

Modifications on A320 Family Procedure Data Package (PDP)

REV 13

PDP	Modification
ALL PDP	Template updated PM replaces PNF
USE OF PDP	-
COCKPIT PREPARATION	Preliminary cockpit prep may be performed using the QRH APU start recommendation New PIR for fan cowl check New PIR for ND brightness Takeoff briefing reviewed
BEFORE START - ENGINE START - AFTER START	ATC set for OPS after clearance Check accu and brk press when park brk on
TAXI - BEFORE TAKEOFF	ATC clearance confirmation
TAKE OFF	TCAS slides moved to TCAS PDP
CLIMB	-
CRUISE	New slide for FIX INFO page Fuel checks revised
DESCENT	Approach briefing reviewed QNH setting callouts: Value removed
ILS APPROACH	LOC and GLIDE callouts corrected Final descent point (FDP) replaces FAF SINK RATE callout V/S > 1200ft/min Use of reversers reviewed Residual braking proc re-inserted
GO AROUND	Minor corrections
GROUND SPEED MINI	Common to SA and LR
LOC/VOR/NDB APPROACHES USING TRK/FPA	New PDP title Final descent point (FDP) replaces FAF SINK RATE callout V/S > 1200ft/min New table for FPA corrections on V/S Minor corrections
VOR/NDB USING FINAL APP	Final descent point (FDP) replaces FAF SINK RATE callout V/S > 1200ft/min No AP disengagement at the MAP Minor corrections
AFTER LANDING - PARKING - SECURING THE A/C	Template updated Memos corrected Check accu and brk press when park brk on Securing the aircraft may be performed using the QRH
ECAM MANAGEMENT	ECAM management updated
FLAPS LOCKED DURING RETRACTION	ECAM management updated
SLATS FAULT DURING EXTENSION	ECAM management updated
ENGINE START FAULT	ECAM management updated
SMOKE	New title for Removal of Smoke New QRH chapters arrangement
DUAL HYDRAULIC FAILURE G+B	New QRH chapter arrangement ECAM management updated
EIS FAILURE SWITCHING	ECAM management updated
ELECTRICAL EMERGENCY CONFIGURATION	ECAM management updated Technical remainder removed
FUEL LEAK	ECAM management updated Minor corrections
ENGINE FAILURE AFTER V1	Title modified ECAM management updated Minor corrections
ENGINE FAILURE IN CRUISE	New PDP title PDP fully revised ECAM management updated Same PDP for Standard and Obstacle Strategy
DUAL FMGC FAILURE	ECAM management updated Minor corrections
NORMAL LAW PROTECTIONS	Minor corrections

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RNAV (GNSS) USING LNAV/VNAV MINIMUM	Final descent point (FDP) replaces FAF SINK RATE callout V/S > 1200ft/min No AP disengagement at the MAP Minor corrections
RECONFIGURATION LAW	-
ALL ENGINE FLAME OUT	ECAM management updated
DUAL HYDRAULIC FAILURE G+Y	New QRH chapter arrangement ECAM management updated
DUAL RADIO ALTIMETER FAILURE	ECAM management updated Minor corrections
EMERGENCY DESCENT	PDP common for SA and LR PDP fully revised Note added for crew O2 mask on N position
MMEL/MEL USE	-
ATSAW	New PDP
TCAS	Template updated AP/FD TCAS ATSAW symbols
ROPS	New PDP
FIRST FFS SESSION	Armrest pictures updated
VISUAL PATTERN	Use of reversers reviewed A330 Tail strike pitch limit indicator
USE OF FPV - ILS RAW DATA	PDP common to SA/LR Pitch correction at descent point
LOW ENERGY AURAL ALERT	-
MODE REVERSIONS	-
EGPWS	PDP common SA and LR
G/S FROM ABOVE	-
WINDSHEAR	PDP fullt revised
CIRCLING	-
STALL RECOVERY	-
TOTAL LOSS OF FCU	-
CREW INCAPACITATION	PDP revised
UNRELIABLE SPEED INDICATIONS	PDP common for SA and LR Procedure revised Bird available with BUSS
REJECTED TAKEOFF - EMERGENCY EVACUATION	PM callouts highlighted
LOW VISIBILTY OPERATIONS	-