

GUIDANCE MATERIAL

Flight Plan Initialization Via ATSU

INTRODUCTION

A new ATSU AOC version will be introduced on the Airbus fleet. The main changes include a new FLIGHT INIT version, which allows for a single point Flight Initialization for ATSU and FMS in addition to the ACARS Final Loadsheet delivery and acceptance via ATSU. ATSU OFP acceptance is another new feature. Other more obvious features are FREE TEXT addresses for Flight Dispatch and Hub Control and the weather data service from Lido.

The plan is to have this update introduced initially on a few aircraft for testing and validation purposes.

Pilots can ascertain the ATSU version via the AOC PREFLIGHT MENU. The new version has FINAL L/S RCVD> LSK 1R and LIDO WEATHER> LSK 3R prompts.

The paragraphs that follow provide general guidelines.

1. ATC FLIGHT NUMBER

The ATC flight number, which is entered on the new FLIGHT INIT must be exactly the same as depicted on the Lido OFP. (e.g. ETD007, ETD2818)

2. SCHED DATE

The schedule date is the date reflected on the Lido OFP. It is NOT the actual departure UTC date. However, in most cases the UTC DATE can be copied from the bottom of the page by pressing the LSK 6R. In an event that the departure is scheduled for late evening (for example 23:30 UTC, 09APR11) and there is a delayed departure at 00:15 UTC, the SCHED DATE is still the 09APR11 and not the 10th. The flight plan was filed for the 09th and there can be a new flight with the same flight number, which will be filed for the 10APR11. The same applies for the second flight segment, when the first flight segment departed on the previous day. The scheduled date is the date, which the first segment was filed to depart.

3. FLIGHT PLAN INITIALIZATION (via ATSU)

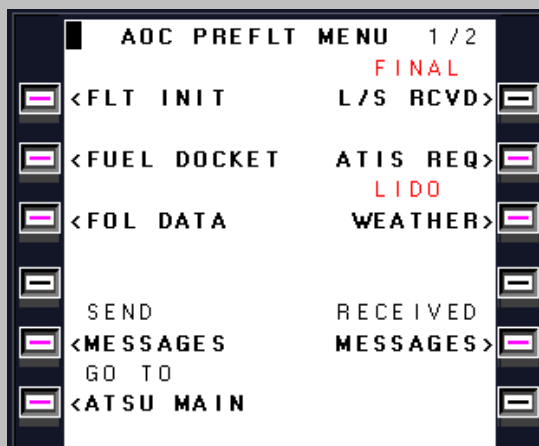
Note: Flight Plan can be entered either via ATSU AOC SEC F-PLN Uplink or manually with CO RTE/city pair.

Note: FMS AOC F-PLN and WIND uplinks are not available with MSN 0350.

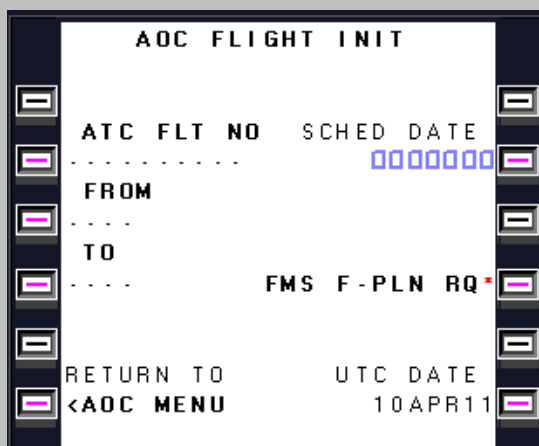
- Select **MCDU MENU => ATSU => AOC MENU => AOC PREFLIGHT MENU 1 / 2**

GUIDANCE MATERIAL

Flight Plan Initialization Via ATSU



- Press the **FLT INIT** (LSK 1L) key to enter **AOC FLIGHT INIT** page.



- Enter **ATC (ICAO) FLT NO.**
Note: The crew must enter exactly the entire flight number, as depicted on the ICAO flight plan, without inserting any spaces, on the MCDU AOC FLIGHT INIT page (e.g. ETD007).
- Enter **FROM** airport (LSK 3L)
- Enter **TO** airport (LSK 4L).
- Enter **SCHED DATE** (LSK 2R) or select **UTC DATE** (LSK 6R) to copy the data, if applicable.
Note: Scheduled Date is shown on Lido OFP.
- Press **FMS F-PLN RQ*** (LSK 4R) to send the request. The route uplink with the Flight Number should be received within 3 minutes
Note: The procedure continues from this point on FMS MCDU pages
- After **AOC SEC F-PLN UPLINK** received, select the MCDU **SEC F-PLN** key
- Press **AOC F-PLN INSERT*** (LSK 3R) to insert Uplink to SEC F-PLN
- Select **ACTIVATE SEC F-PLN** (LSK 4L)

GUIDANCE MATERIAL

Flight Plan Initialization Via ATSU

- Select the **MCDU INIT** key

Note: Request WIND before entering CRZ FL to receive data for four Flight Levels.

Note: WIND request is not available with MSN 3004, 3050, 3676.

- Press **WIND>** (LSK 5R) to access **CLIMB WIND** page.
- Press **WIND REQUEST*** (LSK 2R). The wind uplink should be received within 3 minutes.
- After WIND DATA UPLINK received, **insert CLIMB WINDs, CRZ WINDs and DESCENT WINDs.**
- Select the **MCDU INIT** key
- Enter **COST INDEX.**
- Enter intended initial **CRZ FL.**
- Check and modify **TEMP CRZ FL** and tropopause level to agree with forecast. (not applicable for MSN 3004, 3050, 3676, which have erroneous temperature model)
- Check latitude/longitude.

4. ATSU FINAL LOADSHEET

Note: Final Loadsheets can be delivered via ATSU uplink with MCDU ATSU scratch pad annunciation "FINAL LOADSHEET RECEIVED".

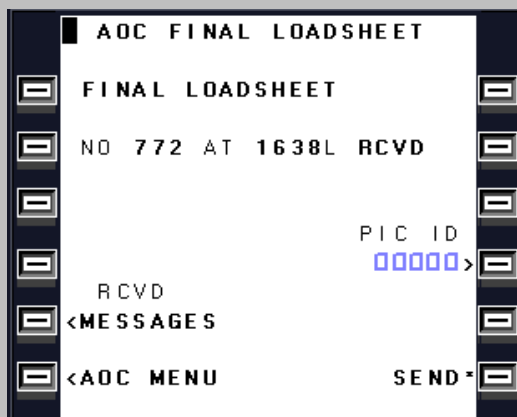
- Select **ATSU => AOC MENU => RECEIVED MESSAGES => LOADSHEET.**

Note: For A320 family the Final Loadsheets are also received via the printer.

- Verify Loadsheets for acceptance.
- Select **ATSU => AOC MENU => AOC PREFLIGHT MENU => FINAL L/S RCVD.**

GUIDANCE MATERIAL

Flight Plan Initialization Via ATSU

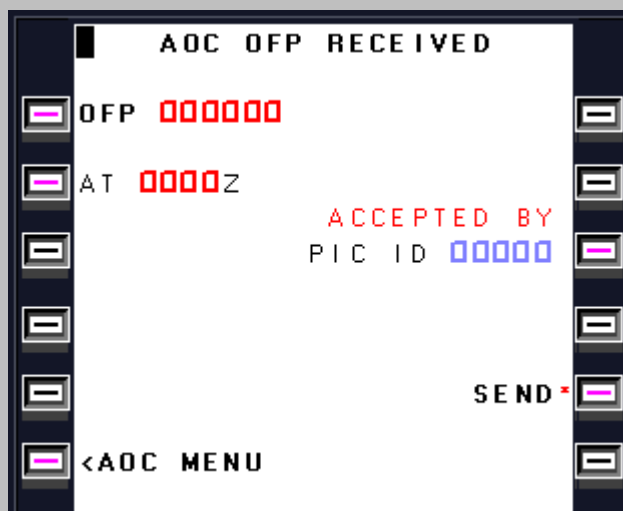


- **Verify** Loadsheet **number** and **time** stamp.
 - Enter **PIC ID** and **SEND***.
- Note: The **PIC ID** can be pre-entered on **FOL DATA / COCKPIT CREW** page.

5. ATSU OFP

Note: Updated **OFP** can be delivered via **ATSU** uplink to printer with **MCDU ATSU** scratch pad annunciation "**OFP PART 1 RECEIVED**".

- Verify all **OFP PARTs** received for acceptance.
- Select **ATSU => AOC MENU => AOC PREFLIGHT MENU 2/2 => OFP RCVD**.
- Verify Loadsheet number and time stamp.
- Enter **PIC ID** and **SEND***. (This is done to acknowledge that the latest **OFP** has been received)



GUIDANCE MATERIAL

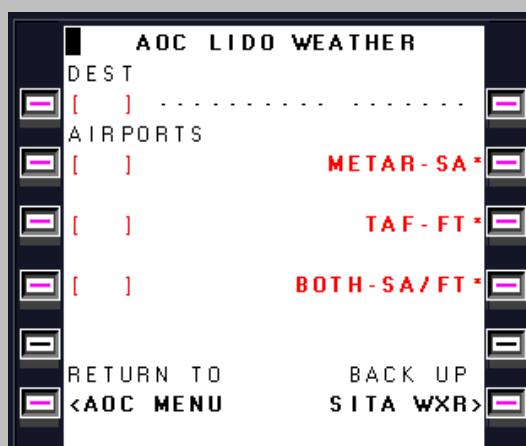
Flight Plan Initialization Via ATSU

6. ATSU Lido WEATHER

Note: The current Lido version always uplinks BOTH Actual and Forecasted data for any type of WX request. The new Lido version, which is scheduled for late summer will only uplink the requested data.

Note: The Lido Weather uplink response is a little slower than the SITA response, but the key underlying factor is cost savings.

- Select **ATSU => AOC MENU => Lido WEATHER**.
- The SITA Weather data service will be available as backup via LSK 6R.

A screenshot of a flight deck display showing the "AOC LIDO WEATHER" menu. The menu is displayed on a dark background with white and red text. It includes options for "DEST", "AIRPORTS", "METAR-SA*", "TAF-FT*", "BOTH-SA/FT*", "RETURN TO", "BACK UP", "<AOC MENU", and "SITA WXR>". Each option is preceded by a small icon of a screen with a pink bar. The "METAR-SA*", "TAF-FT*", and "BOTH-SA/FT*" options are highlighted in red.

AOC LIDO WEATHER	
DEST	
[]	
AIRPORTS	
[]	METAR-SA*
[]	TAF-FT*
[]	BOTH-SA/FT*
RETURN TO	BACK UP
<AOC MENU	SITA WXR>