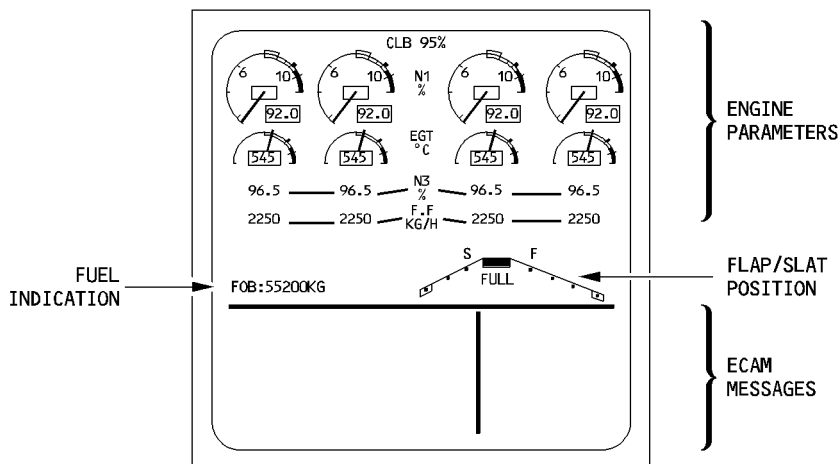


GENERAL

The E/WD appears on the upper ECAM Display Unit (DU).

- The upper part of this DU displays :
 - Engine parameters (refer to 1.70.90),
 - Fuel on board (FOB) (refer to 1.28.20),
 - Position of slats and flaps (refer to 1.27.40).
- The lower part of this DU displays messages generated by the FWC :
 - Warning and caution messages when a failure occurs,
 - Memos when there is no failure.



The lower part, which is dedicated to ECAM messages, is divided into two parts of several lines each.

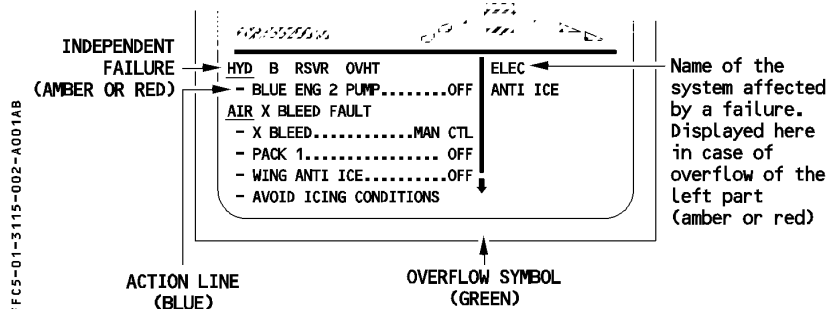
- Left part :
- Primary or independent warnings and cautions, or
 - Memo information.
- Right part :
- Title of system affected by a primary or independent warning or caution in case of overflow on the left part, or
 - Secondary failure, or
 - Memo, or
 - Special lines (such as “AP OFF”, “LAND ASAP”).

As soon as the FWC detects a failure, and if no flight phase inhibition is active, the E/WD displays the title of the failure and the actions to be taken.

The action line automatically clears when the flight crew has executed the required action.

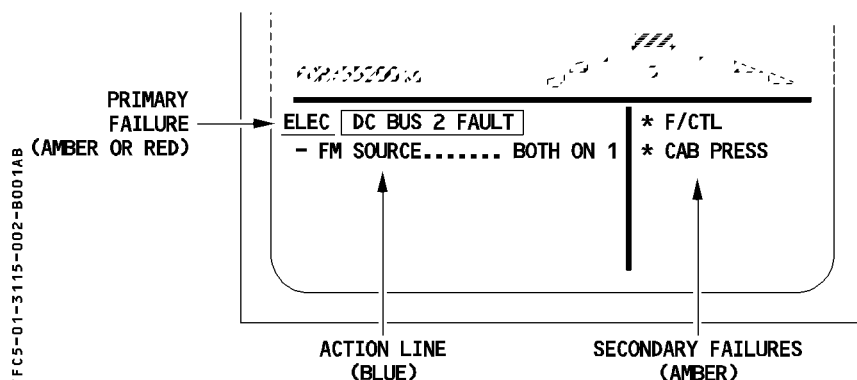
Note : Certain actions will not disappear after execution.

INDEPENDENT FAILURE



If there are too many ECAM messages for the amount of space available in the lower part of the E/WD, a green arrow appears at the bottom of the display, pointing down to show that the information has overflowed off the screen. The pilot can scroll down to view additional messages by pushing the CLR pushbutton on the ECAM control panel (on the pedestal, just below the lower ECAM DU).

PRIMARY and SECONDARY FAILURES



The ECAM DU displays a primary failure as a boxed title.

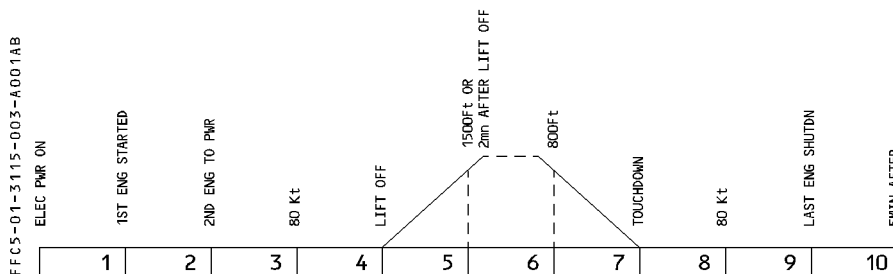
It identifies a secondary failure by putting a star in front of the title of the affected system.

Note : The DU displays the overflow symbol, if primary or secondary failures overflow. In case of ECAM SINGLE DISPLAY, the secondary failures are inhibited.

FLIGHT PHASES

GENERAL

The FWC divides its functions according to these ten flight phases :

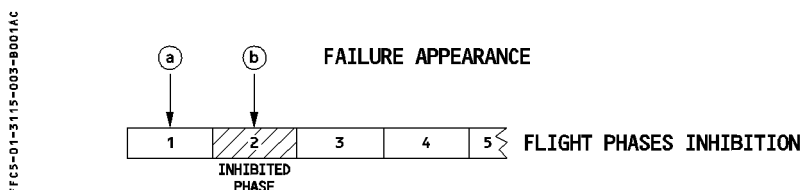


To improve its operational efficiency, the computer inhibits some warnings and cautions for certain flight phases. It does so to avoid unnecessarily alerting the pilots at times when they have high workloads (such as takeoff or landing). In these two phases, the DU displays magenta memos : "T.O. INHIBIT" (flight phases 3, 4, and 5), and "LDG INHIBIT" (flight phases 7 and 8).

Note : These flight phases are different from, and independent of, the ones used by FMGC.

FLIGHT PHASE INHIBITION

Two cases are possible (for instance) :



Effect on E/WD :

- Ⓐ The failure occurs during Phase 1. The E/WD immediately displays the warning and continues to display it as long as the failure is present, even in Phase 2.
- Ⓑ The failure occurs during Phase 2. The E/WD only displays the warning once the aircraft has entered Phase 3, where it is not inhibited. Then, the warning remains displayed as long as the failure is present.

MEMO

MEMO DISPLAY

Memos appear in the lower part of the E/WD. They are normally in green, but may be amber in abnormal situations.

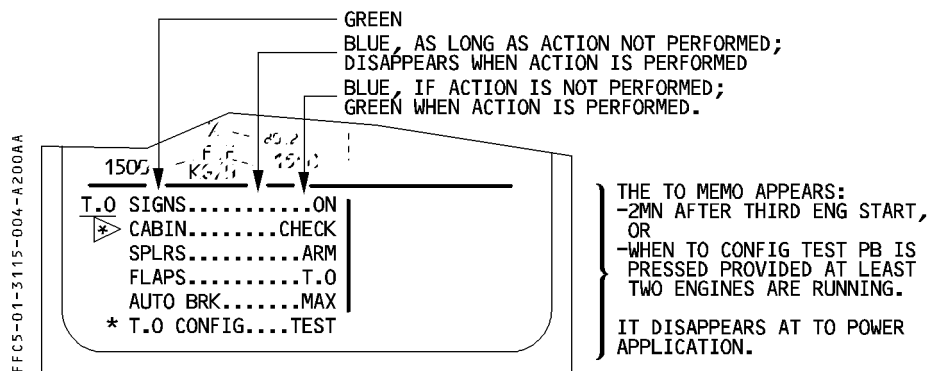
Memos list functions or systems that are temporarily used in normal operations.

Each chapter of the "Warning and Cautions" section of this manual lists memo messages.

TO AND LANDING MEMOS

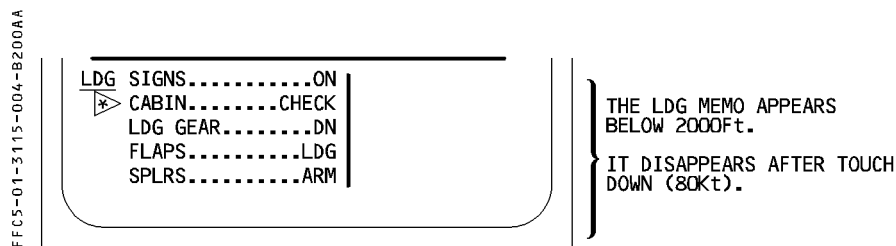
During the takeoff and landing phases, the right side of the memo area displays specific T.O. INHIBIT or LDG INHIBIT (magenta) memos.

Takeoff and landing memos are displayed, as follows, during the related flight phases :



Note : * This line disappears when the test is completed. It is replaced by "T.O. CONFIG NORMAL", if the aircraft configuration is correct.

The test is requested again, if the configuration becomes abnormal.



CONFIGURATION WARNINGS

The following warnings and cautions appear in the lower part of the E/WD, if the aircraft is not in takeoff configuration when the pilot presses the T.O. CONFIG pushbutton on the ECAM control panel, or applies takeoff power.

WARNINGS / CAUTIONS	T.O. CONFIG TEST	T.O. POWER
SLATS / FLAPS	TRIGGERED	TRIGGERED
NOT IN TO CONFIG (R)		
PITCH TRIM		
NOT IN TO RANGE (R)		
RUD TRIM		
NOT IN TO RANGE (R)		NOT TRIGGERED
TRIM SETTING DISAGREE (A)		
SPD BRK		
NOT RETRACTED (R)		
SIDESTICK FAULT (R)		
(BY TAKE OVER)	NOT TRIGGERED	
BRAKES HOT (A)		
DOOR (A)		
PARK BRK ON (R)		
REDUCED THR NOT SET (A)		

Note : (R) Red warning
 (A) Amber caution