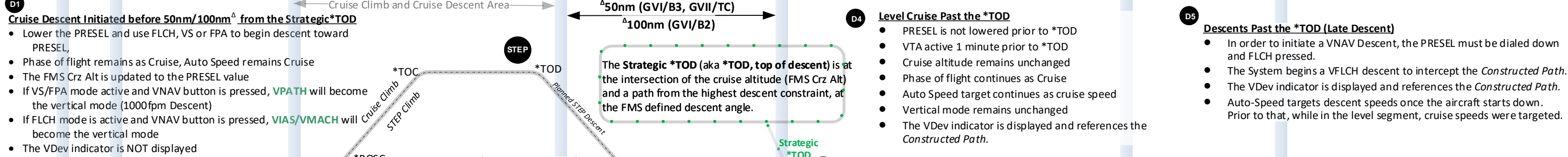
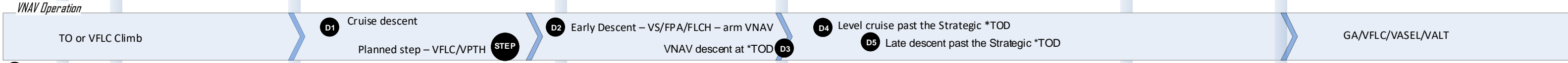
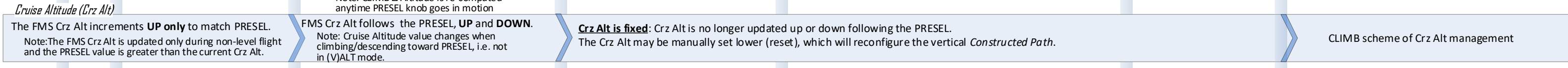
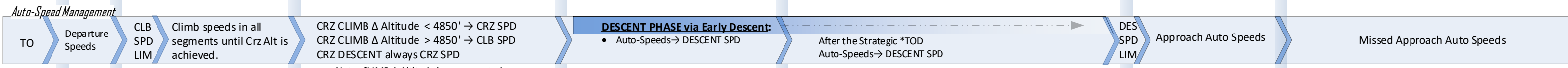
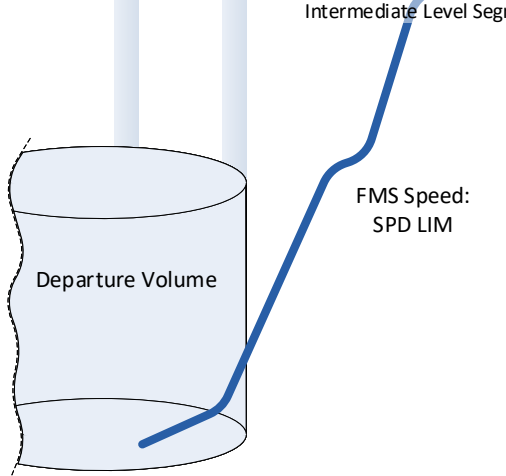


LNAV Path Construction Speed
 Lateral path construction uses a blend of predicted and current speeds continuously updated within the "performance cycle." When approaching the active waypoint that transition is fixed, downstream path continues to be updated.
 Vertical and Lateral descent path construction uses predicted speeds ONLY, and are frozen until a flight plan change forces a re-calculation
 Lateral path construction uses a default ground speed. Planned speed constraints are NOT considered until Missed Approach becomes the active flight plan.



- Intermediate Level Segment during CLIMB:**
- WITHOUT a VNAV altitude constraint (therefore no VTA), in VALT mode, and the PRESEL dialed above the aircraft altitude, pressing the FLCH button is required to resume climb.
 - WITH a VNAV altitude constraint, the PRESEL must be dialed above the aircraft altitude prior to sequencing the altitude constraint to begin the climb automatically upon sequencing the altitude constrained waypoint (VTA will occur)



- Planned STEP climbs**
- VTA active 1 min before Bottom of Step Climb (BOSC)
 - PRESEL must be dialed above aircraft altitude
 - VNAV mode **VIAS/VMACH**
 - Speed target based on altitude change
 - Cruise altitude updates to step target
 - Note: Planned STEP starts are ignored within 50nm of the Strategic *TOD.
- Planned STEP descents**
- VTA active 1 min before *TOD
 - Descent Mode is **VPATH** (1000 FPM descent)
 - Speed target is Crz Spd
 - Cruise altitude updates to step target
 - Note: Planned STEP starts are ignored within 50nm of the Strategic *TOD.

Crz Alt Reset
 If the crew sets the FMS Crz Alt to a new value at or below the aircraft altitude, the descent path is rebuilt with a *TOD at the new cruise altitude, and a level segment for cruise. The phase of flight changes from descent to cruise and auto-speeds targets cruise mode.

