

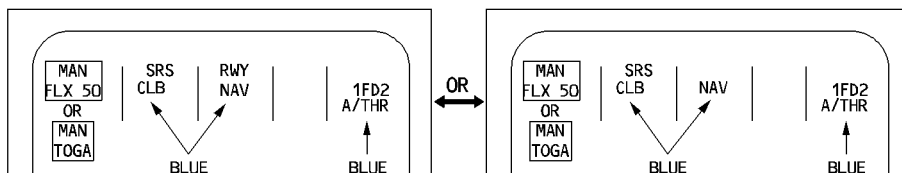
MONITORING THE TAKEOFF

● At power set (thrust levers in FLX or TOGA position)

- CHECK that the navigation is updated to the runway threshold by verifying that the aircraft symbol is centered on the runway threshold of the navigation display.
- CHECK the FMA for appropriate mode selection

Note : – RWY mode appears if an ILS is tuned to a station corresponding to the departure runway. Otherwise no lateral mode comes up until the aircraft has lifted off.
– Until the aircraft is airborne, do not rely on the wind displayed on the NDs.

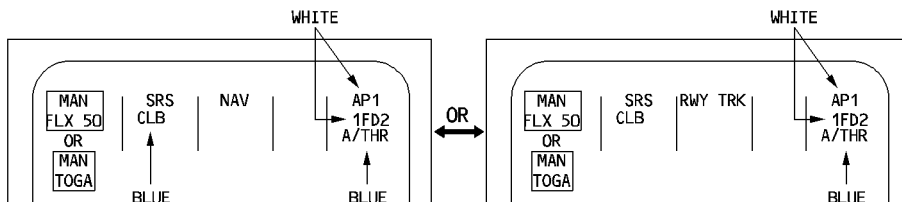
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● At 30 feet

- If NAV is armed, it automatically engages.
- If NAV is not armed, RWY TRK mode engages and remains displayed until the crew selects another lateral mode.

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● At 100 feet :

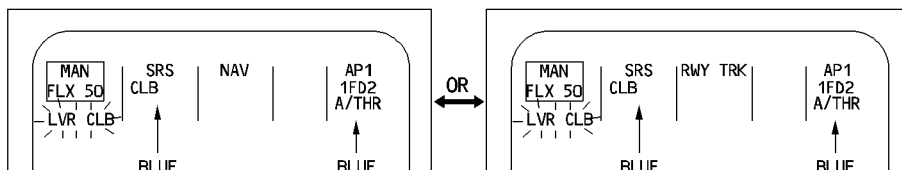
Engage AP1 or AP2.

The FMGS has an internal delay that prevents the AP to be engaged during 5 seconds after lift-off.

● At thrust reduction altitude :

"LVR CLB" flashes in the first column of the FMA

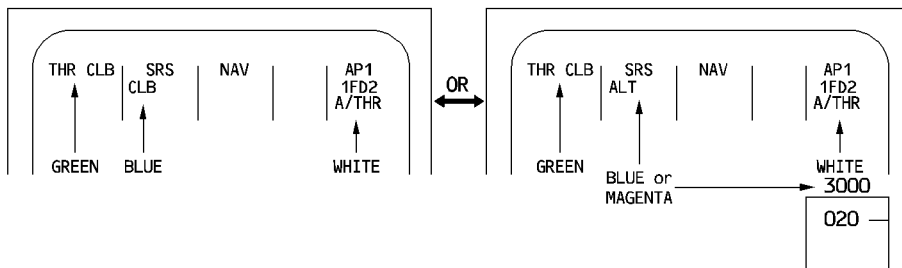
FFCS-04-0530-002-A001AA



Procedure

- SET the thrust levers to the CL detent .
Autothrust automatically activates.
- CHECK that A/THR turns to white in the 5th FMA column.
- CHECK that THR CLB appears in green in the 1 st FMA column.

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Depending on the next level off altitude, CLB or ALT is armed and displayed in the second column.

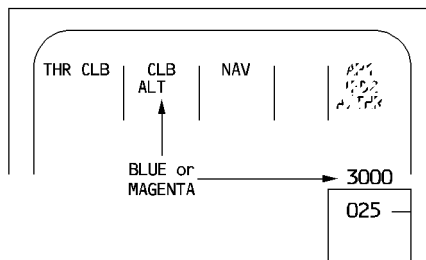
ALT is armed :

- In blue, if the next predicted level-off is the FCU-selected altitude (target altitude blue at the top of the ALT scale).
- In magenta, if the next predicted level-off is an ALT CSTR (target altitude magenta at the top of the ALT scale).

● **At acceleration altitude**

The vertical phase automatically switches to climb.

CLB mode engages. The target speed jumps to initial climb speed on the PFD.



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Procedure

– CHECK that “CLB” appears in green in the second FMA column.

- The speed reference system (SRS) mode remains engaged until CLB phase is engaged, which occurs at ACCEL ALT or at any other vertical mode engagement, whichever comes first.
- If during takeoff the FCU altitude is set below the current aircraft altitude, the system ignores the FCU altitude and the aircraft remains in SRS mode until the pilot selects an altitude above the aircraft altitude or engages any other mode.

PRESELECTING HEADING OR TRACK

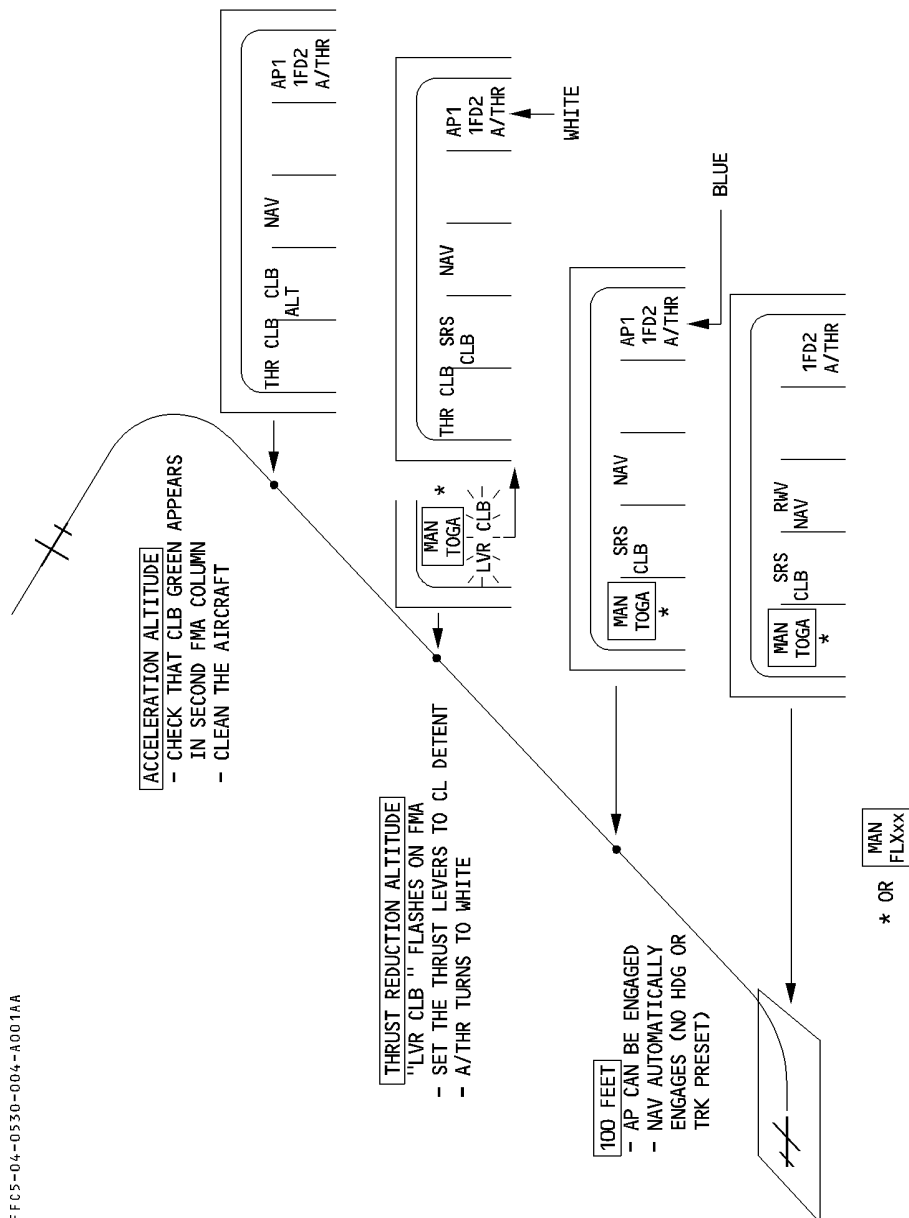
Procedure

● **If a HDG or a TRK was preselected on the ground :**

- PULL OUT the HDG/TRK selector knob when required
- CHECK that the HDG/TRK mode is active and displayed on the FMA

When a HDG or TRK is preset, OP CLB mode will engage at the acceleration altitude. (CLB mode is not available in HDG/TRK mode).

NORMAL TAKEOFF PROFILE



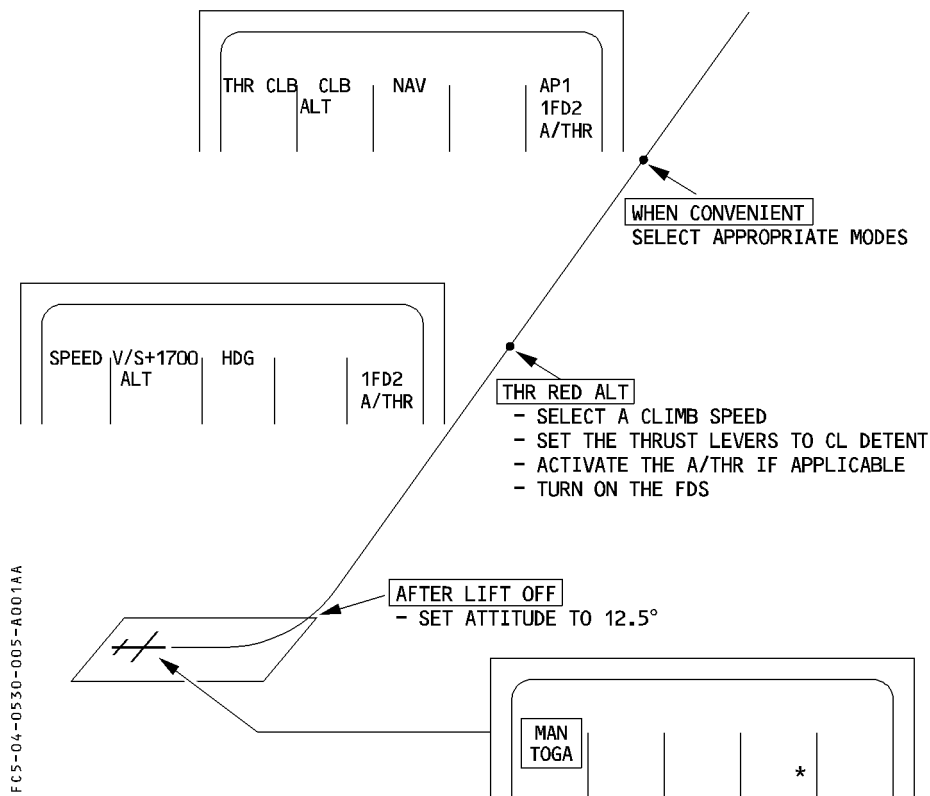
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NO FLIGHT DIRECTOR TAKEOFF

If a takeoff is initiated without FDs, the system responds as follow :

- There are no FD bars.
- There is no autothrust arming.
- There is no guidance available.
- The target speed on the PFD is that selected on the FCU or is defaulted to 100 knot.
- Setting the thrust levers to the CL detent does not activate autothrust.

Note : Do not engage the autothrust prior to selecting a target speed on the FCU.



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 A340-600 Flight Crew Operating Manual	FLIGHT PHASE RELATED PROCEDURES		4.05.30	P 6
	TAKEOFF		SEQ 001	REV 07

Procedure

- Establish initial climb of 12,5°
- **When reaching the thrust reduction altitude (THR RED ALT)**
 - SELECT a climb speed
 - SET the thrust levers to CL detent
 - ACTIVATE the autothrust
 - TURN ON the FDs (basic modes engage)
 - SELECT appropriate mode.
 - Failure of both FDs after the start of takeoff
 - *The FD bars disappear.*
 - *The FCU window displays the target speed, which synchronizes on V2 or the current speed (if it is higher).*
 - *The autothrust remains armed.*
 - *At thrust reduction altitude, LVR CLB flashes. If the pilot set the thrust levers to the CLB detent, the autothrust becomes active in selected SPD mode (no FDs selected). If the current speed is greater than the target speed, the thrust decreases.*
 - *At acceleration altitude the target speed does not change, since it is selected.*

TAKEOFF WITH NO V2 ENTRY

If V2 is not inserted the speed reference system (SRS) will not engage for takeoff. Five seconds after lift off V/S mode will engage. When V/S engages the current airspeed becomes the FCU target speed.

To regain a normal speed target, the pilot must :

- SELECT the appropriate climb speed on FCU and PULL out the knob.

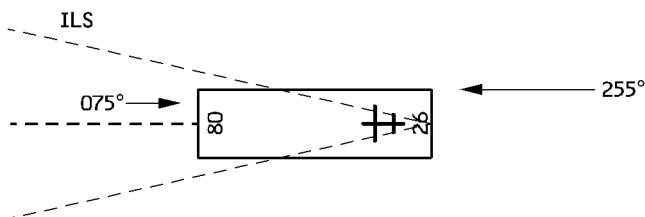
● At ACC ALT :

- PUSH the A/THR pusbutton on the FCU.
- SET the thrust levers to CL detent.
- PUSH in the SPD selector knob to get a managed speed target.

TAKEOFF USING THE LOCALIZER OF THE OPPOSITE RUNWAY

If the localizer of the ILS associated with the opposite runway has to be used for takeoff :

- SELECT the RAD NAV page.
- INSERT the ILS frequency.
- INSERT the course corresponding to the runway with a "B".



ILS ON RUNWAY 075
BACK COURSE TAKEOFF ON RUNWAY 26
INSERT CRS = B255

- SELECT ROSE-ILS on one ND.

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