AIRBUS

A320 FAMILY

Main FCOM / QRH / FCTM Changes

Nov 2025

EU/EC_Not_Listed
Ref SA00D25054553 Issue 2

Main FCOM / QRH / FCTM Changes Included since November 2025

The main FCOM / QRH / FCTM changes described in this document will be available in the Operator FCOM / QRH / FCTM manuals, based on the Operator's revision cycle.

0. Issue and Reasons for Update

Issue n°	Date	Reason for Update
1	12 November 2025	Initial Issue
2	18 November 2025	- Update of chapter 8 [SUP] - High Altitude Airport Operations - Operation above 8 000 ft and up to 9 200 ft - Addition of 12 [RESET] - New Reset Procedure for TEMP CTL 1 and TEMP CTL 2 Maintenance Messages

1. [SOP] - FCU/AFS Entries with AP OFF during Approach

1.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Aircraft Guidance Management / Approach Using F-LOC F-G/S Guidance*.
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Aircraft Guidance Management / Approach Using FINAL APP Guidance*.
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Aircraft Guidance Management / Approach Using FINAL APP Guidance for RNAV(RNP)*.
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Aircraft Guidance Management / Circling Approach*.

1.2. Summary of the Modifications

In accordance with the Airbus Operational Philosophy (Refer to FCTM *Airbus Operational Philosophy / Tasksharing Rules and Communication / FCU/AFS and EFIS Control Panels*), when the AP is OFF, the FCU/AFS CP entries (selection or target adjustment) must be performed by the PM (on PF request).

The FCU/AFS CP entries that are performed after AP disconnection during the approach are standardized across Airbus SOPs. This is to clearly indicate that the actions are performed by the PM (on PF request) and not by the PF.

2. [SOP] - RNP(VPT) - New SOP

2.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Approach General / Cross-Reference Table*.
  - Addition of the *Procedures / Normal Procedures / Standard Operating Procedures / Approach / Aircraft Guidance Management / Approach Using FINAL APP Guidance for RNP(VPT)*.
  - Addition of the *Procedures / Normal Procedures / Tasksharing / Approach / Approach Using FINAL APP Guidance for RNP(VPT)*.

2.2. Applicability

Applicable to aircraft equipped with FMS2 Release 1A or above, and also equipped with the FINAL APP guidance mode.

2.3. Summary of the Modifications

Following the new ICAO guidelines for the publication of RNP(VPT) approaches, Airbus developed a new procedure to ensure the possibility for operators to be able to fly the RNP(VPT). A new Standard Operating Procedure (SOP) is created specifically for approaches that use FINAL APP guidance mode for RNP(VPT). With the development of this new SOP, the tasksharing and the cross-reference table are also updated.

As a reminder, the RNP(VPT) is an instrument procedure that includes an instrument path followed by a visual path defined by waypoints. On the visual path the aircraft navigates via the RNAV system, but the position, and the management of failures and degraded navigation is monitored visually. This new procedure includes two main specificities:

1. A Visual Fix (VF) point from where the flight crew decides if the required conditions are respected, in order to be able to continue the approach.
2. No minima, as the approach from the VF to the runway is monitored visually.

The existing RNAV Visual SOPs remain available in the FCOM for all aircraft.

For information, a dedicated presentation is available on AirbusWorld: *Content Library / Flight Operations / Flight Operations Event / Upcoming Procedures Update - October 2025 Webinar.*

3. [SOP] - Thrust Setting Crosscheck in AFTER START

3.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / After Start*.
  - Update of the *Procedures / Normal Procedures / Tasksharing / After Start*.

3.2. Summary of the Modifications

Airbus identified that the flex temperature or derated level sent to the FADEC may be erroneous (e.g. due to data corruption). This type of scenario has never been reported to Airbus, but in order to comply with the design safety objectives, particularly for the case of an engine failure at takeoff, the SOPs are modified as follows: after engine start, the flight crew must crosscheck the thrust setting (e.g. FLEX temperature or derated level) displayed on the E/WD, with the PERF TAKEOFF page.

The “After Start” flow patterns and SOP are updated to include this additional check immediately after the check of NWS disconnection memo.

The Tasksharing is updated with the addition of this action to be managed by the PF.

This is applicable to All Engine Taxi or One Engine Taxi After Start sections of the SOP.

4. [SOP] - Weather Radar 4000

4.1. Effect on the Manuals

- FCOM
  - Update of the *Aircraft Systems / 34-Surveillance / Weather Radar / Controls and indicators / Weather Radar Indication on ND*.
  - Addition of the *Aircraft Systems / 34-Surveillance / Weather Radar / Controls and indicators / Turbulence Detection Function indication on ND*.
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Preliminary Cockpit Preparation / Aircraft Setup*.
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / Taxi.*
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures / After Landing.*
  - Update of the *Procedures / Normal Procedures / TSK-Tasksharing / Preliminary Cockpit Preparation.*
  - Update of the *Procedures / Normal Procedures / TSK-Tasksharing / Taxi.*
  - Update of the *Procedures / Normal Procedures / TSK-Tasksharing / Descent.*
  - Update of the *Procedures / Normal Procedures / TSK-Tasksharing / After Landing.*
- QRH
  - Update of the *Normal Procedures / Preliminary Cockpit Preparation.*
  - Update of the *Normal Procedures / Normal Checklist / Taxi.*
- FCTM
  - Update of the *Normal Procedures / Normal Checklist / Taxi.*

4.2. Applicability

Applicable to aircraft equipped with Honeywell RDR-4000 weather radar system.

4.3. Summary of the Modifications

The introduction of the Honeywell RDR-4000 weather radar system resulted in significant updates in flight crew procedures and documentation. The Turbulence Detection function is now fully described in the FCOM and now provides more detailed information on its operational envelope, and how it is displayed to the flight crew.

In addition, the control panel of the Honeywell RDR-4000 is different from previous models. As a result, all related procedures and checklists in the FCOM and QRH are updated. This is in order to align them with this new display, to ensure that they are more in accordance with the system that the flight crew uses every day.

The FCOM, FCTM and QRH are revised to indicate these changes.

5. [SUP] - Engine Ice Shedding Procedure on Ground

5.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Normal Procedures / Supplementary Procedures / Adverse Weather / Engine Operations on Ground in Icing Conditions.*

5.2. Summary of the Modifications

On the basis of the most current revision of the EOI for PW1100G-JM and PW1100G/2-JM engine series, AIRBUS updates the layout and the content of the procedure for engine ice shedding in the FCOM in the section PRO-NOR-SUP-ADVWXR Engine Operations On Ground In Icing Conditions.

The main changes in the FCOM procedure are:

- Introduction of a takeoff restriction when there is freezing fog (FZFG), and the visibility is lower than 150 m (500 ft)
- Addition of a note to allow more flexibility for the 30-second hold time at each engine acceleration
- Request for a maximum 5-minute interval between the final engine acceleration for ice shedding and the selection of the takeoff thrust
- Addition of the possibility to perform the final engine acceleration for ice shedding together with the takeoff procedure
- Addition of a flow diagram (for information and overview) and clearer cautions and notes.

The information about this topic is also communicated via FOT.

6. [SUP] - Use of Flight Controls in Cold Weather Conditions

6.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Normal Procedures / Supplementary Procedures / Adverse Weather / Ground Operations in Cold Weather Conditions / After Start*.

6.2. Summary of the Modifications

As long as the aircraft is not fully deiced, the flight crew should not move the flight controls. The flight crew is informed through a caution that is in the section / chapter Airframe Deicing / Anti-icing Procedures on Ground. But in this procedure, the aircraft is already at the deicing bay.

In order to remind the flight crew not to move the flight controls when the aircraft has to taxi to the deicing bay, the supplementary procedure in the section Procedures / Normal

Procedures / Supplementary Procedures / Adverse Weather / Ground Operations in Cold Weather Conditions / After Start is updated.

7. [SUP] - Operations at QNH above 1050 hPa

7.1. Effect on the Manuals

- FCOM
  - Update of the *General Information / Aircraft Configuration Summary*
  - Update of the *Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Operations at QNH above 1050 hPa.*
- QRH
  - Update of the *Operational Data / Aircraft Configuration Summary.*

7.2. Applicability

Applicable to aircraft equipped with Sextant Modular FCU Standard 4 and subsequent standards.

7.3. Summary of the Modifications

Airbus considers that the minimum configuration to operate at QNH above 1050 hPa is the “Sextant Modular FCU Standard 4”. When operating with a QNH above 1050 hPa, there are consequences on other systems than the FCU. The consequences of operating at a QNH above 1050 hPa are mitigated by some specific procedures in the dedicated FCOM Supplementary Procedure.

Airbus did the analysis of the criteria for the applicability in the *FCOM / Procedures / Normal Procedures / Supplementary Procedures / Miscellaneous / Operations at QNH above 1050 hPa*, and as a result the following modifications are implemented:

<u>In the Aircraft Configuration Summary:</u>

- Introduction of the “QNH Operations above 1050 hPa” item to check the capability of the aircraft to operate at QNH above 1050 hPa.

<u>In the "Operations at QNH above 1050 hPa" Supplementary Procedure :</u>

- Correction in the applicability criteria of the “Procedure / Descent Preparation” chapter, to ensure that the aircraft with the required FCU standard, FMS Release 1A (without OPC) and without the flight envelope extension (down to -2000 ft) receive the correct procedure.
- Correction in the applicability criteria of the “Procedure / Before Takeoff” chapter, to ensure the aircraft with the required FCU standard and the flight envelope extension down to -2000 ft receive the correct procedure.

Please refer to the ISI article 34.00.00110 Revision 02 in Airbus World for more information.

8. [SUP] - High Altitude Airport Operations - Operation above 8 000 ft and up to 9 200 ft

8.1. Effect on the Manuals

- FCOM
  - Modification of the procedure in the Normal Procedures / Supplementary Procedures / Miscellaneous / A.High Altitude Airport Operations / Operation above 8 000 ft and up to 9 200 ft.

8.2. Applicability

Applicable to aircraft with capability to take off and land at airports above 8 000 ft and up to 9 200 ft.

8.3. Summary of the Modifications

The procedure was modified, in order to remove the recommendation to clear the CAB PR EXCESS CAB ALT alert under specific conditions. This change is performed in order to comply with OEB 61 and the general ECAM philosophy.

[BEG REV]

The configuration of the procedure in the *Normal Procedures / Supplementary Procedures / Miscellaneous / A.High Altitude Airport Operations / Operation above 8 000 ft and up to 9 200 ft* is modified to make it available to all A/C capable of take-off and landing above 8 000 ft.

The A/C capable of take-off and landing up to 12 000 ft, 14 100 ft or 14 500 ft now receive two Documentary Units:

- Normal Procedures / Supplementary Procedures / Miscellaneous / A.High Altitude Airport Operations / Operation above 8 000 ft and up to 9 200 ft,
- Normal Procedures / Supplementary Procedures / Miscellaneous / A. (B.)High Altitude Airport Operations / Operation at or Above 9 200 ft.

[END REV]

Notes:

- *The title of the "Normal Procedures / Supplementary Procedures / Miscellaneous / A.High Altitude Airport Operations / Operation Above 8 000 ft" was also changed in "Normal Procedures / Supplementary Procedures / Miscellaneous / A.High Altitude Airport Operations / Operation above 8 000 ft and up to 9 200 ft".*

9. [SUP] - Update of the GPS Interference Procedure

9.1. Effect on the Manuals

- FCOM:
  - Update of *Procedures / Supplementary Procedures / GPS Interference.*

9.2. Summary of the Modifications

The purpose of the modification is to update the list of effects that may be encountered during GPS interferences, and to adjust the associated procedure with the latest guidance.

The following new effects are included:

- Erroneous position of the Flight Path Vector and
- Erroneous position or loss of the Synthetic Runway on HUD.

The procedure update provides new guidance to manage the following effects during GPS interference:

- Erroneous WXR display for A/C equipped with Collins WXR-2100A
- “Altimeter setting” aural alert for aircraft equipped with ALTSM function.

The procedure also highlights the importance of reporting any type of interference encountered in flight because maintenance actions may be required before next flight.

10. [LIM/SUP] - Operations with the QFE Barometric Reference

10.1. Effect on the Manuals

- FCOM
  - Introduction of the *Limitations / Navigation / Operations with QFE Barometric Reference*
  - Introduction of the *Procedures / Normal Procedures / Supplementary Procedures / Operations with QFE Barometric Reference*
  - Update of the *Aircraft Systems*
  - Update of the *Procedures / Normal Procedures / Standard Operating Procedures.*

10.2. Applicability

The new supplementary procedure is applicable to aircraft that are equipped with the QFE option.

The new limitation is applicable to aircraft that are not equipped with the QFE option.

10.3. Summary of the Modifications

Airbus considers that the operations that use the QFE barometric reference are not-routine situations. Therefore, the following changes are now included:

- A new specific Supplementary Procedure is created to manage the operations that use the QFE barometric reference. This provides read and do actions with clear and related information for this type of operation.
- A new operational limitation, that forbids operations that use the QFE barometric reference, is included for aircraft that do not have the QFE option installed.
- The information related to QFE operations is removed from the SOPs chapter. Some small changes are performed in the Aircraft Systems chapter.

In addition, the Supplementary Procedures Menu is updated in order to enhance the layout and configuration. The previous Documentary Units are replaced by new ones.

11. [LIM] Addition of Maximum Block Time for the Minimum Oil Quantity

11.1. Effect on the Manuals

- FCOM
  - *Limitations / Engines / Oil*

11.2. Applicability

Applicable to aircraft equipped with PW1100G-JM.

11.3. Summary of the Modifications

Addition of the maximum block time that is permitted (14 h), when:

- The OAT is at or above -30 °C.
- The minimum oil quantity is at or above 14 qt, and also below 16.5 qt.

This time limitation ensures that the oil level remains above the minimum threshold defined by the engine manufacturer during the entire flight, even when the maximum oil consumption is reached during the flight.

12. [RESET] - New Reset Procedure for TEMP CTL 1 and TEMP CTL 2 Maintenance Messages

12.1. Effect on the Manuals

- QRH
  - Introduction of the *Abnormal and Emergency Procedures / RESET / AIR - MAINTENANCE TEMP CTL 1 and TEMP CTL 2 messages on STATUS SD page.*

12.2. Applicability

Applicable to A320neo family aircraft with the following configuration:

- With Air Conditioning System Controller (ACSC) PN 71103A010201 and SW LIE4BL71103AAA2 (S4.2 SW), MOD 170278 / MP K33172,
- With enhanced Cabin Intercommunication Data System (CIDS) interface for ACSC and A429 bus from ACSC to CIDS, MOD 170289 / MP K33451,
- Without temperature sensor FWD enhanced temperature zone (FIN 74HK) MP K35313,
- Without ACSC pin programming “CAM CFG” removal wiring, MOD 180239 / MP K36338.

12.3. Summary of the Modifications

When the provisions for the enhanced temperature zone are installed without the associated temperature sensor (refer to the above configuration), spurious MAINTENANCE TEMP CTL 1 and TEMP CTL 2 messages may be displayed and latched on the STATUS SD page during aircraft power up. These spurious messages are due to the non-synchronized power up of the ACSC and CIDS.

A reset procedure of the ACSC is created to clear these messages.

13. [RESET] - Update of the VENT AVNCS SYS FAULT reset procedure

13.1. Effect on the Manuals

- QRH
  - Update of the *Abnormal and Emergency Procedures / System Reset / VENT AVNCS SYS FAULT*.

13.2. Summary of the Modifications

The reset procedure associated with the VENT AVNCS SYS FAULT alert is updated in order to set the BLOWER and EXTRACT pb-sw to AUTO before the avionics ventilation system is reset.

The reset procedure will fail if the BLOWER and EXTRACT pb-sw are set to OVRD (in the case of heavy rain for example).

14. [ABN] - SMOKE

14.1. Effect on the Manuals

- FCTM
  - Update of the *Procedures / Abnormal and Emergency Procedure / SMOKE / Smoke / Fumes / AVNCS Smoke QRH Procedure.*

14.2. Summary of the Modifications

The Flight Crew Protection chapter is included in the FCTM, in order to make it clear when the flight crew must don the oxygen mask.

15. [ABN] - Emergency Evacuation Procedure

15.1. Effect on the Manuals

- FCTM
  - Update of the *Procedures / Abnormal and Emergency Procedures / MISC / EMER EVAC*
  - Deletion of the *Procedures / Abnormal and Emergency Procedures / MISC / EMER EVAC / Decision Making*

15.2. Summary of the Modifications

The Emergency Evacuation procedure is a procedure for which the flight crew, the cabin crew and the airport services have to manage a high workload during a difficult and stressful situation. The technique to manage this situation was well described for the flight crew. However, a large part of this description was related to an engine fire situation, and the Emergency Evacuation procedure can be applied to more situations than just this one.

The Emergency Evacuation procedure is updated in order to:

- Make the application of the technique more general.
- Better describe the plan of actions and the responsibilities of each flight crew member
- Enhance the awareness of the flight crew to better manage an emergency evacuation.

16. [ABN] - Harmonization of the Criteria for Engine Damage Assessment

16.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Abnormal Procedures / ENG / ENG Fail.*
- FCTM
  - Update of the *Procedures / Abnormal and Emergency Procedures / ENG / Engine failure - General.*

16.2. Summary of the Modifications

The engine damage criteria to be considered after engine failure is reviewed, and standardized in the FCTM across all programs. Particularly, the loud noise or explosion noise is removed from the criteria, because it is not a relevant criteria for engine damage assessment after engine failure. For example, an engine stall generates loud noise that is not always associated with engine damage. The engine parameters check on the EWD or the ENG SD page enables the flight crew to perform an engine damage assessment after engine failure as required.

The FCOM Engine Fail procedure is updated by the removal of some descriptions of engine damage symptoms to prevent redundancy in the FCTM dedicated chapter.

17. [ABN] - F/CTL STABILIZER JAM

17.1. Effect on the Manuals

- FCTM
  - Introduction of the *FCTM / Procedures / Abnormal & Emergency Procedures / F/CTL / STABILIZER JAM*
  - Update of the *QRH / F/CTL STABILIZER JAM*

17.2. Summary of the Modifications

A new FCTM chapter F/CTL STABILIZER JAM is established in order to provide recommendations when the ECAM alert **F/CTL STABILIZER JAM** is triggered.

In some failure cases, the manual use of the pitch trim wheel remains available to move the stabilizer.
If the manual pitch trim is available, the ECAM procedure requests that the flight crew TRIM FOR NEUTRAL ELEV. The flight crew must use the pitch trim wheel, in order to maintain the elevators to the neutral position in reference to the F/CTL SD page. This action provides maximum authority to the elevators.

The [QRH] F/CTL STABILIZER JAM procedure is updated with a note added to the action TRIM FOR NEUTRAL ELEV. This note informs the flight crew to refer to the F/CTL SD page when they use the pitch trim wheel to maintain the elevator at the zero position.

18. [ABN] - Fuel Leak

18.1. Effect on the Manuals

- FCTM
  - Update of the *Procedures / Abnormal and Emergency Procedures / FUEL / Fuel Leak*.

18.2. Summary of the Modifications

The chapter "Philosophy of Application" is modified to provide the flight crew with additional clues in order to help them identify a small asymmetric fuel leak. If there is an asymmetric leak, and even if the leak rate is below the threshold defined in the procedure, this may indicate that the leak comes from the engine or the wing.

19. [ABN] - Update of NAV FM/GPS POS DISAGREE

19.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Abnormal and Emergency Procedures / NAV / NAV FM/GPS POS DISAGREE*

- QRH
  - Removal of the *Abnormal and Emergency Procedures / NAV / NAV FM/GPS POS DISAGREE.*

19.2. Summary of the Modifications

In the FCOM, the procedure NAV FM/GPS POS DISAGREE is updated to be consistent with the ECAM procedure and with A350 and A380.

In the QRH, the abnormal procedure NAV FM/GPS POS DISAGREE is removed to be consistent with ECAM and to avoid redundancy with existing FCOM procedures such as *PRO SUP GPS interference*, *PRO / NOR / SOP / Aircraft Guidance Management*, *PRO / SPO / Performance-Based Navigation (PBN)*.

20. [ABN] - Unreliable Speed Indication

20.1. Effect on the Manuals

- FCOM
  - Update of the *Procedures / Abnormal and Emergency Procedures / NAV / Unreliable Speed Indication*

- FCTM
  - Update of the *Procedures / Abnormal and Emergency Procedures / NAV / "Unreliable Speed Indication" QRH Procedure*

20.2. Summary of the Modifications

FCOM : To avoid unnecessary duplication between FCOM and QRH, the Pitch/Thrust tables are removed from FCOM procedure. The tables remain available in QRH.

FCTM : Addition of the flying technique for slats/flaps retraction/extension when flying with pitch & thrust tables.

21. [DSC] - Protective Breathing Equipment (PBE)

21.1. Effect on the Manuals

- FCOM
  - Update of the *Aircraft Systems / Oxygen / Portable Oxygen System / Description*
  - Introduction of the *Aircraft Systems / Oxygen / Portable Oxygen System / How To Operate the PBE.*

21.2. Summary of the Modifications

The description is updated to highlight the importance for the crew to identify the end of oxygen flow. An "How To Operate the PBE" is introduced to identify the conditions for the end of use of each PBE.

22. [DSC] - Removal of Oceanic Clearance (OCL) Procedures

22.1. Effect on the Manuals

- FCOM
  - Update of the *Aircraft Systems / Information Systems / Datalink / ATC Applications / Oceanic Clearance (OCL)*
  - Update of the *Aircraft Systems / Information Systems / Datalink / ATC Applications / CPDLC Oceanic Clearance (CPDLC-OCL)*
  - Removal of the *Aircraft Systems / Information Systems / Datalink / How To / How to Obtain OCL.*

22.2. Applicability

Applicable to aircraft equipped with ATS623 applications or FANS C/4D capability.

22.3. Summary of the Modifications

In accordance with the documentation standards of Airbus Flight Operations, operational procedures that are specific to a single region or local area of operation should not be described in the FCOM. The Oceanic Clearance (OCL) scenarios included in the FCOM describe the local procedures that are applied in the North Atlantic (NAT) airspace.

The NAT Systems Planning Group (NAT SPG) published new procedures that remove the Oceanic Clearance (Refer to NAT OPS Bulletin 2023_001 and NAT Doc 007 for additional information).

Operators must refer to the most current regional documentation, NAT OPS Bulletin 2023_001 and NAT Doc 007, to comply with the procedures for NAT airspace.

Specific Revisions

The following sections of the A320 FCOM are affected by this revision:

- **DSC-46-10-50 - "How to Obtain OCL"**
  - **Change:** This section is deleted.
  - **Reason:** The procedure that describes the sequence to request and receive OCL via CPDLC datalink is no longer applicable.
- **DSC-46-10-30-50: “ATS623 OCL”**
  - **Change**: This section is updated.
  - **Reason**: All descriptions and references related to OCL operational procedures with ATS623 application are removed.
- **DSC-46-10-30-55 - “CPDLC OCL”**
  - **Change:** This section is updated.
  - **Reason:** All descriptions and references related to OCL operational procedures with CPDLC are removed.

23. [TAB] - Removal of FMS Temporary Abnormal Behaviors

23.1. Effect on the Manuals

- FCOM
  - Update of the *Aircraft Systems / Auto Flight - Flight Management / Temporary Abnormal Behaviors*
  - Update of the *Temporary Abnormal Behaviors / Temporary Abnormal Behaviors Table.*

23.2. Applicability

Applicable to aircraft equipped with:
- S8A standard (MOD 168506 / P20605 or 168507 / P20607), or
- S9 standard (MOD 169486 / P21924, 169488 / P21926, 170225 / P21787 or 170227 / P21789).

23.3. Summary of the Modifications

The following TAB is removed for FMS standard S8A and subsequent:
- FMS Reset upon crossing the 180th Meridian.

The following TABs are removed for FMS standard S9 and subsequent:
- Erroneous Trajectory Computation while in HDG/TRK Mode during Procedures with a Turn Direction on a Leg With an Altitude Termination
- Unexpected DECELERATE displayed on MCDU (and "T/D REACHED" on PFD) during Climb
- Unusable MIN DEST FOB Value in the Secondary Flight Plan.