

**MONITORING THE CLIMB PHASE**

The PF MCDU should display the PERF CLB page allowing him to monitor the climb.  
The PNF MCDU should display the F-PLN page to allow the pilot to monitor time, speed and altitude predictions. This page also displays matched or missed information for constraints.

FFCS-04-0540-001-A001AA

1L

2L

3L

4L

5L

6L

|             |      |               |        |      |
|-------------|------|---------------|--------|------|
| ACT MODE    | CLB  | UTC           | DEST   | EFOB |
| MANAGED     | 1300 |               |        | 6.3  |
| CI          |      |               |        |      |
| 40          |      | PRED TO FL330 |        |      |
| ECON        |      | UTC           |        | DIST |
| 290/.79     |      |               |        |      |
| SELECTED    |      |               |        |      |
| 280/.78     | 1159 |               |        | 73   |
| EXPEDITE    | 1157 |               |        | 63   |
| ACTIVATE    |      |               | NEXT   |      |
| ←APPR PHASE |      |               | PHASE> |      |

1R

2R

3R

4R

5R

6R

PF

1L

2L

3L

4L

5L

6L

|         |      |              |      |
|---------|------|--------------|------|
| FROM    | UTC  | AI101 →      |      |
| AGN     | 1149 | 275/*FL120   |      |
|         |      | BRG006° 24NM |      |
| LACOU   | 1152 | 280/*FL205   |      |
|         |      | TRK005 49    |      |
| (T/C)   | 1159 | .78/FL330    |      |
|         |      | 43           |      |
| LMG     | 1205 | "/"          |      |
| URIO    |      | 96           |      |
| AMB     | 1217 | "/"          |      |
| DEST    | UTC  | DIST         | EFOB |
| EGLL27R | 1300 | 352          | 6.3  |
|         |      |              | ↑↓   |

1R

2R

3R

4R

5R

6R

PNF

- CHECK on FMA vertical mode CLB if NAV is engaged.
- CHECK on FMA vertical mode OP CLB if HDG/TRK is engaged.

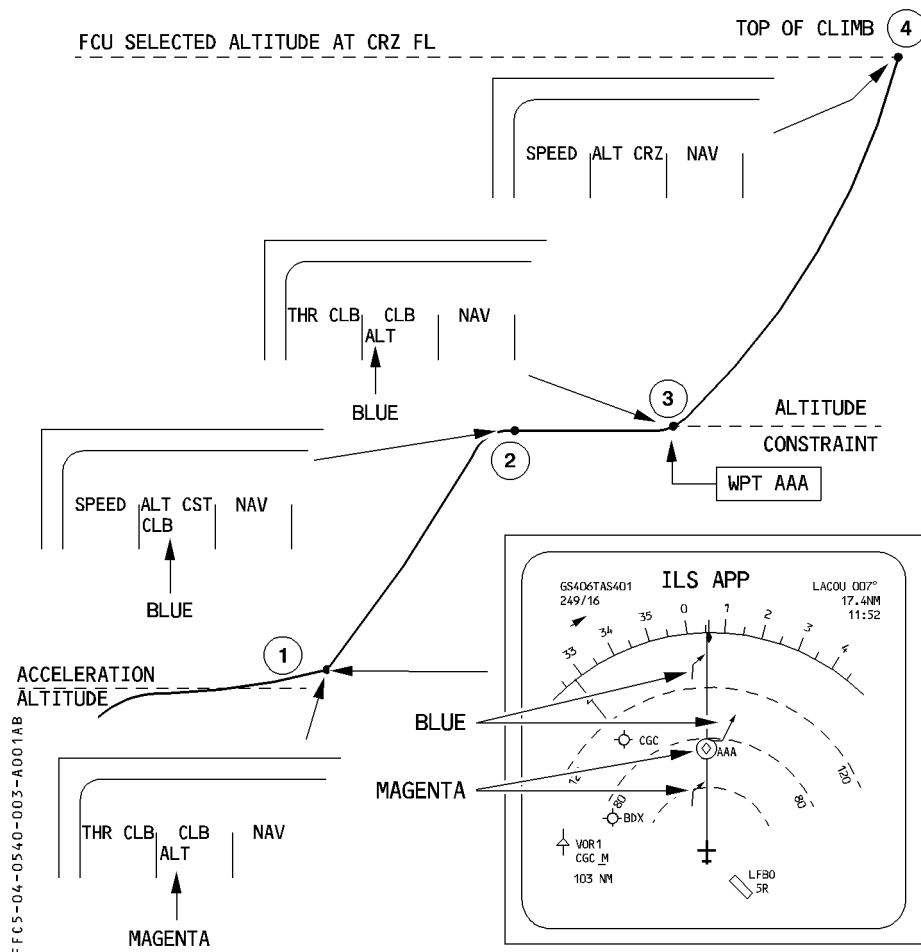


## MONITORING THE AP/FD MODES and FMA

If CLB mode is engaged, the flight mode annunciator (FMA) and the navigation display (ND) show the tactical situation as follows :

### CASE 1

The FCU selected altitude is set above the next altitude constraint

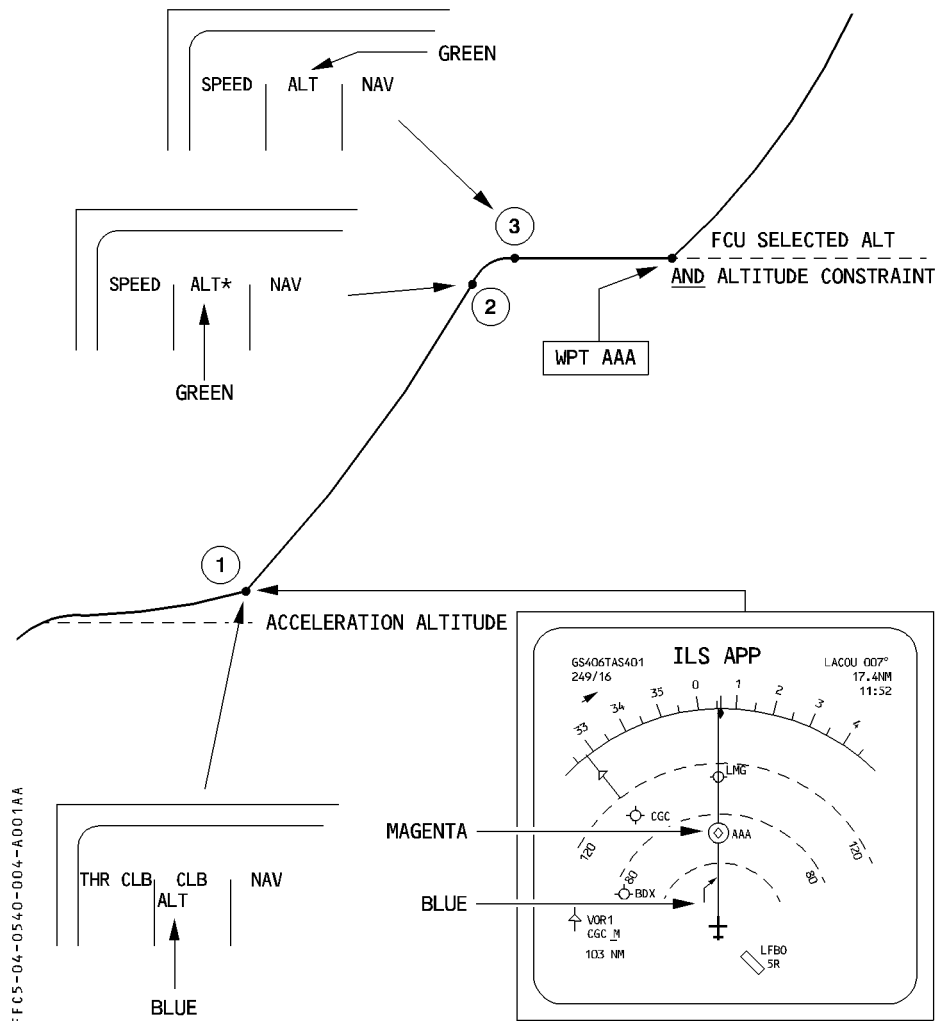


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## CASE 2

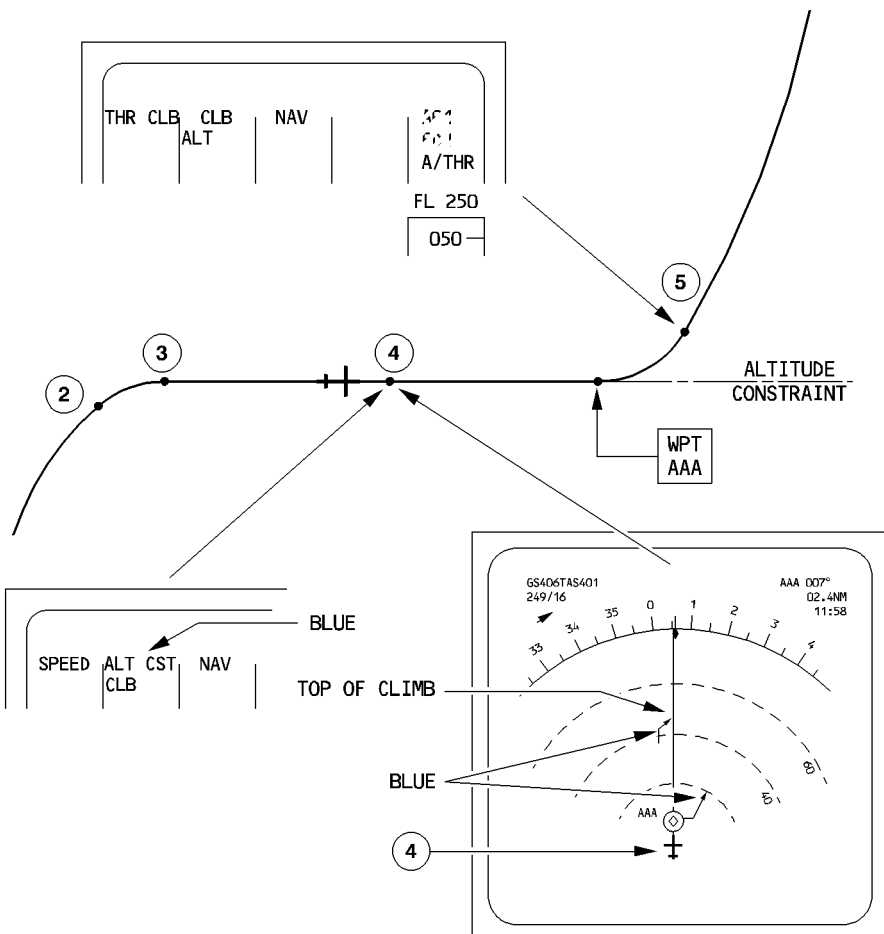
The FCU selected altitude is set at the next altitude constraint

This aircraft will automatically levels off at this altitude.



To resume the climb automatically when the waypoint AAA is reached, apply the following procedure during the level off (Position 4) :

- SELECT the FCU altitude to the next constraint (if any) or the cruise FL.
- PUSH the FCU ALT selector knob to arm CLB mode.



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### Recommendation :

- To ensure that you will not miss the next constraint, it is recommended to select the FCU altitude to the next constraint as described above.

## MONITORING THE CONSTRAINTS

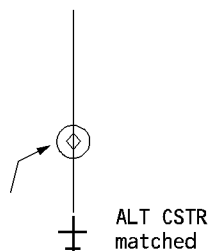
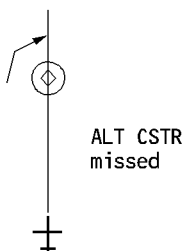
SPEED, ALTITUDE and TIME constraints can be checked using MCDUs. Each constraint is preceded by a star that indicates if the constraint is matched (magenta star) or missed (amber star).

### Altitude constraint

If an altitude constraint is predicted as missed, use the following procedure :

- SET the FCU ALT to the next ALT CSTR
- CHECK the position of the level off symbol on the ND (blue arrow) with respect to the waypoint with the constraint.
- DECREASE the target speed until the constraint is met.

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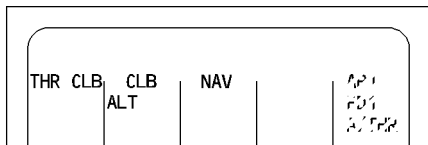
### Speed constraint

- CHECK the SPD CSTR predictions on the MCDU.
- A magenta or amber star (\*) indicates that the aircraft will match or miss the constraint.  
If the aircraft is to miss the constraint by more than 10 knot, the MCDU scratchpad displays "SPD ERROR AT WPT ----".

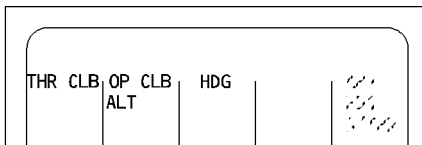
## HDG/TRK MODE ENGAGEMENT

If HDG/TRK is engaged, the guidance does not consider any F-PLN constraint. Therefore if the pilot disengages NAV, CLB mode reverts to OP CLB.

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NAV is engaged



HDG or TRK is engaged  
CLB reverts to OP CLB

## SPEED SELECTION

If a specific speed is required :

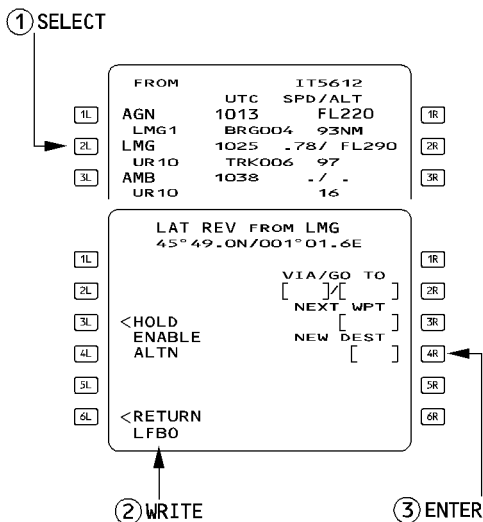
- TURN and PULL the SPD selector knob. (This changes the target speed to blue on the PFD speed scale).
- Predictions on the F-PLN page assume that the speed remains selected until the next SPD LIM or SPD CSTR, or the next phase, whichever comes first.

## IMMEDIATE RETURN TO ORIGIN AIRPORT

If the SEC F-PLN has been prepared for an immediate return to the airport of origin :

- ACTIVATE the SEC F-PLN.
- PERFORM a DIR TO the appropriate waypoint.

If no SEC F-PLN has been prepared for an immediate return to the airport of origin :



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- PERFORM a lateral revision at TO waypoint
- ENTER the departure airport ident in the NEW DEST field and INSERT the temporary flight plan.
- PERFORM a lateral revision at the new destination
- SELECT : APPR – STAR – VIA – TRANS and INSERT

### ● When cleared to divert :

- PERFORM a DIR TO the suitable waypoint.
- ENTER QNH, WIND, MDA/MDH, LDG CONF.
- CHECK RAD NAV page.