

# FLIGHT CONTROL MODE COMPARISON

	NORMAL	ALTERNATE	DIRECT	BACKUP
<b>GAINS</b>	Control deflection scheduled with airspeed	Two fixed gains: 250 / 340 250 - Flaps or Gear	Two fixed gains: 250 / 340 250 - Flaps or Gear	Two fixed gains: 250 / 340 250 - Flaps or Gear
<b>YAW DAMPER</b>	Normal	Simple (IRS 3)	Simple (IRS 3)	Limited (IRS 3)
<b>PITCH TRIM SWITCHES</b>	Normal (all 3)	BACKUP PITCH trim Possibly required	BACKUP PITCH trim Possibly required	Controlled with BACKUP PITCH switch only
<b>SPEED BRAKES</b>	<b>YES</b>	<b>YES</b>	<b>YES + NO AUTO RETRACT</b>	<b>NO + NO AUTO RETRACT</b>
<b>GROUND SPOILERS</b>	<b>YES</b>	<b>YES</b>	<b>NO</b>	<b>NO</b>
<b>AUTOPILOT, AOA LIMITING</b> High Speed Protection, Turn Coordination, Dynamic Rudder Limiting, Manoeuvre load Alleviation.	<b>YES</b>	<b>NO</b>	<b>NO</b>	<b>NO</b>
<b>INPUTS</b>	IRS + AHRS + ADS	<b>One valid IRU</b> , not conflicting with IRU or AHRS. <b>OR</b> One valid ADS <b>OR</b> Loss of comms from FCC to HSCU	<b>Channels A &amp; B</b> of both <b>FCC1 &amp; FCC2</b> have experienced communications / monitor failure	<b>All FCC</b> channels have failed and BFCU providing PFCS commands
<b>FCS RESET</b>	NA	POSSIBLE to NORM	NA	NA
SUB MODES in NORM	GND	TAKE-OFF & LANDING	CRUISE	AOA LIMITING
<b>CAUSE</b>	WEIGHT ON WHEELS	WEIGHT OFF WHEELS	Autopilot <b>OR</b> Gear & Flaps UP	AOA >0.93
<b>TRIMMING</b>	STABALISER	STABALISER	ELEVATOR then STAB OFF-LOAD	May get shaker at 0.94
<b>INDICATIONS</b>	Pitch Trim range Green and Green Box (inc' numbers)	Pitch Trim range & Green Box removed (Inc' numbers)	Speed pointer only	<b>FCC AOA Limiting</b> <b>AOA PROT ACTICE</b> MAX 0.96
<b>FCS RESET</b>	Resets – Alternate to Normal. Resets – Sub Mode that has failed to transition properly Resets – REU or EBHA that has been recovered after power loss Resets – HSCU after power regained.			

FCC1 – CH A – UPS  
 FCC1 – CH B – L.ESS  
 BFCU – UPS  
 FCC2 – CH A – R.ESS  
 FCC2 – CH B – UPS