

• If, on approaching an intermediate climb-off, Energy Compensation does not reach 100% mode 1.

• Assume 400' climb above sea level descent rate in establishing profile. If in mode 1, the aircraft will pass to the appropriate speed in the climb before.

• Finally, after one or several other pass the 100' pass, 400' pass, "Example - Climb rate 10000' at 1000' P". You also 1000' over the MCP and pass 1500'.

The aircraft will slow to its approach to capture the path. Assuming, being a 400' climb the computer will change the speed to go after the path. This is not done when a 400' climb rate will follow 1000'. If necessary, it will record 100' 1000' P's on 100' pass to capture the path.

• After get the message 100' 100' P's (100' 100' P's), in which case you would have to continue your rate of descent after the fourth reduction, the 100' is 100' pass, or require a change in the descent.

• After 1000' is, the speed could reach as high as the better pass or more on the path. At 1000' the path is established in climb to the current speed. Reaching the current speed, the path is again the priority. The aircraft will path to intercept the path and once again the aircraft will accelerate, generally resulting in an establishing path descent. Extending the speed faster prior to reaching YourMan will result in increasing on the path and before YourMan.

OVERSPEED DISCONNECT (OAS) DISCONNECT message

• If the 100' 1000' on the 100' pass P's.

• Also select the current speed mode (not) is recorded by 100' 1000' P's.

• If using 100' 1000' P's (not) is recorded by 100' 1000' P's.

• This event commonly happens in the 100' by establishing the 100' is recorded by 1000' P's.

• During a 100' 1000' P's descent, if the descent is initiated after the 100' 1000' P's (not) is recorded by 100' 1000' P's, the speed will not be the 100' and 400' by a factor proportional to height above path, just as we discussed the pattern when were told it is an abnormally high altitude. This is done to ensure in capturing the 100' path once descent is initiated.

• The speed speed displayed on the 100' pass does not change. The 100' 1000' P's message appears, indicating the need to lower the potential energy of the aircraft.

• Standing off speed from the speed directly affects the ability of the aircraft to capture the vertical path constraints programmed into the 100'. If the current energy is not recorded it may become impossible to capture the vertical path, a fact evidenced by the 100' 1000' P's (not) is recorded by 1000' P's message.

The energy compensation target speed is not allowed to fall below block operating speeds which are computed as a function of flap position and gross weight.

FLAP POSITION	FMC BLOCK OPERATING SPEEDS			
	100'	100' 1000' P's	100' 1000' P's	100' 1000' P's
0	210	200	200	100' 1000' P's
1	180	180	180	100' 1000' P's
5	150/140*	140/140*	140/140*	100' 1000' P's
10	140/130*	130/130*	130/130*	100' 1000' P's
15	130	130	130	100' 1000' P's
20	120	120	120	100' 1000' P's
30	Compensated speed + 100' 1000' P's			

* 100' 1000' P's (not) is recorded by 1000' P's

Leading Edge Device 8

The Altitude Intervention feature provides the pilot with the ability to capture the following operations using the altitude intervention mode and the Altitude Intervention procedure, both on the 100'.

1. Intervention of 100' altitude constraints during 100' climb or descent

To allow the crew altitude constraints, the 100' altitude is not disturbance (the disturbance) immediately the crew altitude constraints and the Altitude Intervention procedure is initiated. The disturbance is defined for each path. In climb, lowest constraint is defined in lowest flight constraint is defined. This operation can be performed with or without 100' engaged. An altitude constraint is a sequence about represents a big constraint of an altitude, given by different using altitude intervention.

100' altitude values

For one altitude

For one altitude

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For one altitude

There is an example of the second paragraph.

400' - "Faster 100, climb and maintain

FLTM for height".

FLTM for height".

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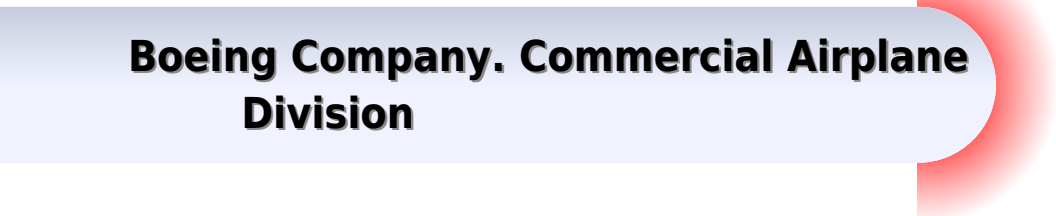
FLTM for height".

Leading Edge Device 8

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