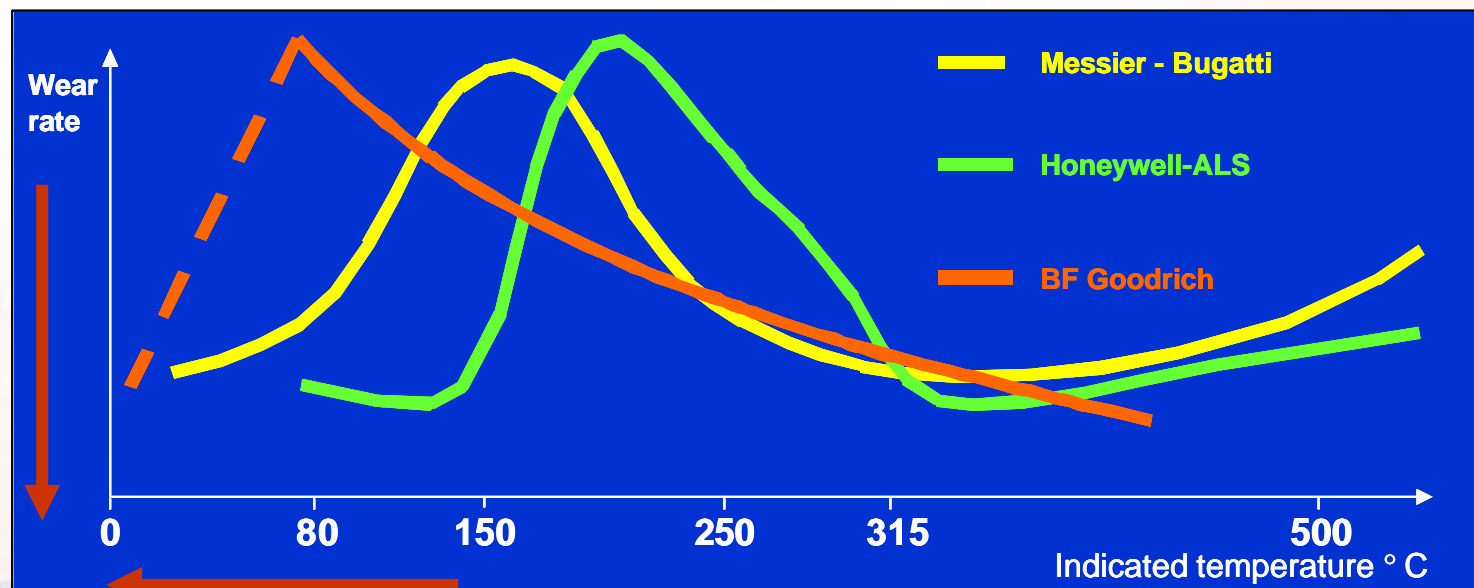
AFTER
LANDING

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SECURING
THE AIRCRAFT

— BRAKES.....CHECK

- Do not “ride” the brakes, to reduce brake wear.
- If an arc is displayed on the ECAM wheel page, above the brake temperature, set the brake FANS ON:
→ To reduce brake wear.



Brakes Check ...

PRELIMINARY
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COCKPIT
PREPARATION

BEFORE
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BEFORE
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APPROACH

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THE AIRCRAFT

— BRAKES.....CHECK

- Do not “ride” the brakes, to reduce brake wear.
- If an arc is displayed on the ECAM wheel page, above the brake temperature, set the brake FANS ON:
 - ➔ To reduce brake wear.
 - ➔ To ensure maximum energy will be sustained, in case of a rejected takeoff.



Autobrake

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
TAXI
BEFORE TAKEOFF
APPROACH
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A340-500/600	Other
	

- Enhances safety, in case of a rejected takeoff.
- Perform the flight control check before arming the autobrake:
 - To check that ground spoilers are not extended
 - ➔ To prevent autobrake activation when armed.

FLIGHT PHASE ...

**PRELIMINARY
COCKPIT
PREPARATION**

**COCKPIT
PREPARATION**

**BEFORE
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**BEFORE
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Brake Temperature



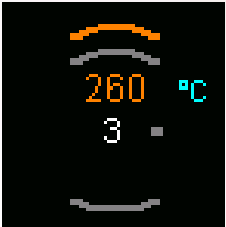

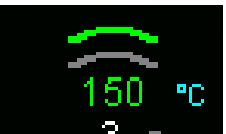
PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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SECURING THE AIRCRAFT

Brake type	Max brake temp for takeoff
ABS (SA aircraft only)	260°C
OTHER	300°C



Prevents hydraulic fluid ignition in the main landing gear bay, in the event of a fluid leak.

Brake Temperature ...

PRELIMINARY COCKPIT PREPARATION	Brake type	Max brake temp for takeoff	Brake Fans	Displayed brake temp	Monitoring
COCKPIT PREPARATION					
BEFORE PUSH BACK OR START	ABS (SA aircraft only)	260°C	Not installed Or OFF		ECAM “ <u>BRAKES</u> HOT”
TAXI			ON		
BEFORE TAKEOFF	OTHER	300°C	Not installed Or OFF		ECAM “ <u>BRAKES</u> HOT”
APPROACH					
LANDING			ON		Flight Crew
AFTER LANDING					
PARKING					
SECURING THE AIRCRAFT					

Prevents hydraulic fluid ignition in the main landing gear bay, in the event of a fluid leak.

Brake Temperature ...

PRELIMINARY
COCKPIT
PREPARATION

COCKPIT
PREPARATION

BEFORE
PUSH BACK
OR START

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BEFORE
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- ➔ Do not takeoff, in case of:
 - ➔ “**BRAKES HOT**” ECAM Caution, or
 - ➔ Brake temp > 150°C with the brake fans ON, and no ABS brakes

- ➔ Do not takeoff with the brake fans ON, to avoid brake fan damage caused by debris.

FLIGHT PHASE ...

**PRELIMINARY
COCKPIT
PREPARATION**

**COCKPIT
PREPARATION**

**BEFORE
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Autobrake

PRELIMINARY
COCKPIT
PREPARATION

COCKPIT
PREPARATION

BEFORE
PUSH BACK
OR START

TAXI

BEFORE
TAKEOFF

APPROACH

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LANDING

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SECURING
THE AIRCRAFT

- AUTOBRAKE..... AS REQUIRED




- Use of the autobrake is recommended to:

- Optimize the deceleration rate

- Ensure single brake application

- ➔ Reduce carbon brake wear

Autobrake ...

PRELIMINARY COCKPIT PREPARATION COCKPIT PREPARATION BEFORE PUSH BACK OR START TAXI BEFORE TAKEOFF APPROACH LANDING AFTER LANDING PARKING SECURING THE AIRCRAFT	AUTOBRAKE MODE		 CONDITION
	A340-500/600	OTHER	
			
	LO, 2 or 3	LO	Long and dry runways
	4	MED	Short or contaminated runways
		MAX	Not recommended for landing
	HI		In some emergency or short runway situations

Autobrake ...

	AUTOBRAKE MODE	
	A340-500/600	
PRELIMINARY COCKPIT PREPARATION		
COCKPIT PREPARATION		
BEFORE PUSH BACK OR START		
TAXI		
BEFORE TAKEOFF		
APPROACH	LO, 2 or 3	LO Long and dry runways
LANDING	4	MED Short or contaminated runways
AFTER LANDING		MAX Not recommended for landing
PARKING		
SECURING THE AIRCRAFT	HI	In some emergency or short runway situations



TEMPORARY REVISION:

On wet or contaminated runways, use manual braking and maximum reverse.

→ Cancelled by BSCU S3B Standard

Residual Braking Check



- WHEN LANDING GEAR IS DOWN:
 - ECAM WHEEL PAGECHECK

➤ Check residual braking on the triple indicator

YES



RESIDUAL BRAKING PROC	
■ IN FLIGHT :	
– BRAKE PEDALS APPLY SEVERAL TIMES <i>Press the brakes pedals several times. This could zero a residual pressure on the alternate system.</i>	
● IF RESIDUAL PRESSURE REMAINS :	
– A/SKID & N/W STRG selector KEEP ON	
■ IF AUTOBRAKE IS AVAILABLE :	
– FOR LANDING AUTO/BRK MED <i>Using MED mode gives immediate priority to normal braking upon landing gear touchdown, which cancels alternate pressure.</i>	
■ IF AUTOBRAKE IS NOT AVAILABLE :	
– JUST AFTER TOUCHDOWN APPLY BRAKING <i>Pressing the brake pedals gives immediate priority to normal braking, which cancels residual alternate pressure.</i>	
– Beware of possible braking asymmetry after touchdown, which can be controlled by using the pedals.	
<u>NOTE :</u> <i>In case of taxi with deflated or damaged tires, refer to the TAXI WITH DEFLATED TIRES procedure (FCOM 3.01.32, page 2).</i>	

PRELIMINARY COCKPIT PREPARATION
COCKPIT PREPARATION
BEFORE PUSH BACK OR START
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Residual Braking Check ...



PRELIMINARY
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PREPARATION

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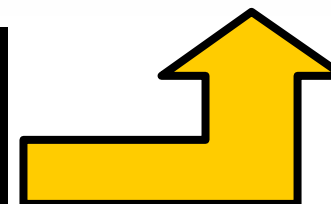
- WHEN LANDING GEAR IS DOWN:
 - ECAM WHEEL PAGECHECK

With A330 FWC K7,
and
A340-500/600 FWC W3:
“**RESIDUAL BRAKING**”
ECAM alert
not inhibited in flight

RESIDUAL BRAKING PROC

- **IN FLIGHT :**
 - BRAKE PEDALS APPLY SEVERAL TIMES
Press the brakes pedals several times. This could zero a residual pressure on the alternate system.
 - **IF RESIDUAL PRESSURE REMAINS :**
 - A/SKID & N/W STRG selector KEEP ON
 - **IF AUTOBRAKE IS AVAILABLE :**
 - FOR LANDING AUTO/BRK MED
Using MED mode gives immediate priority to normal braking upon landing gear touchdown, which cancels alternate pressure.
 - **IF AUTOBRAKE IS NOT AVAILABLE :**
 - JUST AFTER TOUCHDOWN APPLY BRAKING
Pressing the brake pedals gives immediate priority to normal braking, which cancels residual alternate pressure.
 - Beware of possible braking asymmetry after touchdown, which can be controlled by using the pedals.
- NOTE :** In case of taxi with deflated or damaged tires, refer to the TAXI WITH DEFLATED TIRES procedure (FCOM 3.01.32, page 2).

BRAKES RESIDUAL BRAKING
- RESIDUAL BRKG PROC.....APPLY



Residual Braking Check ...



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THE AIRCRAFT

- WHEN LANDING GEAR IS DOWN:
 - ECAM WHEEL PAGECHECK

• With A340 FWC L10,
“**RESIDUAL BRAKING**”
procedure displayed on
ECAM

- Will be introduced in:
 - A330 FWC K8
 - A340-500/600 FWC W4

BRAKES RESIDUAL BRAKING

- A/SKID NWS KEEP ON
- BRAKE PEDALS .. SEVERAL USE
- . IF STILL RESIDUAL BRKG
- AUTO BRK MED



FLIGHT PHASE ...

**PRELIMINARY
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**COCKPIT
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Braking

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THE AIRCRAFT

• BRAKES.....AS REQUIRED

➤ Monitor the autobrake



➤ When required, brake with pedals.

• Before 20 knots:

– AUTO BRK.....DISENGAGE

➤ To prevent brake jerks at low speed.

FLIGHT PHASE ...

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Brake Temperature

PRELIMINARY
COCKPIT
PREPARATION

COCKPIT
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—BRAKE TEMPERATURE.....CHECK

- Check for discrepancies and high temperature
- Select brake fans:
 - ❑ At least 5 minutes after the temperature check to:
 - ➔ Allow thermal equalization and stabilization
 - ➔ Avoid oxidation of brake surface hot spots
 - ❑ Just before stopping at the gate, to:
 - ➔ Prevent carbon dust from being blown over ground personnel

However, when turnaround time is short, or
brake temperatures are likely to exceed
500°C (ABS: 350°C): Use brake fans

Brake Temperature ...

PRELIMINARY
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—BRAKE TEMPERATURE.....CHECK

Refer to the FCOM 3.04.32 for
brake temperature limitations
requiring maintenance action

FLIGHT PHASE ...

**PRELIMINARY
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Parking Brake

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– PARKING BRAKE ACCU PRESS.....CHECK

➤ The ACCU PRESS indication must be in the **Green** band.



➤ If not, chocks are required before:

- ENG 1 shutdown (A320 FAM)
- ENG 1 and 2 shutdown (A330)
- ENG 1 and 4 shutdown (A340)

➔ To ensure Green Hydraulic pressure/
normal braking availability

Parking Brake ...

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– PARKING BRAKE.....ON

➤ If the brake temperature is above **500°C** (**350°C** with the Brake Fans ON, and for non ABS brakes),

and unless operationally necessary:

– Avoid applying the parking brake

➔ To prevent brake damage



Parking Brake ...



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- After shutting down the engines, and checking that the chocks are in place:
 - PARKING BRAKE.....AS RQRD

➤ If the brake temperature is above **300°C** (**150°C** with the Brake Fans ON, and for non ABS brakes), and unless operationally necessary:

- Avoid applying the parking brake

➔ To prevent brake damage, due to brake application for an extended period of time, and at high temperatures.

FLIGHT PHASE ...

**PRELIMINARY
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PREPARATION**

**COCKPIT
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Parking Brake

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**SECURING
THE AIRCRAFT**

— PARKING BRAKE.....CHECK ON

- To reduce the hydraulic leak rate in the brake accumulator

CONCLUSION

- This presentation is designed to provide our recommendations for the standard operation of braking systems.
- These recommendations take the following aspects into account:

1. SAFETY

2. COST-EFFECTIVENESS



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