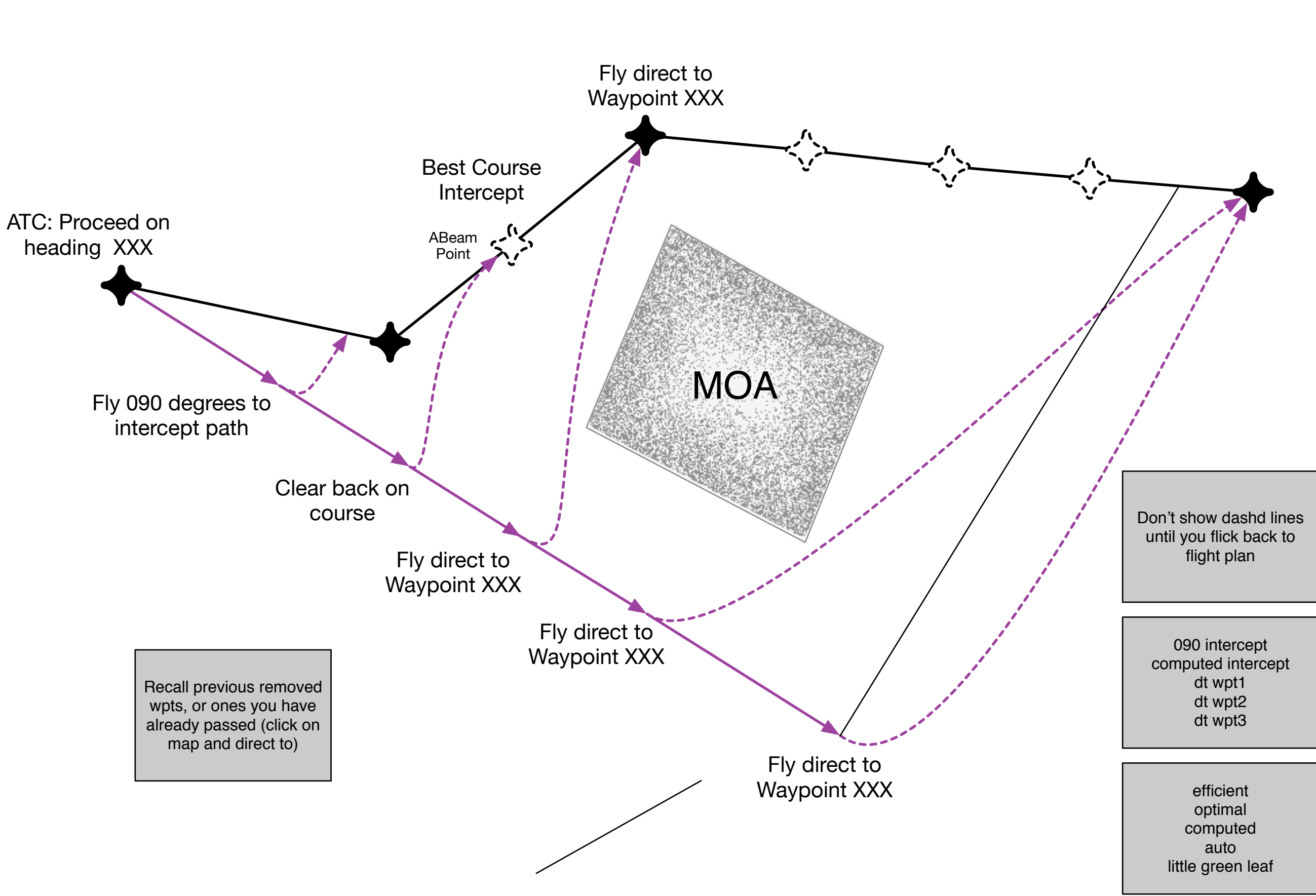


Heading Change



Heading

Speed

Flight Path Angle

Altitude Constraint

180 °

0.80 M

4.0 °

29,000 ft

Flight Plan

Heading

Flight Plan

Manual

Manual

Track

Heading

Speed

Flight Path Angle

Altitude Constraint

160 °

0.80 M

4.0 °

29,000 ft

Flight Plan

Heading

Flight Plan

Manual

Manual

Track

Heading

Speed

Flight Path Angle

Altitude Constraint

Select Route

090 ° intercept

0.80 M

4.0 °

29,000 ft

Flight Plan

Heading

Flight Plan

Manual

Manual

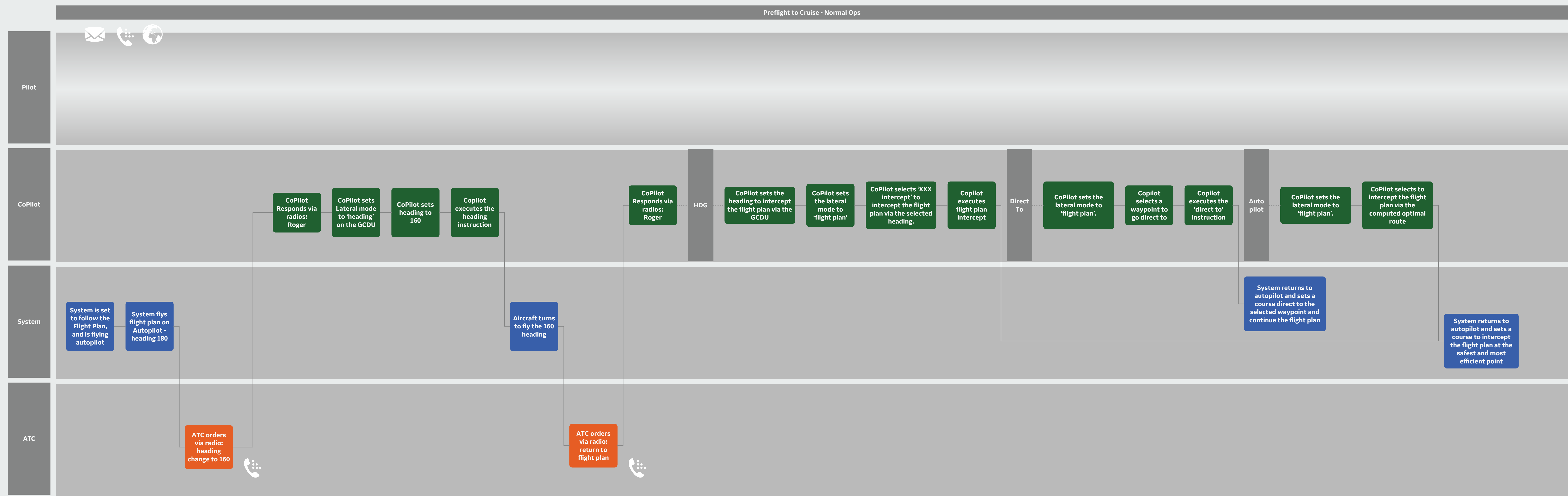
Track

Knob below?
Timescale for alex's prototype?

Changing between mach and speed
Change at around 20,000 ft
Sometimes you want to change the airspeed early, because you've been instructed by act touch he screen to change the mode.
Mach and airspeed tare not tied to each other, you can be below max mach but above max airspeed.- a horn will go off.

25mile to get back to flight path - ams says to get to fp you need a different heading
If you go dt wpt 3, just delete 1 and 2 from flight plan - what if it were an accidental action? - need and undo feature (1-2 edits), even if you have executed. - flight plan history?

Can we use the screen to show alerts related to the restrictions or settings entered in the gcdtu?



Tactical Heading Change - Map

Flight Plan

16,000 ft 236° 46 nm	PGS 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	PUB 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	GLD 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	LNK 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	OGALE ²⁴⁴ 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	OBENE 35,000 ft	400 kts	13:45z -1
16,000 ft 236° 46 nm	OREOS 35,000 ft	400 kts	13:45z -1

HEADING
320°

EN-ROUTE

< System Messages

320 GS

296 TAS

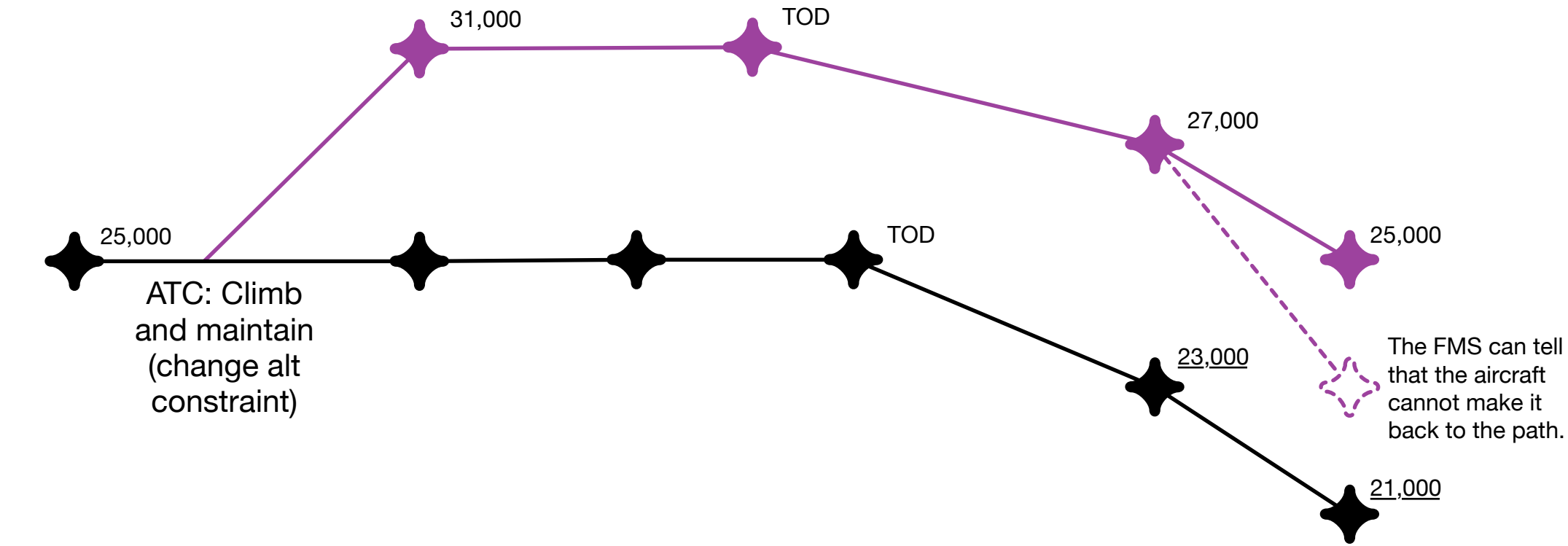
308° / 24

0205.0 Z

7.2 NM



Altitude Change

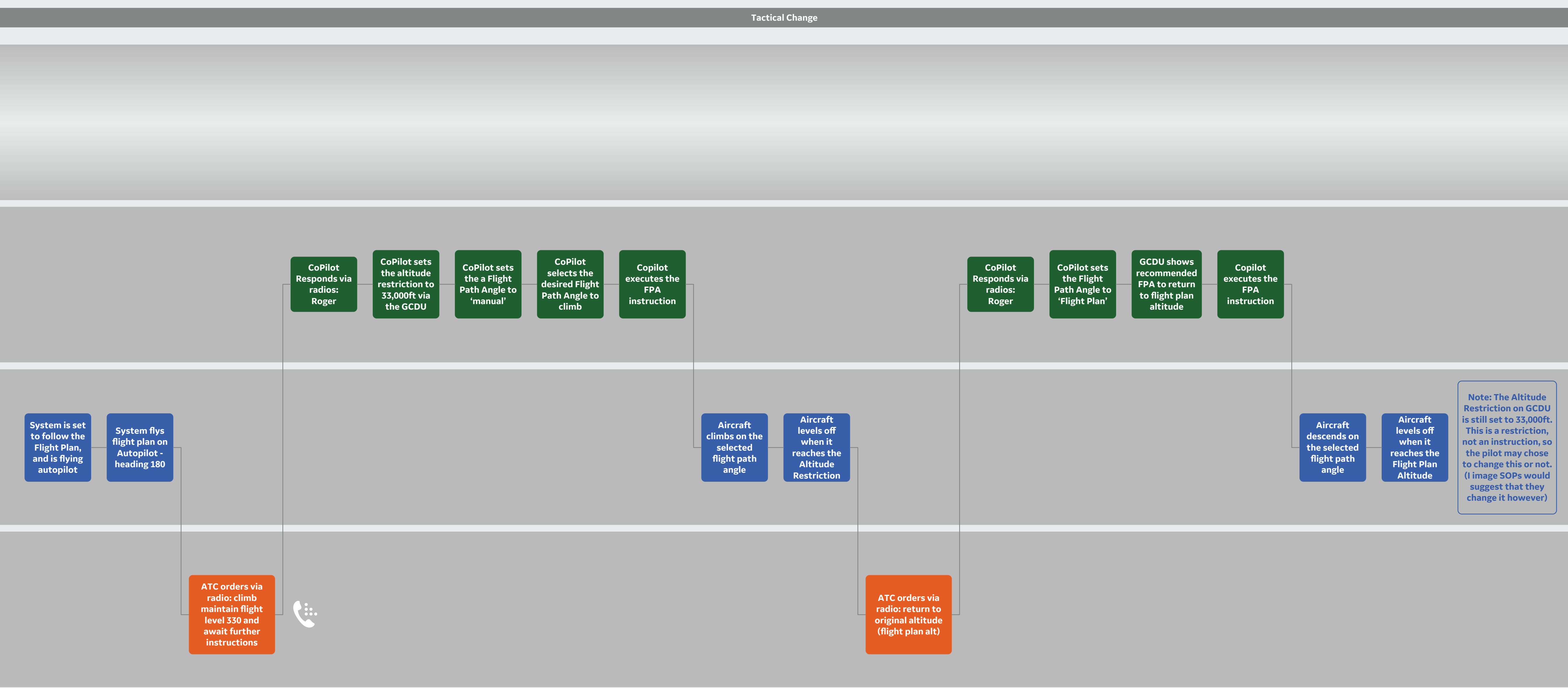
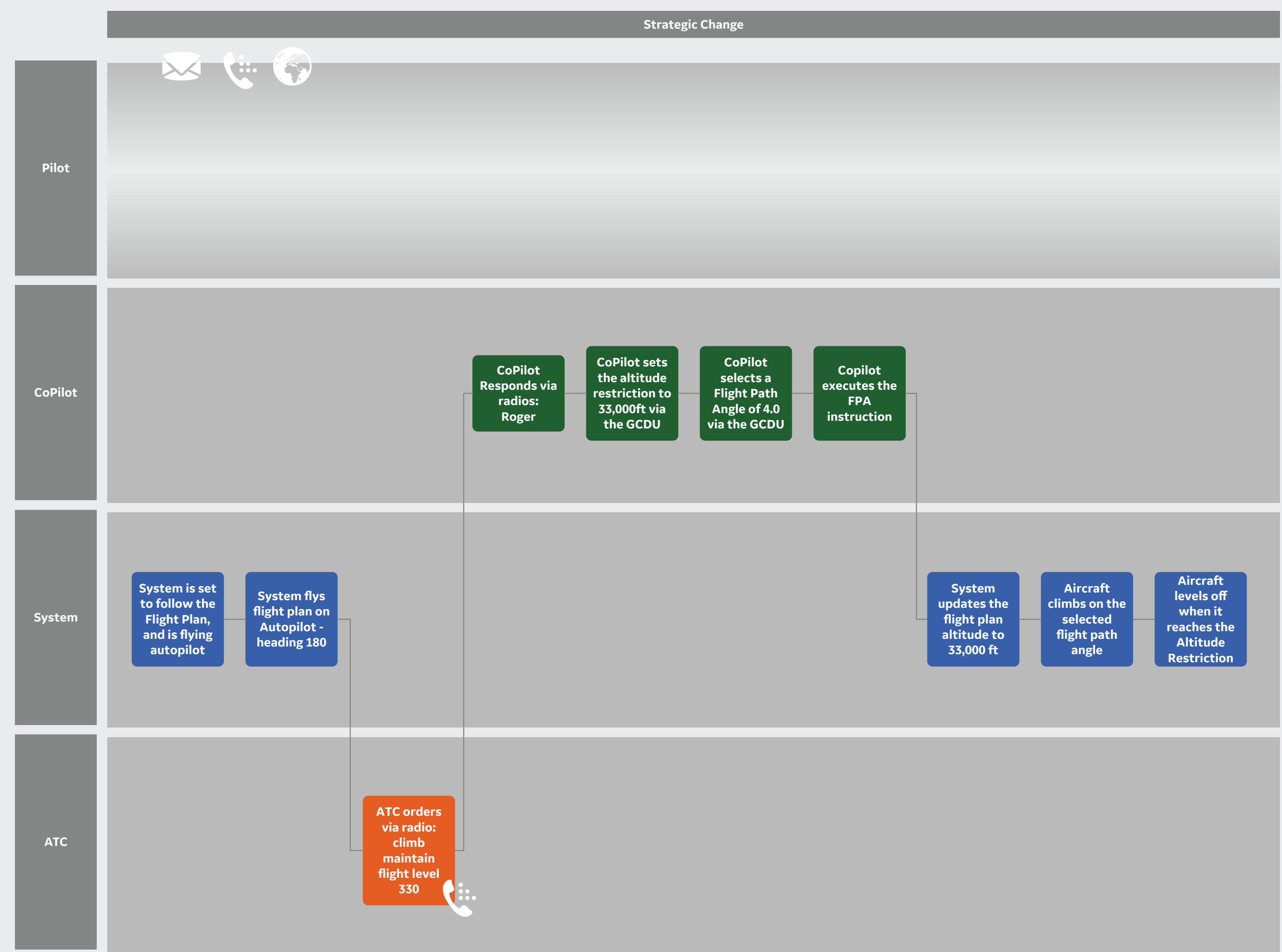
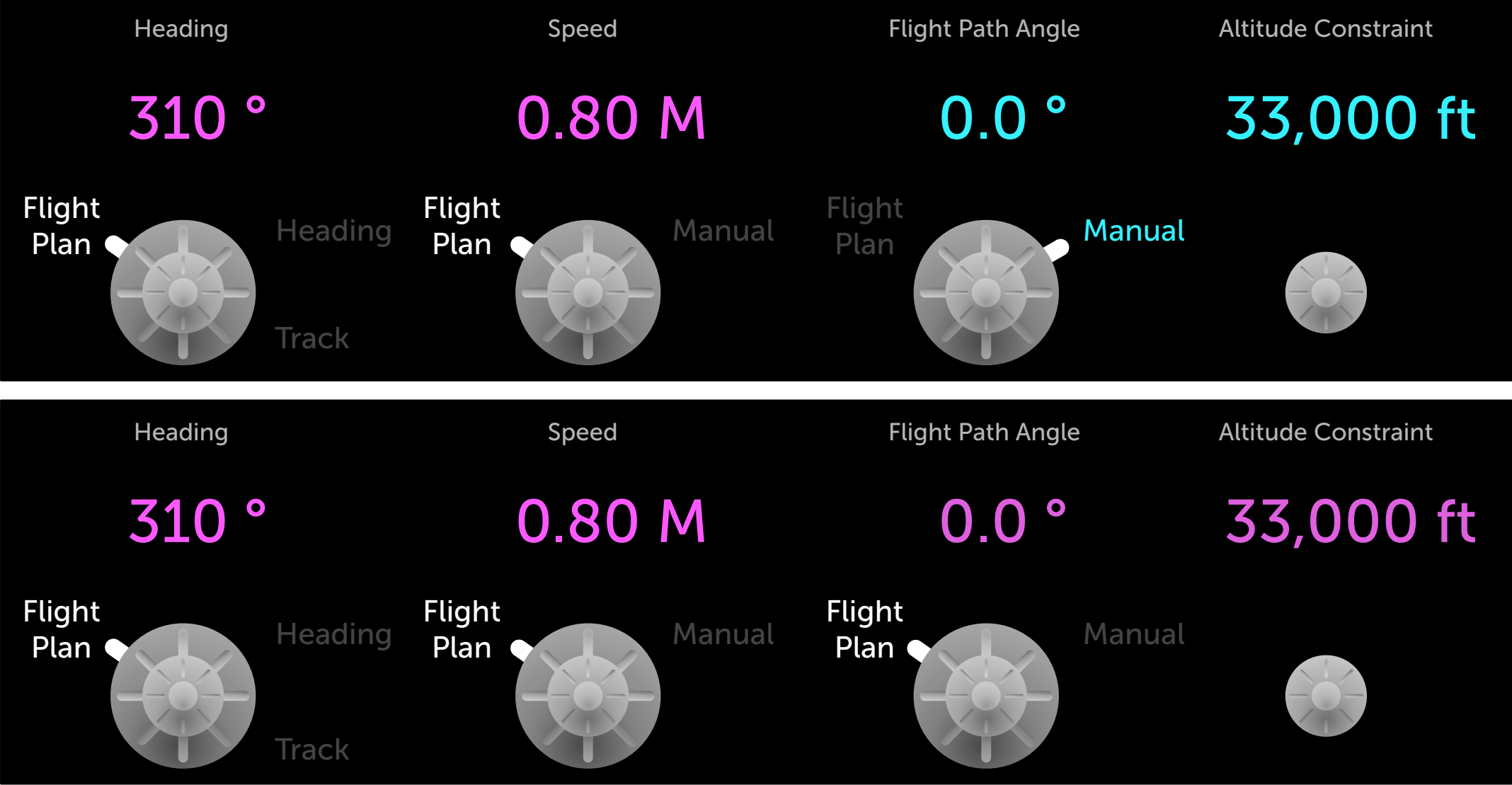
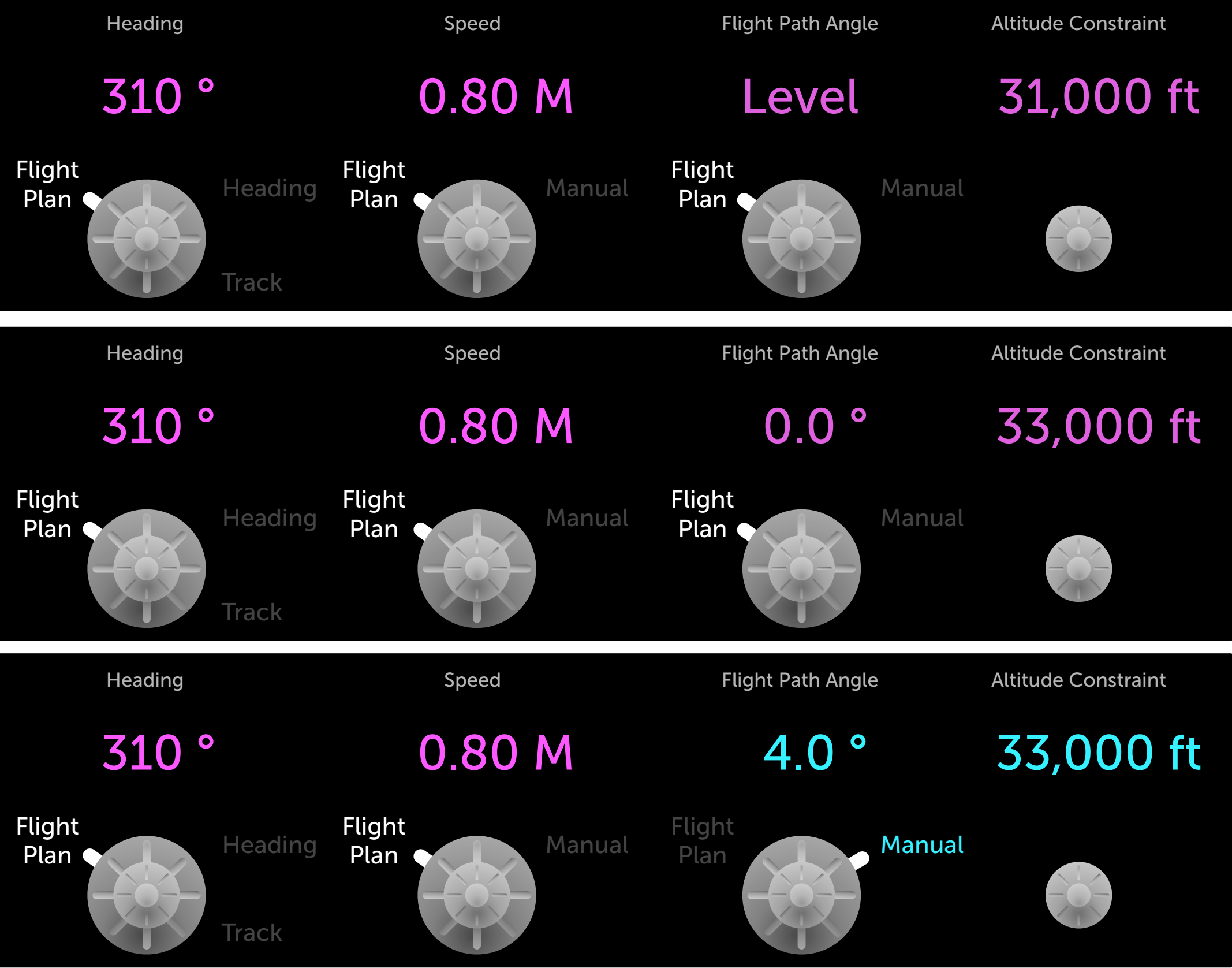


If the GCDU is set to manual mode, but the instruction is the same as the flight plan, after 30seconds the GCDU will revert back to 'flight plan' mode.

The stroyline for this contradicts the lateral storyline. In the lateral change, the flight path maintains its settings, and so you can always return to the original path. However in alt storyline, the flight path changes its self to match the new altitude restriction. The two stories are thus treating the flight plan differently.

I do not think that you should be able to change the flight plan on the GCDU. I think you should be able to monitor the flight plan, or go off plan (manual) only.

What were the advanced features that the pilots want to use, but couldn't because it was too hard to program it into the fms/ change their flight plan etc



Tactical Altitude Change - Map 2

Flight Plan



< System Messages

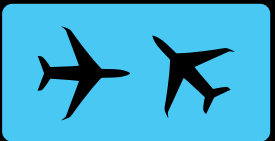
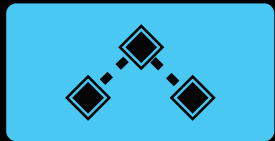
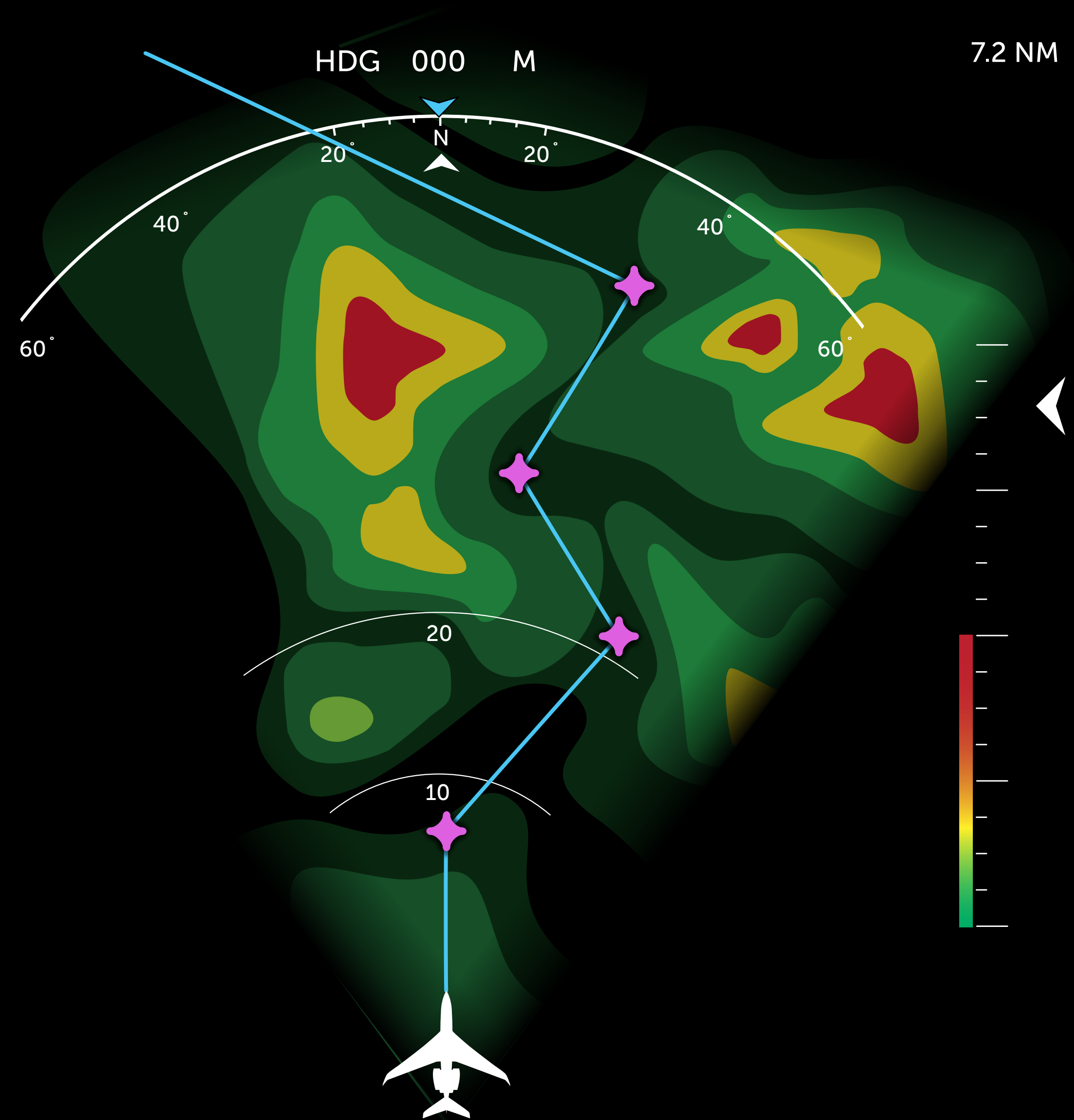
320 GS

296 TAS

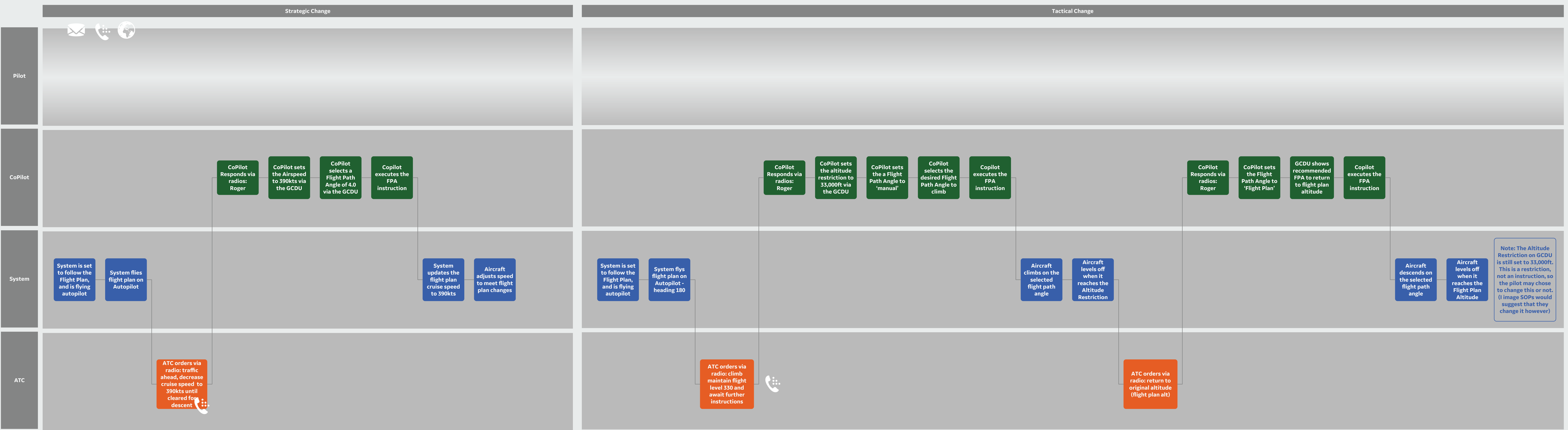
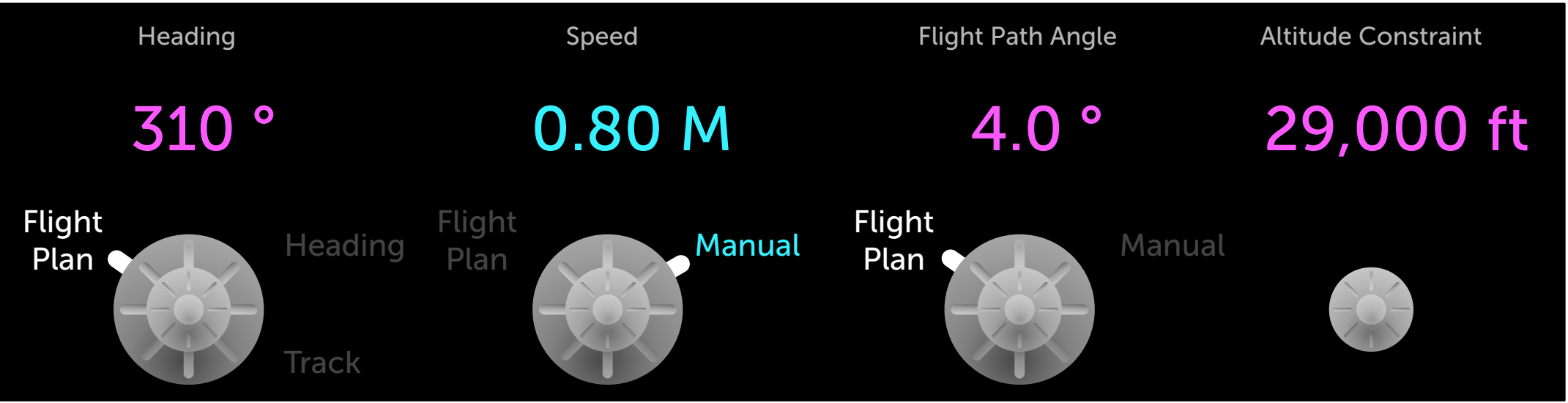
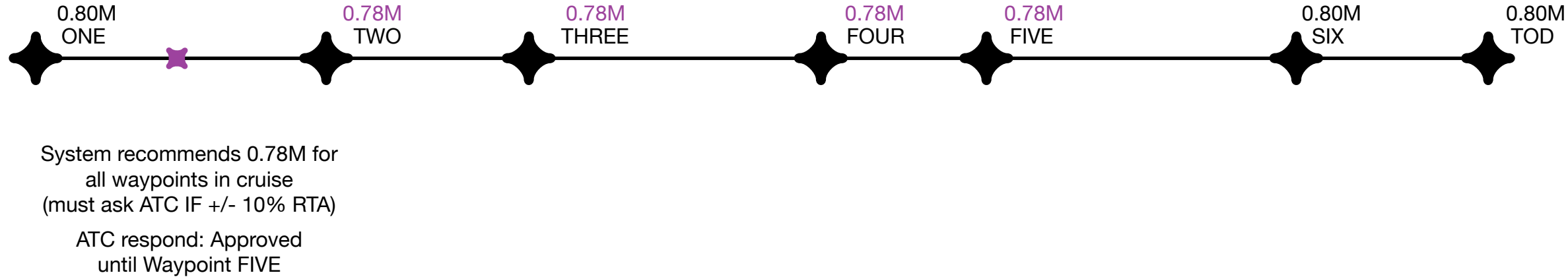
308° / 24

0205.0 Z

7.2 NM

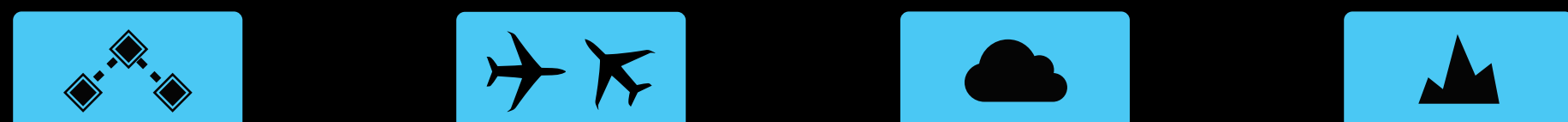
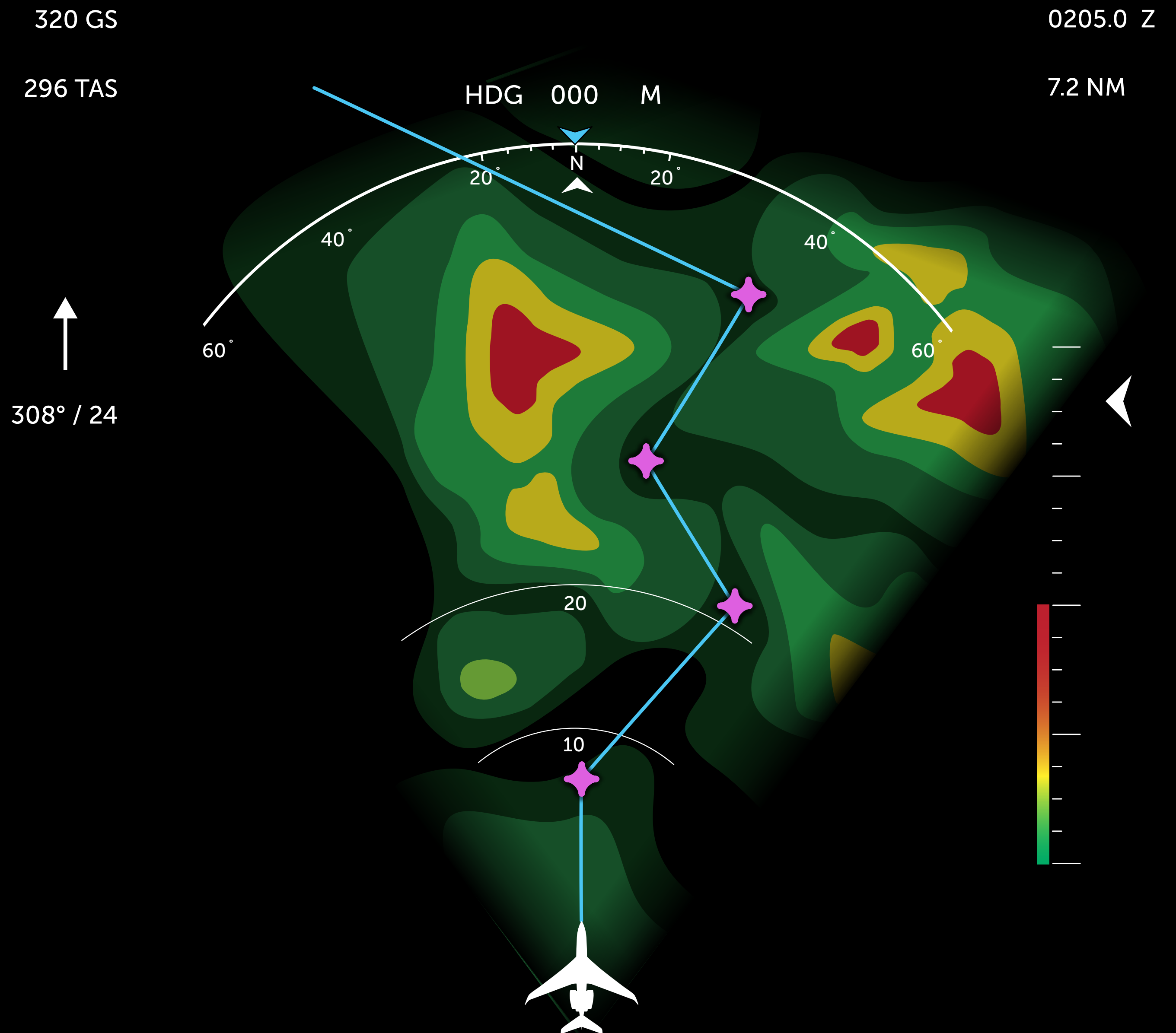
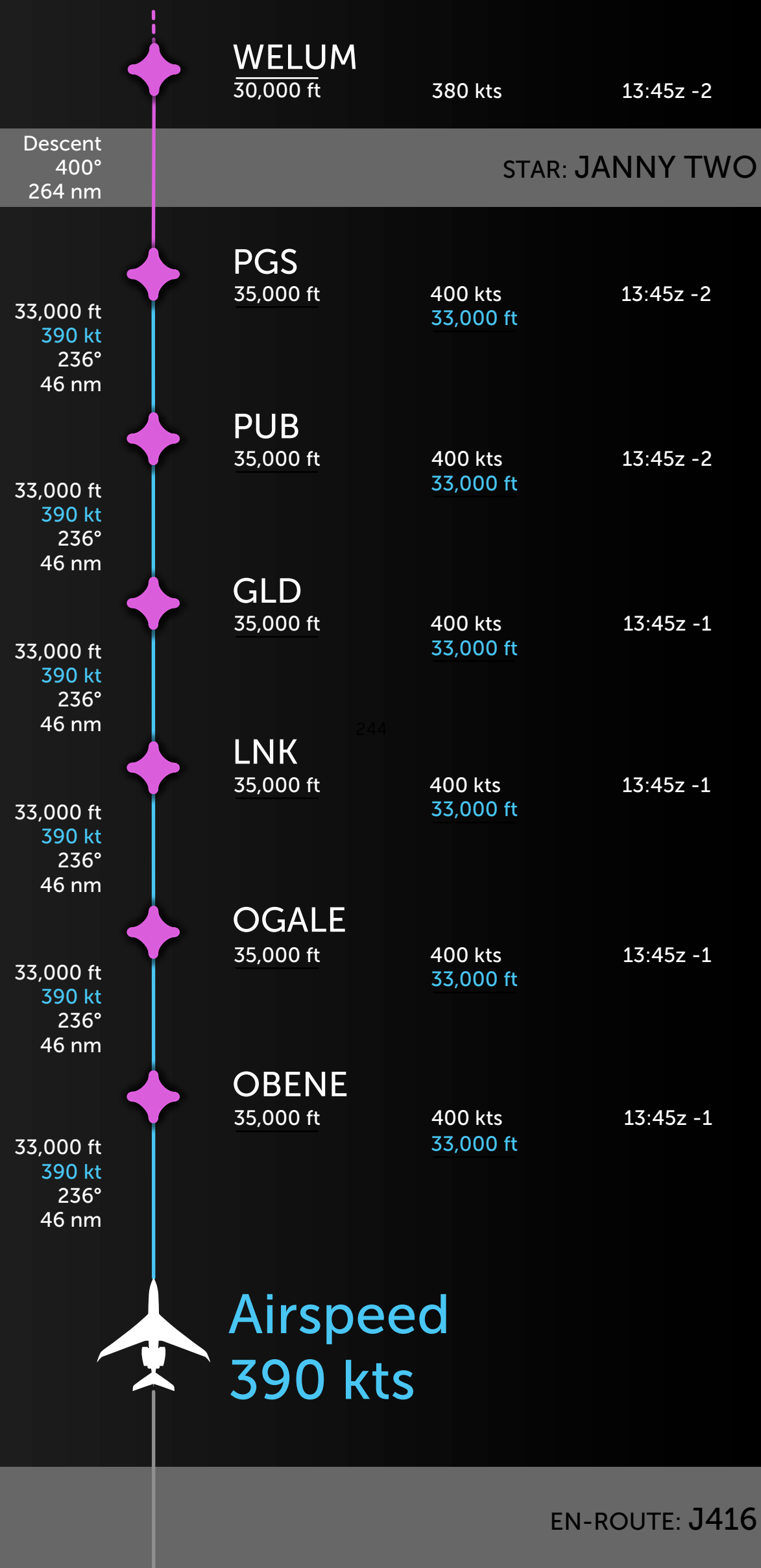


Speed Change



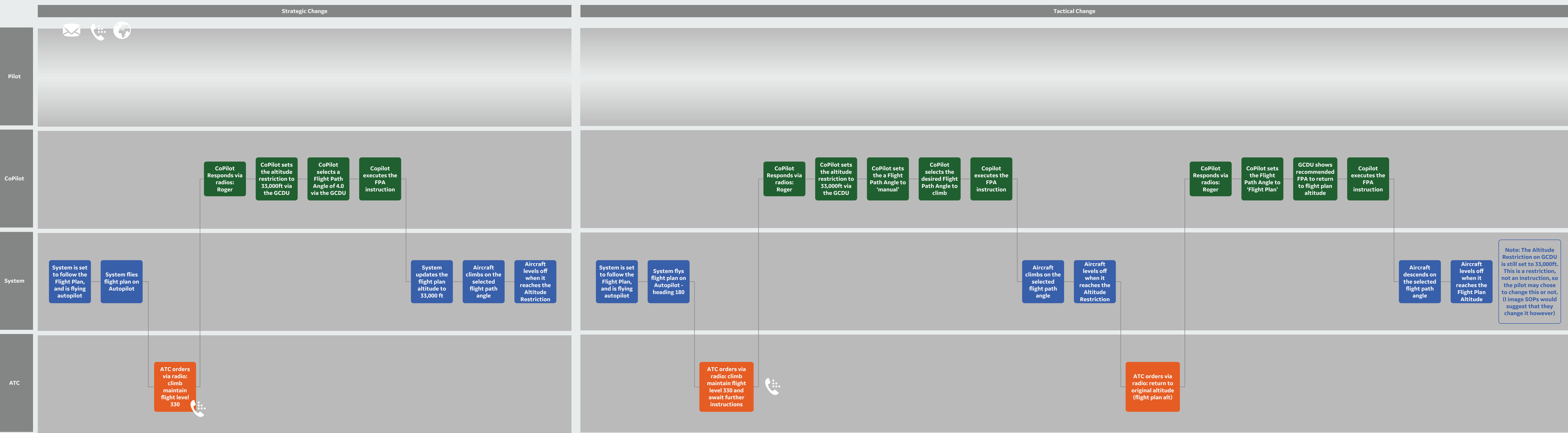
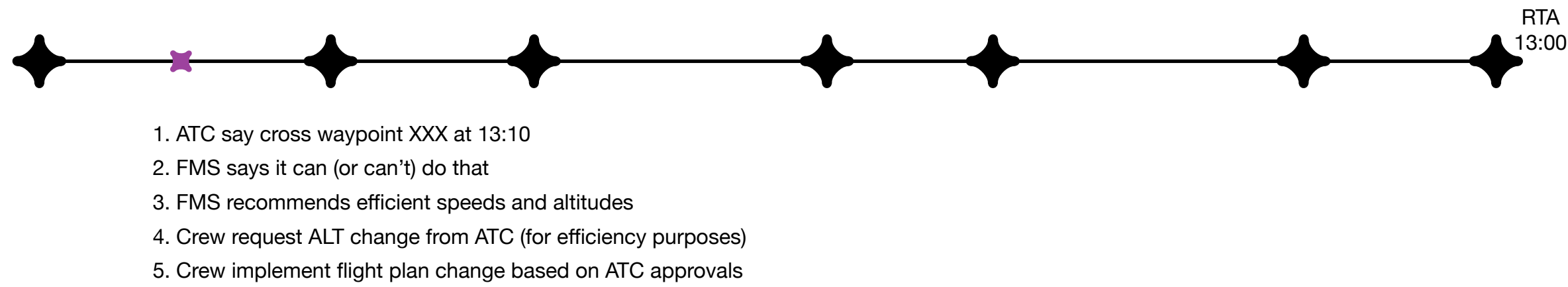
Tactical Speed Change - Map

Flight Plan

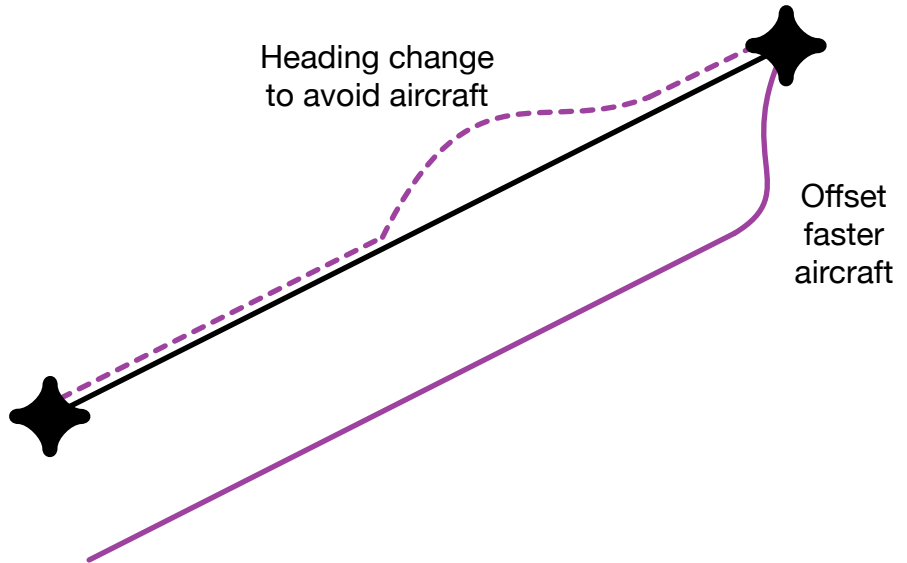


< System Messages

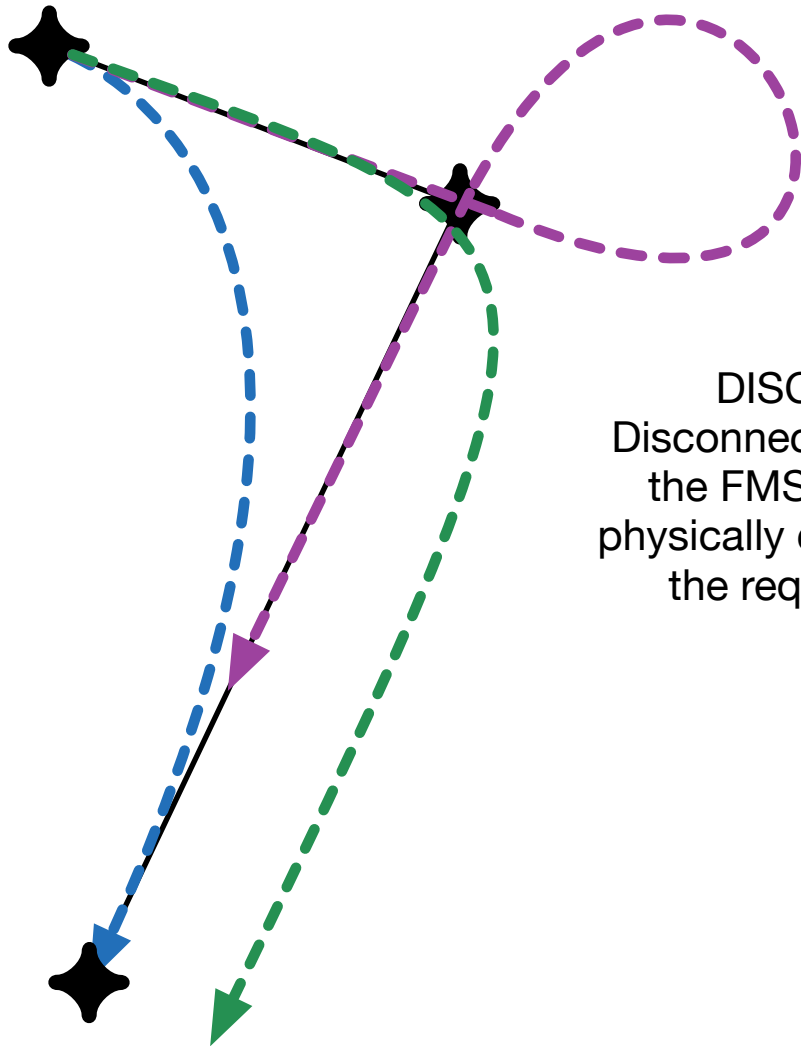
RTA Change



Path offset



DISCO



DISCO
Disconnect (when
the FMS can't
physically carry out
the request)

Knobs

Heading

310 °

Flight Plan

Heading

Track

Speed

0.80 M

Flight Plan

Manual

Flight Path Angle

4.0 °

Flight Plan

Manual

Altitude Constraint

29,000 ft

Heading

310 °

Flight Plan

Heading

Track

Speed

0.80 M

Flight Plan

Manual

Flight Path Angle

4.0 °

Flight Plan

Manual

Altitude Constraint

29,000 ft

Heading

310 °

Flight Plan

Heading

Track

Speed

0.80 M

Flight Plan

Manual

Flight Path Angle

4.0 °

Flight Plan

Manual

Altitude Constraint

29,000 ft

Heading

310 °

Flight Plan

Heading

Track

Speed

0.80 M

Flight Plan

Manual

Flight Path Angle

4.0 °

Flight Plan

Manual

Altitude Constraint

29,000 ft

Heading

180 °

Flight Plan

Heading

Track

Speed

0.80 M

Flight Plan

Manual

Flight Path Angle

4.0 °

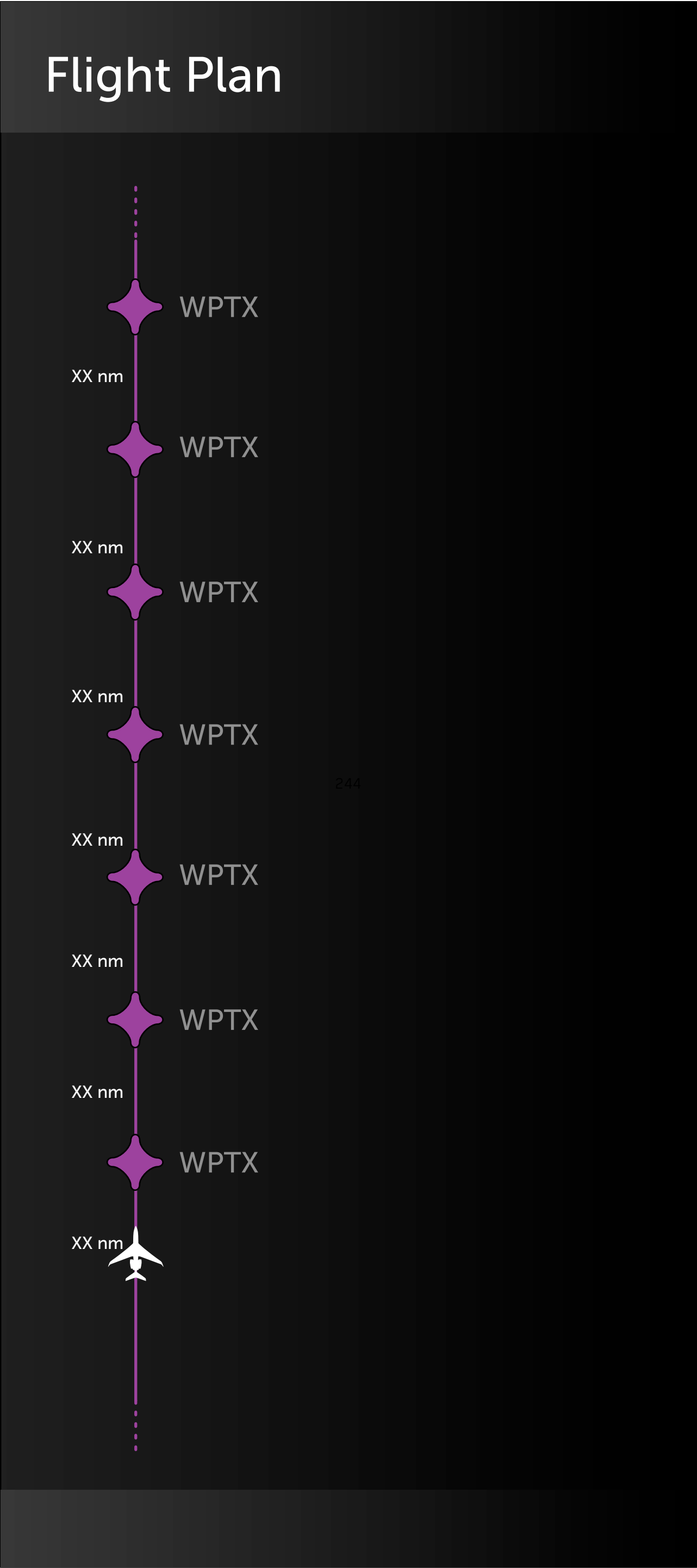
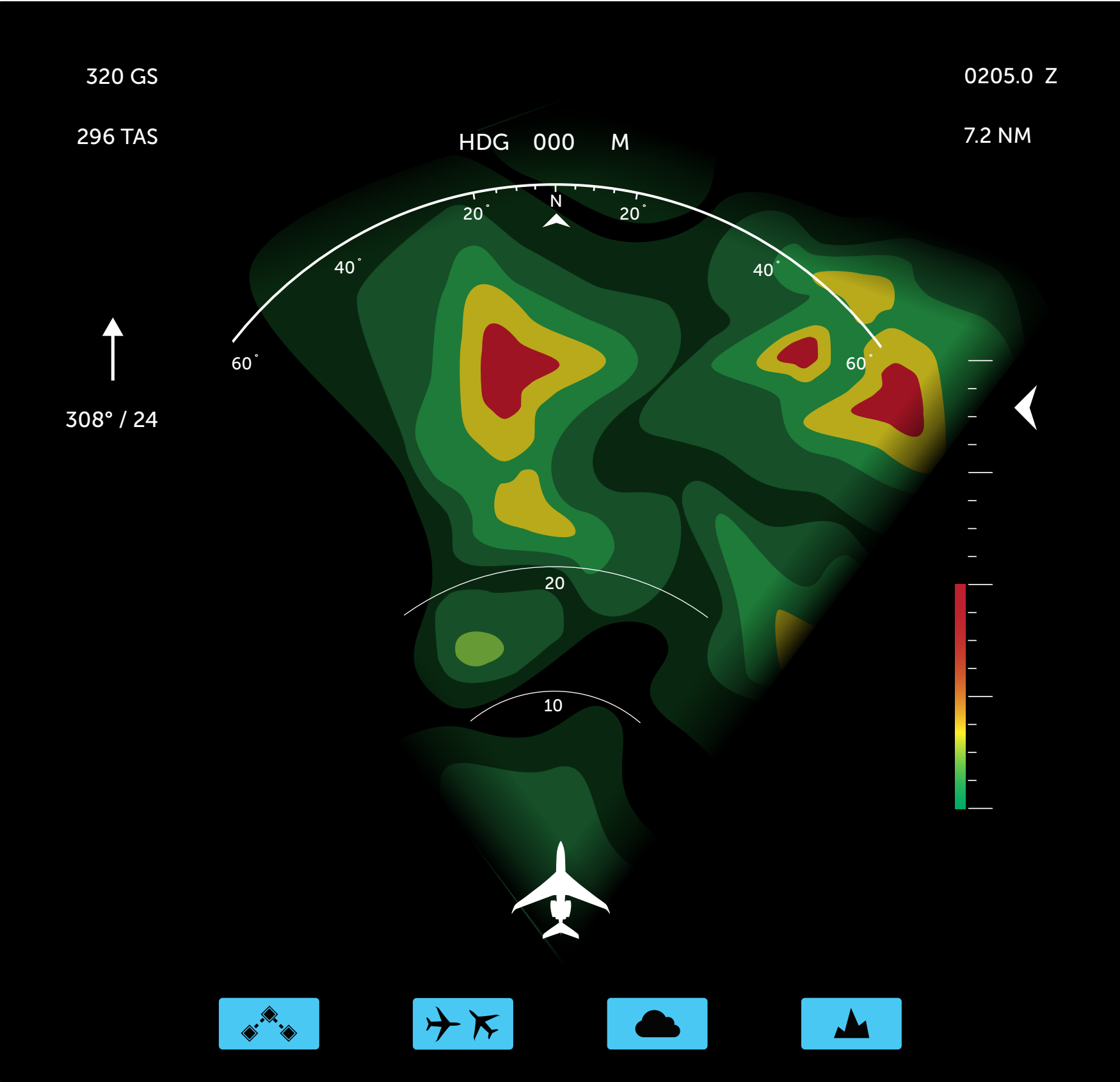
Flight Plan

Manual

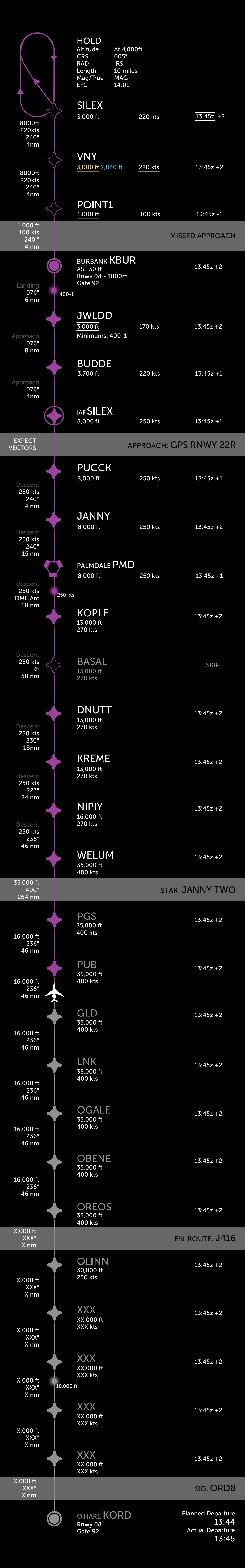
Altitude Constraint

29,000 ft

Display Areas



Flight Plan



Add to Flight Plan

All Wpts: Change Alt, Speed, Add hold, Skip, Direct to

Edit Hold

Other: Intercept

EFC - expect further clearance

usually differentiated by colors:
FMS magenta,
Pilot entered is cyan

- 1. coded alt/spd (database
- 2. pilot entered
- 3. predicted (no at or above)

Alternate Destination

do they have enough fuel to get to the alternate? The route is predetermined (it's own flight plan).

Load it in and work out how to get to the alternate. Easy from burbank, but if you have to go earlier they you have to create it yourself.

Edit Minimums

Change Approach

Could be clutter, also the aircraft fly off route quite often...
Could it be based on a threshold? Warn them before they get in trouble? Work with PFD

9,000 ft +1000 250 kts

Omnigraffle New features

