

Change log

Change bars show changes between version 3.2.1 and version 3.3

Version 3.3

- Updated Section 1.1, “Rejected Takeoff”, to incorporate new simplified advice from EOM-B regarding triggers for rejecting takeoff above 100kt and improved wording concerning requirement for manual braking.
- Updated Section 1.3, “Low level failure handling”, to add definition of high priority task for engine failure with damage.
- Updated Section 2.2, “Windshear”, to emphasise that, while predictive windshear warnings may, given certain provisos, be disregarded, reactive windshear warnings may not.
- Updated Section 3.2, “Excess cabin altitude”, to include an explanation of why the CAB PR EXCESS CAB ALT ECAM should be relied upon even if all other indications are seemingly normal.
- Updated Section 8.10, “Low fuel level”, to include expectation that one tank will completely empty before the other will start to be used.

- Updated Section 10.7, “High engine vibration”, with the information that alerting may be via either caution or advisory, depending on airframe.
- Reworded Section 10.13, “Reverser unlocked in flight”, to better integrate NEO vs. CEO nuances.
- Updated Section 10.14, “EIU fault”, with the information that ignitors now default to being on continuously rather than needing to be manually selected when anti-ice is used as previously.
- Updated Section 11.1, “EGPWS alerts” to include the response to “false” alerts.
- Updated Section 11.4, “RA faults” with extra information, including that in addition to the loss of ILS GS mode, SLS and FLS vertical guidance modes are also not available.
- Added Section 11.11, “GNSS Interference”.
- Updated Section 16.1, “Dual bleed failure” to include OEB62 and removed information relevant to old FWC standard.

Version 3.2.1

- Section 10.3 amended with the nuance around single bleed operations on the NEO vs. CEO. My thanks to Thomas Agnew for this information.