

General FMS Anomalies - In-Flight Data Collecting Form

ACTION	DONE	COMMENTS / RECORD																														
<p>1. <u>NOTE: This procedure has no effect on the FMS operation</u></p> <p>This needs to be completed in flight to capture the data at the time the incorrect Performance issue is identified. You need to have an empty USB key or diskette already installed in the Dataloader (each CNTL-D from FMS 1, 2 or 3 will create its own timestamp; so only one USB stick or diskette is required). As soon as you are facing an FMS issue, or as soon as practical after the issue occurs, perform CNTL-D (Ref. 1.3) downloads of all FMSs as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin: 10px 0;"> <thead> <tr> <th style="width: 5%;">Step</th> <th style="width: 35%;">Push CDU</th> <th style="width: 60%;">CDU Page</th> </tr> </thead> <tbody> <tr><td>1</td><td>NAV</td><td>NAV INDEX 1/2</td></tr> <tr><td>2</td><td>NEXT</td><td>NAV INDEX 2/2</td></tr> <tr><td>3</td><td>MAINTENANCE (2R)</td><td>MAINTENANCE 1/3</td></tr> <tr><td>4</td><td>NEXT</td><td>MAINTENANCE 2/3</td></tr> <tr><td>5</td><td>SETUP (4L)</td><td>FMS SETUP 1/1</td></tr> <tr><td>6</td><td>ENGR DATA (2R)</td><td>ENGINEERING DATA 1/1</td></tr> <tr><td>7</td><td>DEBUG (1L)</td><td>DEBUG MONITOR CNTRL 1/1</td></tr> <tr><td>8</td><td>DM VAL (not in all applications) (4R) ₁</td><td>SET TO YES</td></tr> <tr><td>9</td><td>SAVE CTL D (4L)</td><td>DEBUG MONITOR CNTRL 1/1</td></tr> </tbody> </table> <p>Note 1: If DM VAL cannot be seen at (4R), go to Step. 9</p> <ul style="list-style-type: none"> • For Dataloader DL-950 prior to MOD G; use 2G or less USB key with FAT format (FAT16) • For Dataloader DL-950 MOD G or later; use any size USB with FAT or FAT32 <p><u>Note:</u> Following feedbacks received from the fleet, USB sticks 4G and above with FAT32 should be preferred with Dataloader DL-950 with Mod G</p>	Step	Push CDU	CDU Page	1	NAV	NAV INDEX 1/2	2	NEXT	NAV INDEX 2/2	3	MAINTENANCE (2R)	MAINTENANCE 1/3	4	NEXT	MAINTENANCE 2/3	5	SETUP (4L)	FMS SETUP 1/1	6	ENGR DATA (2R)	ENGINEERING DATA 1/1	7	DEBUG (1L)	DEBUG MONITOR CNTRL 1/1	8	DM VAL (not in all applications) (4R) ₁	SET TO YES	9	SAVE CTL D (4L)	DEBUG MONITOR CNTRL 1/1		
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9	SAVE CTL D (4L)	DEBUG MONITOR CNTRL 1/1																														
<p>2. Record from on FLIGHT CONFIG page 2, SMARTPERF LEARNING was "ON" (3L) or "OFF" (3R)</p>		<p>"ON" or "OFF"</p>																														
<p>3. Confirm on FLIGHT CONFIG page 2, BANK FACTOR (1L) setting is the same on all FMSs and as expected (record the value). If the FMS is not <u>performing turns as expected</u>, confirm the BANK FACTOR is set to "7" (default value) or higher.</p>		<p>FMS1 BANK FACTOR was set to "____"</p> <p>FMS2 BANK FACTOR was set to "____"</p> <p>FMS3 BANK FACTOR was set to "____"</p>																														
<p>4. Review PROBLEMS (3R) prompt on all FMSs MAINTENANCE 1/3 page and record any messages [NAV index 2/2 > MAINTENACE (2R)] for each FMS</p>																																
<p>5. Record the settings on the FMS MAINTENANCE page 1 [NAV index 2/2 > MAINTENACE (2R)] for each FMS</p>																																
<p>6. When, Where and What. When it happen, where it happen, what happen [after a specific action on the FMS, approaching or leaving a waypoint, after a change in the flight plan, after a Direct To, near Final Approach Fix (FAF), Top Of Climb (TOC) or Top Of Descent (TOD), in cruise, what FMS modes (vertical especially) was the aircraft in when the issue was observed, you can add pictures or videos, any valuable details.</p>																																

