

## ECAM = Electronic Centralized Aircraft Monitoring System

The purpose of the ECAM is to:

- Display Aircraft System Information
- Monitor the Aircraft Systems
- Indicate actions which are required by the Crew in normal, abnormal and emergency situations

The big advantage of the ECAM is the applicable information is displayed to the crew on an "as needed" basis.

There are several operating modes:

- Normal Mode: Automatically displays systems and memos in accordance to the flight phase
- Failure Mode: Automatically displays the appropriate abnormal procedure including the associated synoptic
- Advisory Mode: Automatically displays system synoptic associated with the drifting parameter
- Manual Mode: Manual selection of any system synoptic via the ECAM Control Panel

**T/O Inhibit - LDG Inhibit:** Most warnings and cautions are inhibited during critical phases of the flight since these failures will not affect the aircraft's ability to takeoff or land.

### T.O. Inhibit

Has 3 Phases: T/O Thrust to 80 kts - Liftoff - 1500

### Landing Inhibit

Has 2 Phases: 800 ft - Touchdown - 80 kts

## ECAM Color Coding

**RED** = Configuration or Failure requiring immediate action either through warning text or flags

**AMBER** = Configuration or Failure requiring attention but not immediate action

**GREEN** = Normal and Long-term operation. No action to be performed

**WHITE** = Indication of controlled function and action carried out but not corresponding to normal operation (e.g. setting the control of a system to OFF position)

**CYAN** = Action to be carried out (e.g. procedure or reference value to be selected)

**MAGENTA** = Special Message (e.g. TO or LDG INHIB message on E/WD)

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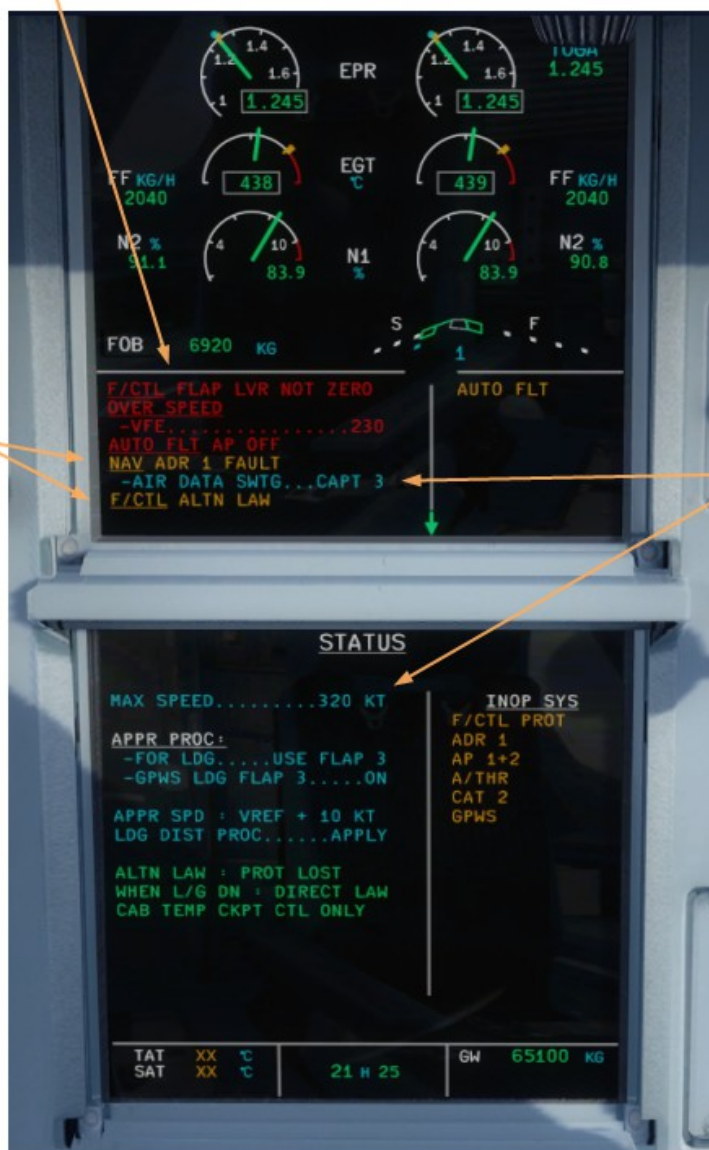


The ECAM displays information on the E/WD (Engine and Warning Display) and the SD (System Display)

Red Warnings = Level 3 = Immediate Crew Action required

Amber = Level 2 = Attention but not immediate Action required

Cyan = Action to be carried out



Magenta = Special Message (e.g. TO or LDG INHIB on E/WD)

Green = Normal and long-term operation. No action to be performed

White = Action to be carried out but not corresponding to normal operation (e.g. setting the control of a system to OFF position)

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### ECAM Handling

#### Pilot Flying

#### Pilot Monitoring

Announce ECAM Message "ENG 1 FIRE"  
Reset Master Cautions/Warning

Fly the Airplane  
Check Control Law

Verify Failure  
*Both CM's review the associated panel and/or SD to confirm the failure prior to taking any action.*

#### Pilot Flying

#### Pilot Monitoring

"ECAM Actions"

Reads Title "ENG 1 FIRE"

then performs blue action items  
i.e. "THR LEVER 1 ... IDLE"

When all items have been performed, only the title remains.  
Then PM will ask PF "Clear ENG 1"

"Clear ENG 1"



After reviewing and clearing all items of the SD Pages, the STATUS Page appears.

Before reading this page "Stop ECAM" is announced in order to check if a system or computer reset can be performed in order to repair an inoperative system. After this, the STATUS Page is read by the PM.

### **Pilot Flying**

"Continue ECAM,  
read STATUS"

"Remove Status"

### **Pilot Monitoring**

Reads left side first "Avoid  
Icing Conditions"  
"CAT 3 Single Only"

Then he reads the right side  
"Inop Systems"  
"Wing A.Ice"  
"CAT 3 DUAL"  
etc.

When all Inop System  
Items are read,  
the PM will ask  
"Remove Status"?

"ECAM Actions Completed"

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It is very important to clear/remove the Status Page after the completion of the ECAM Procedure.  
This ensures that other Checklists, i.e. Landing Checklist appear later on.