

A320 Efis Manual

Air data computer In some very high-speed aircraft such as the Space Shuttle, equivalent airspeed is calculated instead of calibrated airspeed. Embraer 195 Airplane Operations Manual, Volume 2, chapter An air data computer (ADC) or central air data computer (CADC) computes altitude, vertical speed, air speed, and Mach number from pressure and temperature inputs. GNADIRS on Airbus A320. This enables the computation of static air temperature and true airspeed. Air data computers usually also have an input of total air temperature. This computer, rather than individual instruments, can determine the calibrated airspeed, Mach number, altitude, and altitude trend data from an aircraft's pitot-static system. (Global Navigation Air Data Inertial Reference System)". It is an essential avionics component found in modern aircraft. Retrieved 2024-09-24 7fc46beb52

Flight management system The FMS can be A flight management system (FMS) is a fundamental component of a modern airliner's avionics. the flight plan for display to the Electronic Flight Instrument System (EFIS), Navigation Display (ND), or Multifunction Display (MFD). Using various sensors (such as GPS and INS often backed up by radio navigation) to determine the aircraft's position, the FMS can guide the aircraft along the flight plan. The FMS sends the flight plan for display to the Electronic Flight Instrument System (EFIS), Navigation. From the cockpit, the FMS is normally controlled through a Control Display Unit (CDU) which incorporates a small screen and keyboard or touchscreen. A primary function is in-flight management of the flight plan. An FMS is a specialized computer system that automates a wide variety of in-flight tasks, reducing the workload on the flight crew to the point that modern civilian aircraft no longer carry flight engineers or navigators 7fc46beb52

The MD-90 competed with the Airbus A320ceo family and the Boeing 737 Next Generation. 7fc46beb52 The throttle controls are typically located to the left of a single pilot or centrally on a two-seat flightdeck. Only one hand is required to operate them; two-handed operation is neither possible nor necessary. 7fc46beb52 Air brakes differ from spoilers in that air brakes are designed to increase drag while making little change to lift, whereas spoilers reduce the lift-to-drag ratio and require a higher angle of attack to maintain lift, resulting in a higher stall speed. However, flight spoilers are routinely referred to as "speed brakes" on transport aircraft by pilots and manufacturers, despite significantly reducing lift. 7fc46beb52 Overwing exits are primarily self-help exits meaning that in an emergency evacuation the passengers seated immediately adjacent to the exit will be responsible for... 7fc46beb52

Overwing exit designs of Boeing 737 (NG) Next Generation Line along with the Airbus A320, hamper evacuation in comparison with traditional floor level exits due to Overwing emergency exits are found on passenger aircraft to provide a means of evacuation onto the wing, where passengers continue off the trailing edge, either by sliding down the extended Flaps or by using an evacuation slide that deploys when the exit is opened 7fc46beb52

Flameout ISBN 0-632-06434-X p. Airbus. P. 17 April 2017. The loss of flame can have a variety of causes, such as fuel starvation, excessive altitude, compressor stall, foreign object damage deriving from birds, hail, or volcanic ash, severe precipitation, mechanical failure, or very low ambient temperatures. P. Fletcher. In aviation, a flameout (or flame-out) is the run-down of a jet engine or other turbine engine due to the extinguishment of the flame in its combustor. PRO-ABN-ENG 13/106. p. 484 A318/A319/A320/A321 Flight Crew Operating Manual. edition. Walsh P 7fc46beb52

Overwing exits are smaller in width and height than standard emergency exits on an aircraft, and therefore have a reduced evacuation capacity, and are typically added to aircraft where there is insufficient evacuation capacity at the main doors to obtain a 90 second evacuation, but where the addition of another set of full sized exits is not necessary to accomplish this. 7fc46beb52

Flight control modes In aircraft in which the flight control system is fly-by-wire, the movements the pilot makes to the yoke or joystick in the cockpit, to control the flight, are converted to electronic signals, which are transmitted to the flight control computers that determine how to move each control surface to provide the aircraft movement the pilot ordered. The other is Boeing's fly-by-wire system, used in the Boeing 777, Boeing A flight control mode or flight control law is a computer software algorithm that transforms the movement of the yoke or joystick, made by an aircraft pilot, into movements of the aircraft control surfaces. The control surface movements depend on which of several modes the flight computer is in. alternate, direct laws and mechanical alternate control laws of the Airbus A320-A380 7fc46beb52

A reduction of electronic flight control can be caused by the failure of a computational device, such as the flight control computer or an information providing... 7fc46beb52

McDonnell Douglas MD-90 It kept the MD-88's electronic flight instrument system (EFIS). It was a stretched derivative of the MD-80 and thus part of the DC-9 family. The shrunken derivative of MD-80 or shorter variant of MD-90, originally The McDonnell Douglas (later Boeing) MD-90 is a retired American five-abreast single-aisle airliner developed by McDonnell Douglas from its successful model MD-80. the DC-9 family. The airliner was produced by the developer company until 1997 and then by Boeing Commercial Airplanes 7fc46beb52

Fly-by-wire The movements of flight controls are converted to electronic signals, and flight control computers determine how to move the actuators at each control surface to provide the ordered response. airliners used full-authority fly-by-wire controls beginning with their A320 series, see A320 flight control (though some limited fly-by-wire functions existed Fly-by-wire (FBW) is a system that replaces the conventional manual flight controls of an aircraft with an electronic interface. Implementations either use mechanical flight control backup systems or else are fully electronic 7fc46beb52

Its 5 ft (1.4 m) longer fuselage seats 153 passengers in a mixed configuration over up to 2,455 nautical miles [nmi] (4,547 km; 2,825... 7fc46beb52 The MD-90 first flew on February 22, 1993, and the first delivery was in February 1995 to Delta. 7fc46beb52

Autobrake In RTO setting, the aircraft monitors certain An autobrake is a type of automatic wheel-based hydraulic brake system for advanced airplanes. The autobrake is normally enabled during takeoff and landing procedures, when the aircraft's longitudinal deceleration system can be handled by the automated systems of the aircraft itself in order to keep the pilot free to perform other tasks. In case of the Airbus A300-600 and A320 family models, "MAX" mode is set. an aircraft instrument panel as RTO 7fc46beb52

Air brake (aeronautics) 2023-09-28. 283 "Speed brake",. Retrieved 2025-02-07. Britannica. "A320 SPEEDBRAKE LEVER – AviationHunt",. When extended into the airstream, air brakes cause an increase in the drag on the aircraft. When not in use, they conform to the local streamlined profile of the aircraft in order to help minimize drag. Retrieved 28 December 2019. "Air In aeronautics, air brakes, or speed brakes, are a type of flight control surface used on an aircraft to increase the drag on the aircraft. 521 88516 4, p 7fc46beb52

Improved fully fly-by-wire systems interpret the pilot's control inputs as a desired outcome and calculate the control surface positions required to achieve that outcome; this results in various combinations of rudder, elevator, aileron, flaps and engine controls in different situations using a closed feedback loop. The pilot may not be fully aware of all the control outputs acting... 7fc46beb52 After the more fuel-efficient IAE V2500 high-bypass turbofan was selected, Delta Air Lines became the launch customer on November 14, 1989. 7fc46beb52

Side-stick Typically this is found in aircraft that are equipped with fly-by-wire control systems. Ching-Kuo and also on civil aircraft, such as the Sukhoi Superjet 100, Airbus A320 and all subsequent Airbus aircraft, including the largest passenger jet in A side-stick or sidestick controller is an aircraft control stick that is located on the side console of the pilot, usually on the righthand side, or outboard on a two-seat flightdeck 7fc46beb52

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