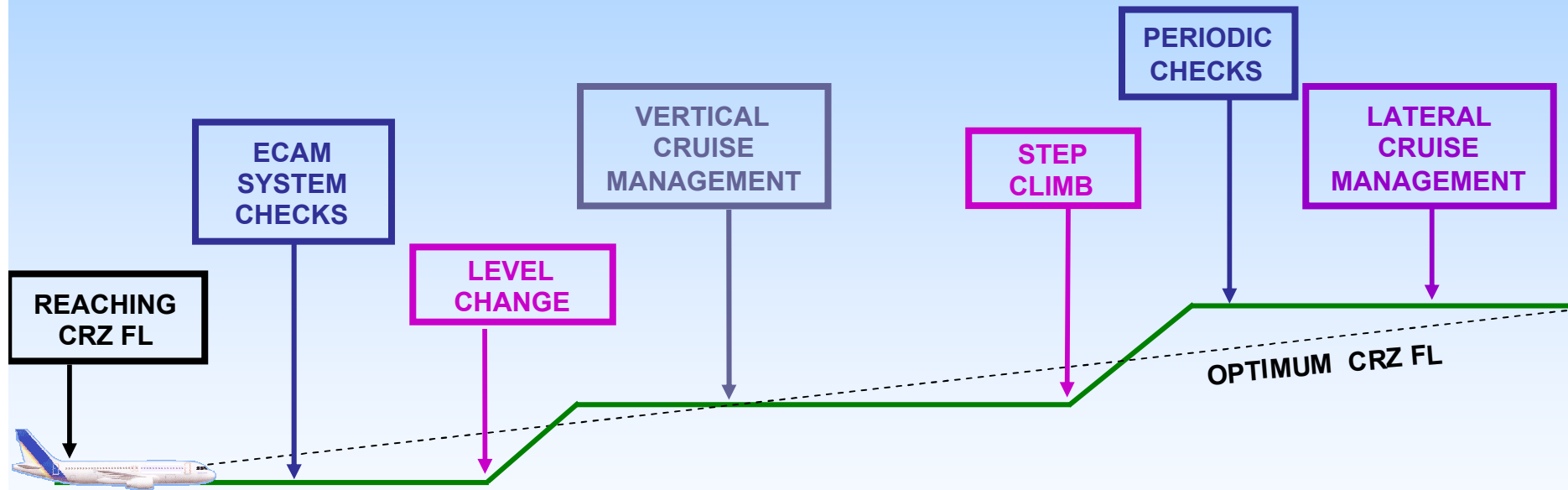


CRUISE



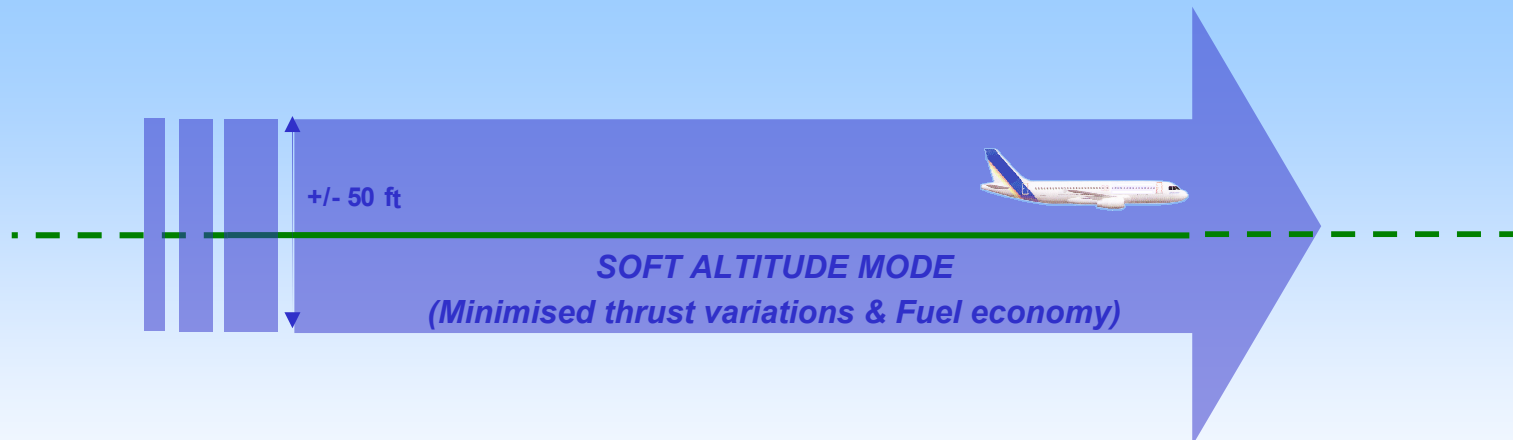
PF

PNF

1. CRUISE INITIATION

When reaching initial CRZ FL

CHECK ALT CRZ on FMA



PF

PNF

2. PERIODIC CHECKS: SYSTEM MONITORING

Periodically:

ECAM MEMOREVIEW

ECAM SYS PAGES.....REVIEW

CABIN TEMPMONITOR



RADAR TILT.....ADJUST

TCAS traffic sel.....ALL or BLW



IN CRUISE TASK SHARING

In cruise, the task sharing is let to crew appreciation.

Data entered in the MCDU should be crosschecked.

PF

PNF

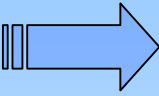
3. LEVEL CHANGE

New ATC clearance : FL280

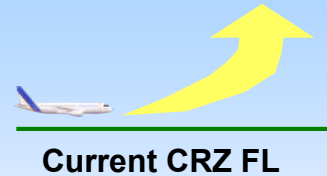
FCU ALTSET & MANAGE

FMA

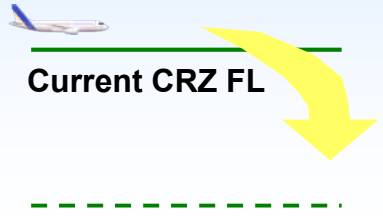
FCU FL selected above



New FCU FL has to be under REC MAX alt



FCU FL selected below



PF

PNF

4. VERTICAL CRUISE MANAGEMENT

INSERT WIND AND TEMP AT VARIOUS CRZ WPTs IN MCDU WIND PAGES 

CHECK APPROPRIATE STEP, AND REQUEST ATC CLEARANCE

When FL Clearance obtained:

STEP CLIMB.....ENTER AS APPROPRIATE

For FL strategy, refer to FMS computation via the **STEP ALTS** pages using..

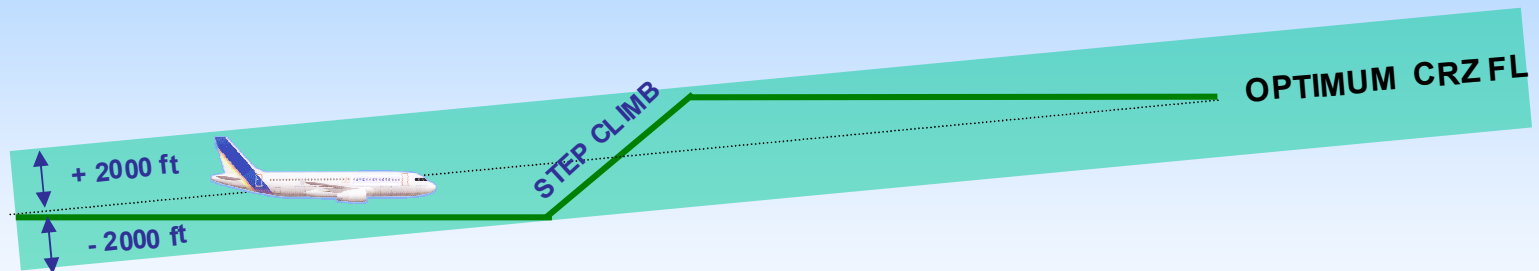
F-PLN

Key (Vertical Revision) ,

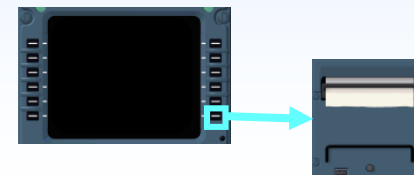
Or

PERF

Key (PERF CRZ page) 



The updated F-PLN can be printed via the print function pages using the DATA key



PF

PNF

5. STEP CLIMB

When reaching STEP point:

SELECT.....NEW CRZ FL

ALT.....SET AND MANAGE

FMA

PF

PNF

6. PERIODIC CHECKS

When overflying a waypoint:

TRACK AND DISTANCE.....CHECK

When overflying a waypoint or every 30 minutes:

CHECK FOB (E/WD) AND PREDICTIONS (FMGS)

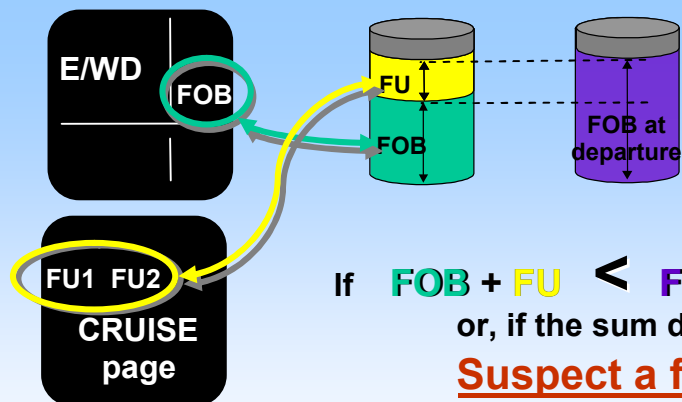
CHECK FOB + FU

If GPS primary not available:

NAV ACCURACYCHECK



F-PLN PAGE



If $FOB + FU < FOB \text{ at departure}$
 or, if the sum decreases :
Suspect a fuel leak



COMPARE values



MPT	FLT	WIND	TAS	TT	MT	DST	NAM	E.T.	B.TA	ECBO	EFOR	R.WPT.
ANY	MSA	GMT	S	GS		ROST	RDMN	C.T.	A.TA	ACBO	AFOR	
CHATA	330	07									242.6	
J120	079	MS	1	409		4189	3342	0000				
PFU	330	07							0	061.1	241.1	
J120	079	MS										
ADREN	330	040/004	473	033	003	183	184	0023		012.8	058.2	238.2
J169	140	WS4	1	409		3910	3681	0112				

Computerized flight plan

PF

PNF

7. LATERAL CRUISE MANAGEMENT (OFFSET)

In case of ATC request, or when adverse weather conditions are expected ahead:

LATERAL REV at P POS SELECT

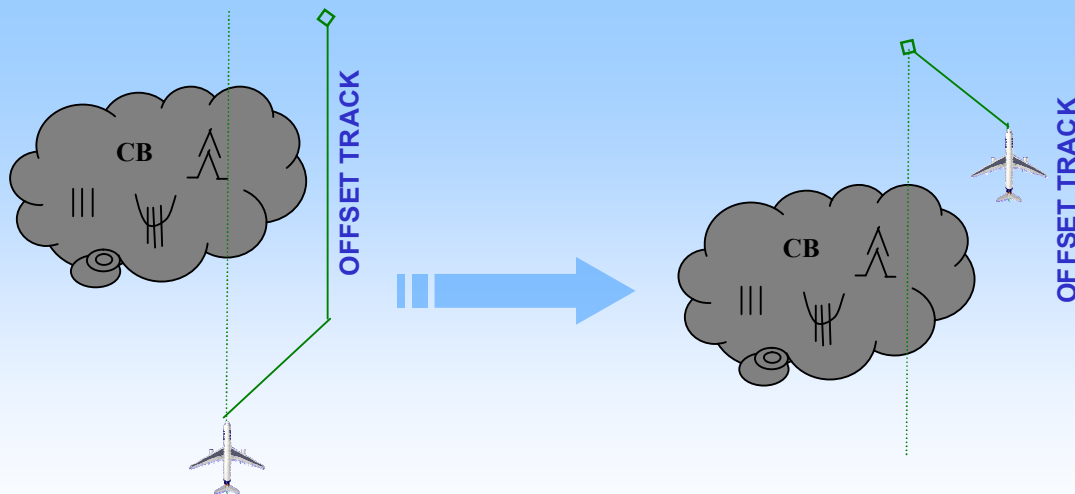
RQRD OFFSET VALUE/DIRECTION WRITE

OFFSET INSERT



When cleared to resume own navigation:

CANCEL THE OFFSET



TWO methods for offset cancellation
According to ATC clearance

**SELECT DIR TO
a waypoint
(e.g. next WPT)**

**SELECT a
Lateral Revision
at P POS
(clear the offset)**

SYSTEM DISPLAY REVIEW



Oil pressure and temperature



BLEED parameters



Parameters, GEN loads



A slight decrease in quantity is normal
Fluid contraction during cold soak can be expected
Green system is lower than on ground, following landing gear retraction



Fuel distribution



Duct temperature, compared with zone temperature
Avoid large differences for passenger comfort



Note any unusual control surface position

TRAFFIC AND MODE SELECTORS



TRAFFIC SELECTOR (Used for detection)

MODE SELECTOR (Used for resolution)

CLIMB

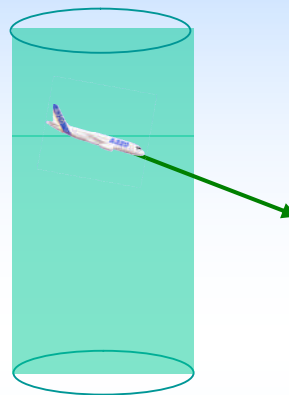
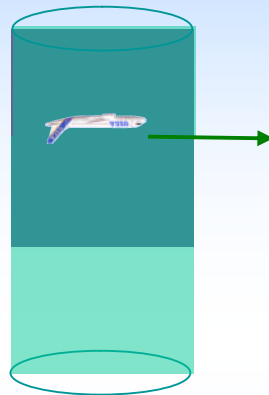
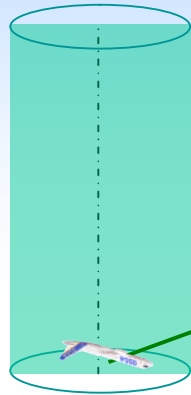
CRUISE

DESCENT

ABV

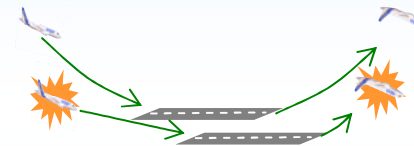
BLW Or ALL

BLW



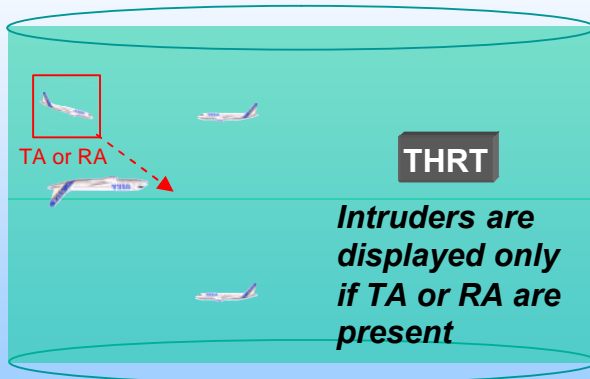
Use **TA** only

➤ Landings & Take off
on specific airports
(spaced parallel runways)



➤ Abnormal situations
(engine failure, L/G
extended)

DENSE TRAFFIC



Range values :



TRAFFIC AND MODE SELECTORS

TRAFFIC SELECTOR (Used for detection)

MODE SELECTOR (Used for resolution)

CLIMB

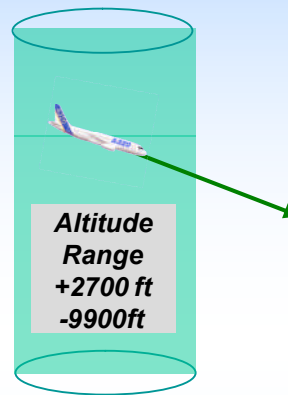
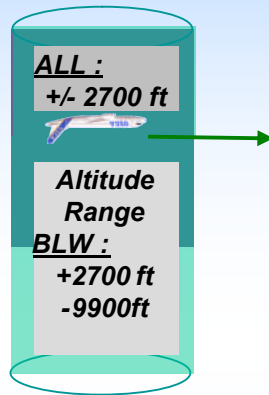
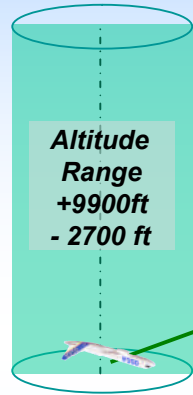
CRUISE

DESCENT

ABV

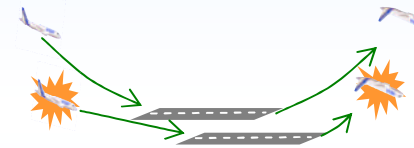
BLW Or ALL

BLW



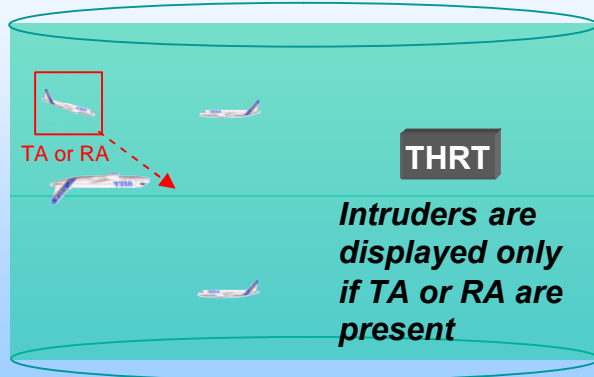
Use TA only

➤ Landings & Take off
on specific airports
(spaced parallel runways)



➤ Abnormal situations
(engine failure, L/G
extended)

DENSE TRAFFIC

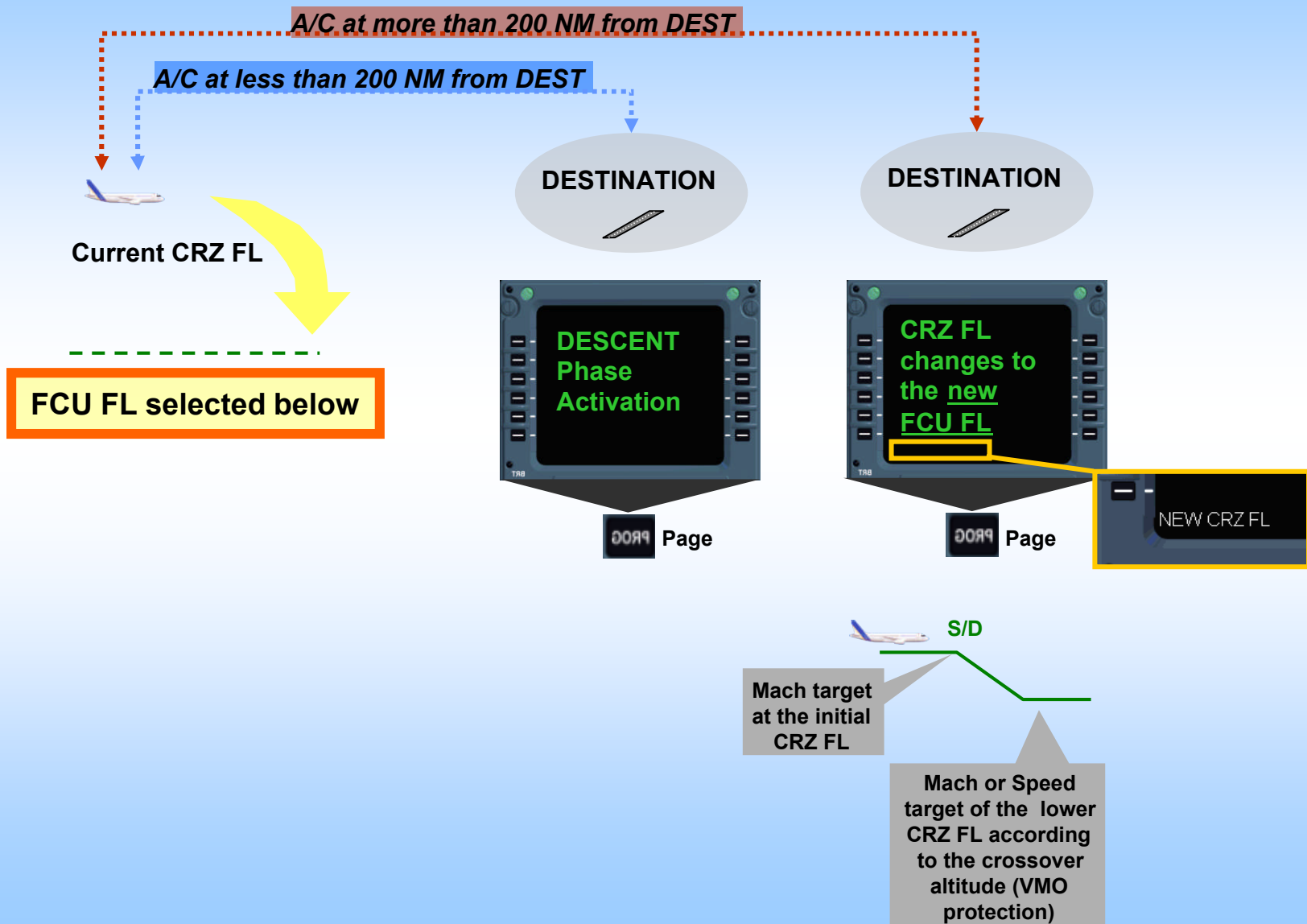


Range values :



Altitude Range
+/- 2700 ft

FCU ALT SELECTION CONSEQUENCES



WINDS



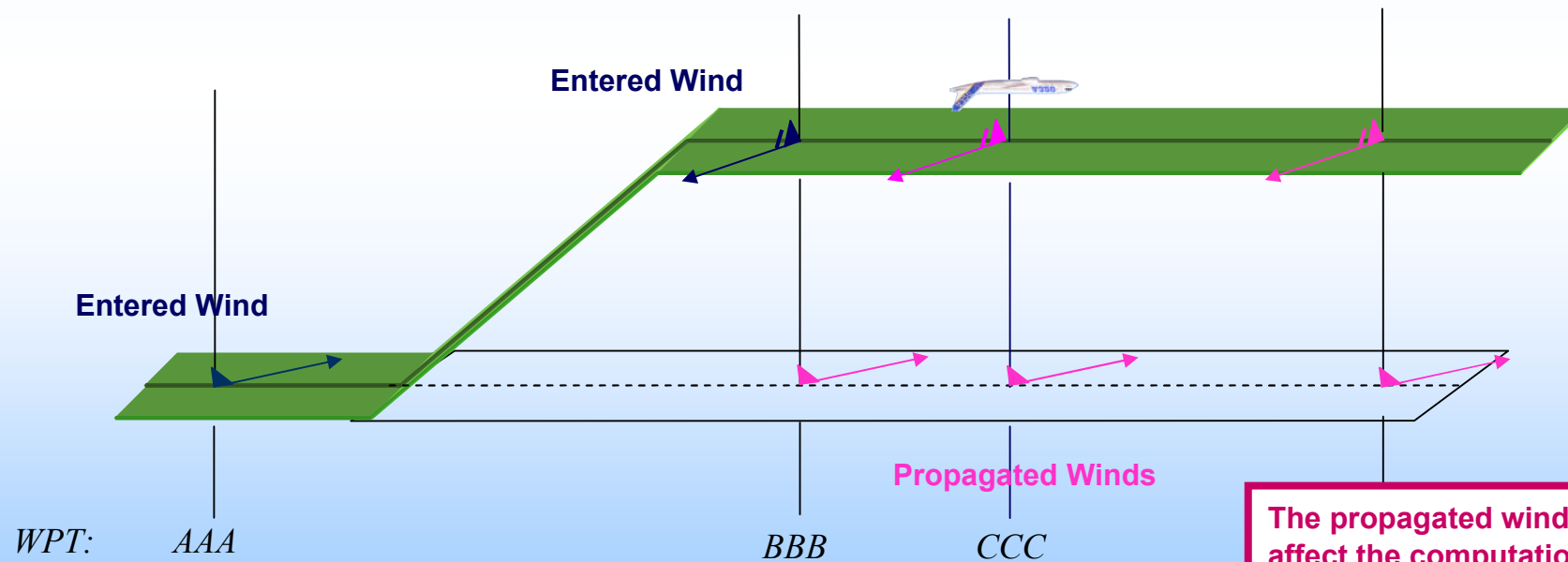
UPDATE WIND AND TEMP VALUES WHEN :

Δ WIND SPEED > 30 kt

Δ WIND ORIENTATION > 30°

Δ TEMPERATURE > 5°

WIND PROPAGATION :

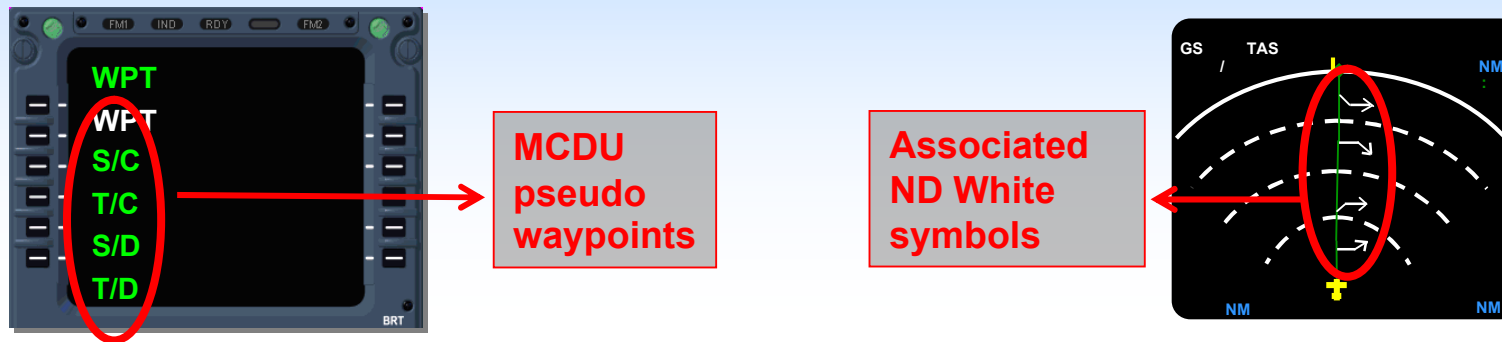


The propagated winds may affect the computation of the OPT FL, if the winds for the lower levels, are not updated down to the end of the cruise.

STEPS



- Up to 4 GEOGRAPHICAL STEPs may be inserted along the F-PLN using the **STEP ALTS** page



OPTIMUM STEP

- The FM proposes **OPTIMUM STEP** start of climb for the first STEP CLB
- Inserted by the Pilot, **OPTIMUM STEP** becomes a **GEOGRAPHICAL STEP**

NAV ACCURACY CHECK

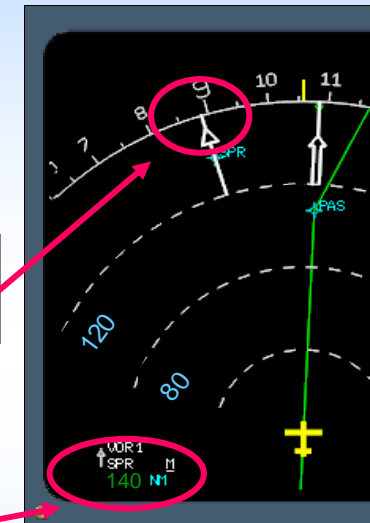


PRINCIPLE OF THE CHECK: Compare **FMS computed data** and **raw data**

METHOD

- Tune manually VOR (VOR DME or ADF) on the RAD NAV page.
- Select associated Needles on the ND
- Enter the VOR ident on the BRG/DIST TO field of the PROG page

```
BRG / DIST  
89° / 140 TO SPR
```



Compare bearings

Compare distances

RESULT

If {
 POS ERROR ≤ 3 NM, FM position is reliable
 POS ERROR > 3 NM, FM position is not reliable

PF

PNF

7. LATERAL CRUISE MANAGEMENT (OFFSET)

In case of ATC request, or when adverse weather conditions are expected ahead:

LATERAL REV at P POS SELECT

RQRD OFFSET VALUE/DIRECTION WRITE

OFFSET INSERT



BEWARE of entering an OFFSET when the A/C is too close to the TO WPT



FMGS may refuse to accept it (“ **ENTRY OUT OF RANGE ” message)**