

- Note:
1. For CAT II automatic approach, the autopilot should be disconnected at or above 80 ft if manual landing is intended.
  2. For CAT III A automatic approach and landing, the autopilot may be disconnected at touchdown if external visual references are sufficient.
  3. A callout (indicating that a flight parameter is exceeded) must be made if:
    - Speed goes below VAPP - 5 kt or above VAPP + 10 kt
    - Pitch attitude goes below -2.5 ° or above +10 ° nose up
    - Bank angle goes above 7 °
    - Descent rate goes above 1 000 ft/min
    - Excessive LOC or GLIDE deviation occurs.
  4. For CAT II approach climb performance, refer to FCOM In Flight Performance Chapter.
  5. Whenever the required landing distance for automatic landing is higher than the required landing distance for manual landing, corrections to be added to the required landing distance for manual landing (provided by the Performance Engineer's Programs/AFM\_OCTO approved FM module at the latest approved revision reported in Performance chapter of this AFM) are given in the Automatic Landing Distance Increment chapter of this AFM Refer to PERF-LDG Autoland Landing Distance Increments. The required landing distance for automatic landing is calculated with the same braking conditions as for manual landing (i.e. full pilot braking at main landing gear touchdown) but with a lower multiplicative coefficient (1.15 instead of 1.66).

**REQUIRED EQUIPMENT FOR CAT II AND CAT III APPROACH AND LANDING**

Ident.: NORM-22-PA-00009476.0001001 / 14 JAN 15

**APPROVED**

Criteria: SA

Required Equipment	CAT II	CAT III Single	CAT III Dual
AP	1 AP engaged	1 AP engaged	2 AP engaged
AP disconnect P/B	2	2	2
Autothrust	0	1	1
ILS or MLS Receiver	2	2	2
Attitude Indication	N°1+N°2+STBY	N°1+N°2+STBY	N°1+N°2+STBY
PFD/ND Displays	2/1	2/2	2/2
Radio Altimeter	1 (But two display)	2	2
Auto Callout Radio Altimeter	1 <sup>(3)</sup>	1	1
DH Indication	1 <sup>(1)</sup>	1 <sup>(1)</sup>	1 <sup>(1)</sup>
Flight Warning Computer	1	1	2
"AP OFF" warning	1	1	2
"AUTOLAND" light	1	1	1

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Required Equipment	CAT II	CAT III Single	CAT III Dual
Rain Repellent (if activated) or Windshield Wipers	1 <sup>(2)</sup>	1 <sup>(2)</sup>	1 <sup>(2)</sup>
Windshield Heat	1 <sup>(2)</sup>	1 <sup>(2)</sup>	1 <sup>(2)</sup>
Nosewheel steering	1 <sup>(5)</sup>	1 <sup>(5)</sup>	1
Antiskid	1 <sup>(5)</sup>	1 <sup>(5)</sup>	1
BSCU Channel	1 <sup>(5)</sup>	1 <sup>(5)</sup>	1
Beam Excessive Deviation	1 <sup>(1)</sup>	2	2
FMA	1	2	2
"A/THR OFF" caution	0	1	1
Rudder Travel Limit	1 <sup>(4)</sup>	1 <sup>(4)</sup>	1 <sup>(4)</sup>
Yaw Damper/Rudder Trim	1/1	1/1	2/2
ELAC	1	1	2
ADR/IR	2/2	2/2	3/3
FAC	1	1	2
Hydraulic Circuit	2	2	3
FMGC Electrical Supply Split	0	0	1

<sup>(1)</sup> One unit required for the PM.

<sup>(2)</sup> One unit required for the PF.

<sup>(3)</sup> Required only for autoland.

<sup>(4)</sup> Required only for autoland with crosswind above 12 kt.

<sup>(5)</sup> Required only for autoland rollout.

Note: 1. Compliance with CAT II approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.  
 2. Compliance with CAT III approach and landing criteria has been demonstrated with CAT II and CAT III performance quality ILS/MLS beam only.



**A319**  
AIRPLANE FLIGHT MANUAL

## NORMAL PROCEDURES

### AUTO FLIGHT SYSTEM

### PRECISION APPROACH

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