

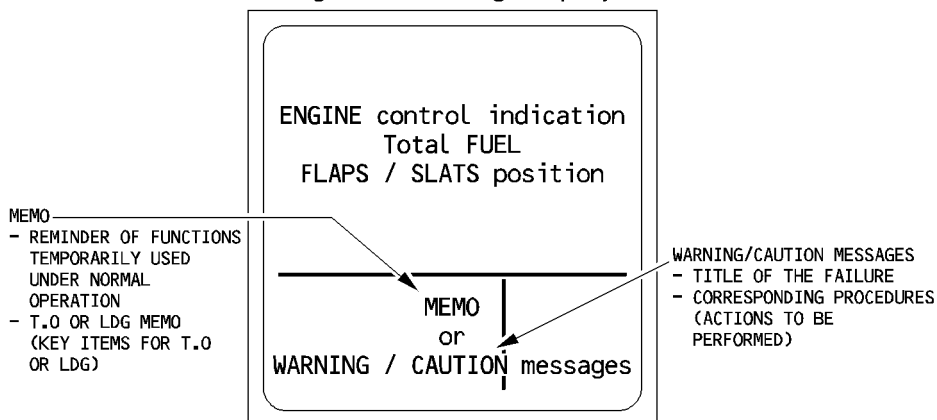
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	ECAM DESCRIPTION		SEQ 100	REV 15

ECAM DU ARRANGEMENT

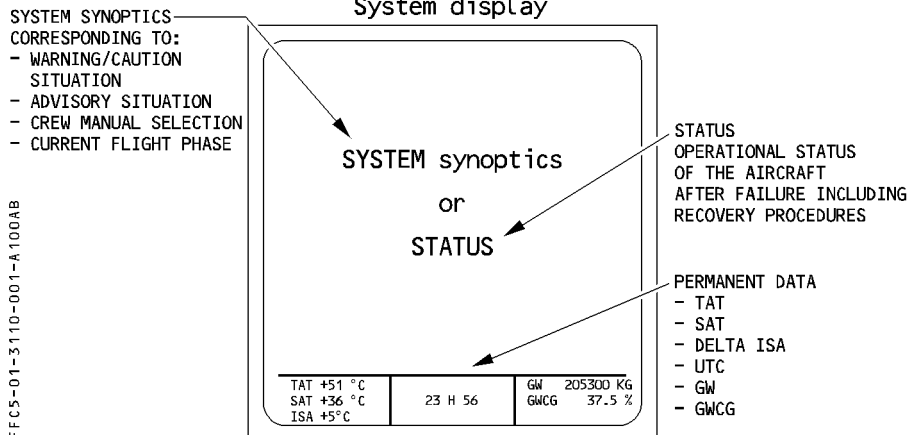
The ECAM has two display units :

- One for the engine/warning display (EWD).
- One for the system/status display (SD).

Engine / warning display



System display



FFCS-01-3110-001-A100AB

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COLOR CODE

The ECAM display uses a color code that indicates the importance of the failure or the indication.

- RED : The configuration or failure requires immediate action.
- AMBER : The flight crew should be aware of the configuration or failure, but needs not take immediate action.
- GREEN : The item is operating normally.
- WHITE : These titles and remarks guide the flight crew as it executes various procedures.
- BLUE : These are actions to be carried out, or limitations.
- MAGENTA : These are particular messages that apply to particular pieces of equipment or situations (inhibition messages, for example).

WARNING/CAUTION CLASSIFICATION

	LEVEL	SIGNIFICATION	AURAL	VISUAL
FAILURE MODE	Level 3	Red warning: The configuration or failure requires immediate action : – Aircraft in dangerous configuration or limit flight conditions (eg: stall, o/speed) – System failure altering flight safety (eg : Eng fire, excess cab alt)	Continuous Repetitive Chime (CRC) or specific sound or synthetic voice	– MASTER WARN light red flashing or specific red light – Warning message (red) on E/WD – Automatic call of the relevant system page on the S/D *
	Level 2	Amber caution: The flight crew should be aware of the configuration or failure, but needs not take immediate action : – System failure having no direct consequence on flight safety (eg: Blue hyd lo pr)	Single Chime (SC)	– MASTER CAUT light amber steady –Caution message (amber) on E/WD – Automatic call of the relevant system page on the S/D *
	Level 1	Amber caution : requires crew monitoring : – Failures leading to a loss of redundancy or system degradation (eg : FCDC fault)	NONE	– Caution message (amber) on E/WD generally without procedure
INFORMATION	ADVISORY	System parameters monitoring	NONE	– Automatic call of the relevant system page on the S/D. The affected parameter pulses green
	MEMO	Information : recalls normal or automatic selection of functions which are temporarily used	NONE	– Green, Amber or Magenta message on E/WD

* except in some cases

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PRIORITY RULES

There are three priority levels for warnings and cautions :

- A level 3 warning has priority over a level 2 caution which has priority over a level 1 caution.

The FWC observes these priorities.

TYPES OF FAILURES

- Independent : a failure that affects an isolated system or item of equipment without degrading the performance of others in the aircraft.
- Primary : a failure of a system or an item of equipment that costs the aircraft the use of other systems or items of equipment.
- Secondary : the loss of a system or an item of equipment resulting from a primary failure.

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AURAL INDICATORS

WARNING SIGNAL	CONDITION	DURATION	SILENCING *
CONTINUOUS REPETITIVE CHIME	RED WARNINGS	PERMANENT	Press * MASTER WARN lt
SINGLE CHIME	AMBER CAUTION	1/2 second	
CAVALRY CHARGE	AP DISCONNECTION BY TAKE OVER pb	1.5 second	Second push on TAKE OVER pb
	AP DISCONNECTION DUE TO FAILURE	PERMANENT	Press * MASTER WARN lt or TAKE OVER pb
CLICK	LANDING CAPABILITY CHANGE or in case of "GPS PRIMARY LOST" (APPR) 	1/2 second (3 pulses)	
CRICKET + "STALL" message (synthetic voice)	STALL	PERMANENT	NIL
INTERMITTENT BUZZER	SELCAL CALL	PERMANENT	Press RESET key on ACP
BUZZER	CABIN CALL	3 seconds	NIL
	EMER CABIN CALL	3 seconds REPEATED 3 TIMES	NIL
	MECH CALL	As long as outside pb pressed	NIL
	ACARS  CALL or ALERT	PERMANENT	Message reading on MCDU or press MASTER CAUT
C CHORD	ALTITUDE ALERT (refer to 1.31.40)	1.5 second or PERMANENT	new ALTITUDE selection or press MASTER WARN pb
AUTO CALL OUT (synthetic voice)	HEIGHT ANNOUNCEMENT BELOW 2500 FT (refer to 1.34.40)	PERMANENT	NIL
GROUND PROXIMITY WARNING (synthetic voice)	(refer to 1.34.70)	PERMANENT	NIL
"WINDSHEAR" (synthetic voice)	WINDSHEAR	REPEATED 3 TIMES	NIL
"PRIORITY LEFT" "PRIORITY RIGHT" (synthetic voice)	AP TAKE OVER pb	1 second	NIL
"RETARD"(synthetic voice)	THRUST LEVER NOT IN IDLE POSITION FOR LANDING	PERMANENT	THRUST LEVER
TCAS  (synthetic voice)	refer to 1.34.80	PERMANENT	NIL
"SPEED, SPEED, SPEED" (Synthetic voice)	Current thrust is not sufficient to recover a positive flight through pitch control	Every 5 seconds until thrust is increased	THRUST LEVER(s)

* All aural warnings may be cancelled by pressing :

- either the EMER CANC pushbutton on ECAM control panel,
- or the MASTER WARN light except for some warnings like OVERSPEED or L/G NOT DOWN or CAVALRY CHARGE if AP disconnection is due to a VMO/MMO warning.