

CHAPTER 3 – AUTOMATIC FLIGHT CONTROL SYSTEM

	Page
TABLE OF CONTENTS	03-00
Table of Contents	03-00-1
INTRODUCTION	03-10
Introduction	03-10-1
FLIGHT CONTROL AND GUIDANCE	03-20
Flight Control and Guidance	03-20-1
Flight Director	03-20-2
Synchronization	03-20-6
Flight Mode Annunciator	03-20-8
Lateral Modes of Operation	03-20-8
Vertical Modes of Operation	03-20-12
Altitude Alert System	03-20-16
System Circuit Breakers	03-20-19
AUTOPILOT	03-30
Autopilot	03-30-1

LIST OF ILLUSTRATIONS

INTRODUCTION		
Figure 03-10-1	Auto Flight Systems - General	03-10-2
Figure 03-10-2	Automatic Flight Control System Modes	03-10-3
FLIGHT CONTROL AND GUIDANCE		
Figure 03-20-1	Flight Control Panel Layout	03-20-1
Figure 03-20-2	Flight Director Controls and Indications	03-20-4
Figure 03-20-3	Course Pointer Control and Indication	03-20-5
Figure 03-20-4	Flight Director Synchronization	03-20-7
Figure 03-20-5	Flight Mode Annunciator	03-20-8
Figure 03-20-6	Altitude Alert System	03-20-17
Figure 03-20-7	Automatic Flight Control System EICAS Indications	03-20-18
AUTOPILOT		
Figure 03-30-1	Autopilot - General	03-30-2
Figure 03-30-2	Autopilot - Controls	03-30-4
Figure 03-30-3	Autopilot - PFD Flags	03-30-5



**AUTOMATIC FLIGHT CONTROL SYSTEM
Table of Contents**

Vol. 1

03-00-2

REV 56, Jan 31/03

Figure 03-30-4

Autopilot - EICAS Messages

03-30-6

	Flight Crew Operating Manual CSP A-013	MASTER
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	AUTOMATIC FLIGHT CONTROL SYSTEM Introduction	Vol. 1	03-10-1
		REV 56, Jan 31/03	

1. INTRODUCTION

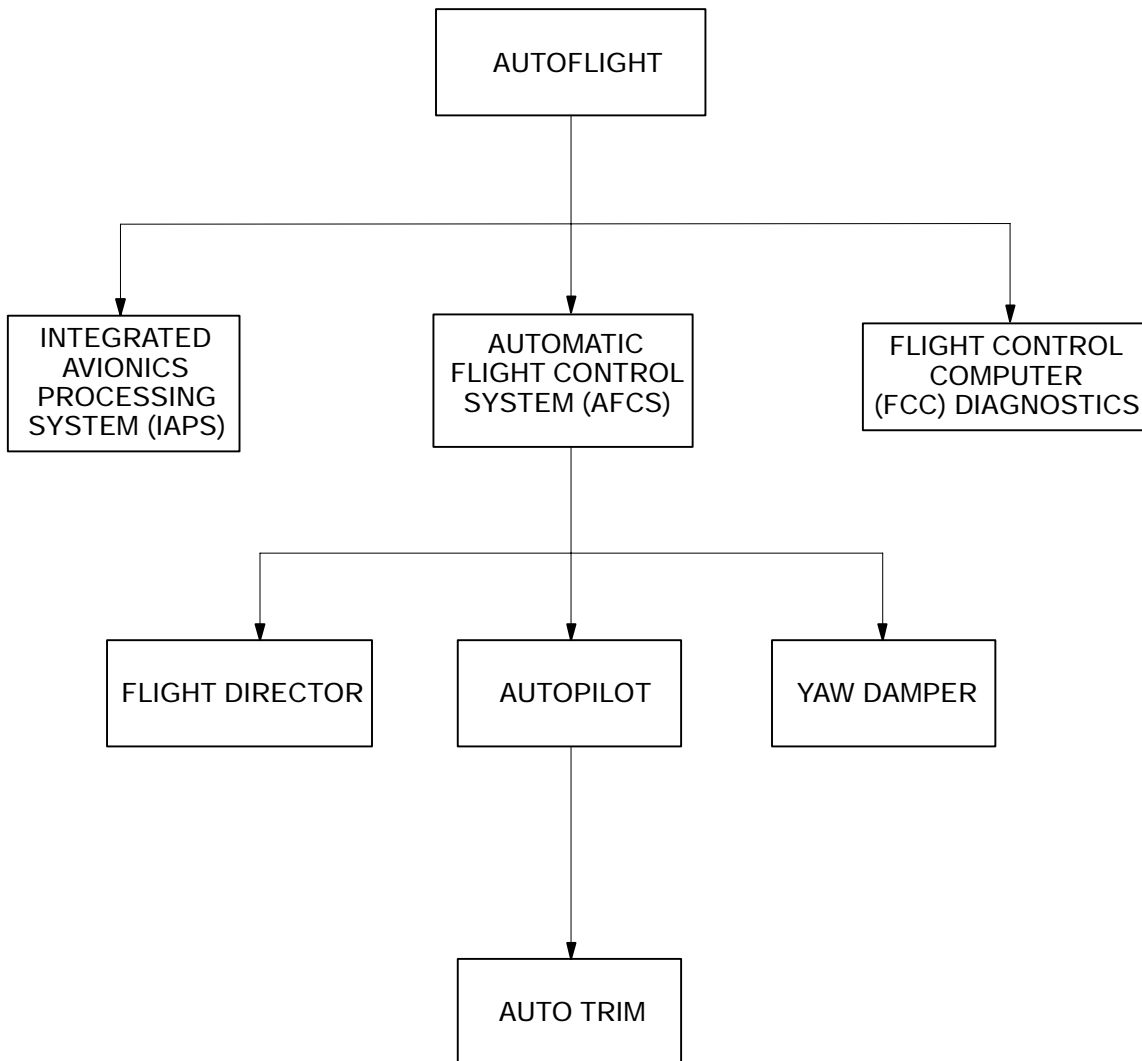
The automatic flight control system (AFCS) provides integration of the autopilot and flight director systems. The AFCS system consists of two interlinked flight control computers (FCC 1 and FCC 2), a two axis autopilot, two yaw dampers, automatic elevator trim control and assorted servos and actuators. The flight director commands the flight crew to follow cues on the primary flight displays (PFD's).

The flight control computer receives mode selections from the flight control panel and sensor information from the air data system, navigation systems, attitude and heading reference system, radio altimeter and surface position sensors.

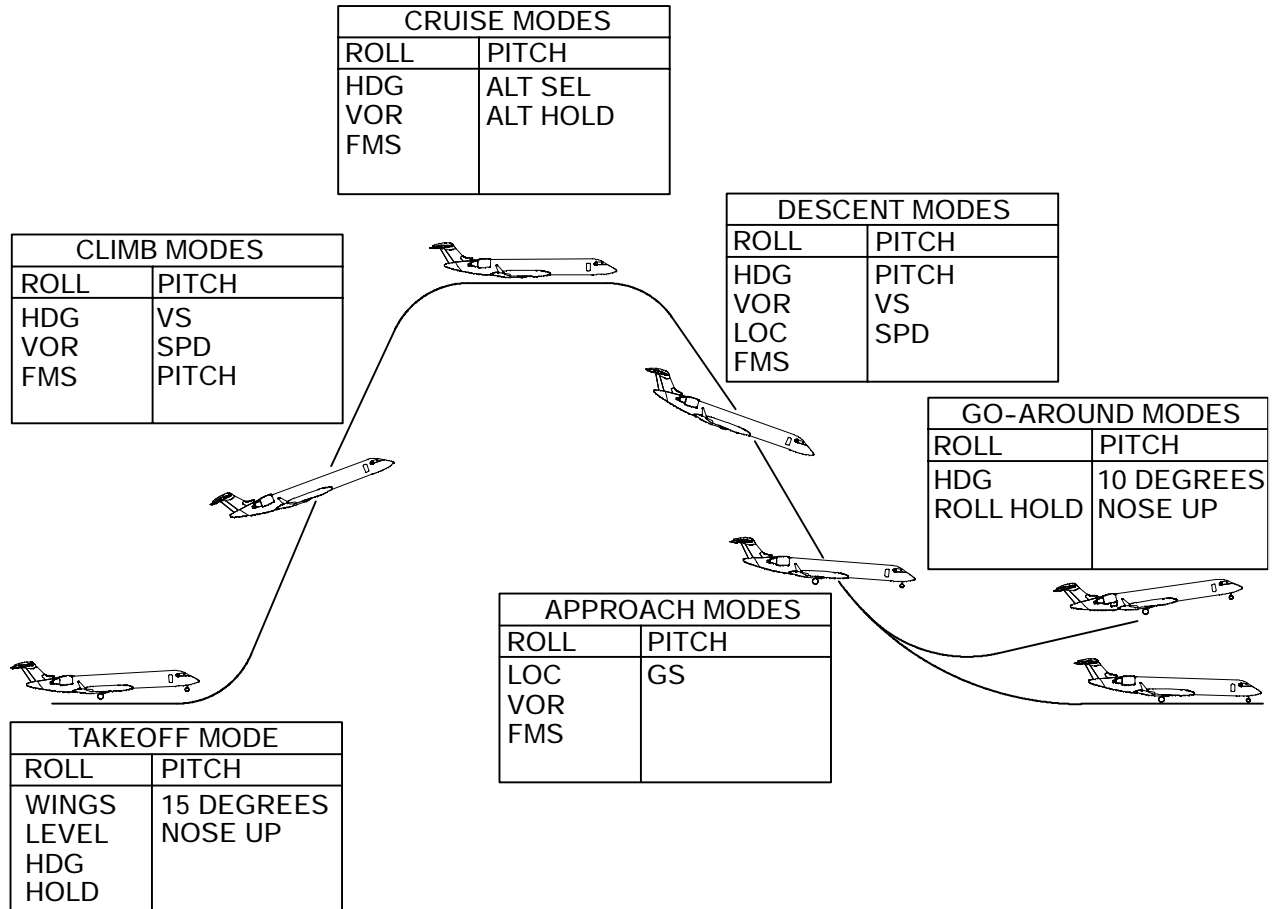
The flight control computer receives mode selections from the flight control panel and sensor information from the air data system, navigation systems, inertial reference system, radio altimeter and surface position sensors.<0025>

The FCC's provide flight guidance commands to the autopilot which provides the control signals to drive the aileron and elevator servos as well as the horizontal stabilizer trim. The flight director provides computed steering commands using a command bar on the attitude director indicator portion of the PFD's. The steering commands provide visual guidance for the pilot to manually steer the aircraft as defined by the selected modes of operation.

	Flight Crew Operating Manual CSP A-013	MASTER
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Auto Flight Systems – General
Figure 03-10-1



Automatic Flight Control System Modes
Figure 03-10-2



**AUTOMATIC FLIGHT CONTROL SYSTEM
Introduction**

Vol. 1

03-10-4

REV 56, Jan 31/03

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**Flight Crew Operating Manual
CSP A-013**

MASTER

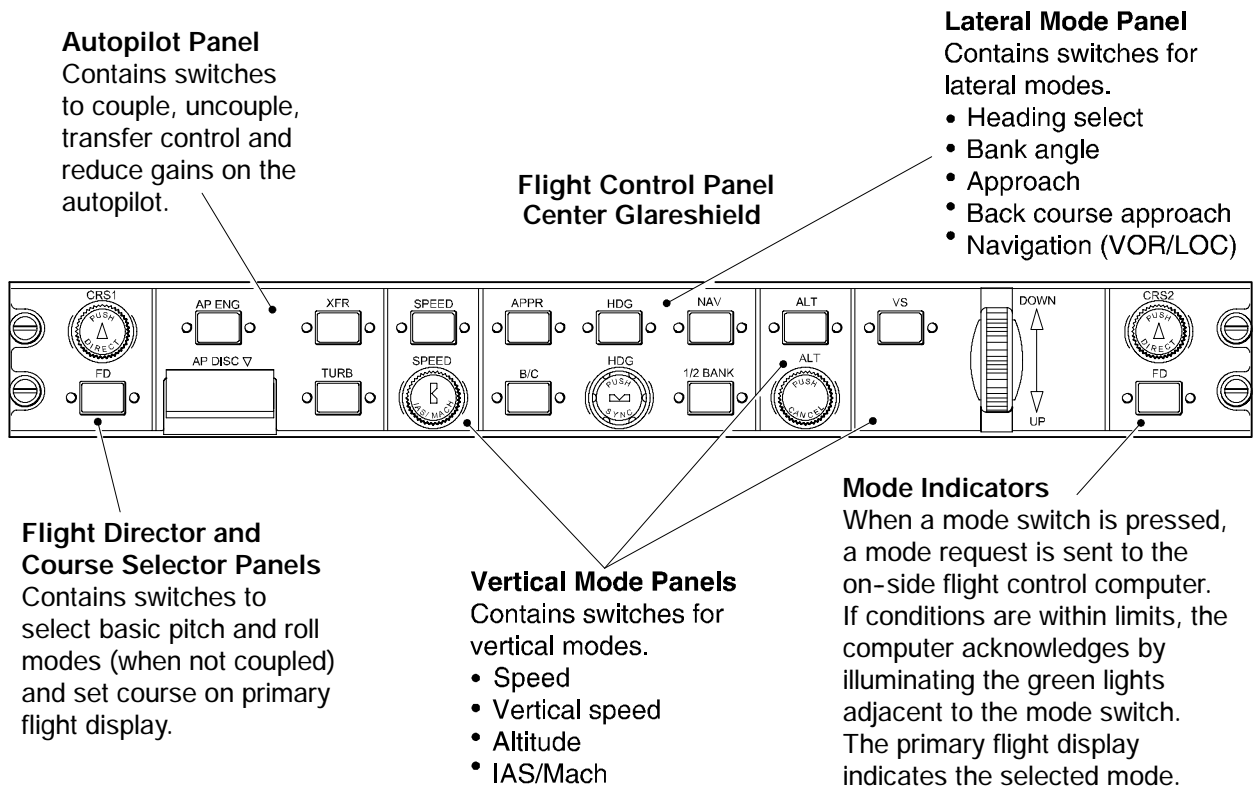
1. FLIGHT CONTROL AND GUIDANCE

Integration among the various avionics systems is provided by the integrated avionics processing system (IAPS) which is a computer card cage located in the avionics compartment. Two flight control computers (FCC's), mounted inside the IAPS, are the main computers for the automatic flight control system (AFCS). Control logic for the dual flight directors, the two axes autopilot with automatic pitch trim and the dual yaw dampers is contained within the two FCCs.

The FCC's use altitude and heading reference system (AHRS) and air data computer (ADC) system information to calculate flight path and control parameters for the AFCS. Other inputs to the flight control computers include selections made on the flight control panel, flight management computer outputs and radio system outputs.

The FCC's use the inertial reference system (IRS) and air data computer (ADC) system information to calculate flight path and control parameters for the AFCS. Other inputs to the flight control computers include selections made on the flight control panel, flight management computer outputs and radio system outputs. <0025>

The flight control panel is the mode selection panel for selecting and controlling the flight director and autopilot functions.



Flight Control Panel Layout
Figure 03-20-1

The PFD's indicate the following AFCS information:

- Flight director modes and status
- Autopilot modes and status
- Elevator, stabilizer, and aileron trim failures
- Yaw damper disengagement
- Alternate and common source selections (attitude reference, air data reference and display control panel selection)
- Flight director system monitor status.

Using the flight control panel, the crew can select the following functions:


- Remove flight director cues from the primary flight display and revert to basic pitch and roll displays
- Set course and fly to the active navigation source
- Engage, disengage and transfer control of the autopilot
- Reduce autopilot gains
- Set and maintain airspeed, vertical speed, and altitude
- Set navigation, heading selection and approach modes.

A. Flight Director

The flight director provides visual guidance, by means of command bars on the attitude director indicator (ADI), to fly the aircraft manually or to visually monitor autopilot response to the guidance commands. The visual guidance commands (pitch and roll control) are integrated with the AFCS modes, selected on the flight control panel, for autopilot operation. AFCS operating modes can be selected to the flight directors with the autopilot disengaged. Pitch (including speed control) and roll guidance cues from the AFCS are displayed on the ADI portion of the PFD's.

The flight director system provides commands to perform the following:

- Hold a desired attitude
- Maintain a pressure altitude
- Hold a vertical speed
- Hold a Mach number or indicated airspeed
- Capture and maintain a preselected barometric-corrected altitude

	AUTOMATIC FLIGHT CONTROL SYSTEM Flight Control and Guidance	Vol. 1	03-20-3
		REV 56, Jan 31/03	

- Capture and track a preselected heading
- Capture and track a preselected radio course (VOR, LOC,GS)
- Capture and track a localizer and glideslope to establish Category 2
- Maintain a wings-level, fixed pitch-up attitude for go-around
- Provide windshear escape guidance.

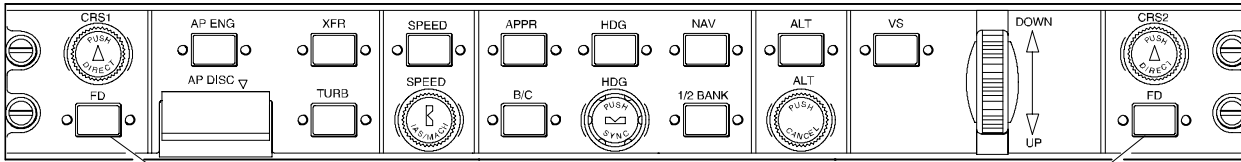
NOTE

When the autopilot is in IAS or vertical speed mode with the flight director engaged, the flight director may command excursions beyond V_{MO}/M_{MO} .

Flight directors are simultaneously turned on by either selecting a vertical mode, selecting a lateral mode, or by engaging the autopilot. Flight director selection activates all flight control mode annunciations and presents steering commands for the selected mode(s). When both flight directors are turned on, by engaging the autopilot, basic modes (pitch and roll) are automatically selected. When both flight directors are turned on, by selecting a vertical or lateral mode, basic modes are automatically selected for the other axis.

Transfer mode controls the routing of flight guidance commands to the autopilot and flight directors. When transfer mode is selected, the copilot's flight guidance command drives both flight directors. When not transferred, the pilot's flight guidance command drives both flight directors.

	Flight Crew Operating Manual CSP A-013	MASTER
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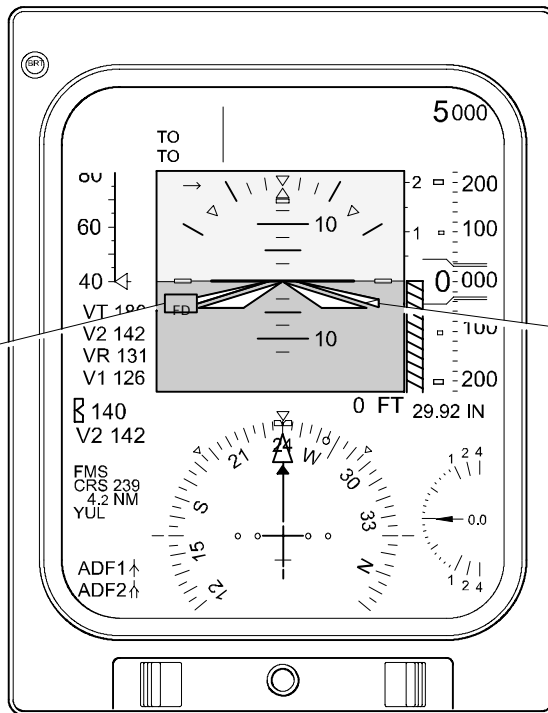


**Flight Control Panel
Center Glareshield**

FD

Used to select flight director off, when autopilot is not coupled.

- When pushed, removes steering and mode information from respective primary flight display.



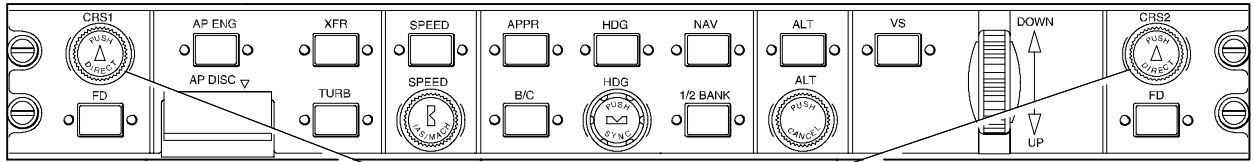
FD Flag (red)
Indicates that either the pitch or roll data is invalid.

Flight Director (magenta)

<0015>

**Primary Flight Display
Pilot's and Copilot's Instrument Panels**

Flight Director Controls and Indications <MST>
Figure 03-20-2

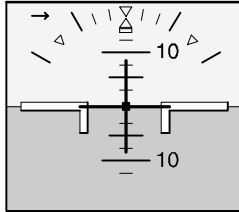


CRS 1 or 2

Used to set course pointer.

- When pressed, causes the course pointer to indicate the zero deviation course to the tuned VOR station.

**Flight Control Panel
Center Glareshield**



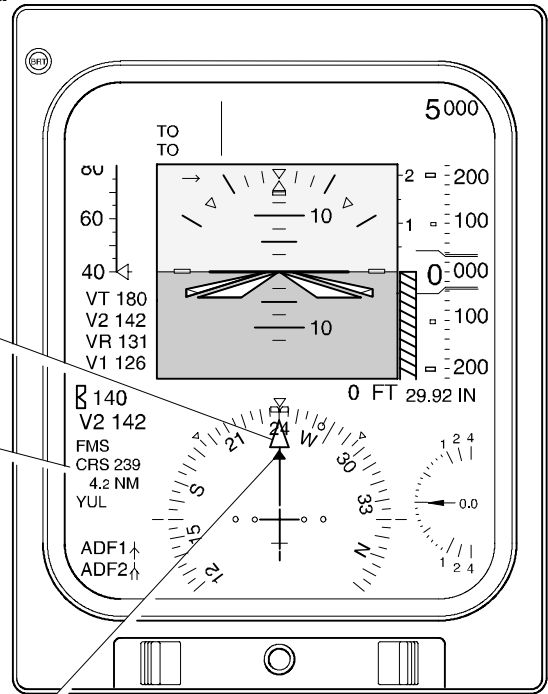
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Course Pointer

Indicates position on compass rose that corresponds to selected course. Color matches navigation source.

Selected Course Readout

Indicates selected course as set using course knob on flight control panel. Color matches navigation source.



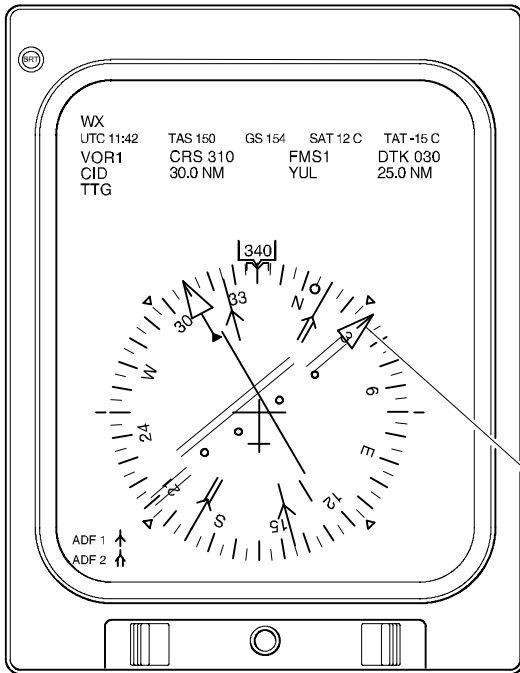
**Primary Flight Display
Pilot's and Copilot's Instrument Panels**

To / From Indicator

Indicates direction to or from the tuned station or waypoint. Color matches navigation source.

Cross-Side Course Pointer (cyan)

Indicates position on compass rose that corresponds to cross-side selected course. Displayed when activated by navigation source knob on display control panel.



**Multifunction Display - HSI Mode
Pilot's and Copilot's Instrument Panels**

Course Pointer Control and Indication <MST>
Figure 03-20-3



B. Synchronization

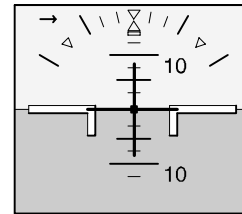
Flight director synchronization is selected by pushing the AP/FD SYNC switch on the inboard side of each control wheel when in the following modes:

- Speed
- VS
- Altitude hold
- Pitch and roll.

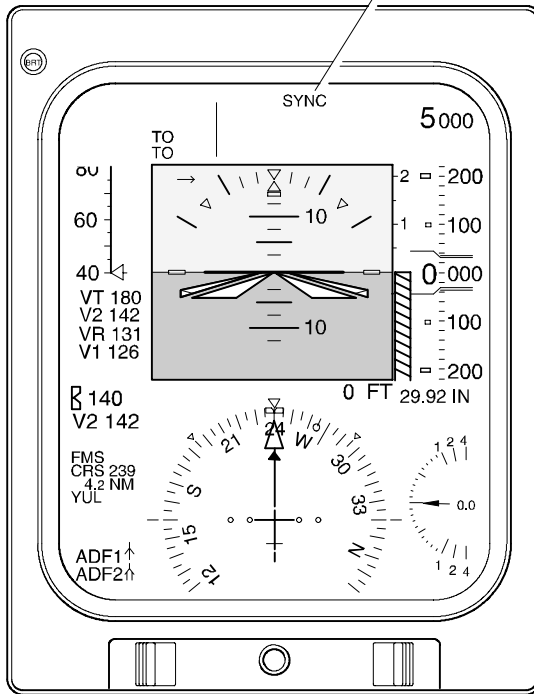
Selecting synchronization has no effect if the autopilot is engaged.

Synchronization is annunciated with a yellow SYNC on the primary flight display. The message will remain for 3 seconds, or until the AP/FD sync switch is released, whichever is longer.

SYNC (yellow)
Displayed when flight director synchronization is selected.



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Primary Flight Display
Pilot's and Copilot's Instrument Panels



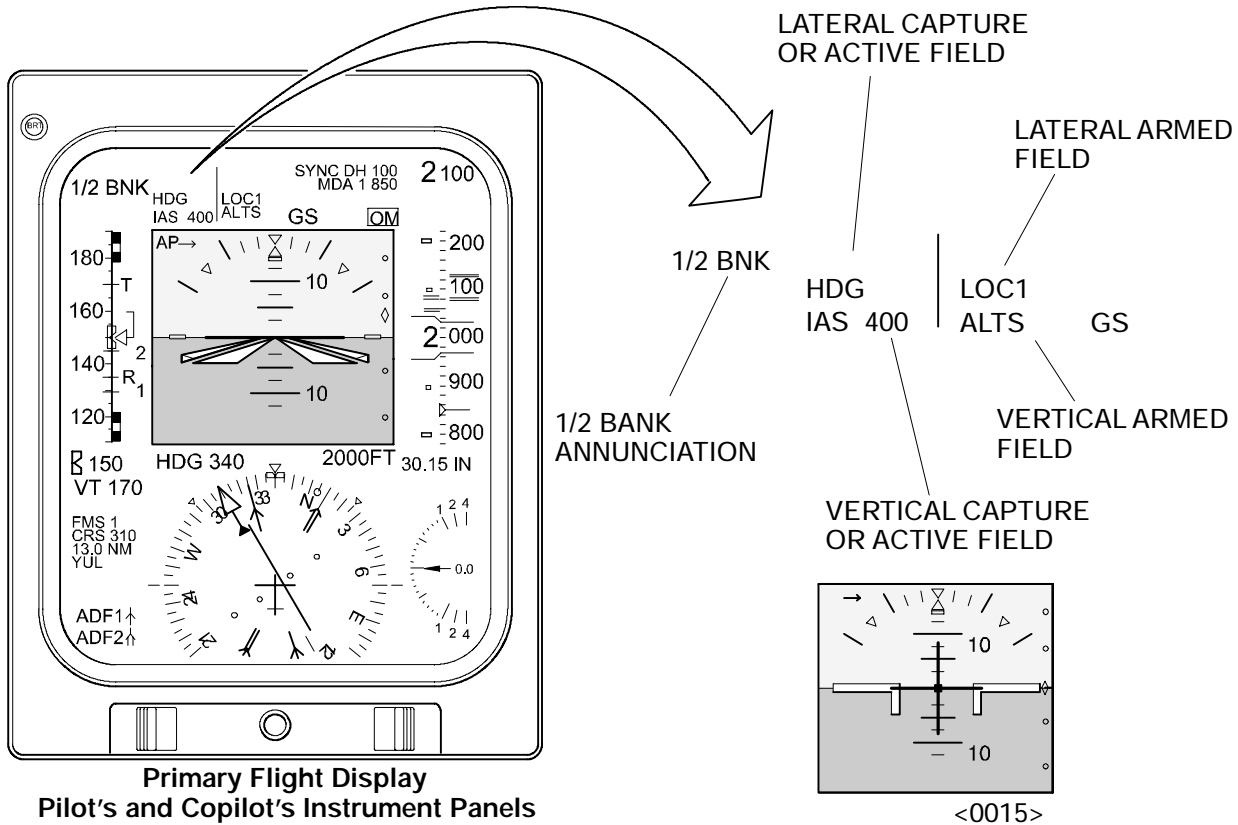
Control Wheel
Rear View

Flight Director Synchronization Switch (black)
Used when autopilot is not coupled, to synchronize vertical and lateral references to those currently flown.

Flight Director Synchronization <MST>
Figure 03-20-4

C. Flight Mode Annunciator

Located above the blue (sky) portion of the attitude director Indicator. The flight mode annunciator presents flight mode information in two fields separated by a vertical cyan line. To the left of the line is the active or captured field (green) and to the right of the line is the armed field (white). The bottom line of the fields contains vertical mode information and the upper line is lateral information.



Flight Mode Annunciator <MST>
 Figure 03-20-5

D. Lateral Modes of Operation

(1) Roll Mode

Roll mode generates commands to hold the heading that exists when the mode is initiated, unless the roll angle upon initiation is over 5 degrees (commands are then generated to hold the roll angle). The roll mode reference is reset to the current heading, or current roll angle, upon autopilot engagement, FD SYNC or AP SYNC.

Roll mode is automatically selected, when no other lateral mode is active, and the flight director is on. Roll mode is cleared by the selection of another lateral mode.

	AUTOMATIC FLIGHT CONTROL SYSTEM Flight Control and Guidance	Vol. 1	03-20-9
		REV 56, Jan 31/03	

Roll mode is annunciated with a green ROLL message in the lateral capture field on the primary flight display.

(2) Lateral Take-Off Mode

Lateral take-off mode generates a wings level command while on the ground. After take-off, it generates a heading hold command, with a 5-degree bank limit, using the heading which existed at take-off. Selecting a lateral take-off mode turns on both flight directors, disengages the autopilot and clears all other lateral modes.

Lateral take-off mode is selected by pushing one of the thrust lever-mounted TOGA switches while on the ground. Lateral take-off mode is cleared by the selection of FD SYNC or another lateral mode.

Lateral take-off mode is annunciated with a green TO message in the lateral capture field on the primary flight display.

(3) Heading Select Mode

Heading select mode generates commands to capture and maintain the selected digital heading readout and heading bug on the PFD. The selected heading can be changed by rotating the HDG knob (up to 360 degrees) on the flight control panel (FCP). Pushing the HDG knob will set the selected heading to the current heading.

Heading select mode is selected by pushing the HDG switch on the FCP. Heading select mode is cleared by pushing HDG switch or by selecting another lateral mode.

Heading select mode is annunciated with a green HDG message in the lateral capture field.

(4) Navigation Mode

Navigation mode generates commands to capture and track a selected navigation source displayed on the primary flight display. Navigation mode is armed when selected, but cannot capture if the flight control computer is not receiving valid navigation data.

The capture point is a function of closure rate, with the capture point moving away from the radial/beam for high closure rates. Capture will always occur if VOR deviation is less than 5% of full scale (0.1 dot), or localizer deviation is less than 30% (0.6 dot). Navigation capture clears the heading selected. A localizer capture clears half bank and turbulence modes.

Dead reckoning is provided during VOR station passage. When DME data is available, dead reckoning region is approximately where the horizontal distance to the station is less than the altitude to the station. Without DME data, dead reckoning is based on a high rate of VOR deviation.

	Flight Crew Operating Manual CSP A-013	MASTER
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The CRS 1 knob is used to set the course pointer on the pilot's PFD. The CRS 2 knob is used to set the course pointer on the copilot's PFD. Pushing the button in the course knob will select the course required to fly directly to a station.

Navigation mode is selected by pushing the NAV switch on the FCP. Navigation mode is cleared by pushing the NAV switch again, by selecting another lateral mode or by changing the source of the on-side navigation signal.

Navigation mode arming is annunciated with two messages on the primary flight display, a green HDG message in the lateral capture field, and a white navigation source identifier (VOR1/2, LOC1/2 or FMS1/2) in the lateral arm field.

Navigation mode capture/tracking is annunciated with a green message in the lateral capture field on the primary flight display which identifies the navigation source (VOR1/2, LOC1/2 or FMS1/2). Dead reckoning operation is annunciated with a white DR message on the primary flight display.

(5) Approach Mode

Approach mode generates commands to capture and track the selected navigation source displayed on the primary flight display. Tracking performance is higher, than in navigation mode. Approach mode is armed when selected, but cannot capture if the flight control computer is not receiving valid navigation data.

The capture point is a function of closure rate, with the capture point moving away from the radial/beam for high closure rates. Capture will always occur if VOR deviation is less than 5% of full scale (0.1 dot), or localizer deviation is less than 30% (0.6 dot). If the other side does not concurrently capture, it will continue to operate in heading select until it independently captures.

Approach mode may automatically select glideslope mode. An on-side localizer capture clears turbulence mode on both sides.

Dead reckoning is provided during VOR station passage. When DME data is available, dead reckoning region is where DME distance to the station is less than 0.6 nautical mile (DME). Without DME data, dead reckoning is based on a high rate of VOR deviation.

The CRS 1 knob is used to set the course pointer on the pilot's PFD. The CRS 2 knob is used to set the course pointer on the copilot's PFD. Pushing the button in the course knob will select the course required to fly directly to a station.

Approach mode is selected by pushing the APPR switch on the FCP. Approach mode is cleared by pushing the APPR switch again, by selecting another lateral mode, or by changing the source of the on-side navigation signal.

	AUTOMATIC FLIGHT CONTROL SYSTEM Flight Control and Guidance	Vol. 1	03-20-11
		REV 56, Jan 31/03	

Approach mode arming is annunciated with two messages on the primary flight display, a green HDG message in the lateral capture field, and a white navigation source identifier (VOR1/2, LOC1/2 or FMS1/2) in the lateral arm field. Approach mode capture/tracking is annunciated with a green message in the lateral capture field on the primary flight display which identifies the navigation source (VOR1/2, LOC1/2 or FMS1/2). Dead reckoning operation is annunciated with a white DR message on the primary flight display.

(6) Back Course Mode

Back course mode generates commands to capture and track the selected back course displayed on the primary flight display. Back course is armed when selected, but cannot capture if the flight control computer is not receiving valid localizer data.

The capture point is a function of closure rate, with the capture point moving away from the radial/beam for high closure rates. Back course capture clears turbulence, half bank and heading modes. The CRS 1 knob is used to select the pilot's course, the CRS 2 knob is used to for the copilot's course, both displayed on the PFD's.

Back course mode is selected by pushing the B/C switch on the flight control panel. Back course mode is cleared by pushing the B/C switch again, by selecting another lateral mode, or by changing the source of the navigation signal to something other than a localizer.

NOTE

In FD mode with B/C selected, the localizer deviation is in the correct direction either on the front or on the back course. <0026>

Back course mode arming is annunciated with two messages on the primary flight display, a green HDG message in the lateral capture field, and a white navigation source identifier (B/C 1/2) in the lateral arm field. Back course mode capture/tracking is annunciated with a green message in the lateral capture field on the primary flight display which identifies the navigation source (B/C 1/2).

Back course captures are cleared, and/or prevented, in an FCC when the flight director on its side of the aircraft is driven by flight guidance commands from the other FCC.

Back course steering information is invalidated when the navigation source is not a localizer.

(7) Half Bank Mode

Half bank mode reduces the maximum commanded bank angle to 15 degrees. The automatic mode transition will occur at 31,600 feet. Half bank mode has no effect on roll mode operation.

	Flight Crew Operating Manual CSP A-013	MASTER
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Half bank mode is selected by pushing the 1/2 BANK switch on the FCP. Half bank mode is automatically selected when climbing through 31,600 feet (pressure altitude) or if the aircraft is above the half bank transition altitude when the flight director is turned on. Selection is inhibited when in the take-off mode, go-around mode, on-side approach mode capture, or any on-side localizer capture.

Half bank mode is manually cleared by pushing the 1/2 BANK switch again, and is automatically cleared when descending through the half bank transition altitude.

Half bank is annunciated with a white 1/2 BNK message on the primary flight display.

(8) Lateral Go-Around Mode

Lateral go-around mode generates a heading hold command, with a 5 degree bank limit. Selection of lateral go-around mode turns on both flight directors, disengages the autopilot, and clears all other lateral modes. Lateral and vertical go-around mode selections are coincident. When lateral go-around causes an autopilot disengage, the resultant autopilot disengage warning may be cancelled by another push of a TOGA switch, or by pushing the AP disconnect switch.

Lateral go-around mode is selected by pushing one of the thrust lever-mounted TOGA switches while airborne. Lateral go-around mode is cleared by selection of FD SYNC or another lateral mode.

Lateral go-around is annunciated with a green GA message in the lateral capture field on the primary flight display.

E. Vertical Mode of Operation

(1) Pitch Mode

When pitch mode is selected, the pitch reference (pitch command on the primary flight display) is set to the current pitch angle. Pitch mode generates commands to maintain the pitch reference value.

The pitch reference value can be changed using the VS pitch wheel. Rotation of the VS pitch wheel will change the pitch reference by 1/2 degree per click. The pitch reference is reset to the current pitch attitude upon either autopilot engagement, transferring to pitch mode, or synchronization.

When the preselected altitude is captured, rotating the VS pitch wheel also rearms the altitude preselect mode.

When capturing or tracking a preselected altitude, a new preselected altitude must be chosen prior to the selection of pitch mode, to avoid an immediate recapture of the existing preselected altitude.

	AUTOMATIC FLIGHT CONTROL SYSTEM Flight Control and Guidance	Vol. 1	03-20-13
		REV 56, Jan 31/03	

Pitch mode is automatically selected when no other vertical mode is active, and the flight director is on. Rotating the VS pitch wheel on the flight control panel will manually select pitch mode when the flight director is on, unless in glideslope capture or VS mode. Pitch mode is cleared by the selection of a vertical hold mode, or by a vertical mode capture.

Pitch mode is annunciated with a green PTCH message in the vertical capture field on the primary flight display.

(2) Vertical Take-Off Mode

Vertical take-off mode generates a 15 degree pitch-up command. Loss of an engine changes the pitch-up command to 10 degrees.

Selecting vertical mode turns on both flight directors, disengages the autopilot, clears all other vertical modes and switches the flight guidance commands to a dual independent configuration. Lateral and vertical take-off mode selections are coincident.

When take-off causes an autopilot disengagement, the resultant warning may be cancelled by another push of a TOGA switch, or by pushing the AP disconnect switch.

Vertical take-off mode is selected by pushing one of the thrust lever-mounted TOGA switches while on the ground. Vertical take-off mode is cleared by engaging the autopilot, by selecting , or by the selection or capture of another active mode.

Vertical take-off mode is annunciated with a green TO message in the vertical capture field on the primary flight display.

(3) Altitude Preselect Mode

Altitude preselect mode generates commands to capture and track preselected altitude. The barometric preselected altitude is displayed on the primary flight display, and controlled via the ALT knob on the flight control panel.

Altitude preselect mode is armed upon selection. The capture point is a function of closure rate, with the capture point moving away from the preselected altitude for high closure rates.

Capture will not occur if the preselected altitude is slewed through current altitude. At capture, the previously active vertical mode is cleared.

If the preselect altitude is changed, or if the VS pitch wheel is rotated during altitude capture, the autopilot or flight director continues to capture the original preselected altitude.

If a new preselect altitude is not set, then selection of IAS, MACH, PTCH or VS mode, will result in the current altitude being captured.

	Flight Crew Operating Manual CSP A-013	MASTER
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After capturing preselected altitude (altitude track), if preselect altitude is changed, altitude hold is automatically selected and altitude preselect rearmed.

Pushing in the ALT knob will cancel aural and visual alerts associated with the preselected altitude.

Altitude preselect mode is automatically selected upon selection of any vertical mode, except glideslope capture or overspeed. Altitude preselect mode is cleared by glideslope capture or overspeed.

Altitude preselect is annunciated on the PFD with a white ALTS message in the vertical arm field for arm; a green ALTS CAP message in the vertical capture field for capture, and a green ALTS message in the vertical capture field for track. Altitude captures, which are cleared without a subsequent selection of altitude track or arm, are annunciated with a yellow ALTS message on the PFD, which will remain for 10 seconds, or until altitude preselect is rearmed, whichever is shorter.

(4) Altitude Hold Mode

Altitude hold mode generates commands to capture and maintain the altitude reference. When altitude hold mode is selected, the altitude reference is set to the current pressure altitude.

When altitude hold mode is selected by the flight management system, the altitude reference is a barometric value from the VNAV, which is converted to pressure altitude upon completion of capture.

The altitude reference is reset to current pressure altitude by selection of synchronization. There is no display of altitude reference value.

Altitude hold mode is selected by pushing the ALT switch on the flight control panel, or by changing the altitude preselect setting while in altitude preselected track. In VNAV mode, altitude hold can be selected by the flight management system. Selection is inhibited when in glideslope capture or overspeed.

Altitude hold mode is cleared by pushing the ALT switch again, by selection of a vertical hold mode, or by vertical mode capture.

Altitude hold mode is annunciated with a green ALT message in the vertical capture field on the primary flight display.

(5) Speed Mode (CLB, DES, IAS)

Speed mode generates commands to maintain the airspeed reference value. When speed mode is selected, the IAS reference (primary flight display) is set to the current airspeed.

The airspeed reference can be manually set, using the speed knob. The airspeed reference is reset to current airspeed by the selection of FD SYNC or AP engagement.

Upon altitude capture, (selected altitude), speed mode is disabled.

	AUTOMATIC FLIGHT CONTROL SYSTEM Flight Control and Guidance	Vol. 1	03-20-15
		REV 56, Jan 31/03	

Speed mode is displayed in either IAS or MACH. Selection of the speed readout is accomplished by pushing the SPEED knob on the flight control panel.

(6) Vertical Speed Mode

Vertical speed mode generates commands to maintain the VS reference value. When vertical speed mode is selected, the VS reference (primary flight display) is set to the current vertical speed.

The VS reference value can be changed, throughout a $\pm 12,000$ feet/minute range, using the VS pitch wheel on the flight control panel. The VS reference is reset to the current vertical speed by the selection of FD SYNC or AP engagement.

When capturing or tracking a preselected altitude, a new preselected altitude must be chosen prior to selection of vertical speed mode, to avoid an immediate recapture of existing preselected altitude.

Vertical speed mode is manually selected by pushing the VS switch on the flight control panel. Selection is inhibited when in glideslope capture or overspeed. Vertical speed mode is cleared by pushing the VS switch again, by selecting a vertical hold mode, or by a vertical mode capture.

Vertical speed mode is annunciated with a green VS #.# \uparrow or VS #.# \downarrow in the vertical capture field on the primary flight display. The #.# is the VS reference value, in thousands of feet/minute (values over 10,000 feet/minute are displayed without a decimal point). The up arrow displays a positive reference and the down arrow displays a negative reference.

The FCC operates in the active mode. Capture will not occur if the localizer is not captured, or if the FCC is not receiving valid glideslope data. Upon glideslope capture, other vertical modes are automatically cleared on the captured side. If the other side does not concurrently capture the glideslope, it will continue to operate in the current active vertical mode, or ensuing vertical mode, until it independently captures glideslope.

Climb or descent rate is achieved by moving the rotary wheel on the flight control panel.

(7) Glideslope Mode

Glideslope mode will generate commands to capture and track the glideslope. Captures can be performed from above or below the localizer beam.

The capture point is a function of closure rate, with the capture point moving away from the beam for high closure rates. Capture will always occur if deviation is less than 10% of the full scale (under 0.2 dot).

	Flight Crew Operating Manual CSP A-013	MASTER
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Glideslope mode is automatically selected when in an approach mode, inbound, with a valid localizer as the lateral navigation source. Glideslope mode is automatically cleared by the loss of approach mode. When armed, glideslope mode is also cleared by turning outbound, or by the loss of a valid localizer as the lateral navigation source. When captured, glideslope mode is cleared by changing the source of the lateral navigation signal to an invalid localizer.

Glideslope arming is annunciated with a white GS message in the vertical arm field on the PFD. Glideslope capture is annunciated with a green GS message in the vertical capture field on the PFD.

(8) Vertical Go-Around Mode

Go-around mode generates a 10-degree pitch-up command.

Selection of vertical go-around mode turns on both flight directors, disengages autopilot, clears all other vertical modes and switches the flight guidance commands to a dual-independent configuration. Vertical and lateral modes are coincident.

When a go-around causes the autopilot to disengage, the autopilot warning can be cancelled by another push to the TOGA switch, or by pushing the AP disconnect switch.

Vertical go-around mode is selected by pushing either one of the thrust lever-mounted TOGA switches while airborne. Go-around mode is cleared by engaging the autopilot, by selecting FD SYNC or by the selection or capture of another active mode.

Go-around mode is annunciated with a green GA message in the vertical capture field on the primary flight display.

F. Altitude Alert System

The primary flight displays (PFD's) alert the pilots that the aircraft is approaching the preselected altitude, or that the aircraft is deviating from a previously selected and acquired altitude. Altitude advisories are indicated on the altimeter portion of the PFD's at the preselect altitude digital readouts (above the barometric tape). It is also displayed at the preselect bugs, including the double bars (across the fine and coarse tapes).

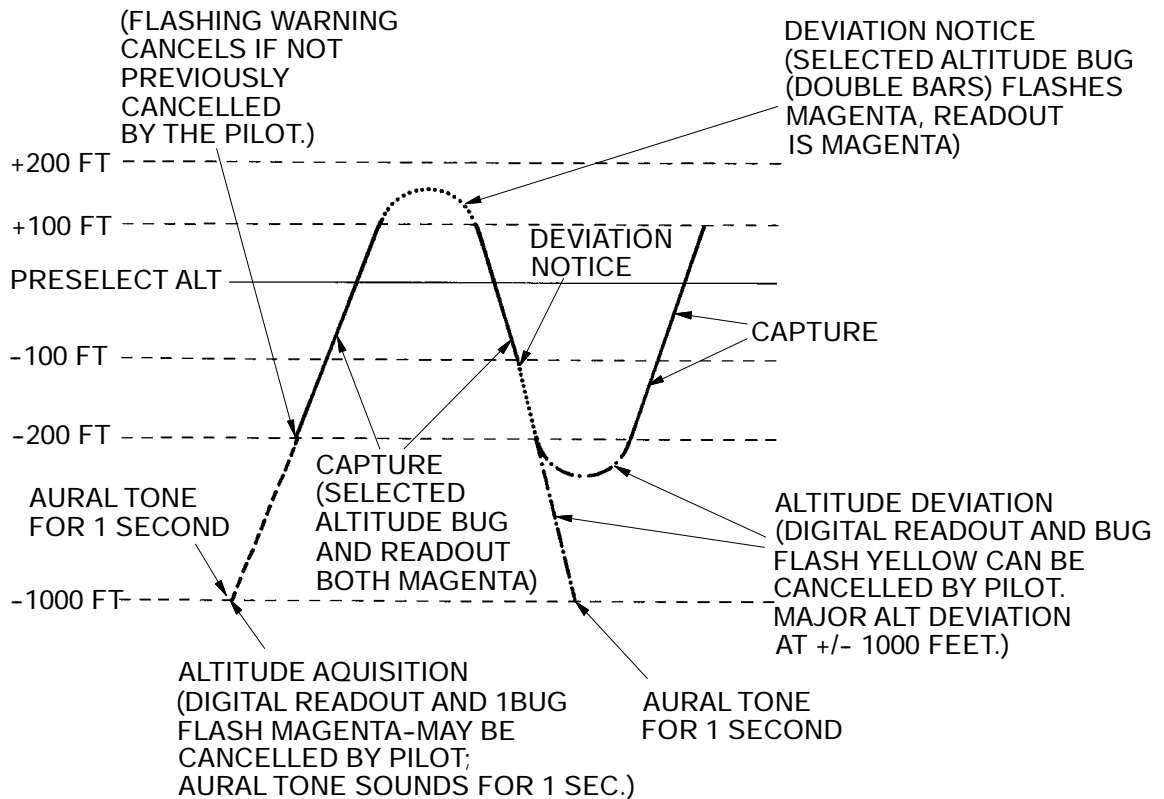
The altitude alert system processes data from the air data computers and is independent of autopilot or flight director mode. The ALT knob on the flight control panel is used to set the desired altitude.

The preselect digital readout and bugs change state and color as follows:

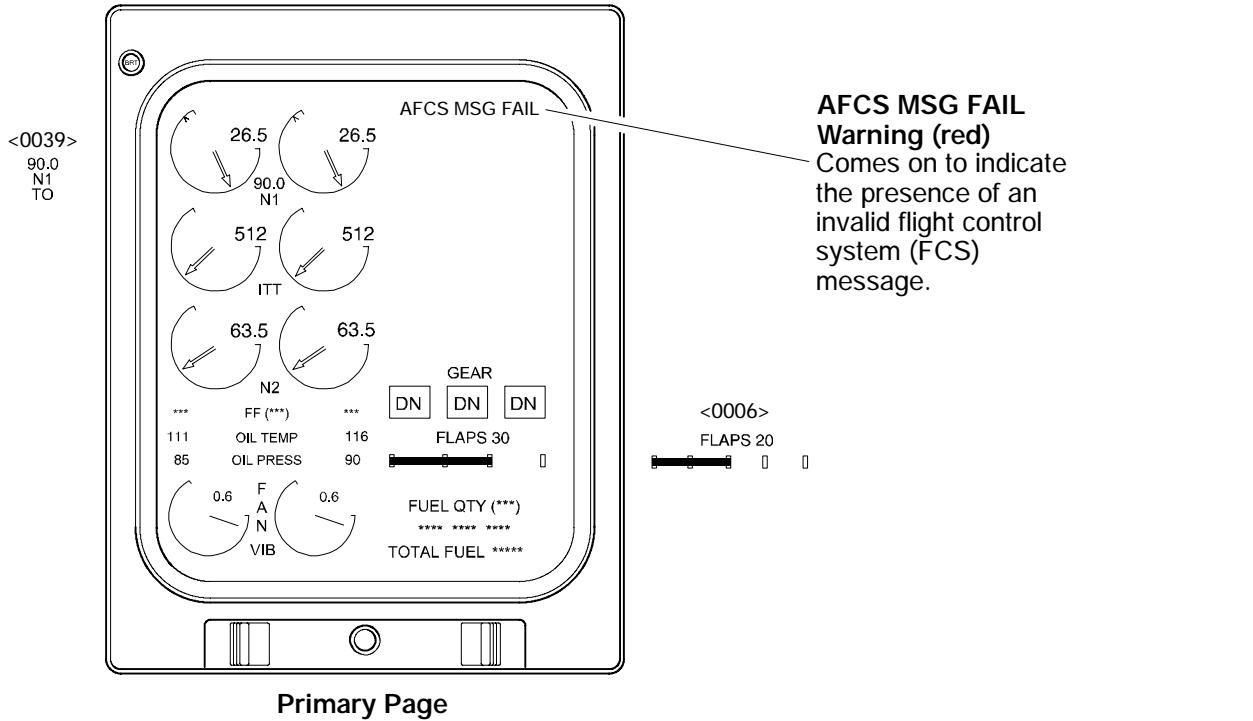
- At the altitude alert threshold, the readout and bugs flash magenta for approximately four seconds, and a one-second aural tone sounds. The threshold is approximately 1,000 feet from the selected altitude.

- When within 200 feet from the selected altitude, the readout and bugs come on steady to indicate altitude capture.
- If the aircraft subsequently deviates more than 200 feet from the selected altitude, the readout and altitude bugs (double bars) will flash amber and a one second tone will be heard. The readout and altitude bugs will continue to flash amber as long as the aircraft is deviated more than 200 feet or cancelled.
- When the airplane is -200 feet below selected altitude the flashing magenta bugs and readout will cancel.
- If the airplane subsequently continues to deviate (± 1000 feet) from the selected altitude, a one second tone will be heard.
- When the airplane is again within 200 feet of the selected altitude, the readout and bugs will turn magenta and stop flashing.

Altitude alerts can be cancelled by pushing the ALT switch or selecting a different altitude. Altitude alerts are inhibited if the glideslope is captured.



Altitude Alert System
Figure 03-20-6

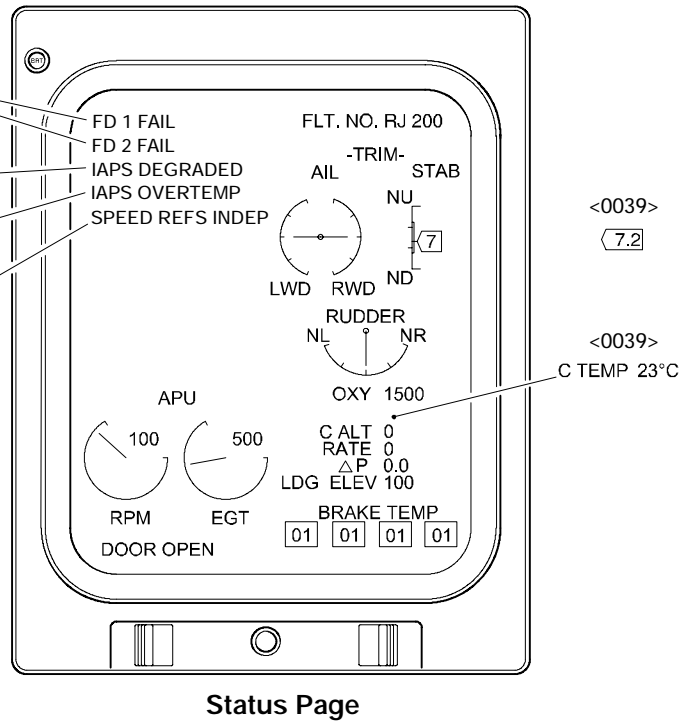


FD 1 or 2 FAIL status (white)
Indicates that the respective flight director has failed.

IAPS DEGRADED status (white)
Indicates that an IAPS bus has failed.

IAPS OVERTEMP status (white)
Indicates that an IAPS overtemperature condition has been detected.

SPEED REFS INDEP Status (white)
Comes on to indicate that the pilot's and copilot's V-speed selections are not synchronized.



Automatic Flight Control System EICAS Indications <MST>
Figure 03-20-7



G. System Circuit Breakers

SYSTEM	SUB-SYSTEM	CB NAME	BUS BAR	CB PANEL	CB LOCATION	NOTES
Integrated Avionics Processor System	Left AFCS	IAPS LEFT AFCS	DC BAT	2	P7	
	Right AFCS	IAPS RIGHT AFCS	DC BUS 2	2	H3	



AUTOMATIC FLIGHT CONTROL SYSTEM
Flight Control and Guidance

Vol. 1

03-20-20

REV 56, Jan 31/03

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Flight Crew Operating Manual
CSP A-013

MASTER

	AUTOMATIC FLIGHT CONTROL SYSTEM Autopilot	Vol. 1	03-30-1
		REV 56, Jan 31/03	

1. AUTOPILOT

The automatic flight control system (AFCS) provides a two axes, digital, fail-passive autopilot (AP). The AP system automatically controls the aircraft in the pitch, roll and yaw axis, in response to flight director commands, by actuating the appropriate control surfaces. The fail-passive AP system is protected against internal single hardware faults and limits any malfunctioning commands to a response that is easily controlled by the pilot. Command inputs to the ailerons and elevators are provided by servos controlled by the flight control computers (FCC's). The FCC's input the yaw damper system to control the rudder

To engage the autopilot, the following is required.

- Both flight control computers must be operative and detecting no failures
- The AP DISC switch-bar is in the UP position
- At least one channel of the horizontal stabilizer trim is operative
- At least one yaw damper is engaged
- At least one AHRS system is operable
- At least one IRS system is operable <0025>
- At least one air data computer (ADC) is operative
- There is no significant instability of the aircraft

NOTE

Significant instability exists during the following conditions: pitch rate over 5 degrees/second, normal acceleration less than -.4g or over.6g, roll rate over 21 degrees/second, bank angle over 45 degrees, pitch angle below 15 degrees nose down or above 25 degrees nose up, or when the yaw rate exceeds 9 degrees/second.

The AP is annunciated with lights at the side of the AP ENG switch on the FCP and a green AP message on the EICAS status page. During AP synchronization, the AP annunciation changes to amber.

A warning for AP engagement during take-off is annunciated with a red CONFIG AP message on the EICAS primary page and a "CONFIG AUTOPILOT" aural alert.

Turbulence mode reduces autopilot gain so that flight control computer response to turbulent flight conditions is slowed and aircraft motion is smoother. Turbulence mode is selected by pushing the TURB switch on the FCP. Turbulence mode cannot be selected, if the on-side localizer is captured, or if the AP is disengaged. Turbulence mode can be cleared by pushing the TURB switch again, by an on-side localizer capture or by AP disengagement.

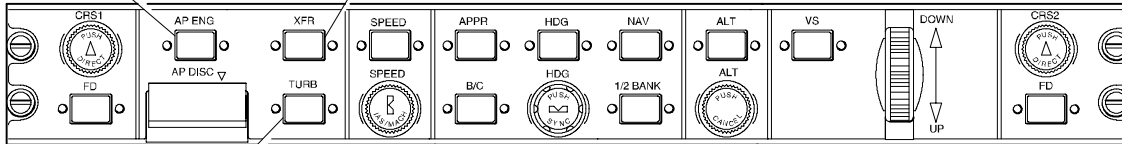
	Flight Crew Operating Manual CSP A-013	MASTER
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AP ENG

Used to engage and disengage autopilot.

XFR

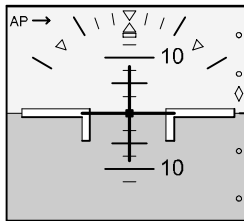
Used to transfer autopilot control from one flight control computer to the other.



TURB

Used to engage and disengage turbulence mode.

**Flight Control Panel
Center Glareshield**



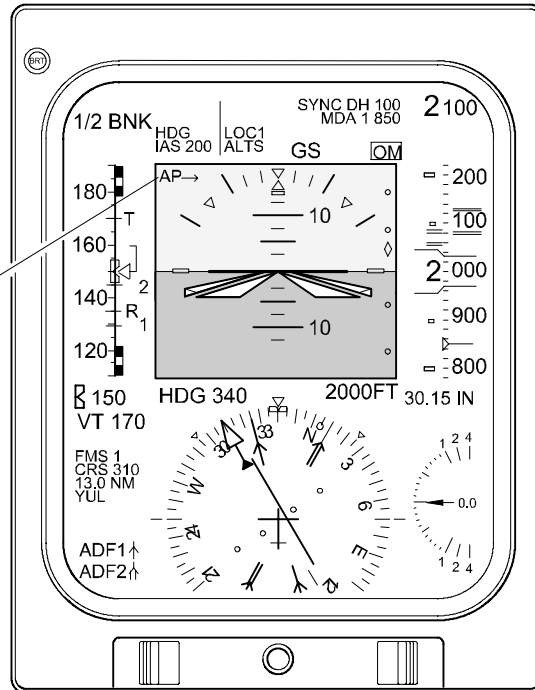
Autopilot Engagement Indication

- AP → (green) - Autopilot engaged.
- AP → (red) - Autopilot disengaged.
- → (white) - Autopilot not engaged.

Arrow pointing left indicates autopilot is coupled to flight director 1.
Arrow pointing right indicates autopilot is coupled to flight director 2.

NOTE

Green indicator lights on either side of switch indicate engaged.



**Primary Flight Display
Pilot's and Copilot's Instrument Panels**

Autopilot – General <MST>
Figure 03-30-1

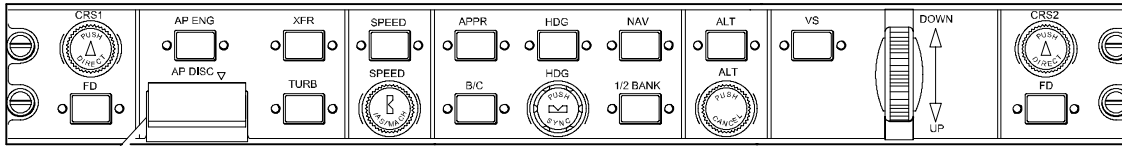
	AUTOMATIC FLIGHT CONTROL SYSTEM Autopilot	Vol. 1	03-30-3
		REV 56, Jan 31/03	

The autopilot can be disengaged manually by any of the following:

- Pushing either AP/SP DISC switch on the control wheels
- Pushing the AP ENG switch on the flight control panel
- Lowering the AP DISC switch-bar on the flight control panel (a red line becomes visible)
- Operating either stabilizer trim switch on the control wheels
- Pressing either TOGA switch on the thrust levers
- Switching to the standby FCC
- Pressing the yaw damper DISC pushbutton on the yaw damper panel.

Disengagement of the autopilot causes a cavalry charge aural alert to sound and the AP indication on the primary flight display (PFD) turns red. The autopilot disengage warning will automatically cancel, after approximately two repetitions of the cavalry charge, when a disengagement is mutually induced.

	Flight Crew Operating Manual CSP A-013	MASTER
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**Flight Control Panel
Center Glareshield**

AP DISC

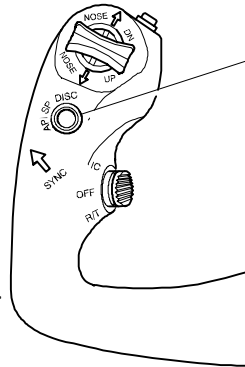
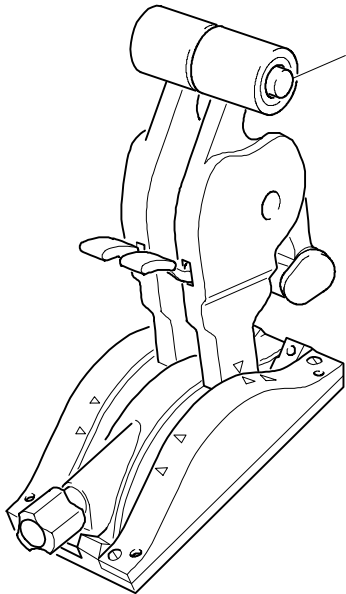
Lowering bar disengages autopilot.
Red line becomes visible.

AP / SP DISC (red)

When pressed, disengages autopilot and deactivates stick pusher. When released, stick pusher system is immediately reactivated, but autopilot remains disengaged.

Take-Off/ Go-Around (TOGA) Switches

Momentary pushbutton switches associated with the take-off/ go-around mode of the flight director.

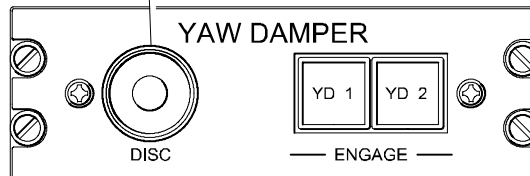


**Pilot's Control Wheel
(Copilot's Opposite)**



DISC

Used to disengage yaw dampers.



**Yaw Damper Panel
Center Pedestal**

Autopilot – Controls
Figure 03-30-2

Automatic AP disengagement occurs if:

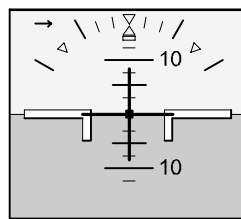
- Both yaw dampers are disengaged or fail
- A failure condition is detected by the FCC monitoring circuits
- Stick shaker is activated
- Excessive attitude occurs (roll beyond 45 degrees or pitch beyond 25 degrees nose-up or 17 degrees nose-down)
- Two seconds after a windshear warning (if the autopilot has not already been disengaged). During those two seconds, the autopilot will follow the windshear commands.

In the event that the autopilot is disengaged due to a system fault, pressing the AP/SP DISC switch or either TOGA switch will cancel the red flashing AP indication on the PFD and silence the aural warning.

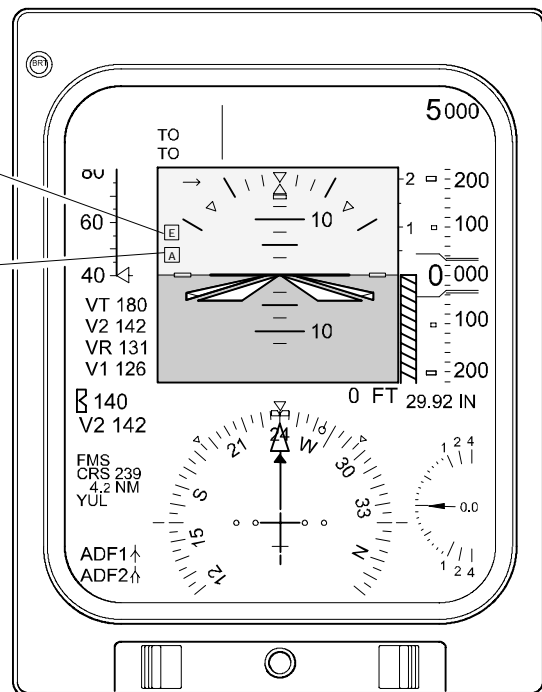
The automatic flight control system monitors both axes of the autopilot when engaged. If a control surface is detected to be significantly out of trim, an indication will appear on the PFD and a caution message will be displayed on the EICAS primary page to indicate in which direction that the control surface is out of trim.

Elevator Mistrim Indicator (yellow)
Indicates that the horizontal stabilizer is in a mistrim condition, when the autopilot is engaged.

Aileron Mistrim Indicator (yellow)
Indicates that the ailerons are in a mistrim condition, when the autopilot is engaged.



<0015>



**Primary Flight Display
Pilot's and Copilot's Instrument Panels**

Autopilot – PFD Flags <MST>
Figure 03-30-3



"Config autopilot"

CONFIG AP Warnig (red)

Comes on to indicate that the autopilot is engaged on the ground with both engines > 70% N1 and no thrust reverser deploy command.

YAW DAMPER Caution (amber)

Comes on when both yaw damper channels (1 & 2) are off or when all IAPS input busses are invalid.

AP TRIM IS LWD Caution (amber)

Comes on to indicate an out-of-trim condition in the roll axis (left wing down).

AP TRIM IS ND Caution (amber)

Comes on to indicate an out-of-trim condition in the pitch axis (nose down).

AP TRIM IS NU Caution (amber)

Comes on to indicate an out-of-trim condition in the pitch axis (nose up).

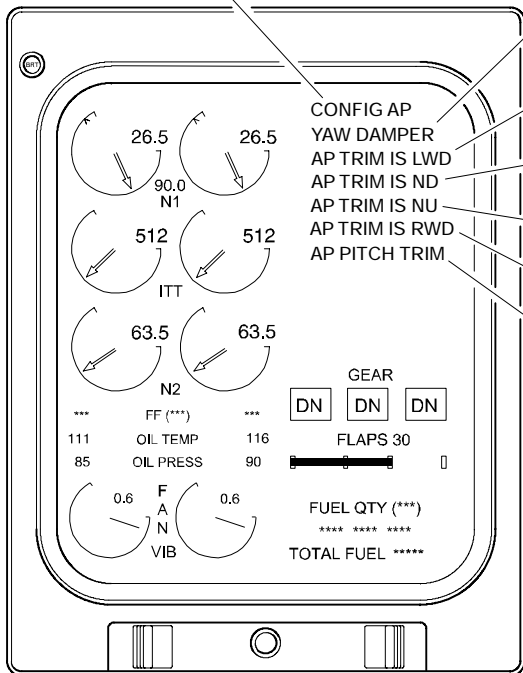
AP TRIM IS RWD Caution (amber)

Comes on to indicate an out-of-trim condition in the roll axis (right wing down).

AP PITCH TRIM Caution (amber)

Comes on to indicate a failure in the autopilot pitch trim system.

<0039>
90.0
N1
TO



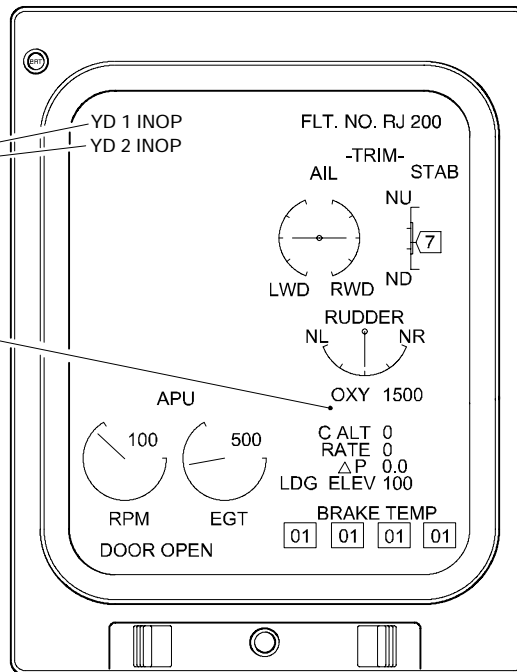
<0006>
FLAPS 20

<0039>
7.2

YD 1, 2 INOP Status (white)

Comes on to indicate that either yaw damper channel is inoperative.

<0039>
C TEMP 23°C



Autopilot – EICAS Messages <MST>
Figure 03-30-4