

GROUND SPEED mini function

Actual Headwind :

← 08 kt



① ←← 20 kt

② ←←←← 50 kt

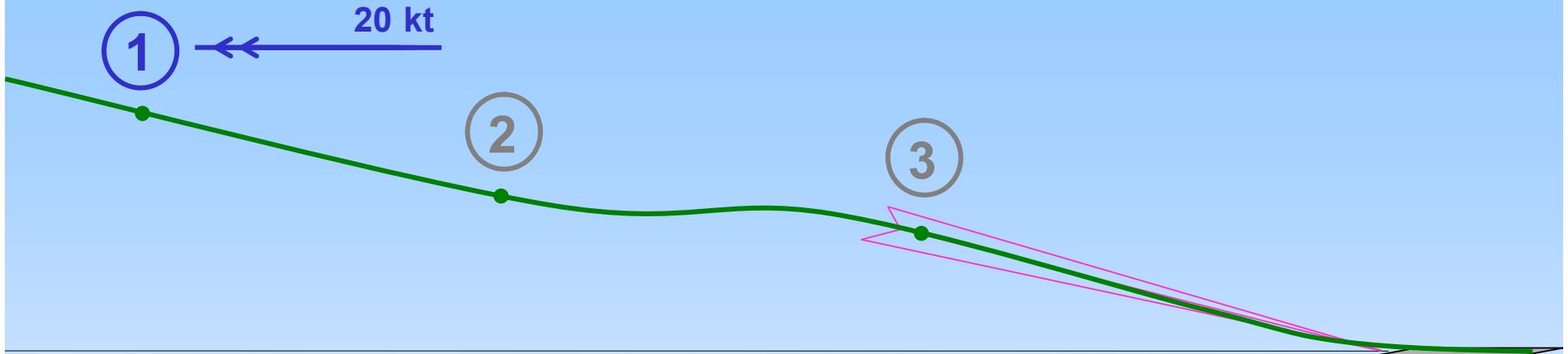
③ ←← 20 kt

TOWER WIND (entered in MCDU) = 330° / 08 kt

PF

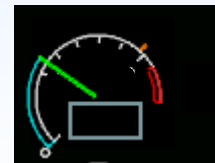
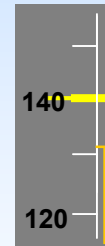
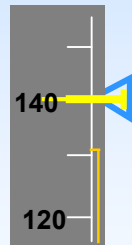
PNF

1. Actual Headwind



SELECTED SPEED

MANAGED SPEED
GS mini function



GS →

GS mini function →
GS →

PF

PNF

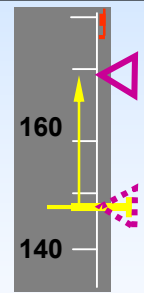
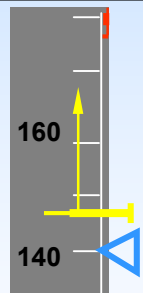
2. Headwind increases to 50 kt



SELECTED SPEED

MANAGED SPEED
GS mini function

- Current SPEED increases
- SPEED trend is going up

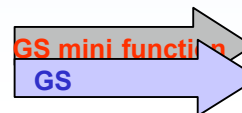
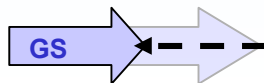


- IAS target and current SPEED increases
- SPEED trend is going up

• THR may be reduced to IDLE in order to match the SPEED target which remains unchanged



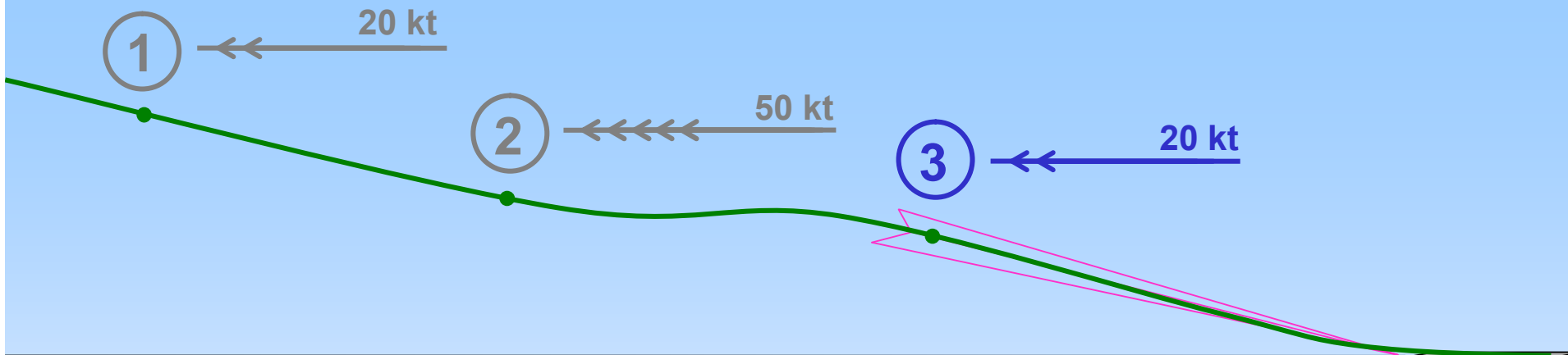
• THR will be increased



PF

PNF

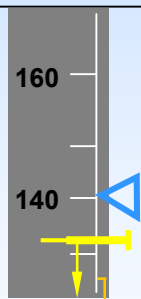
3. Headwind decreases to 20 kt



SELECTED SPEED

MANAGED SPEED
GS mini function

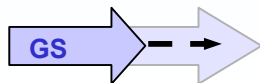
- Current SPD drops
- SPD trend goes down



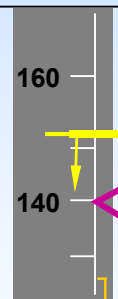
- THR is initially low and can be close to IDLE & increase slowly



A/C ENERGY IS LOW



- Current SPD drops from a higher SPD
- Target SPD drops to VAPP
- SPD Trend goes down



A/C ENERGY IS HIGH

Wind difference = CURRENT HEADWIND – TWR HEADWIND

IAS TARGET = Max [VAPP, VAPP + WIND DIFF]

GS mini concept has been defined to prevent the A/C energy from dropping below a minimum level during final approach. It is not displayed to the crew.

