

MCDU MESSAGE LIST

Messages displayed on the MCDU are of two types and displayed in two colors.

Type I : A direct result of a pilot action ;

Type II : Information about a situation, or a call for pilot action ;

Type II messages are stored in a first-in/first-out message queue (5 messages max).

They are suppressed, if correct data is entered or when they no longer apply.

The flight crew can clear all messages by pressing the CLEAR key on the MCDU console.

Amber (A) : Important

White (W) : Less important

MESSAGE	TYPE/COLOR	CONDITIONS
A/C POSITION INVALID	II/A	The aircraft position has become invalid. If the message has been cleared and the flight crew attempts to call up the HOLD at PPOS or DIR TOPage while the aircraft position is still invalid, then the message is displayed again.
ACT RTE UPLINK  (ACARS msg)	II/W	A flight plan is stored in the active flight plan.
ALIGN IRS	II/A	The INIT A page displays the ALIGN IRS prompt, but the page is not displayed on either side of the flight deck. The ALIGN IRS message requires that one of the flight crew call up the INITA page and take whatever action it calls for.
ALTF-PLNDELETED	II/W	The alternate flight plan has been automatically deleted. This occurs when the flight plan memory is full and the system attempts to store more data in it.
AREA RNP IS XX-XX 	II/A	Displayed when the RNP value, manually-entered on the PROG page, is larger than the default RNP value associated to the current flight area and when there is no RNP value defined in the navigation database for the active leg or route.
AWY/WPT MISMATCH	I/W	The pilot entered VIA on the AIRWAYS page does not contain the revised point. If you enter a second airway ident, it must contain the first airway ending point.
BLOCK IGNORES RTA	II/W	A time constraint existing at initiation of flight planning, or an entry of a time constraint made after initiation of flight planning, are ignored by the fuel planning function.

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MESSAGE	TYPE/COLOR	CONDITIONS
CABIN RATE EXCEEDED	II/W	This message appears when the aircraft gets within 200NM of the destination and the computed rate of descent makes it impossible for the cabin to be repressurized at the maximum rate.
CHECK ALTN WIND (ACARS msg)	II/W	The uplinked alternate cruise flight level differs from the defaulted alternate cruise flight level.
CHECK APPR SELECTION *EFIS PFD (FMA)	II/W	Displayed when a NON ILS approach is part of the F-PLN and an ILS is manually tuned on RADNAVpage. This message reminds the crew that available guidance modes for the approach are APP NAV/ FINAL. Displayed when in cruise at less than 100NM from the top of descent or in descent or approach phase.
CHECK CO RTE (ACARS msg)	II/W	The uplinked company route identifier differs from the one specified in the request.
CHECK DATA BASE CYCLE	II/W	The current date does not match the effective date of the active database, and someone attempts to enter a FROM/TO or CORTE.
CHECK IRS 1(2)(3)/FM POSITION	II/A	Each IRS position is compared to the FM position. The difference is greater than a threshold function of time.
CHECK NORTH REF * EFIS ND	II/A	The MAG/TRUE switch does not match the origin airport reference and the aircraft is in the APPROACH or ARRIVAL area, or at less than 15NM from destination.
CHECK DEST DATA (ACARS msg)	II/A	The aircraft is at 180NM from destination and the destination QNH, TEMP or WIND displayed on the PERFAPPR page received by ACARS uplink has to be checked. If a modification of these parameters is performed creating a conflict with previous data, the message is triggered again.
CHECK FLT NBR (ACARS msg)	II/A	The uplinked flight number differs from the flight number specified in the request.
CHECK QFE	II/A	This appears at the transition from QNH to QFE reference, when the QFE altitude differs by more than 100 feet from the predicted altitude, with the QNH set on the MCDU by means of the airport elevation in the NAV database.

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CHECK TAKEOFF DATA	II/W	The flight crew changed the runway on the origin airport, entered or modified the T.O shift, FLEXT.O. temperature or derated level (if option installed) after V1, V2, VR insertion, activate the secondary in PREFLIGHT or DONE phase, or changed the takeoff runway.
CHECK WEIGHT	II/A	An activate secondary is performed and either leads to the reinitialization of the FCMC with a different ZFW or ZFWCG, or FOB + Sec ZFW differs by more than 5 T from current GW.
CHECK WEIGHT WITH WBS 	II/A	The GW received from the WBS differs by more than 10T from the ZFW +FOB (or BLOCK).
CLK IS TAKEOFF TIME	II/W	This appears when the flight crew has entered an estimated takeoff time (ETT) and actual time is equal to ETT.
CLOCK/GPS TIME DIFF XX 	II/A	Aircraft clock time and GPS time differ by more than XX minutes.
CROSSLOAD ABORTED 	II/W	Message displayed on the transmitting MCDU indicates an error in the transmitting process.
CROSSLOAD COMPLETE 	II/W	The crossload of database from one FMGC to the other one was successfully completed.
CRZ FL ABOVE MAX FL	II/W	This appears when the flight crew enters a cruise altitude that is above the computed maximum altitude.
CSTRDEL ABOVECRZ FL	II/W	This appears when a flight plan altitude constraint has been deleted because the flight crew has inserted a cruise flight level or step-down altitude that is at or below the flight plan constraint.
CSTR DELUPTOWPT01	II/W	This appears when constraints get deleted because the aircraft transitions to a go-around flight phase before the FMGS sequences the flight plan destination.
DECELERATE Also displayed on PFD	II/A	The aircraft is still in cruise phase and managed speed after it reaches the top of descent and it has not begun the descent.
DEFAULT STATE ASSUMED	II/W	This appears when all initialization data has been cleared after a very-long-term power interruption. The flight crew should see this only when powering up a new MCDU.

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MESSAGE	TYPE/COLOR	CONDITIONS
DELETING OFFSET	II/W	This appears when the system is deleting an offset automatically, which it does under certain specific conditions, such as : — change of active leg due to lateral revision. — termination of next leg at destination runway and the current distance to go is less than or equal to the distance required to reach the path, or the next leg is not a CF, FM or TFLeg.
XXXX IS DESELECTED	I/W	The pilot entered a deselected navaid on the RADNAV or PROG page.
DEST/ALTN MISMATCH	I/W	The pilot attempts to enter an alternate CORTE (which starts at an origin that is not the primary flight plan destination).
DIR TO IN PROCESS	I/W	The flight crew calls up the vertical or lateral revision page on one MCDU while the direct to page is displayed on the other MCDU.
ENTER DEST DATA	II/A	The flight crew has not entered wind, QNH, or temperature for the destination, and the aircraft is 180NMout.
ENTRY OUT OF RANGE	I/W	The flight crew attempts to enter data that is out of the range specified for the selected field.
EXTEND SPD BRK	II/W	DES mode is engaged, Idle is selected and the aircraft must decelerate in order to recover the path, or to respect an altitude constraint, a speed limit or a speed constraint.
FLT NBR UPLINK  (ACARS msg)	II/W	A flight number has been added to the uplink flight plan without previous request.
F-PLN ELEMENT RETAINED	I/W	The flight crew attempts to delete stored navaids, waypoints or runways that are contained in any flight plan or that are being tuned.
F-PLNFULL	II/W	There is not enough memory in the flight plan allotment for the computer to accept more flight plan data.
FM DATALINK UNAVAIL 	II/W	None of the two buses between the ATSU and the FM 1/2 is available. The CP DLC, the ADS and some of the AOC functions are not available.

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MESSAGE	TYPE/COLOR	CONDITIONS
FMS1/FMS2A/CSTS DIFF	II/W	This message always precedes a transition to independent mode, and appears at power-up if the system detects a difference in one of the following : –NAV data base serial number –Performance database –FMOperational program –Aircraft and airline program pins
FMS1/FMS2 GWDIFF	II/W	Onside and offside aircraft weight differ by 2 tons or more.
FMS1/FMS2 PGM PINDIFF	II/W	Onside and offside program pins are different.
FMS1/FMS2 POSDIFF	II/A	Onside and offside positions differ by 5NM(0.5NM if GPS installed) or more.
FMS1/FMS2 SPDTGT DIFF	II/W	Onside and offside target speeds differ by 5 knots or more.
FORMAT ERROR	I/W	A data entry does not meet the specified entry format for a given field.
GPS PRIMARY LOST  (also displayed on ND)	II/A	Displayed when GPSPRIMARY mode is lost.
GPSPRIMARY 	II/W	Displayed when the FMS is transitioning to GPSPRIMARY
GPSISDESELECTED 	II/A	This message appears when GPS has been manually deselected and the aircraft is 80NM before the top of descent or in approach phase.
INDEPENDENT OPERATION	II/A	The FMGCs operate independently of each other.
INITIALIZE WEIGHTS	II/A	The zero-fuel weight or block fuel (FOB) is undefined after engine start.
INVALID FLT NBR  UPLINK (ACARS msg)	II/W	The uplink message contains a valid flight plan but no flight number.
INVALID PERF  UPLINK (ACARS msg)	II/W	Performance uplink message has been rejected.
INVALID RTE  UPLINK (ACARS msg)	II/W	An error was detected into the uplink message and it is rejected.
INVALID TAKEOFF  UPLINK (ACARS msg)	II/W	The current uplink takeoff data message is rejected.
INVALID WIND  UPLINK (ACARS msg)	II/W	The current uplink wind message is rejected.

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MESSAGE	TYPE/COLOR	CONDITIONS
IRS ONLY NAVIGATION	II/A	The aircraft is not in an approach or terminal area and : – the aircraft has been in IRS mode for more than 10 minutes, or – the aircraft is in IRS only and starts the descent phase
LAT DISCONT AHEAD	II/A	The next leg is a discontinuity and the aircraft is 30 seconds from flying the leg.
LIST OF 10 IN USE	I/W	The flight crew has tried to enter more than ten stored runways into the database, and all of the first ten are included in a flight plan or a pilot-stored route.
LIST OF 20 IN USE	I/W	The flight crew has tried to create a PBD, LAT/LONG, or PB-PB, or store a pilot-defined waypoint or navaid when 20 are already in use (in a flight plan or pilot-stored routes).
MACH SEGMENT DELETED 	II/W	A constant Mach segment of the active flight plan has been automatically deleted. This occurs when the secondary flight plan or the alternate is activated, or engine out is detected or when the flight phase changes from CRZ to another one.
MCDUOVERHEATED	II/A	This message is displayed for 15 seconds in case of MCDU overheating.
NAV ACCUR DOWNGRAD (also displayed on ND)	II/A	NAV accuracy has been downgraded from HIGH to LOW.(See FMGS principles for an explanation).
NAVACCURUPGRAD (*EFIS ND)	II/A	NAV accuracy has been upgraded from LOW to HIGH.
NAV DB LOAD INCOMPLETE	II/W	This message is displayed on the MCDU page when the navigation database does not exist or has been loaded or incompletely.
NEWACALT-HHHH	II/W	The acceleration altitude has been changed.
NEWCRZALT-HHHHH	II/W	The cruise altitude has been changed.
NEW THR RED ALT-HHHH	II/W	The thrust reduction altitude has been changed.
NO ANSWER TO  REQUEST (ACARS msg)	I/W	A crew request, was previously sent to the ground and no answer has been received for 4 minutes.

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MESSAGE	TYPE/COLOR	CONDITIONS
NO INTERSECTION FOUND	I/W	The system could not find any common waypoint nor intersection point through the airway.
NON UNIQUE ROUTE IDENT	I/W	The flight crew has tried to enter on the new route page a company route ident that is identical to an existing company route ident (pilot-defined or in the database).
NOT ALLOWED	I/W	Data entry is not allowed in the selected field, or a selection action is not allowed.
NOT ALLOWED INNAV	I/W	An attempt to modify the TO waypoint is made while in NAV mode.
NOT IN DATA BASE	I/W	The pilot is trying to enter or call up a company route ident, a FROM/TO pair, a place defined by place-bearing-distance (PBD) or place-bearing/place-bearing (PB/PB) or an airport navaid, waypoint runway, or navaid frequency (including pilot-defined elements) that is not in the current database.
NOT XMITTED  TO ACARS (ACARS msg)	II/W	A pilot request or a crew report was sent but the communication was not established or not acknowledged.
ONLY SPD ENTRY ALLOWED	I/W	The pilot is trying to enter a Mach number for a preselected speed value on the CLIMBpage.
PAGE UPDATE IN PROCESS	I/W	The pilot presses a key on the flight plan page while predictions are being updated.
PERF DATA  UPLINK (ACARS msg)	II/W	Performance data are received from ground.
PLEASE WAIT	I/W	Resynchronization between both FMGCs is in progress.
PROCEDURE RNP IS XX.XX 	II/A	Displayed when the RNP value, manually-entered on the PROG page, is larger than the RNP value defined in the navigation database for the active leg or route.
REENTER WEIGHT/CG	II/A	This message is displayed if the system detects a disagree of more than 0.1tone or 0,1 % between ZFW/ZFWCG entered by the crew, or received from the FCMC.
RETRACT SPD BRK (also displayed on PFD)	II/W	Speedbrakes are extended, DES mode is engaged and : – ALT or ALT* engages or – the aircraft is below the path or – CONF3 or full is reached.

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MESSAGE	TYPE/COLOR	CONDITIONS
PRINTER NOT  AVAILABLE (ACARS msg)	II/W	A printer communication error has been detected while printing a report. The printing is terminated.
RESET IRS TO NAV	II/A	The system has an initial position for IRS alignment, or the initial position has changed since IRS alignment, but none of the IRSs are in align mode.
REVISIONS NOT STORED	II/W	This message, displayed when a pilot-defined route or company route (active or secondary flight plan) is stored, indicates that the following elements are not retained : –Pilot-entered holds –Offsets –Modifications to terminal area procedures –Pilot-entered constraints –Pseudo waypoints –Step at optimum.
RTA DELETED 	II/W	A time constraint is automatically deleted : –in case of engine-out –when entering the holding pattern –in case of go-around –at phase transition to approach –at phase transition from approach to climb –when a time constraint is inserted in the same flight plan at a different waypoint –When a DIR TO/ABEAM is performed –When the alternate flight plan is activated
RTA EXISTS 	I/W	Displayed if the pilot tries to clear an estimated takeoff time defined by the system.
RTE DATALINK IN  PROG (ACARS msg)	I/W	A flight plan modification is performed after a F-PLN INIT request has been sent. This message is displayed until the uplink is entirely received.
RWY/LS MISMATCH	II/A	–During climb, cruise, (ILS or MLS) descent approach, or go-around, the LS frequency entered on the RAD NAV page does not match the LS associated with the destination runway. –During preflight or takeoff, the LS frequency entered on the RAD NAV page does not match the LS associated with the takeoff runway.
SELECT TRUE (also displayed on ND)	II/A	The MAG/TRUE switch is on MAG while IRS send true HDG/TRK.

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MESSAGE	TYPE/COLOR	CONDITIONS
SECF-PLNDELETED	II/W	The secondary flight plan has been automatically deleted because the memory entries exceeded the capacity of the computer memory used for flight plans.
SEC RTE UPLINK  (ACARS msg)	II/W	A flight plan is stored in the secondary flight plan.
SELECT DESIRED SYSTEM	II/W	The MCDU displays its MENU page.
SET GREEN DOT SPEED ("SET GREEN DOT" displayed on PFD)	II/A (W)	This message appears when the following conditions are all met : –Engine-out condition –Aircraft in selected speed mode –FCU-selected speed equal to or greater than green-dot speed +10kt, and ALT* or ALT not active, or FCU-selected speed equal to or less than green-dot speed – 10kt.
SET HOLD SPEED (also displayed on PFD)	II/A (W)	This instruction appears when the aircraft is in selected speed, the pilot has inserted a hold in the flight plan, the aircraft is 30 seconds or less from the point where it must start decelerating towards hold speed, and the selected speed differs from the hold speed by more than 5 kt.
SET MANAGED SPEED ("SET MANAGED SPD" is displayed on PFD)	II/A (W)	The target speed is selected for the current phase, but there is no preselected speed for the next flight phase. When this is so, this message is displayed at transitions from climb to cruise, and from climb or cruise to descent. The message is always displayed at the transition to descent from climb or cruise if selected speed is active. It is not displayed if managed speed is active.
SETTING SPD/RTA 	II/W	Displayed when the system recomputes its managed speed target to satisfy the RTA constraints.
SPECIF NDB UNAVAIL	II/A	The NDB to be autotuned (specified for a NDB approach) is not available.
SPECIF VOR-D UNAVAIL (also displayed on ND)	II/A	The VOR, VOR-DME, or VORTAC to be autotuned (specified for an RNAV or VOR approach) is not available.

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MESSAGE	TYPE/COLOR	CONDITIONS
SPDERROR AT WPTXX	II/W	In lateral managed flight, the system predicts that the aircraft will miss a speed constraint by more than 10 kt. When the prediction changes to bring the miss within 5 kt, the message is cleared.
SPDLIM EXCEEDED	II/A	The aircraft is more than 150 feet below the speed limit altitude and more than 10 kt over the speed limit.
STEPABOVEMAXFL	II/W	The pilot has entered a step altitude that is above the predicted maximum altitude.
STEPDELETED	II/W	A step has been deleted for any reason, including sequencing.
STORED ROUTE FULL	I/W	The system already contains five pilot-defined routes. (Only five are allowed.)
SYSTEM RNP IS XX.X 	II/A	Displayed when the RNP value, manually entered in the PROG page is larger than the RNP value associated with the current flight area (FMGS default value, refer to 4.02.20 position accuracy). It is also displayed when the RNP value associated to the current flight area becomes smaller than the manually entered RNP value.
TAKEOFF DATA  UPLINK (ACARS msg)	II/W	A takeoff data message is received.
TEMPORARY F-PLN EXISTS	I/W	The flight crew has selected any key (except ERASE or INSERT) or attempted a flight planning operation on the secondary flight plan while the system is displaying a temporary flight plan.
TIME CONSTRAINT EXISTS	I/W	The flight crew attempted to enter a time constraint although a time constraint already exists.
TIME CONSTRAINT DELETED	II/W	A time constraint is deleted automatically : – in case of engine out – when entering the holding pattern – in case of go around – when an entry is made and another time constraint already exists.
TIMEERROR AT WPTXX	II/W	While the aircraft is in lateral managed flight the FMGC predicts that it will miss a time constraint. (Refer to 4.04.40).
TIME MARKER LIST FULL 	I/W	The system already contains four time markers. (Only four are allowed).

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MESSAGE	TYPE/COLOR	CONDITIONS
TIME TO EXIT	II/A	The aircraft must leave holding immediately to satisfy fuel reserve requirements.(Extra fuel is zero).
TOO STEEP PATH AHEAD	II/A	The system displays this message in cruise phase if the aircraft is within 150NM of its destination or in descent or approach phase and in NAV mode and the descent profile contains a segment that is too steep.
TUNE BBB FFF.FF	II/A	The system cannot autotune the VOR for approach or position because of a manual VOR selection.
UNKNOWN PROGRAM PIN	II/W	The system has been unable to initialize because of an incompatible or undefined aircraft pin program combination (A/C type, engine type, VMO/MMO parity) in the FMGC software.
UPLINK INSERT IN  PROG (ACARS msg)	II/W	Displayed when an uplink message is currently inserted in the FMGS.
USING COST INDEX-NNN	I/W	The system contains a flight plan, and the flight crew tries to enter a zero fuel weight or a gross weight into it before defining a Cost Index (CI). The FMGC defaults to the cost index from the last flight.
WAIT FOR SYSTEM RESPONSE	II/W	The MCDU displays the SUBSYSTEM WAIT page.
WIND DATA UPLINK  (ACARS msg)	II/W	Uplink wind message has been received.
WIND UPLINK EXISTS  (ACARS msg)	I/W	A flight plan modification (active or secondary) is attempted when uplink winds are not inserted yet.
WIND UPLINK PENDING  (ACARS msg)	II/A	A temporary flight plan exists or a DIR TO page is displayed and a wind uplink is received and stored.
XXXX IS DESELECTED	I/W	The flight crew attempts to enter a deselected navaid through the RADNAV or PROG page.

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ATSU messages displayed on the MCDU scratchpad

The ATSU messages comprise the ACARS messages given in the MCDU MESSAGE LIST and the messages listed below :

MESSAGE	TYPE/COLOR	CONDITIONS
COMMAND NOT AVAIL	I/W	This appears when the crew selects a command that is not available
DEFAULT VHF SP LIST	II/A	When the ATSU cannot scan the customized list of service providers this message appears to indicate that the ATSU selects automatically a defaulted list.
ENTER A/C REGISTER	II/A	This appears when the aircraft registration number is not available. The crew should then enter this parameter. (Refer to 3.04.46).
ENTER A/L IDENT	II/A	This appears when the airline identification number is not available. The crew should then enter this parameter. (Refer to 3.04.46).
ENTER VHF3 SCAN MASK	II/A	This appears when no service provider has been selected. The crew should select a service provider. (Refer to 3.04.46).
FAILED COMMAND	I/W	This appears when the crew selects a command that the ATSU can not execute.
PRINT FAILED	II/W	This appears when a print command is unsuccessful.
PRINTER MSG RECEIVED	II/W	An uplink message has been received on the printer.
BUTTON PUSH IGNORED	I/W	This appears when the crew presses a MCDU key that is not active.
VHF3 SWITCH IMPOSSIBLE	II/A	The switch between VHF3 data mode and VHF3 voice mode is impossible
VHF3 VOICE ONLY	II/A	This appears when the VHF3 is available in voice mode only.