



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

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Attachment 7 – Delta Air Lines A319/320/321 Operations Manual Amplified Checklist

OPERATIONAL FACTORS

DCA17LA145

Exterior Inspection - Captain or First Officer

Before each flight the captain must verify the airplane is in satisfactory condition for flight. Make a complete exterior inspection, and report any discrepancies to the captain and to maintenance as soon as possible. Emphasis should be placed on tire wear, airframe or control damage, and leaking fluids.

Be aware of security issues. Refer to FOM, chapter 4, Sensitive Security Information.

Following the route below, complete the preflight at the point where the inspection began, ensuring a complete circuit around the aircraft.

Items at each location may be checked in any sequence.

Ensure that:

- surfaces and structures are clear, undamaged, not missing parts, and there are no fluid leaks;

Note: Assessing the condition of the upper wing surfaces may require viewing from inside the aircraft.

- hydraulic lines and electrical wires are secure and undamaged.
- installed placards are readable;
- gear struts are not fully compressed;
- gear pins have been removed;
- engine inlets and tailpipes are clear, cowlings are secured and undamaged, and the reversers are stowed;
- doors and access panels that are not in use are latched;
- probes, sensors, ports, vents, and drains are unobstructed, clear, and undamaged;
- skin area adjacent to the pitot probes and static ports is not wrinkled;
- antennas are not damaged;
- light lenses are clean and not damaged;
- exterior lights are illuminated in accordance with NP.12, Lights Usage.

Notify maintenance if any:

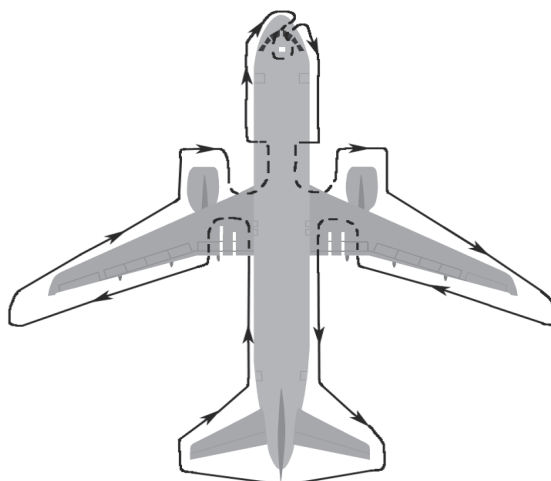
- tread groove is worn completely around the tire;
- tires are worn beyond limits, damaged, or tread is separating;
- layer of cord is showing;
- questionable cut exists;

- tire shows appearance of improper inflation;
- wheel through-bolt or nut is missing or damaged.

For Cold Weather Operation, refer to SP.16, Cold Weather Operation.

Check the following specific items during the exterior inspection:

Inspection Route



Left Forward Fuselage

Doors and access panels (not in use) Latched

Probes, sensors, ports, vents, and drains (as applicable) Check

Oxygen pressure relief green disc Check

Exterior lights Check

Nose

Radome Check

A319/320

Diverter strips - Secure

Doors and access panels (not in use) Latched

Probes, sensors, ports, vents and drains (as applicable) Check

Wipers and windshield Check

Nose Landing Gear and Wheel Well

Tires and wheels	Check
Gear doors	Check
Gear strut and nose wheel steering assembly	Check
Hydraulic lines and electrical wires	Check
Exterior lights	Check
Gear pin	Removed
APU ground control fire panel	Check
N/WS towing lever	As required
If towbar is attached, towing lever position set to towing, pin installed.	
Parking brake light indication	Check
Press to test, if not illuminated.	

Right Forward Fuselage

Probes, sensors, ports, vents, and drains (as applicable)	Check
Doors and access panels (not in use)	Latched
Exterior lights	Check

Right Inboard Wing and Lower Fuselage

Probes, sensors, ports, vents, and drains (as applicable)	Check
Doors and access panels (not in use)	Latched
Exterior lights	Check
Pack inlet	Check
Leading edge slat	Check
Fuel sticks	Check

Number 2 Engine

Doors and access panels (not in use)	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check
Fan blades and spinner	Check
Thrust reverser	Stowed
Exhaust area and tailcone	Check
Pylon	Check
Engine strake	Check
Note: A319/321 inboard and outboard. A320 inboard only.	

Right Wing and Leading Edge

Doors and access panels (not in use)	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check
Leading edge slats	Check
Fuel sticks	Check
Fuel ventilation overpressure disks (2)	Check
Ensure white marking is visible.	

Right Wing Tip and Trailing Edge

Exterior lights	Check
Static discharge wicks	Check
Control surfaces	Check
Flaps and fairings	Check
A321	
Sharklet	Check

Right Landing Gear and Wheel Well

Tires, brakes and wheels	Check
Gear strut, actuators, and doors	Check
Hydraulic lines and electrical wires	Check

Gear pin Removed

Right Aft Fuselage

Doors and access panels (not in use)..... Latched
Probes, sensors, ports, vents, and drains (as applicable)..... Check
Outflow valve Check

Tail

Doors and access panels (not in use)..... Latched
Probes, sensors, ports, vents, and drains (as applicable)..... Check
Vertical stabilizer and rudder Check
Horizontal stabilizer and elevator Check
 The horizontal stabilizer should be set at the 0 index mark.
Static discharge wicks Check
Exterior lights Check
Lower aft fuselage surface Check
 Check for evidence of tail strike damage.

Left Aft Fuselage

Doors and access panels (not in use)..... Latched
Probes, sensors, ports, vents, and drains (as applicable)..... Check
APU fire extinguisher pressure relief red disc Check

Left Landing Gear and Wheel Well

Gear strut, actuators, and doors Check
Hydraulic lines and electrical wires Check
Tires, brakes and wheels Check
Gear pin Removed

Left Wing Tip and Trailing Edge

Exterior lights	Check
Static discharge wicks	Check
Flaps and fairings	Check
Control surfaces	Check
A321	
Sharklet	Check

Left Wing and Leading Edge

Probes, sensors, ports, vents, and drains (as applicable)	Check
Doors and access panels (not in use)	Latched
Fuel sticks	Check
Leading edge slats	Check
Fuel ventilation overpressure disks (2)	Check
Ensure white marking is visible.	

Number 1 Engine

Doors and access panels (not in use)	Latched
Probes, sensors, ports, vents, and drains (as applicable)	Check
Fan blades and spinner	Check
Exhaust area and tailcone	Check
Pylon	Check
Thrust reverser	Stowed
Engine strake	Check
Note: A319/321 inboard and outboard. A320 inboard only.	

Left Inboard Wing and Lower Fuselage

Doors and access panels (not in use).....	Latched
Probes, sensors, ports, vents, and drains (as applicable).....	Check
RAM air turbine (RAT)	Stowed
Exterior lights	Check
Fuel sticks	Check
Pack inlet	Check
Leading edge slat.....	Check

Left Forward Fuselage

Doors and access panels (not in use).....	Latched
Probes, sensors, ports, vents, and drains (as applicable).....	Check
Oxygen pressure relief green disc	Check

Descent Procedure

Pilot Flying	Pilot Monitoring
• Anti-Ice - As required	
At top of descent or approximately 20 minutes prior to landing:	
Notify the flight attendants with a PA that includes “FLIGHT ATTENDANTS PLEASE PREPARE THE CABIN FOR ARRIVAL.” • (C) SEAT BELTS sign - ON.	
	• ECAM Status - Check if STS displayed.
Approaching transition level:	
	If other than FL 180, Call “TRANSITION LEVEL.”
• Altimeters - Set local altimeter setting and verbalize.	
At FL 180 or reaching top-of-descent, whichever occurs later:	
Call “DESCENT CHECKLIST.”	Accomplish the Descent checklist.

Descent Checklist

- Altimeters__, xckd C&F
- Ensure the captain, first officer, and standby altimeter/ISIS barometric settings and barometric reference (IN or HPA) are correctly set. Verbalize the altimeter setting (local or STD).
- Minimums__, ____ C&F
- Ensure the captain's and first officer's PFD minimums are set to the approach chart value.
- Verbalize “RADIO” or “BARO” and the numeric value.
- Landing Data__, ____ C&F
- Verbalize the displayed landing flap and VAPP speed.
- Approach briefingcomplete PM
- Ensure the Approach Briefing has been completed by the PF.
- Autobrakesas reqd PM
- Autobrakes should be used, if operable.
- Seat belts signON PM