

Most 33 common mistakes by A320 pilots during normal operation



Safety Exterior Inspection

- **#1** Wheel chocks, L/G doors and APU area not checked after arrived aircraft (through a jetway).
[FCOM-PRO-SOP-03]

Preliminary Cockpit Preparation

- **#2** Scanning of overhead panel (by PM) in no order and without knowing the flow sequence.
[FCOM-PRO-SOP-04]

Exterior walkaround

- **#3** Forgetting to set parking brake ON before walkaround.
[FCOM-PRO-SOP-05]

Cockpit Preparation

- Pedestal
 - **#4** PF selects ATC SYS 2 when RVSM operations are not expected çSYS 2 must be selected when using AP2 but only during RVSM operations. For flights with a cruising level below RVSM, SYS 1 should be selected.
[FCOM-PRO-NOR-SOP-06]
- FMGC preparation
 - **#5** Flight crew doesn't deselect unreliable nav aids according NOTAMs at DATA_POSITION MONITOR_ SEL NAVAIDS page.
[FCOM-PRO-NOR-SOP-06]
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- **#6** INIT A page: Flight crew doesn't modify TROPO, GND TMP or CRZ FL TEMP in agreement with forecast.
[FCOM-PRO-NOR-SOP-06]
- **#7** F-PLN A page: Flight crew forget to insert the forecast winds for accurate flight plan and optimum level calculations.
[FCOM-DSC-22_20-30-20-28 WINDS-TEMPERATURE-QNH]

Takeoff Briefing

- **#8** Briefing in disorder.

Glareshield

- **#9** Flight crew doesn't cross check EFIS CONTROL PANEL or FCU "when both flight crew members are seated".
- **#10** After X-checking and setting QNH flight Crew doesn't check altitudes for maximum differences between altimeters (PFDs, ISIS or mechanical standby altimeter).
[FCOM-PRO-NOR-SOP-06 GLARESHIELD]

Engine Start & After Start

- **#11** Flight crew doesn't wait for BOTH, AVAIL indication & grey background on N2 disappeared, before start 2nd engine or moving ENG MODE selector to NORM.
[FCOM-PRO-NOR-SOP-08]
- **#12** PM starts 'AFTER START' flow pattern before engines are stabilized at idle and before PF sets the ENG MODE selector to NORM.

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- **#13** Pilots request ground crew to disconnect before all PF and PM actions are completed.

[FCOM-NOR-SOP-09]

- **#14** Giving PITCH TRIM setting in THS degrees instead of CG percentage when reading 'AFTER START' checklist e.g. : “0.1UP SET” instead of “28% SET”

[FCOM-NOR-SOP-09]

TAXI

- **#15** Performing brake check at too high speed.

[FCTM-PR-NP-SOP-Taxi] [FCOM-NOR-SOP-09]

- **#16** Flight crew doesn't re-read 'BEFORE TAKEOFF' checklist after change of RWY, T/O speeds, flap setting, SID and/or new Takeoff Briefing.

TAKEOFF & AFTER TAKEOFF

- **#17** PF releases the brake pedals before N1 is stabilized at 50% N1 (1.05 EPR).

[AFM-NORM-TO]

- **#18** During flaps retraction PM callout “FLAPS 1” or “FLAPS 0” after waiting for the full cycle to be completed.

[FCOM-PRO-NOR-SOP-90 FLAPS OR GEAR CALLOUTS]

- **#19** PM doesn't perform 'AFTER TAKEOFF' flow pattern after flap retraction.

[FCOM-NOR-SOP-13]

- **#20** Flight crew performs Noise Abatement Takeoff (NADP) while in conditions of significant turbulence, when expecting windshear or during icing conditions.

[FCTM-PR-NP-SOP-120 NOISE ABATEMENT TAKEOFF]

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CLIMB

- **#21** Flight crew doesn't perform a correct altitude crosscheck at transition altitude and refer to "comparison of altitude indication" table if a discrepancy is noticed, or perform an altitude crosscheck before entering RVSM airspace
[FCOM-PRO-SPO-50 RVSM NORMAL PROCEDURES]

CRUISE

- **#22** Flight crew selects on TCAS a position other than ALL during cruise
[FCTM-AS-TCAS-OPERATING TECHNIQUES]
- **#23** During approach briefing flight crew doesn't brief "MANAGEMENT OF DEGRADED GUIDANCE/NAVIGATION"
[FCTM-PR-NP-SOP-160 APPROACH BRIEFING] [FCOM-PRO-SOP-18-C APPROACH GUIDANCE MANAGEMENT]

DESCENT PREPARATION

- **#24** Flight crew doesn't check Landing Performance in daily normal operation.
[FCOM-PRO-NOR-SOP-16]
- **#25** Briefing in disorder.

APPROACH

- Approach using LOC G/S guidance
 - **#26** When intercepting a G/S from above the PF selects a vertical speed lower than -1500ft/min.
[FCOM-NOR-SOP-18-C GLIDE INTERCEPTION FROM ABOVE]

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- **#27** When intercepting the G/S from above, flight crew forgets to select go around altitude when a higher altitude above the GA altitude was previously selected.
- **#28** Flight crew is not aware of the “minimum altitude to select landing configuration”.
- Approach using FINAL APP guidance
 - **#29** Lack of knowledge from some pilots about PBN operations, specifically about RNAV(GNSS) or RNAV(RNP) approaches.
[FCOM-PRO-SPO-51-RNP]
- Approach using FPA guidance
 - **#30** Flight crew forgets to insert VAPP as a constraint at the final approach fix/point during Non Precision Approaches.
[FCTM-PR-NP-SOP-190-CONF]
 - **#31** Flight crew forgets to monitor raw data during VOR or NDB approaches.

LANDING

- **#32** PF uses MAX reverse without pedal braking.
[FCTM-PR-NP-SOP-250 LANDING]
- **#33** PM callouts DECEL by looking at the DECEL light on auto brake push button.