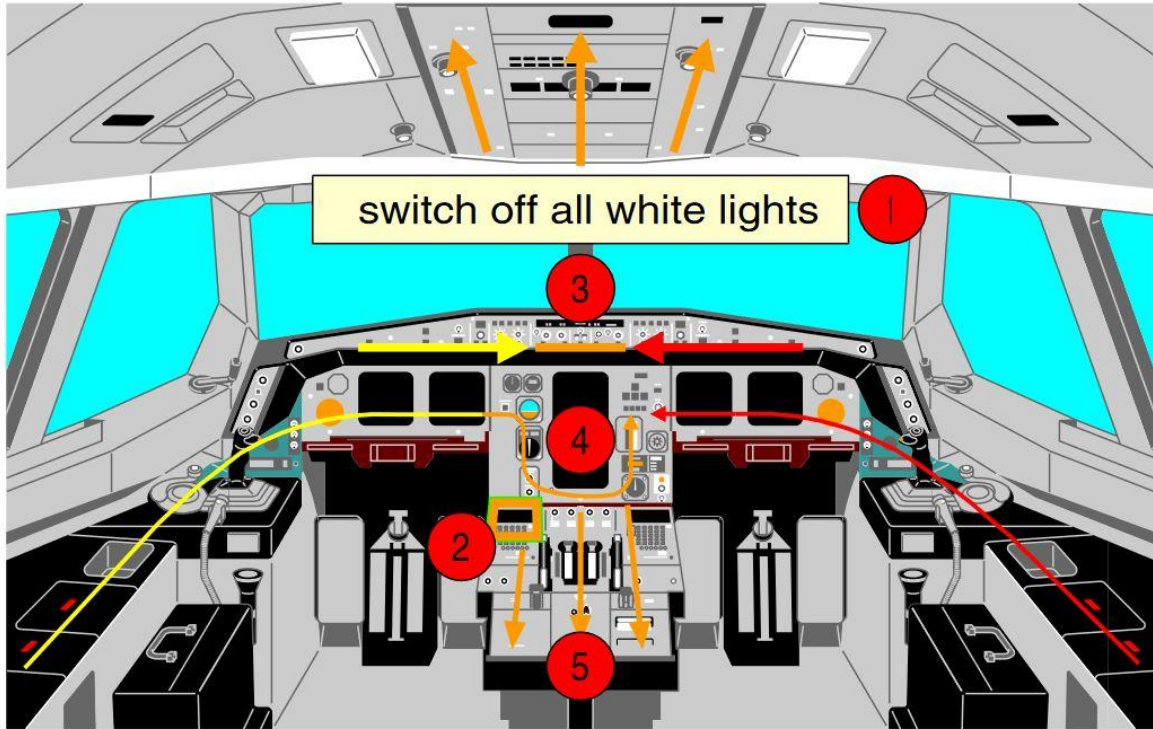




cockpit_preparation_flow_pattern

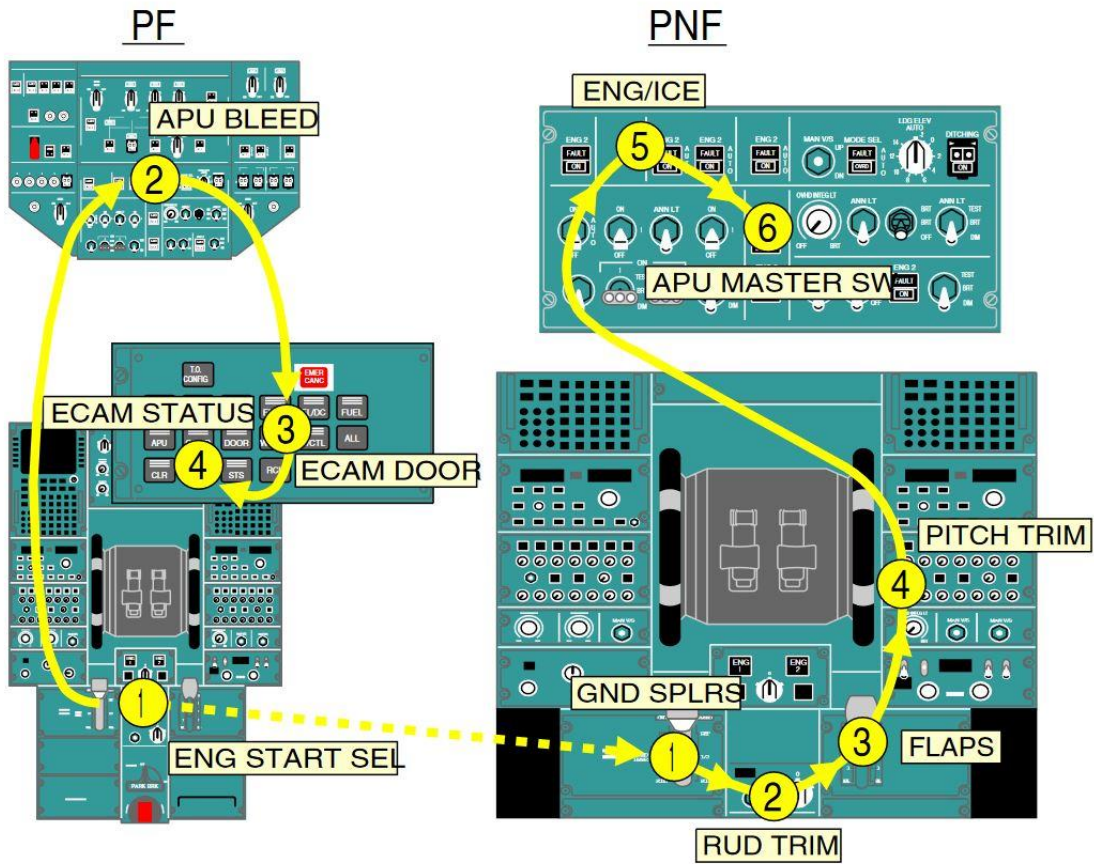
COCKPIT PREPARATION FLOW PATTERN





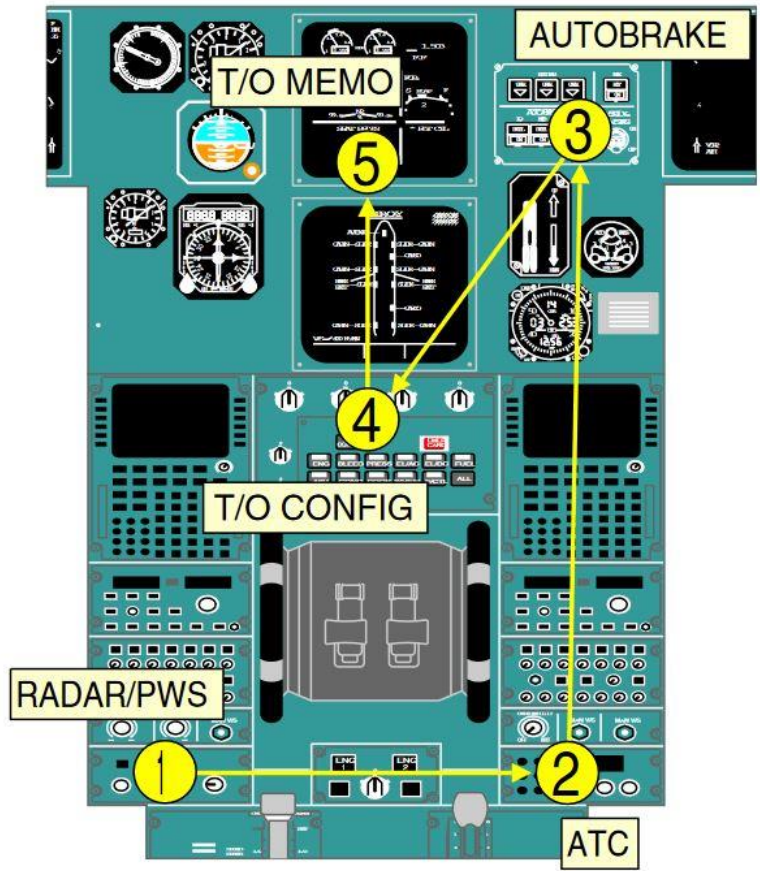
after_start_flow_pattern

AFTER START FLOW PATTERN



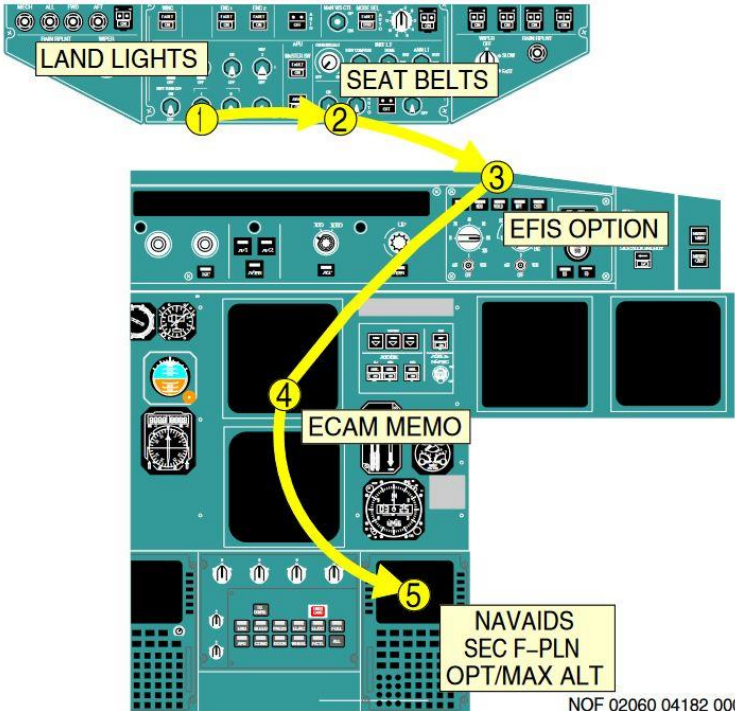


taxi_flow_pattern





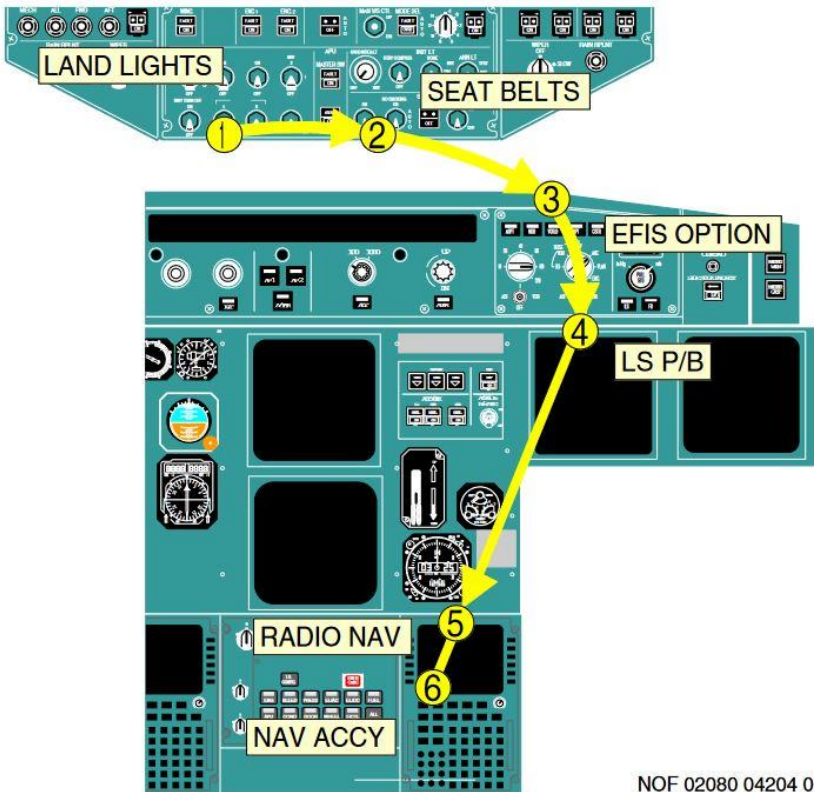
climb_flow_pattern



EFIS Option:
 The PF will select CSTR for grid MORA
 The PNF will select ARPT



10.000 FT FLOW PATTERN



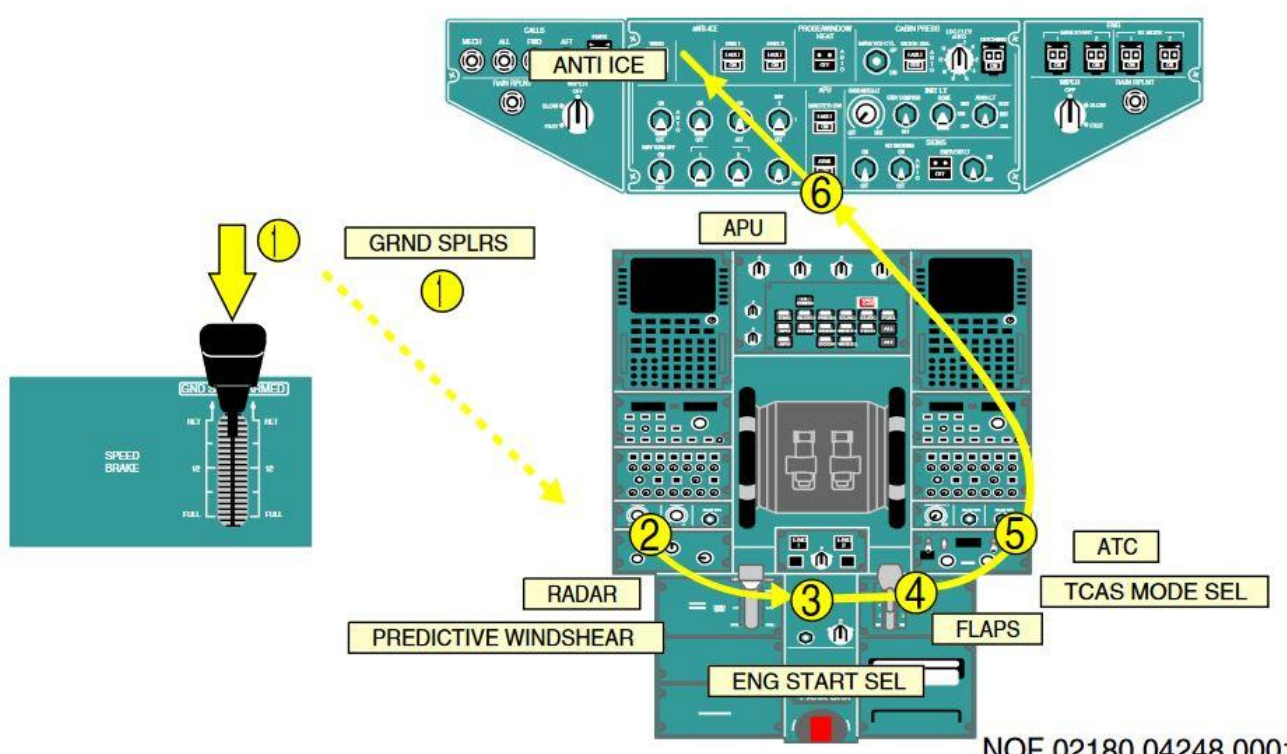
NOF 02080 04204 0001



taxi_in_flow_pattern

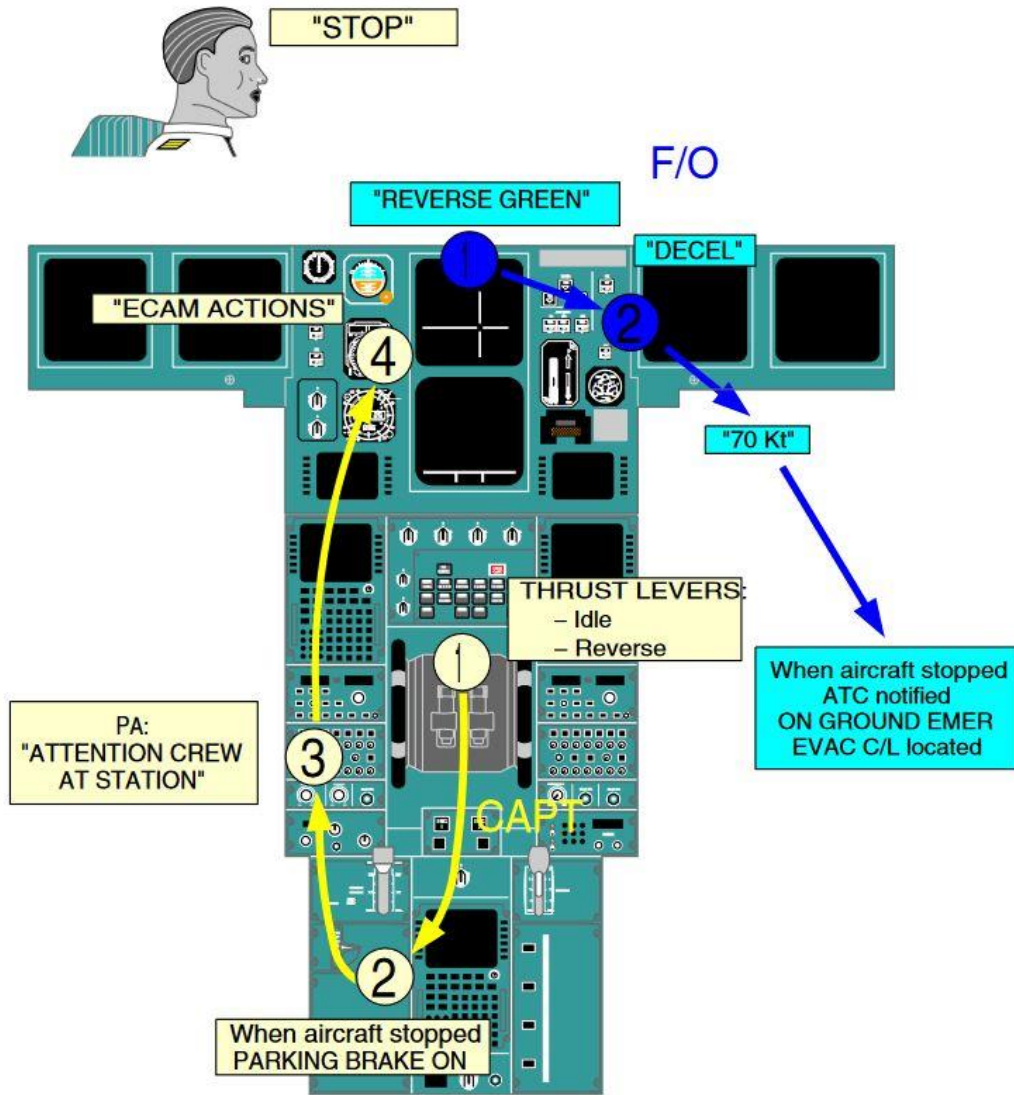
PF

PNF



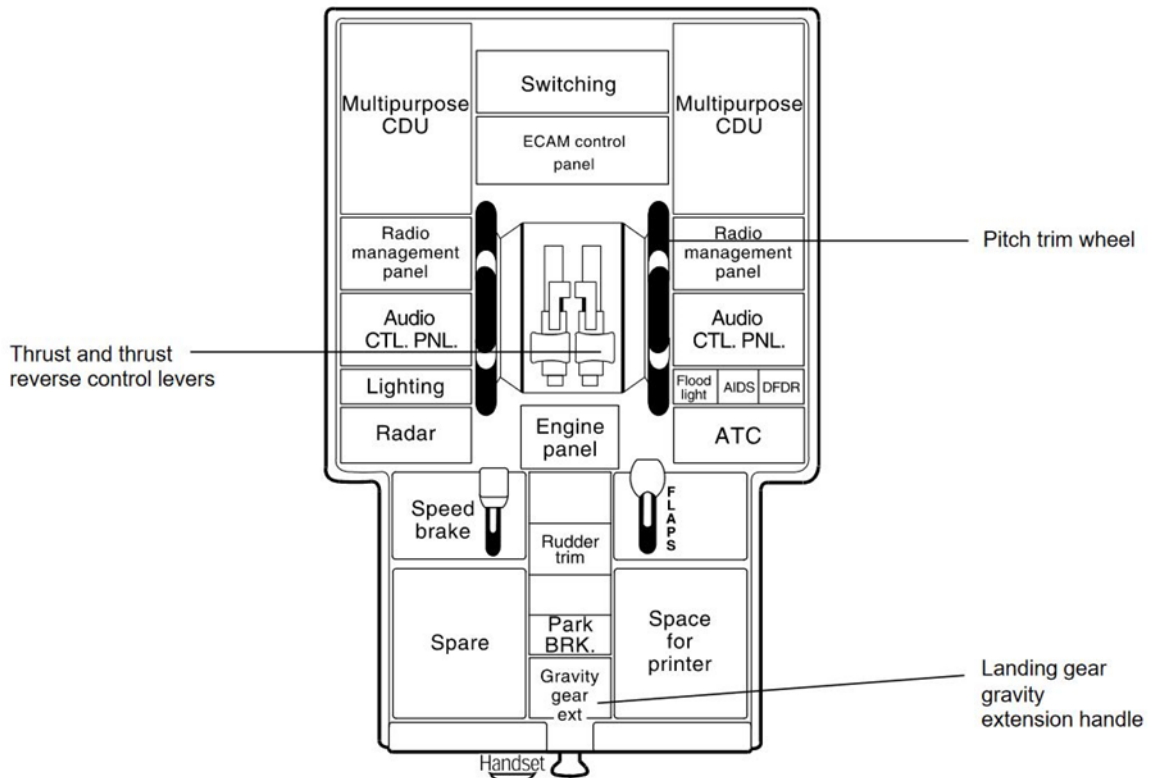
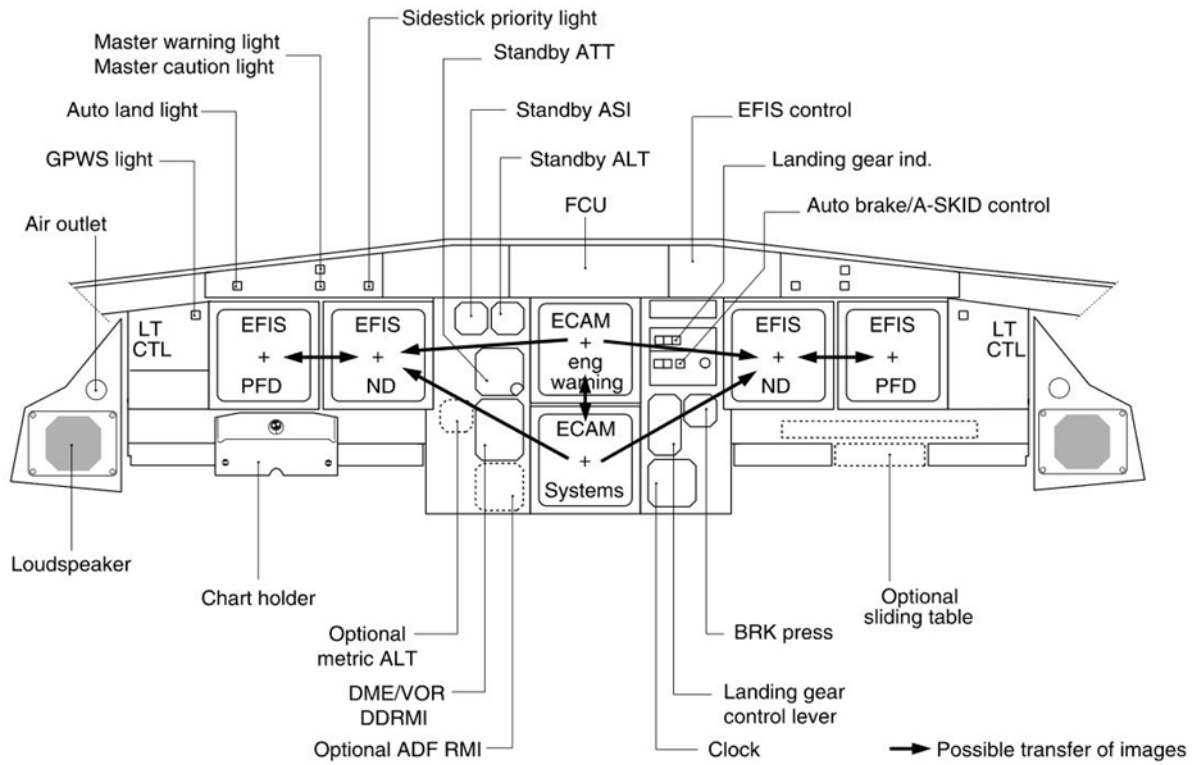
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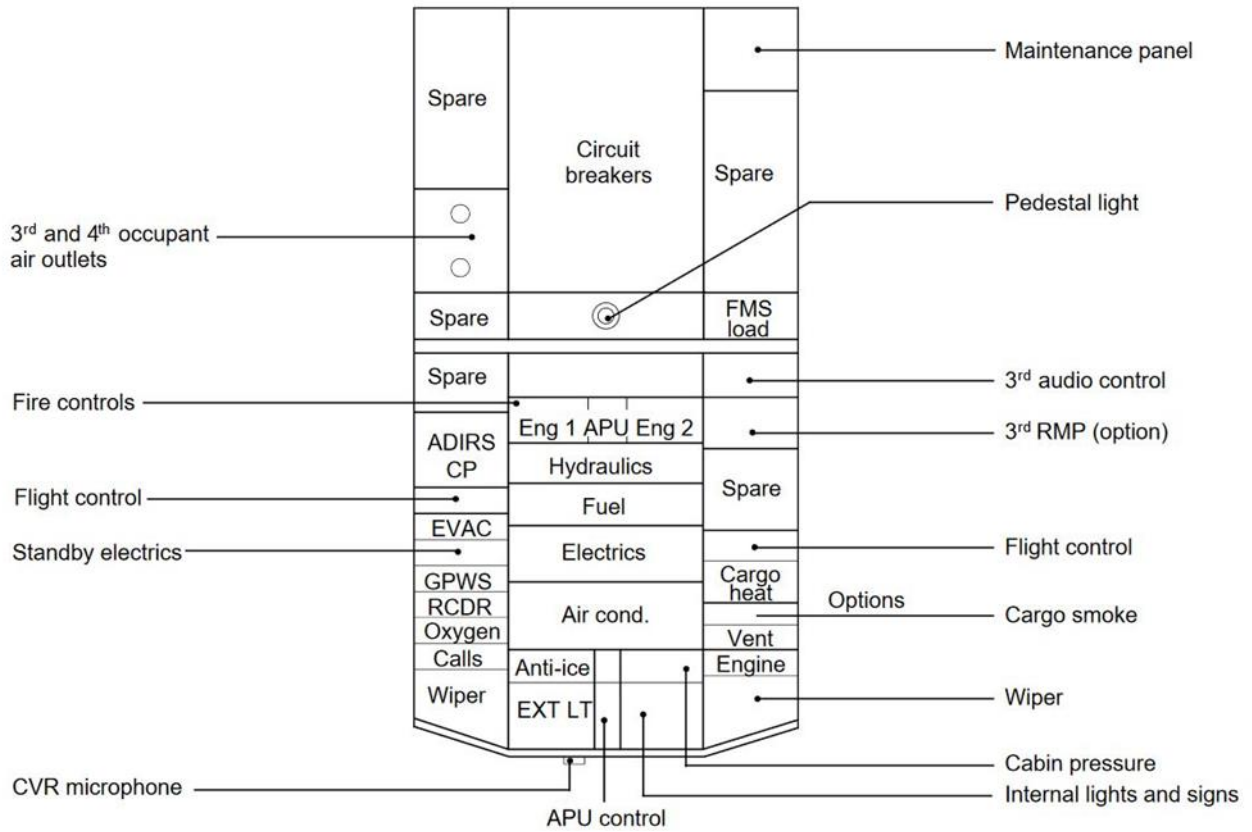
takeoff_stop_flow_pattern






















NOF 03020 04281 0001




EMERGENCY EVACUATION





INDICATION	DESCRIPTION
	Position where the aircraft will level-off at the FCU selected altitude. The same symbol will indicate a level-off from a managed climb (CLB) or selected climb (OP CLB).
	Position where the aircraft will level-off at the constrained altitude entered in the MCDU. The managed CLB mode must be engaged for the altitude constraint symbol to appear and be honored.
	Position where the aircraft will level-off at the FCU selected altitude. The same symbol will indicate a level-off from a managed descent (DES) or selected descent (OP DES).
	Position where the aircraft will level-off at the constrained altitude entered in the MCDU. The managed DES mode must be engaged for the altitude constraint symbol to appear and be honored.
	Start of climb with the CLB mode armed.
	Start of climb with the CLB mode <u>not</u> armed.
	Top of Descent or continue descent with DES armed.
	Top of Descent or continue descent with DES <u>not</u> armed.
	Intercept point where the aircraft is predicted to intercept the FMGS computed vertical descent profile. The indicator is blue indicating the DES mode is engaged.
	Intercept point where the aircraft will meet the FMGS computed vertical profile. The indicator is white indicating the DES mode is not engaged.
  	<ul style="list-style-type: none"> • Flight Plan Waypoint • FMGC Database Waypoint: Displayed when the waypoint pb is pressed on the EFIS control panel. • "TO" Waypoint.
	Speed Change <ul style="list-style-type: none"> • Indicates the point where the aircraft will initiate an automatic acceleration or deceleration from current speed to new computed speed in case of SPD LIM, SPD CSTR, or HOLDING SPD (including 250 knots below 10,000).
	Deceleration Point <ul style="list-style-type: none"> • Indicates where the aircraft will initiate an automatic deceleration toward V_{APP}. • Managed NAV mode and managed speed must be engaged.

	<p>Altitude Constraints</p> <ul style="list-style-type: none"> • Constraint is predicted to be met when the aircraft is in managed lateral and vertical modes. • Constraint is predicted to be missed. In this situation the aircraft is in the managed lateral and vertical modes; however, the FMGC will not be able to meet the altitude constraint. • Constraint is not being considered by the FMGC.
	<p>Flight Plan Routes</p> <ul style="list-style-type: none"> • The NAV modes can display the following flight plans. <ul style="list-style-type: none"> • A green line represents the Active Flight Plan. <ul style="list-style-type: none"> • Managed Mode: The course line will be continuous and depict the waypoints in range that are yet to be overflown. <ul style="list-style-type: none"> • When the range selector is set to 160 or 320 NM, only the first waypoint of a SID or the last waypoint of a STAR will be depicted. • A continuous blue line depicts the Missed Approach Procedure. • A dashed blue line depicts the Alternate Flight Plan until activated. Once activated, the alternate flight plan is displayed in green. • If a flight plan offset is entered, the original flight plan course will be a dashed green line and the offset course will be depicted as a continuous green line. • Note: When flying an ILS approach the ND course will be depicted as a continuous green line; however, course guidance is being provided by the localizer signal. The FMA must be referenced to determine the active navigation mode. • Selected Mode: If HDG is selected (FCU HDG knob pulled) the active flight plan line will be dashed. <ul style="list-style-type: none"> • When the HDG mode active with NAV armed to intercept the FMGC course, the ND will display the new active flight plan as a continuous green line once the FMGC has computed the intercept. The portion of the flight plan before the intercept, that will not be flown will be shown as a dashed line. • A continuous white line depicts the Secondary Flight Plan. The ND will continue to display the active flight plan and where common legs occur, the course line will be a continuous green line. • A dashed yellow line represents the Temporary Flight Plan.
	<p>Airports</p> <ul style="list-style-type: none"> • Airports included in flight plan: <ul style="list-style-type: none"> • If the runway is specified in the flight plan (departure or destination) it is represented by the oriented runway symbol in white. • If the runway is not specified in the flight plan it is represented by a star and the identification is displayed in white. • The magenta star represents the airports that are displayed by pressing the APRTS pb on the EFIS control panel.
	<p>ILS Marker Beacon (Diamond Shape)</p> <ul style="list-style-type: none"> • Outer marker • Middle marker • Inner marker

	<p>Nav aids The ND can display:</p> <ul style="list-style-type: none"> • TACAN/DME • VOR • VOR/DME • NBD nav aids from the database. <ul style="list-style-type: none"> • The color of the symbols will vary depending on its current status: <ul style="list-style-type: none"> • Green if the nav aid is a current waypoint on the flight plan. • White if it is the TO waypoint. • Blue when the nav aid is tuned for display either automatically by the FMGC or manually through the MCDU. • Magenta when the nav aid is not part of the flight plan and is displayed by selecting the appropriate pb on the EFIS control panel.
	<p>Holding Pattern</p> <ul style="list-style-type: none"> • The ND will display the holding pattern circuit when the hold is part of the active or next leg. The holding pattern will be displayed with right or left turns as appropriate. • The ND will display an arc representing the holding pattern and the direction of the hold when the hold is <u>not</u> part of the active or next leg.
	<p>Energy Circle This symbol indicates the radius corresponding to the required distance to land from present position. This symbol will be centered on the aircraft position and oriented to the current track line and is only displayed in DES and APPR phase when a selected lateral mode is engaged (i.e. heading).</p>

A

ABN - Abnormal
 ACARS - ARINC Communications and Reporting System
 ACM - Air Cycle Machine
 ACP - Audio Control Panel
 ACT - Additional Center Tank
 ADIRS - Air Data Inertial Reference System
 ADIRU - Air Data Inertial Reference Unit
 ADM - Air Data Module
 ADR - Air Data Reference
 ADV - Advisory
 AEVC - Avionics Equipment Ventilation Controller
 AFS - Auto Flight System
 AIDS - Aircraft Integrated Data System
 AIU - Audio Interface Unit
 AMU - Audio Management Unit
 ANP - Actual Navigation Performance
 APPU - Asymmetry Position Pick Off Unit
 APU - Auxiliary Power Unit
 ARPT - Airport
 ASAP - As Soon As Possible
 ASI - Air Speed Indicator
 A/SKID - Anti-Skid
 ATE - Automated Test Equipment
 A/THR - Auto Thrust
 ATS - Auto Thrust System
 ATSU - Air Traffic Service Unit
 AWY - Airway

B

B - Blue
 BARO - Barometric
 BCL - Battery Charge Limiter
 BCDS - Bite Centralized Data System
 BFO - Beat Frequency Oscillator
 BIU - Bite Interface Unit
 BMC - Bleed Monitoring Computer
 BNR - Binary
 BRK - Brake
 BSCU - Brake Steering Control Unit
 BTC - Bus Tie Contactor

C

CBMS - Circuit Breaker Monitoring System
 CFDIU - Centralized Fault Data Interface Unit
 CFDS - Centralized Fault Display System
 CHC - Cargo Heat Controller
 CHG - Change
 CIDS - Cabin Intercommunication Data System

L

LAF - Load Alleviation Function
 LAT - Latitude
 LAT REV - Lateral Revision
 LCN - Load Classification Number
 L/G - Landing Gear
 LGCIU - Landing Gear Control Interface Unit
 LGPIU - Landing Gear Position Indicator Unit
 LIS - Localizer Internal Smoothing
 LK - Lock
 LL - Latitude/Longitude
 LLS - Left Line Select Key
 LNAV - Lateral Navigation
 LONG - Longitude
 LRU - Line Replaceable Unit
 LSK - Line Select Key
 LVL - Level
 LVL/CH - Level Change
 LW - Landing Weight

M

M - Magenta, Mach, Meter
 MAG DEC - Magnetic Declination
 MAG VAR - Magnetic Variation
 MAX CLB - Maximum Climb
 MAX DES - Maximum Descent
 MAX END - Maximum Endurance
 MCDU - Multipurpose Control and Display Unit
 MCU - Modular Concept Unit
 MDA - Minimum Descent Altitude
 MECH - Mechanic
 MFA - Memorized Fault Annunciator
 MLS - Microwave Landing System
 MMR - Multi-Mode Receiver
 MN - Mach Number
 MRIU - Maintenance and Recording Interface Unit
 MSA - Minimum Safe Altitude
 MSU - Mode Selector Unit

N

N - Normal, North
 NAVAID - Navigation Aid (VOR/DME)
 ND - Navigation Display
 NW - Nose Wheel

O

OBRM - On Board Replaceable Module
 OFF/R - Off Reset
 OFST - Offset
 O/P - Output

C/L - Checklist
CO RTE - Company Route
CONF - Configuration (Flaps/Slats)
CPC - Cabin Pressure Controller
CPCU - Cabin Pressure Controller Unit
CRC - Continuous Repetitive Chime
CRG - Cargo
CSCU - Cargo Smoke Control Unit
CSM/G - Constant Speed Motor/Generator
CSTR - Constraint
CTL PNL - Control Panel
CVR - Cockpit Voice Recorder

D

DA - Drift Angle
DAR - Digital AIDS Recorder
DDRMI - Digital Distance and Radio Magnetic Indicator
DFA - Delayed Flap Approach
DIR TO - Direct To
DITS - Digital Information Transfer System
DMC - Display Management Computer
DSDL - Dedicated Serial Data Link
DU - Display Unit

E

ECAM - Electronic Centralized Aircraft Monitoring
ECB - Electronic Control Box (APU)
ECM - Engine Conditioning Monitoring
ECON - Economic
ECP - ECAM Control Panel
ECS - Environmental Control System
ECU - Engine Control Unit
EDP - Engine Driven Pump
EEC - Electronic Engine Computer
EFCS - Electronic Flight Control System
EFIS - Electronic Flight Instrument System
EFOB - Estimated Fuel On Board
EIU - Engine Interface Unit
EIS - Electronic Instruments System
ELAC - Elevator Aileron Computer
EMER GEN - Emergency Generator
EO - Engine Out

OPP - Opposite
OPT - Optimum
OUTB - Outboard
OUTR - Outer
OVBD - Overboard
OVSPD - Overspeed

P

P-ALT - Profile Altitude
pb - Push Button
PBD - Place/Bearing/Distance Waypoint
PBX - Place-Bearing/Place-Bearing Waypoint
PC - Pack Controller
P-CLB - Profile Climb
P-DES - Profile Descent
PDU - Pilot Display Unit
PFD - Primary Flight Display
PHC - Probe Heat Computer
P-MACH - Profile Mach
POB - Pressure Off Brake
PPOS - Present Position
P-SPEED - Profile Speed
PPU - Position Pick-off Unit
PR - Pressure
PRED - Prediction
PROC - Procedure
PROC T - Procedure Turn
PROF - Profile
PROTEC - Protection
PRT - Printer
PT - Point
PTU - Power Transfer Unit

Q

QRH - Quick Reference Handbook
QT - Quart

R

R - Right, Red
RACC - Rotor Active Clearance Control
RAT - Ram Air Turbine
RCDR - Recorder
RCH - Small unit of measurement
RCL - Recall
RCVR - Receiver
R/I - Radio/Inertial
RLSK - Right Line Select Key
RMP - Radio Management Panel
RNG - Range
RNP - Required Navigational Performance
RPTG - Repeating

EPE - Estimated Position Error
EGPWS - Enhanced Ground Proximity Warning System
ESS - Essential
EST - Estimated
ETE - Estimated Time Enroute
ETP - Equal Time Point
EVMU - Engine Vibration Monitoring Unit
E/WD - Engine/Warning Display
EXT PWR - External Power
EXTN - Extension

F

FAC - Flight Augmentation Computer
FADEC - Full Authority Digital Engine Control
FAP - Forward Attendant Panel
FAV - Fan Air Valve
F/C - Flight Crew
FCDC - Flight Control Data Concentrator
FCU - Flight Control Unit
FD - Flight Director
FDIU - Flight Data Interface Unit
FDU - Fire Detection Unit
FF - Fuel Flow
FGC - Flight Guidance Computer
FIDS - Fault Isolation and Detection System
FLSCU - Fuel Level Sensing Control Unit
FLT CTL - Flight Control
FLX/MCT - Flex/Maximum Continuous Thrust
FMA - Flight Mode Annunciator
FMGC - Flight Management Guidance Envelope Computer
FMGS - Flight Management Guidance Envelope System
F-PLN - Flight Plan
FPA - Flight Path Angle
FPD - Flight Path Director
FPPU - Feedback Position Pick-off Unit
FPV - Flight Path Vector
FQI/FQU - Fuel Quantity Indication/Unit
FQIC - Fuel Quantity Indication Computer
FRT - Front
FRV - Fuel Return Valve
FT/MN - Feet per Minute
FU - Fuel Used
FWC - Flight Warning Computer
FWS - Flight Warning System

G

G - Green
GCU - Generator Control Unit
GLC - Generator Line Contactor
GNADIRS - Global Navigation Air Data Inertial Reference System

RQRD - Required
RSV - Reserves
RTOW - Regulatory TakeOff Weight

S

S - Slat Retraction Speed, South
SC - Single Chime
S/C - Step Climb
SD - System Display
sel - Selector
STAT INV - Static Inverter
S/D - Step Descent
SDAC - System Data Acquisition Concentrator
SDCU - Smoke Detection Control Unit
SEC - Spoiler Elevator Computer
SFCC - Slat Flap Control Computer
SLT - Slat
SPD LIM - Speed Limit
SPLR - Spoiler
SRS - Speed Reference System
STEER - Steering
STS - Status
sw - Switch
SWTG - Switching
SYNC - Synchronize

T

T - Temperature
TGT - Target
THR - Thrust
THS - Trimmable Horizontal Stabilizer
TK - Tank, Track Angle
TKE - Track Angle Error
TMR - Timer
TLA - Thrust Lever Angle
TOGW - TakeOff Gross Weight
TOW - TakeOff Weight
T-P - Turn Point
T-R - Transmitter-Receiver

GPCU - Ground Power Control Unit
GRND - Ground
GRP - Geographic Reference Point
GRVTY - Gravity

H

H - Hour, Hot
HCU - Hydraulic Control Unit
HDG/S - Heading Selected
HDL - Handle
HLD - Hold
HMU - HydroMechanical Unit
HPV - High Pressure Valve

I

IDG - Integrated Drive Generator
IGN - Ignition
IMM - Immediate
INB - Inbound
INBO - Inboard
INCREM - Increment
INIT - Initialization
INR - Inner
INTCP - Intercept
I/O - Input/Output
I/P - Input or Intercept Profile
IP - Intermediate Pressure
IPC - Intermediate Pressure Checkvalve
IPPU - Intermediate Position Pick-off Unit
ISIS - Integrated Standby Instrument System
ISOL - Isolation

J

K

TROPO - Tropopause
TRU - Transformer Rectifier Unit
TTG - Time To Go

U

UASS - Unofficial Airbus Study Site
UFD - Unit Fault Data
ULB - Underwater Locator Beacon
UNLK - Unlock
UTC - Universal Coordinated Time

V

VBV - Variable Bypass Valve
 V_C Calibrated Airspeed
V/DEV - Vertical Deviation
VEL - Velocity
 V_{FE} - Max Flaps Extended Speed
 V_{FEN} - VFE Next
 V_M - Maneuvering Speed
 V_{MIN} - Minimum Operating Speed
VNAV - Vertical Navigation
VOR-D - VOR-DME
VSC - Vacuum System Controller
VSV - Variable Stator Vane

W

W - White, West, Weight
WAI - Wing Anti-Ice
WBC - Weight and Balance Computer
WHC - Window Heat Computer
WTB - Wing Tip Brake
WXR - Weather Radar

X

XCVR - Transceiver
XFR - Transfer

Y

Y - Yellow

Z

ZC - Zone Controller
ZFCG - Zero Fuel Center of Gravity