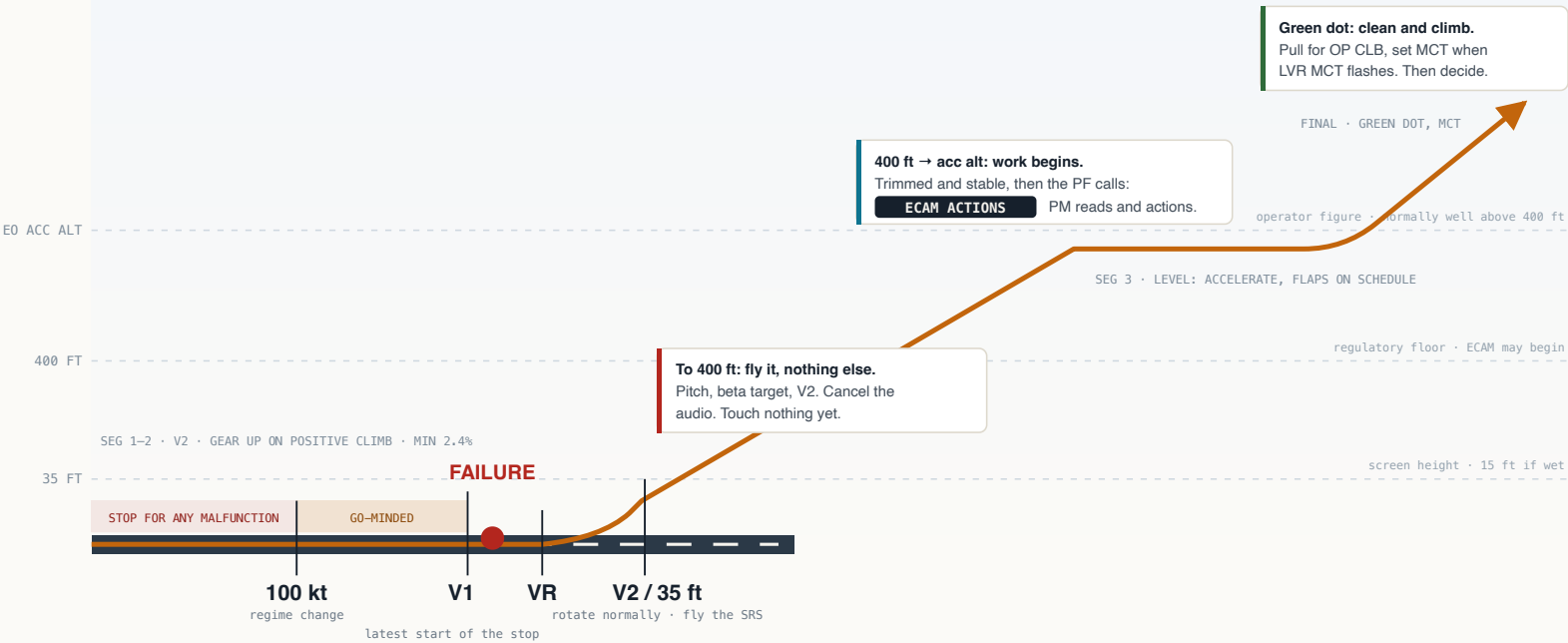


Engine failure on takeoff

The decision was made before you lined up. Everything below is geometry you already briefed – which is exactly why it holds together when the noise starts.



AT VR Rotate Continuous rate to the target attitude, then follow SRS – it targets the speed you had at failure, bounded by V2 and V2+15.	AIRBORNE Beta target Centre it with rudder for climb performance. Gear up on positive climb.	THEN Trim, then AP Trim the pedal force away, then engage. After that the AP owns the trim – take your feet off.	400 FT MIN ECAM actions Path established first. Secure the engine before you accelerate.	E0 ACC ALT Level, accelerate Level off to let the speed run up; flaps retract on schedule.	GREEN DOT OP CLB, MCT Pull for the climb; set MCT when LVR MCT flashes. Takeoff thrust is time-limited.
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STOPPING – TWO REGIMES, ONE CALL Below 100 kt the captain may stop for any malfunction – energy is cheap. From 100 kt to V1 the crew is go-minded : stop only for fire, engine failure, or anything saying the aircraft is unsafe to fly. The call is the captain's and it is one word – STOP – thrust closed, the aircraft stopping before anything else matters. Fire drill, cabin, ATC: after it has stopped.	AFTER V1 – YOU GO Physics stopped selling stopping distance. Rotate at VR at the normal rate – over-rotating on one engine costs more than the failure did. Fly the commanded pitch, centre the beta target with rudder – not the ball – and gear up on positive climb , holding V2. Trim the rudder until the pedal force is gone. The aircraft climbs on one; your only job to 400 ft is not to spoil it.	SECURE IT BEFORE YOU ACCELERATE The acceleration is delayed for one reason only: to secure the engine – carry the drill through to the master switch off, or the agent discharged if there is damage or fire. Only then level off and clean up. Delaying costs altitude and time, and takeoff thrust is time-limited, so there is an engine-out maximum acceleration altitude you must not climb past while you finish.
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WHERE TRAINEES LOSE THIS EXERCISE – ALMOST NEVER THE FLYING Working before the path. Reaching for the drill below 400 ft with the aircraft barely stabilised. Nothing but flying happens first; the failure will still be there. Stopping fast for something small. A caution at 130 kt is not a stop. Above 100 kt the list is short – fire, failure, unflyable – and everything else flies. The wrong engine. Identify from the engine indications and the drill – never from feel or leg alone – then the other pilot confirms, then the hand moves. Rushing the rotation. A failure near VR invites a snatch. Normal rate, normal target: the tail and your V2 both thank you. The autopilot and the rudder. Engage it untrimmed and you hand over an out-of-balance aircraft; keep pressure on the pedals afterwards and you fight the trim it now manages – which can disconnect it. Centre, trim, engage, then relax your feet. Accelerating before the engine is secured. Cleaning up early feels like progress and leaves you with a live problem and no drill finished. Silence. Never calling ECAM ACTIONS so the PM has nothing to start and the drill drifts. The order is a spoken instruction, not an assumption – if the other pilot has not heard it, it has not happened.
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