



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 14 – Air Canada’s Nav Tuning Guidance

OPERATIONAL FACTORS/HUMAN PERFORMANCE

DCA17IA148

 Flight Operations A319/A320/A321	NAVIGATION RADIO NAV – TUNING	P1
		27 JUL 16

GENERAL

Ident.: 2-34-30-10-00001380.0001001 / 23 DEC 15

Applicable to: **ALL**

The FMGC is the basic means for tuning nav aids.

Three modes of tuning are available.

AUTOMATIC TUNING

Ident.: 2-34-30-10-00001381.0001001 / 23 DEC 15

Applicable to: **ALL**

In normal operation, the FMGC tunes nav aids automatically, with each FMGC controlling its own receivers.

If one FMGC fails, the remaining one controls both sides receivers.

MANUAL TUNING

Ident.: 2-34-30-10-00001382.0001001 / 23 DEC 15

Applicable to: **ALL**

The crew can use the MCDU to override the FMGC's automatic selection and tuning of nav aids and select a specific nav aid for visual display.

This does not affect the automatic function of the FMGC. Any entry on one MCDU is sent to both FMGC in dual mode, or the remaining FMGC in single.

BACK UP TUNING

Ident.: 2-34-30-10-00001383.0001001 / 23 DEC 15

Applicable to: **ALL**

If both FMGCs fail, the flight crew can use the RMPs (Radio Management Panels 1 and 2) on the pedestal for back up tuning.

The CAPT RMP controls VOR 1 and ADF 1 .

The F/O RMP controls VOR 2 and ADF 2 .

Either RMP controls both ILSS (provided NAV back up is selected on RMP 1 and RMP 2). RMP 3  is not used for nav aids tuning.