

CHAPTER

22

AUTOFLIGHT



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		2		Jan 21/2005				2	Jan 21/2005
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		3		Jan 21/2005				2	Jan 21/2005
22-12-11					22-21-21				
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			2	Jan 21/2005				2	Jan 21/2005
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22-12-21							3.1	1	Jan 21/2005
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A = Added, R = Revised, D = Deleted, O = Overflow

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22-24-11		1		Jan 21/2005					
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22-41-13		1		Jan 21/2005					
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AFDS AC POWER- CHANNEL LEFT	22-11-11		1		Jan 21/2005	ALL
AFDS DC POWER- CHANNEL LEFT	22-11-12		1		Jan 21/2005	050-099
			1.1		Jan 21/2005	050-051
			2		Jan 21/2005	150-156 162-166 275-276
			2.1		Jan 21/2005	150-156 162-166
			3		Jan 21/2005	157 167-199 277-299
AFDS AC POWER- CHANNEL RIGHT	22-11-21		1		Jan 21/2005	ALL
AFDS DC POWER- CHANNEL RIGHT	22-11-22		1		Jan 21/2005	050-099
			1.1		Jan 21/2005	050-051
			2		Jan 21/2005	150-156 162-166 275-276
			2.1		Jan 21/2005	150-156 162-166
			3		Jan 21/2005	157 167-199 277-299
AFDS AC POWER- CHANNEL CENTER	22-11-31		1		Jan 21/2005	ALL
AFDS DC POWER- CHANNEL CENTER	22-11-32		1		Jan 21/2005	050-099
			1.1		Jan 21/2005	050-051
			2		Jan 21/2005	150-156 162-166 275-276
			2.1		Jan 21/2005	150-156 162-166
			3		Jan 21/2005	157 167-199 277-299
<u>AUTOPILOT/FLIGHT DIRECTOR PITCH CHANNEL</u>						
AFDS PITCH SIGNALS- CHANNEL LEFT	22-12-11		1	1	Jan 21/2005	050-099 277-299
				2	Jan 21/2005	050-099 277-299
			2	1	Jan 21/2005	150-199 275-276
				2	Jan 21/2005	150-199 275-276
AFDS PITCH SIGNALS- CHANNEL RIGHT	22-12-21		1	1	Jan 21/2005	050-099 152-199 275-299
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				2	Jan 21/2005	150-151
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				2	Jan 21/2005	152-199 275-276
			4	1	Jan 21/2005	277-299
				2	Jan 21/2005	277-299
<u>AUTOPILOT/FLIGHT DIRECTOR ROLL AND YAW CHANNEL</u>						
AFDS ROLL & YAW SIGNALS- CHANNEL LEFT	22-13-11		1		Mar 14/2007	050-099 150-199
			2A		Mar 14/2007	275-280
AFDS ROLL & YAW SIGNALS- CHANNEL RIGHT	22-13-21		1		Mar 14/2007	050-099 150-199
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AFDS ROLL & YAW SIGNALS- CHANNEL CENTER	22-13-31		1		Jan 21/2005	050-099 152-199 275-299
			2		Jan 21/2005	150-151
<u>AUTOPILOT/FLIGHT DIRECTOR WARNING AND ANNUNCIATION</u>						
AFDS WARNING & ANNUNCIATION CHANNEL- LEFT	22-14-11		1	1	Jan 21/2005	ALL
				2	Jan 21/2005	ALL
AFDS WARNING & ANNUNCIATION CHANNEL- RIGHT	22-14-21		1	1	Jan 21/2005	050-099
				2	Jan 21/2005	050-099
			2	1	Jan 21/2005	150-199 275-299
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AFDS WARNING & ANNUNCIATION CHANNEL- CENTER	22-14-31		1		Jan 21/2005	ALL
<u>AUTOPILOT/FLIGHT DIRECTOR INTERCHANNEL DATA</u>						
AFDS INTERCHANNEL DATA- DIGITAL	22-15-11		1		Jan 21/2005	050-099 277-299
			2		Jan 21/2005	150-151

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AFDS INTERCHANNEL DATA- ANALOG	22-15-12		1		Jan 21/2005	ALL
<u>YAW DAMPER SYSTEM</u>						
YAW DAMPER- LEFT	22-21-11		1	1	Jan 21/2005	050-099
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				2	Jan 21/2005	150-278
				3.1	Jan 21/2005	280
				2	Jan 21/2005	280
YAW DAMPER- RIGHT	22-21-21		1	1	Jan 21/2005	050-099
				2	Jan 21/2005	050-099
				2.1	Jan 21/2005	150-278
				2	Jan 21/2005	150-278
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YAW DAMPER- LEFT AND RIGHT INTERFACE	22-21-31		1.1		Jan 21/2005	150-280
<u>AUTOMATIC STABILIZER TRIM SYSTEM</u>						
AUTOMATIC STABILIZER TRIM- LEFT	22-22-11		1		Jan 21/2005	050-099
				2	Jan 21/2005	150-151
				3	Jan 21/2005	152-199 275-299
AUTOMATIC STABILIZER TRIM- RIGHT	22-22-21		1		Jan 21/2005	050-099
				2	Aug 15/2007	150-199 275-299
<u>MACH TRIM SYSTEM</u>						
MACH SPEED TRIM- LEFT	22-24-11		1		Jan 21/2005	050-099
				2	Jan 21/2005	150-199 275-299
MACH SPEED TRIM- RIGHT	22-24-21		1		Jan 21/2005	050-099
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<u>THRUST MANAGEMENT POWER</u>						
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			2		Jan 21/2005	157 167-199
			3		Feb 06/2009	277-299
THRUST MANAGEMENT SYSTEM- DIGITAL SIGNALS- OUTPUTS	22-32-12		1		Feb 06/2009	050-099
			2		Feb 06/2009	150-154 162-164 275-276
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THRUST MANAGEMENT SYSTEM- ANALOG SIGNALS	22-32-13		1		Feb 06/2009	ALL
THRUST MANAGEMENT SYSTEM- PROGRAM PINS	22-32-14		1		Jan 21/2005	050-099
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			1.2		Jan 21/2005	051
			2		Jan 21/2005	150-199
			2.1		Aug 05/2009	151
			2.2		Aug 15/2007	165 167
			2.3		Aug 15/2007	166
			3		Sep 04/2008	275-299
THRUST MANAGEMENT SYSTEM- INTERLOCKS	22-32-15		1		Feb 06/2009	ALL
<u>THRUST MANAGEMENT ENGINE</u>						
THRUST MANAGEMENT SYSTEM- ENGINE SIGNALS	22-33-11		1		Jan 21/2005	050-099 277-299
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<u>THRUST MANAGEMENT WARNING AND ANNUNCIATION</u>						
THRUST MANAGEMENT SYSTEM- WARNING & ANNUNCIATION	22-34-11		1		Feb 06/2009	ALL
<u>MAINTENANCE MONITOR</u>						
MAINTENANCE CONTROL & DISPLAY MONITOR	22-41-11		1		Jan 21/2005	050-099 150-156 162-166 275-276
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MAINTENANCE CONTROL & DISPLAY MONITOR-REMOTE PANEL	22-41-13		1		Jan 21/2005	050-099 150-154 275-276
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22-11-21	AFDS AC POWER- CHANNEL RIGHT
22-11-32	AFDS DC POWER- CHANNEL CENTER
22-11-12	AFDS DC POWER- CHANNEL LEFT
22-11-22	AFDS DC POWER- CHANNEL RIGHT
22-15-12	AFDS INTERCHANNEL DATA- ANALOG
22-15-11	AFDS INTERCHANNEL DATA- DIGITAL
22-12-31	AFDS PITCH SIGNALS- CHANNEL CENTER
22-12-11	AFDS PITCH SIGNALS- CHANNEL LEFT
22-12-21	AFDS PITCH SIGNALS- CHANNEL RIGHT
22-13-31	AFDS ROLL & YAW SIGNALS- CHANNEL CENTER
22-13-11	AFDS ROLL & YAW SIGNALS- CHANNEL LEFT
22-13-21	AFDS ROLL & YAW SIGNALS- CHANNEL RIGHT
22-14-31	AFDS WARNING & ANNUNCIATION CHANNEL- CENTER
22-14-11	AFDS WARNING & ANNUNCIATION CHANNEL- LEFT
22-14-21	AFDS WARNING & ANNUNCIATION CHANNEL- RIGHT
22-22-11	AUTOMATIC STABILIZER TRIM- LEFT
22-22-21	AUTOMATIC STABILIZER TRIM- RIGHT
22-24-11	MACH SPEED TRIM- LEFT
22-24-21	MACH SPEED TRIM- RIGHT
22-41-11	MAINTENANCE CONTROL & DISPLAY MONITOR
22-41-12	MAINTENANCE CONTROL & DISPLAY MONITOR- DIGITAL DATA BUS
22-41-13	MAINTENANCE CONTROL & DISPLAY MONITOR- REMOTE PANEL
22-31-11	THRUST MANAGEMENT SYSTEM- AC POWER
22-32-13	THRUST MANAGEMENT SYSTEM- ANALOG SIGNALS
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22-32-11	THRUST MANAGEMENT SYSTEM- DIGITAL SIGNALS- INPUTS

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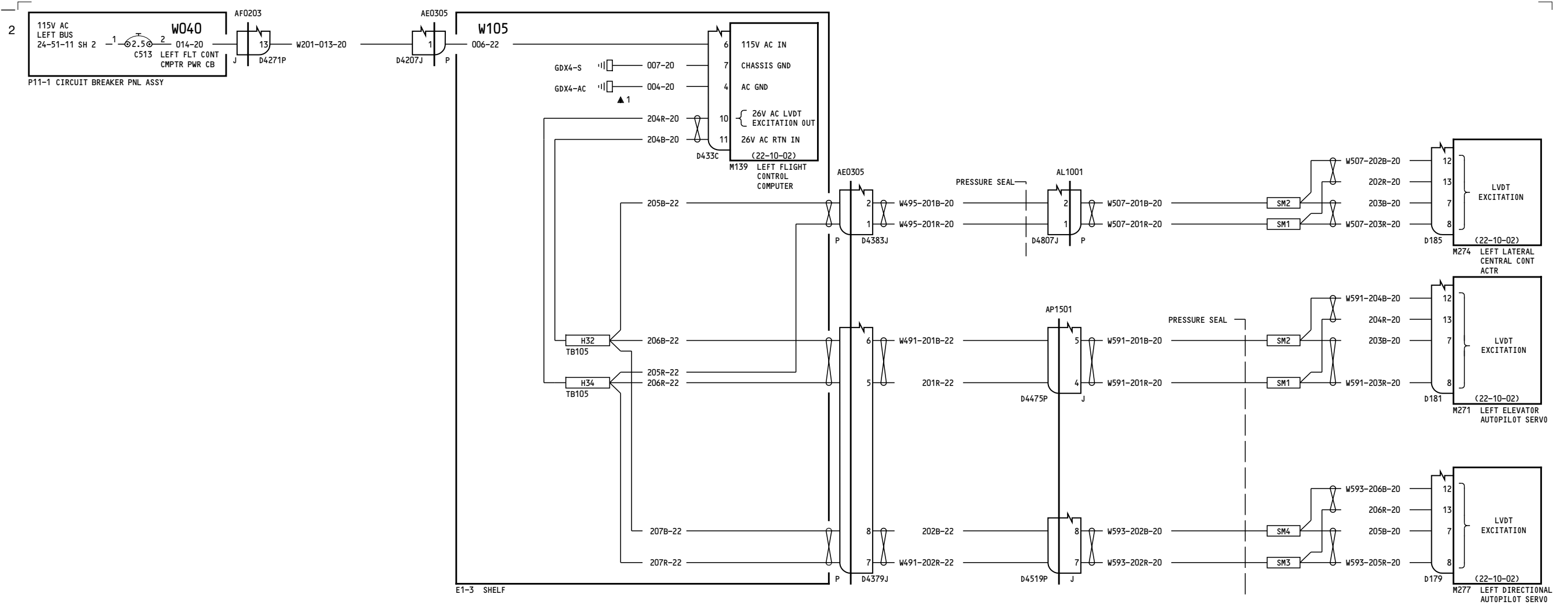
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CH-SC-SU	Title
22-32-12	THRUST MANAGEMENT SYSTEM- DIGITAL SIGNALS- OUTPUTS
22-33-11	THRUST MANAGEMENT SYSTEM- ENGINE SIGNALS
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ALL

AFDS AC POWER-CHANNEL LEFT

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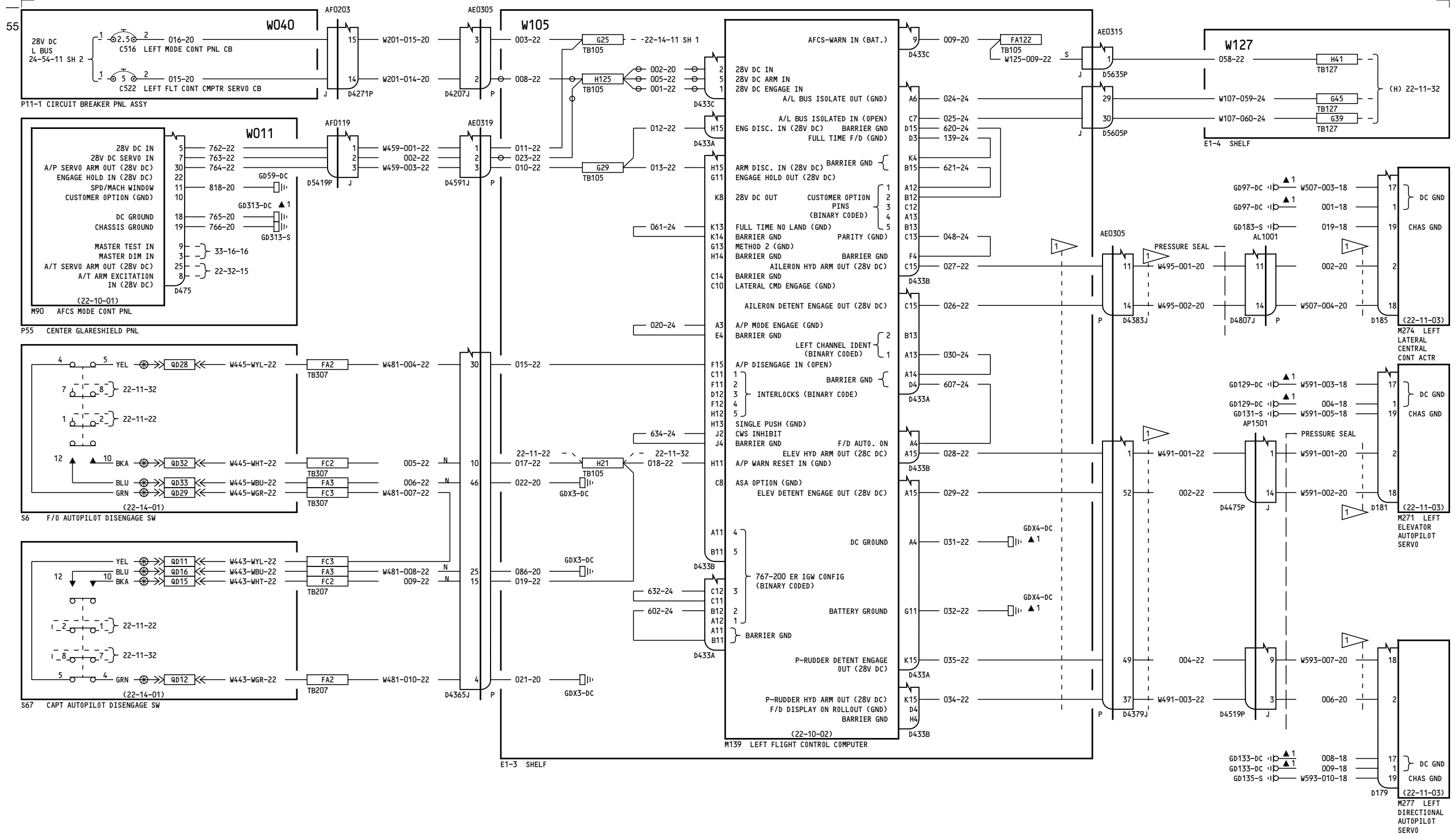
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NOTES:
 1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND FROM ANY DC VOLTAGE BY AT LEAST ONE CONNECTOR PIN.

050-099

AFDS DC POWER-CHANNEL LEFT

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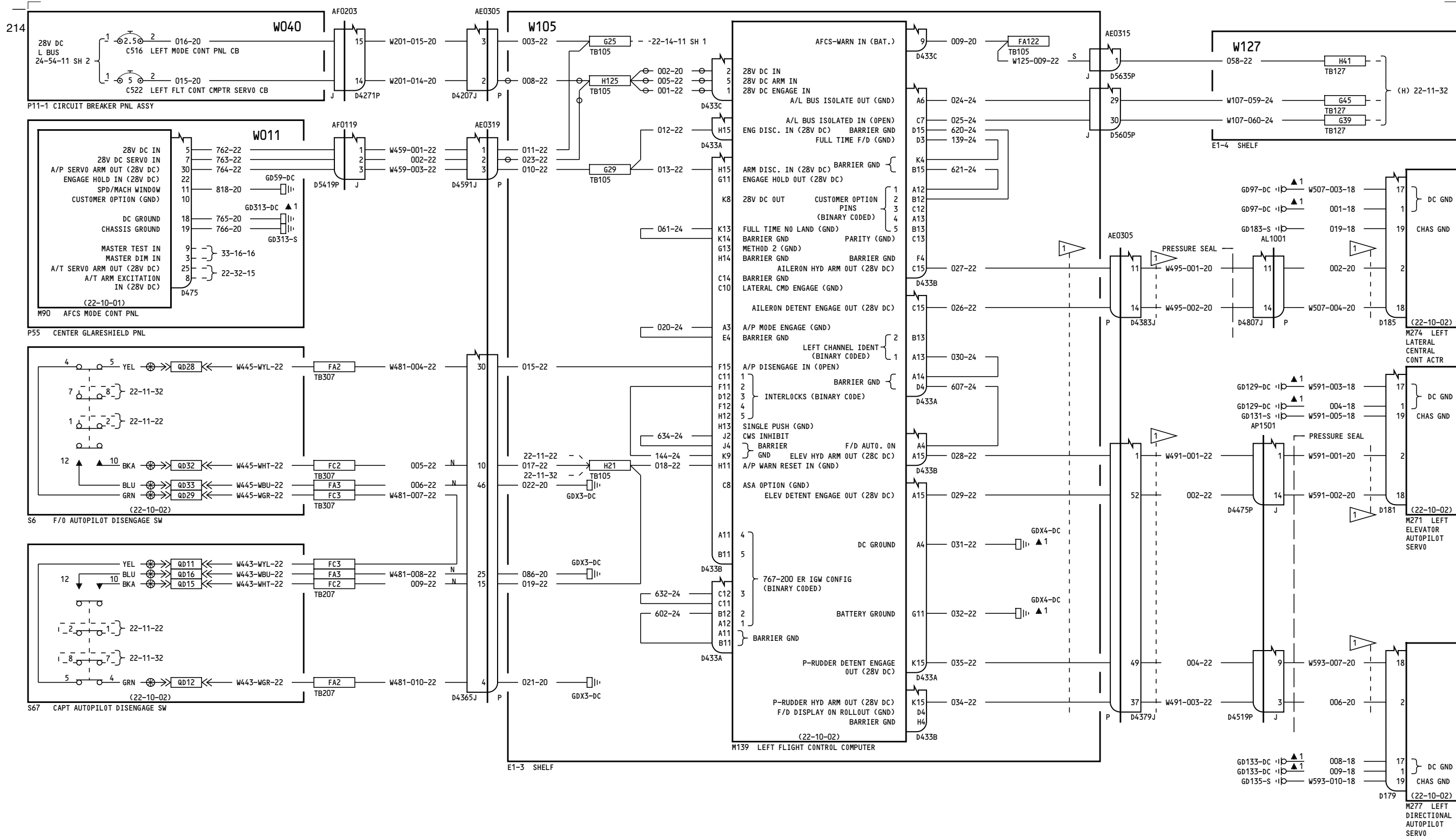
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NOTES:
 1 THESE WIRES SHALL BE SEPARATED FROM EACH OTHER AND FROM ANY DC VOLTAGE BY AT LEAST ONE CONNECTOR PIN.

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AFDS DC POWER-CHANNEL LEFT

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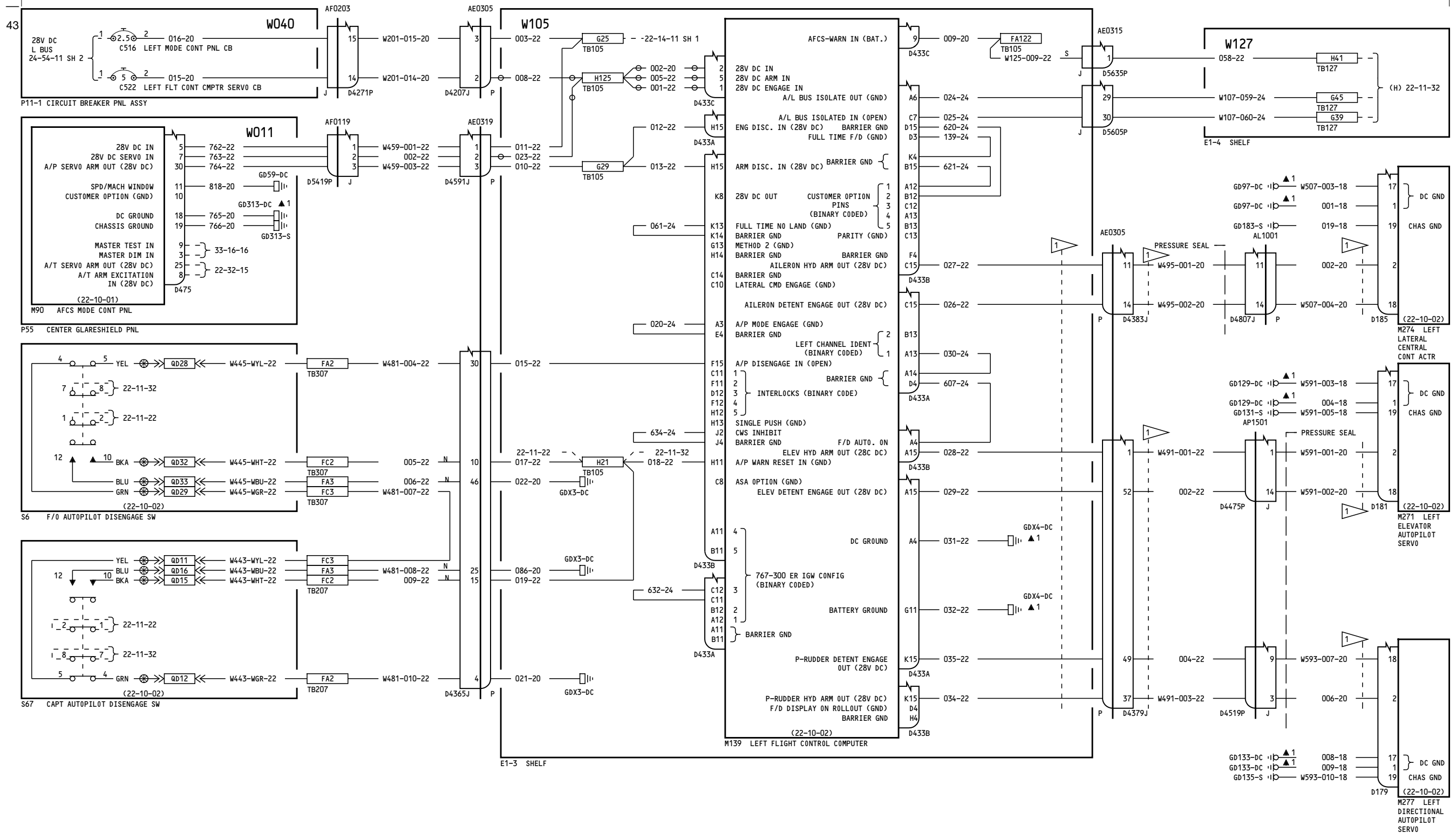
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NOTES:
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AFDS DC POWER-CHANNEL LEFT

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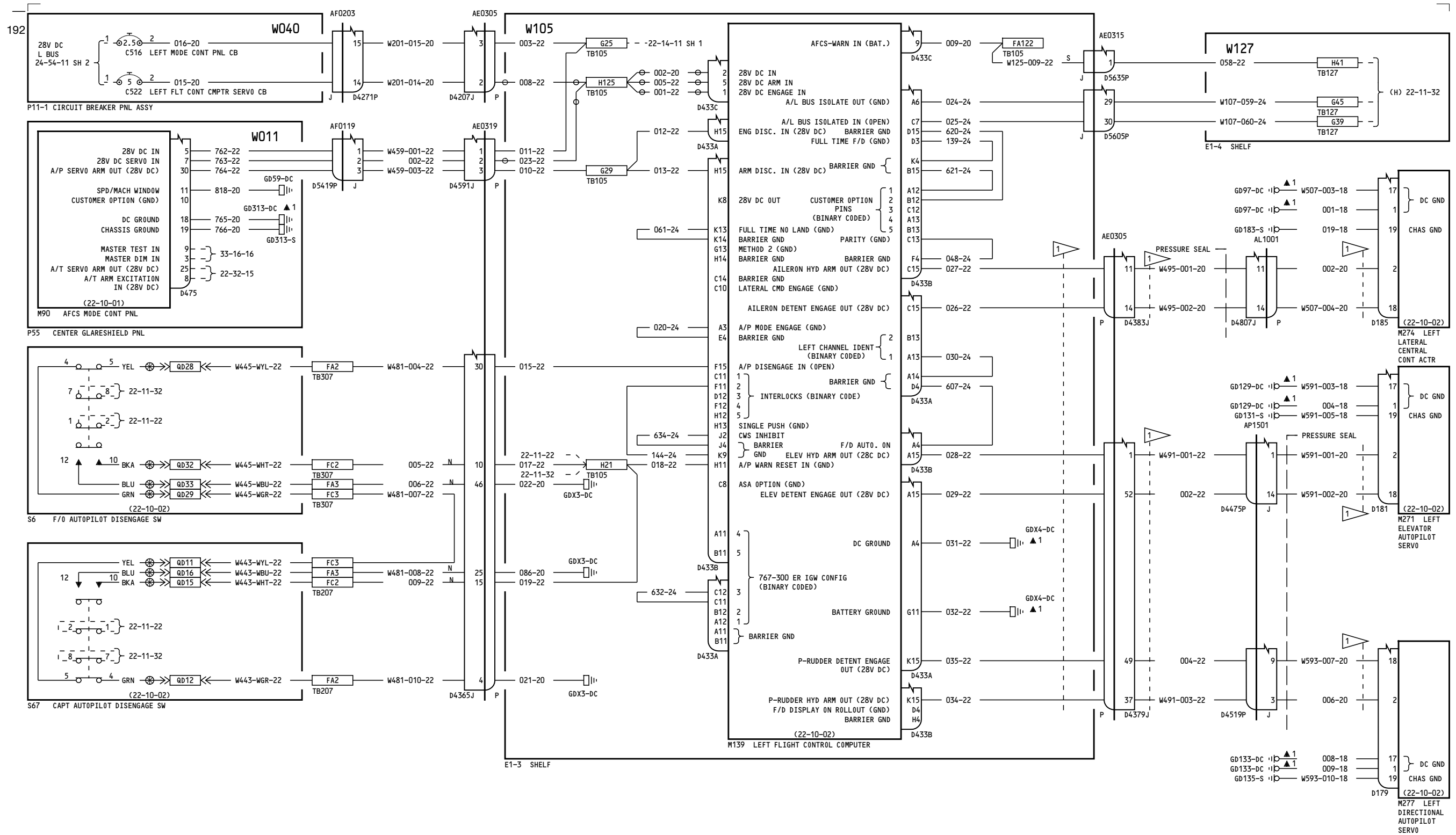
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NOTES:
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AFDS DC POWER-CHANNEL LEFT

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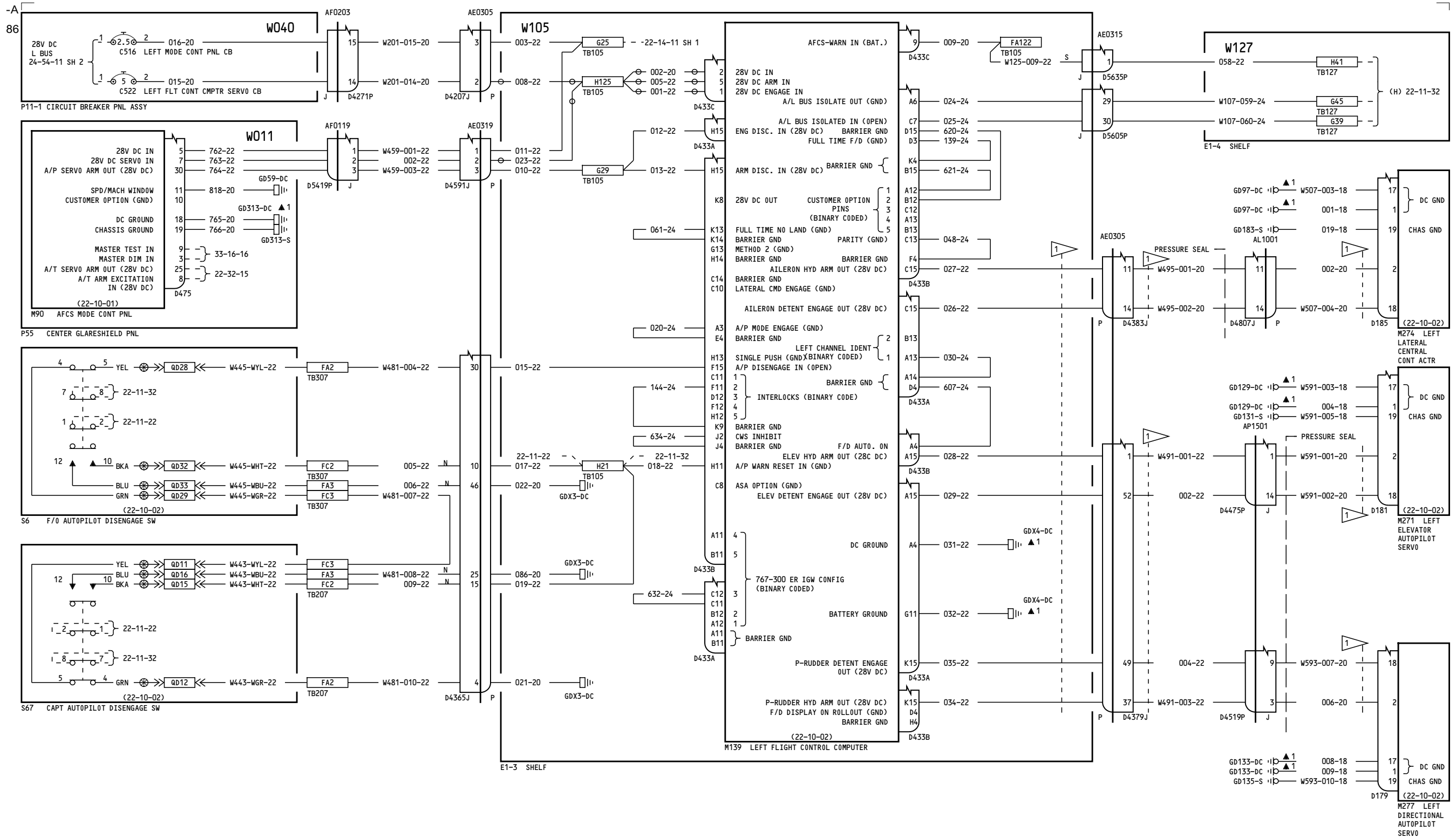
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NOTES:
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AFDS DC POWER-CHANNEL LEFT

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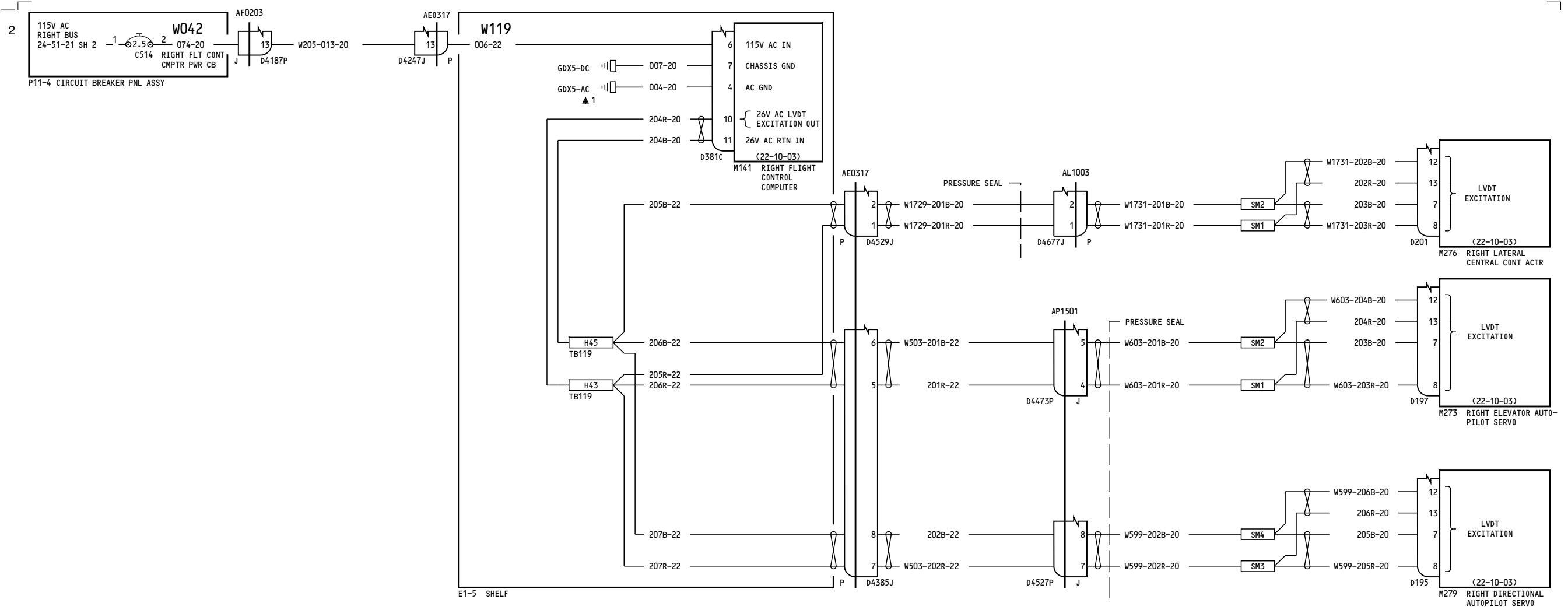
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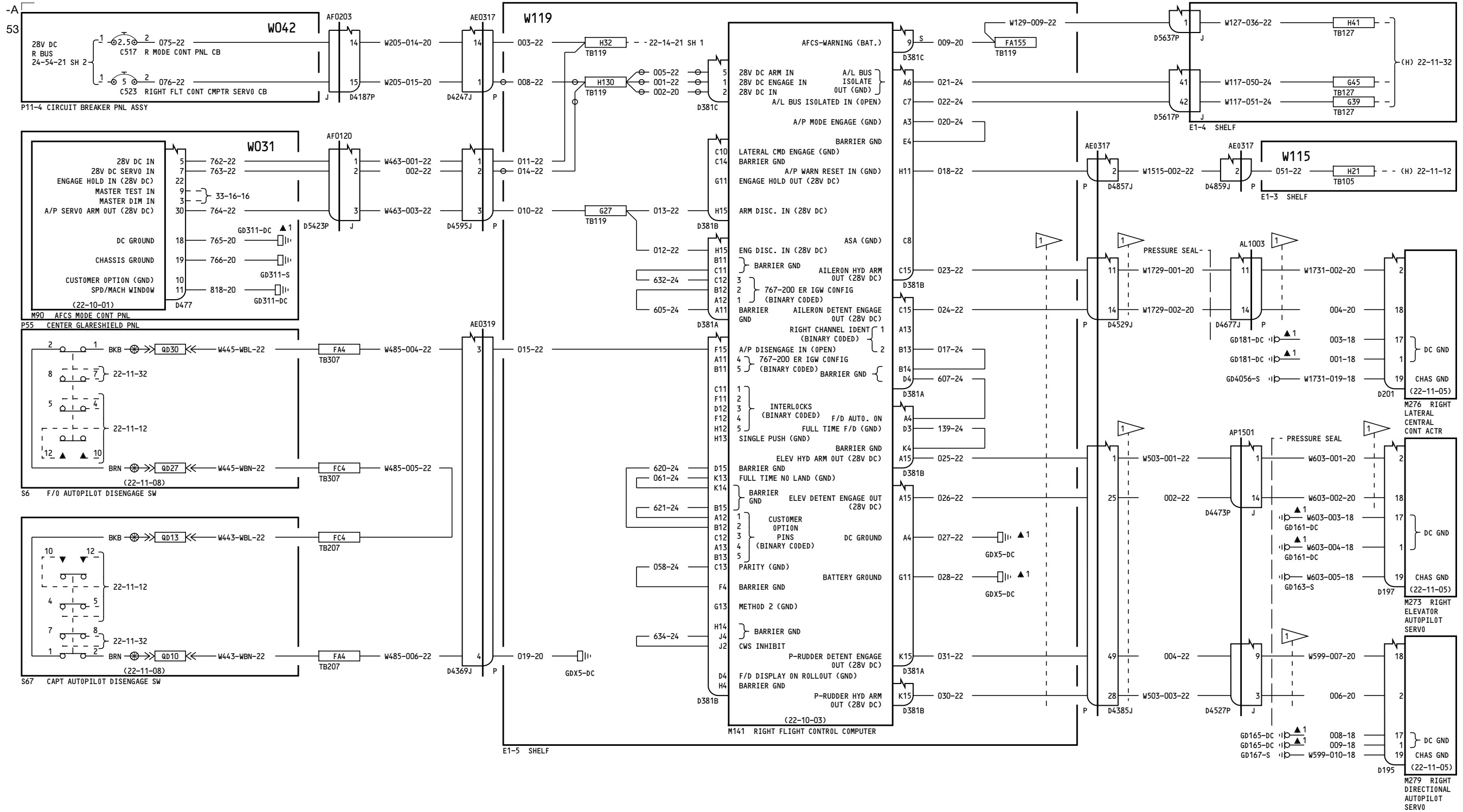


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AFDS AC POWER-CHANNEL RIGHT
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AFDS DC POWER-CHANNEL RIGHT

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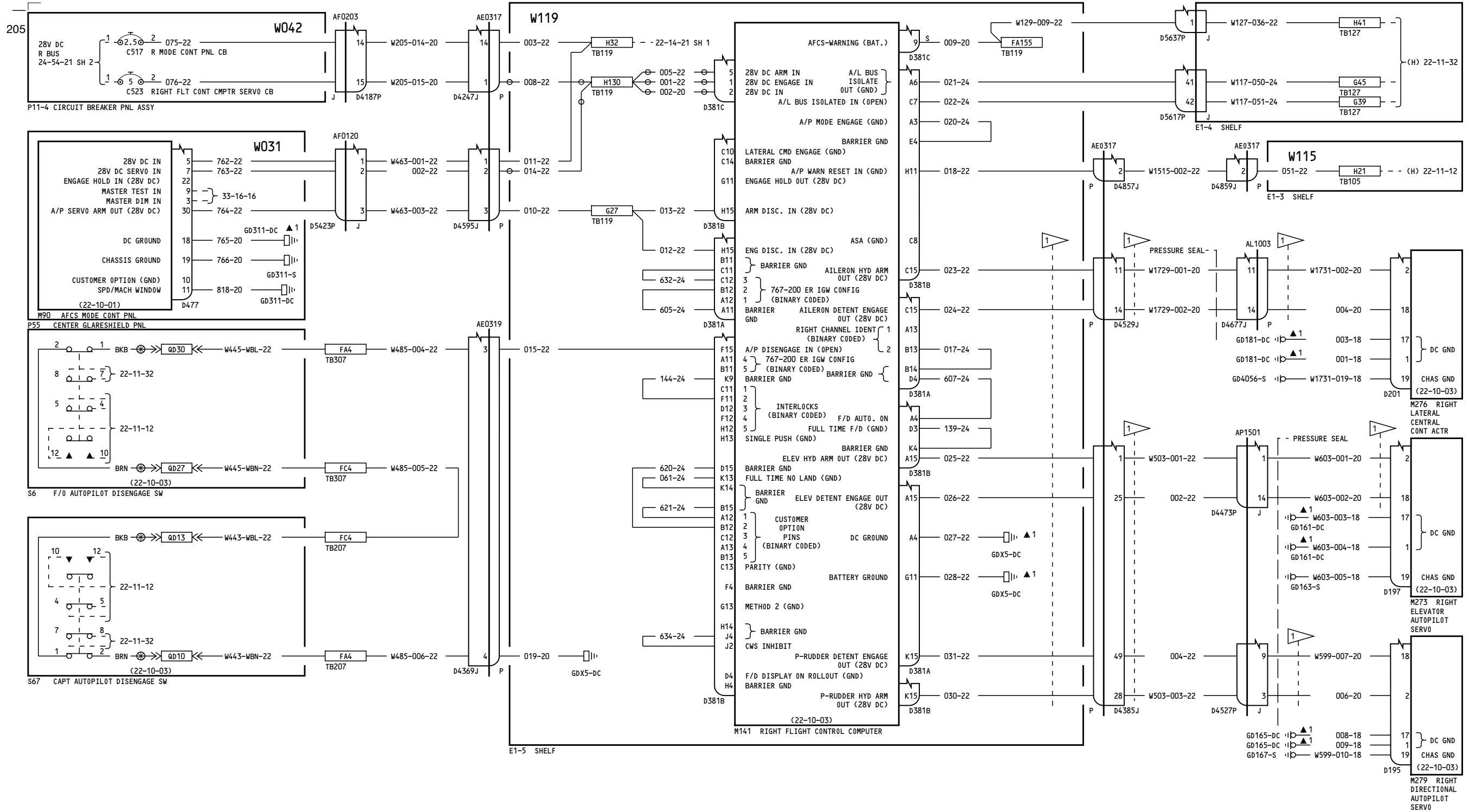
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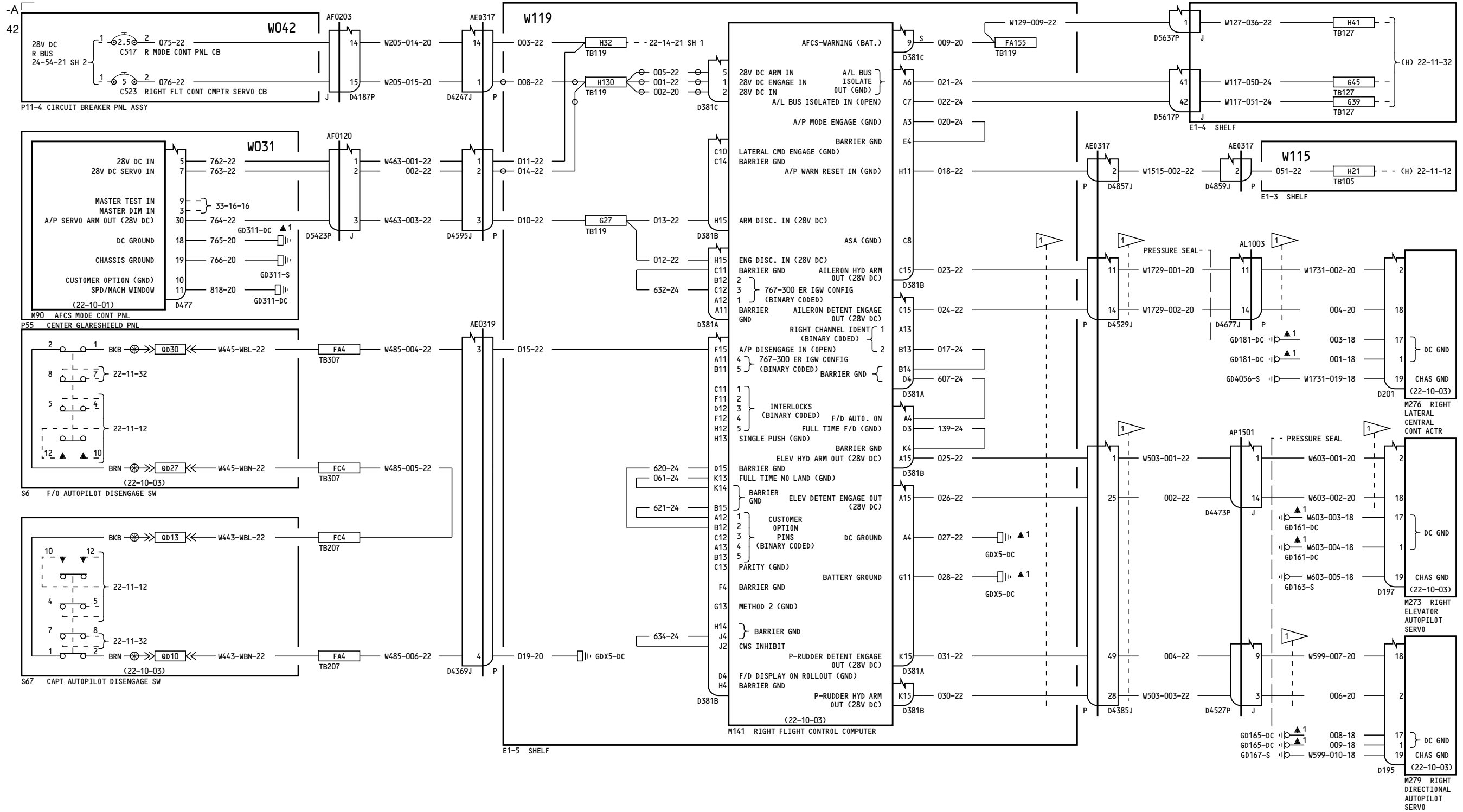
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NOTES:
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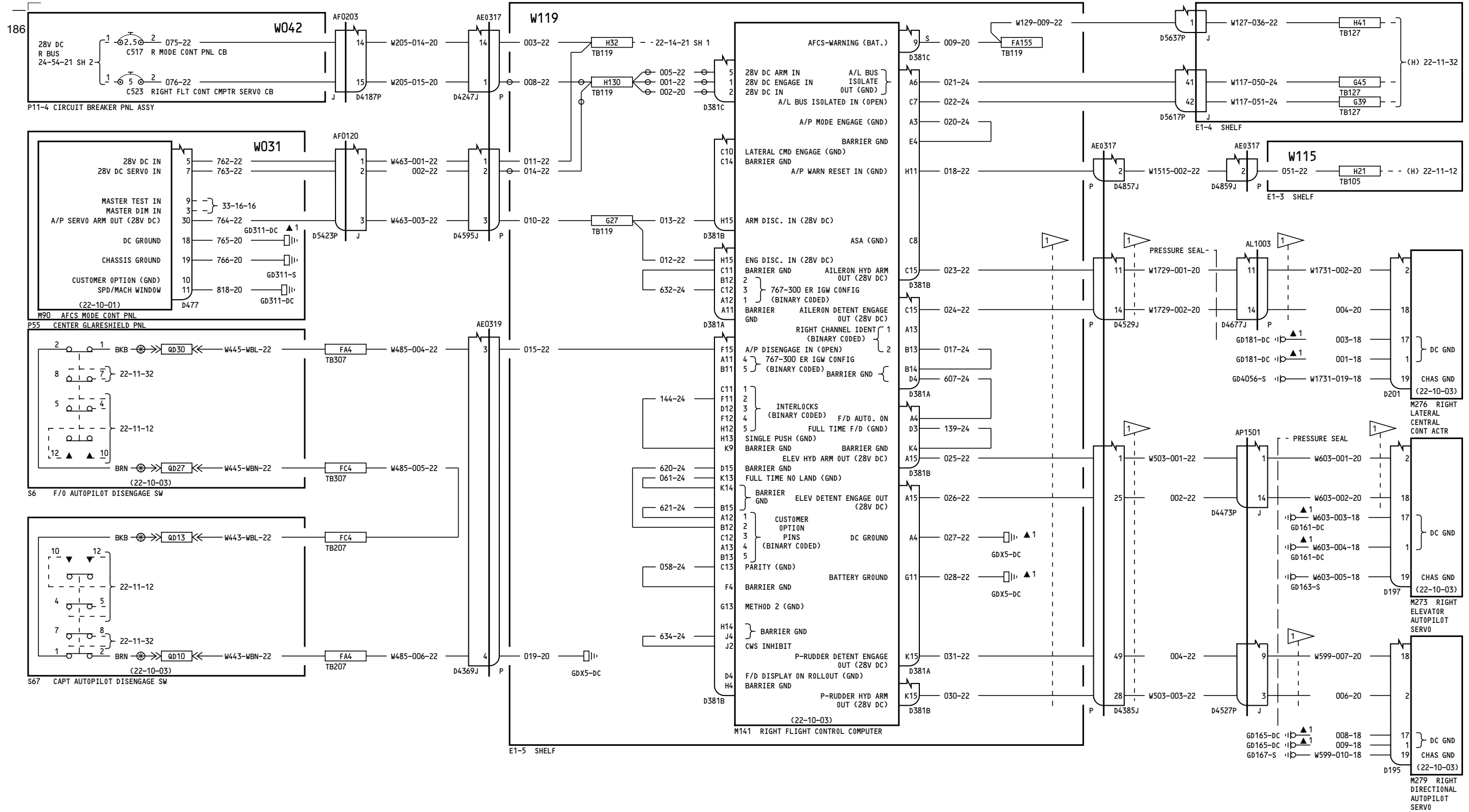
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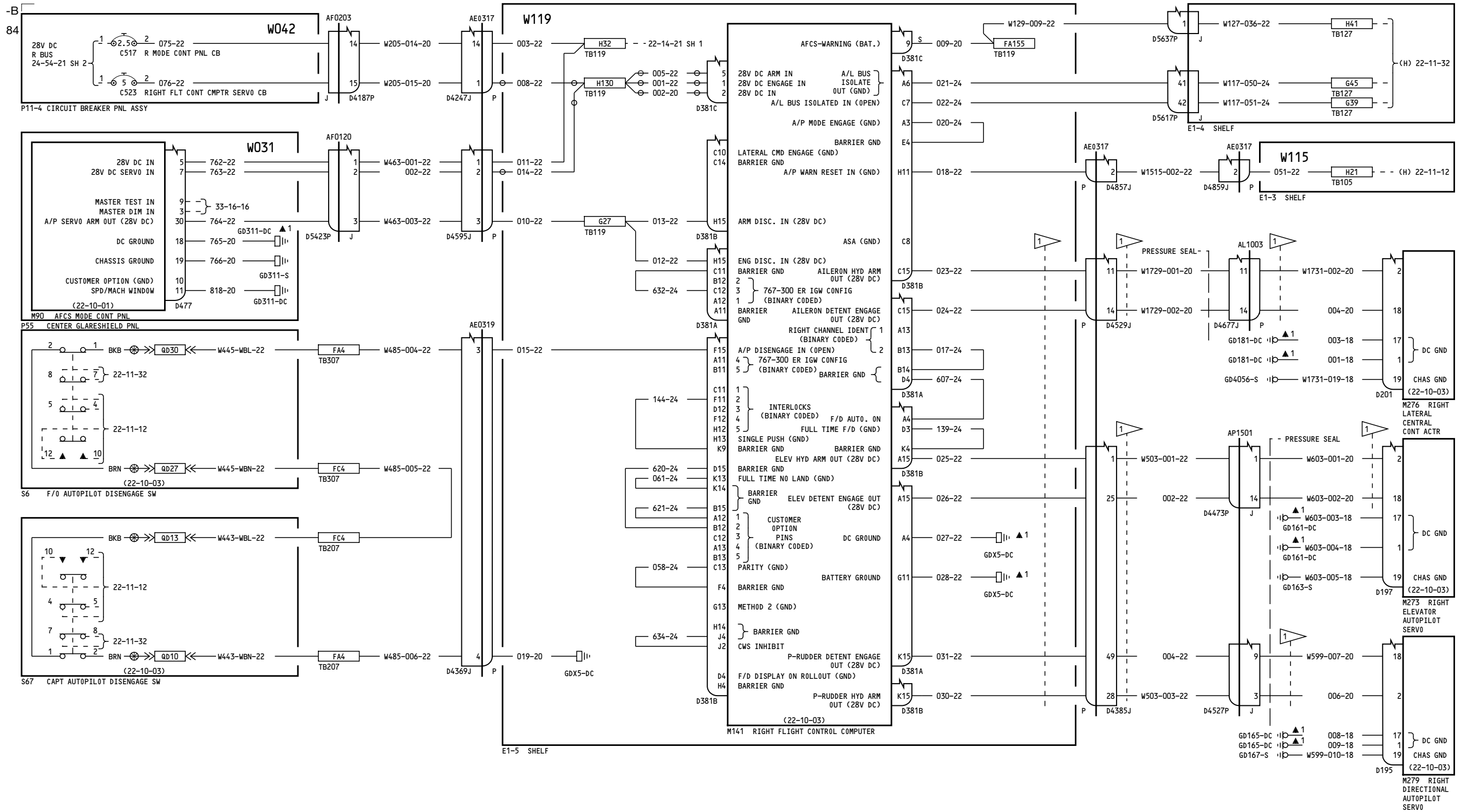
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NOTES:
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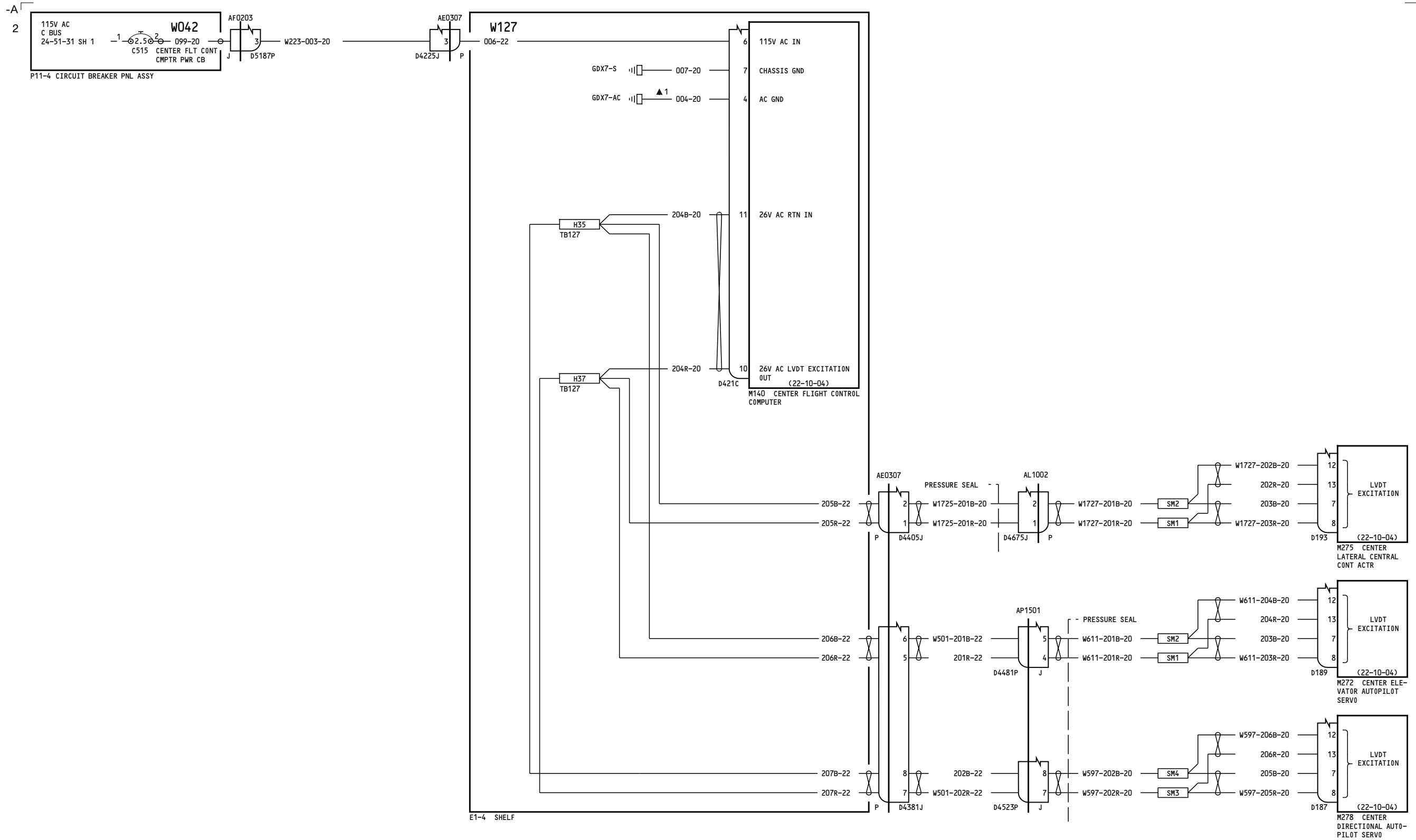
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AFDS AC POWER-CHANNEL CENTER

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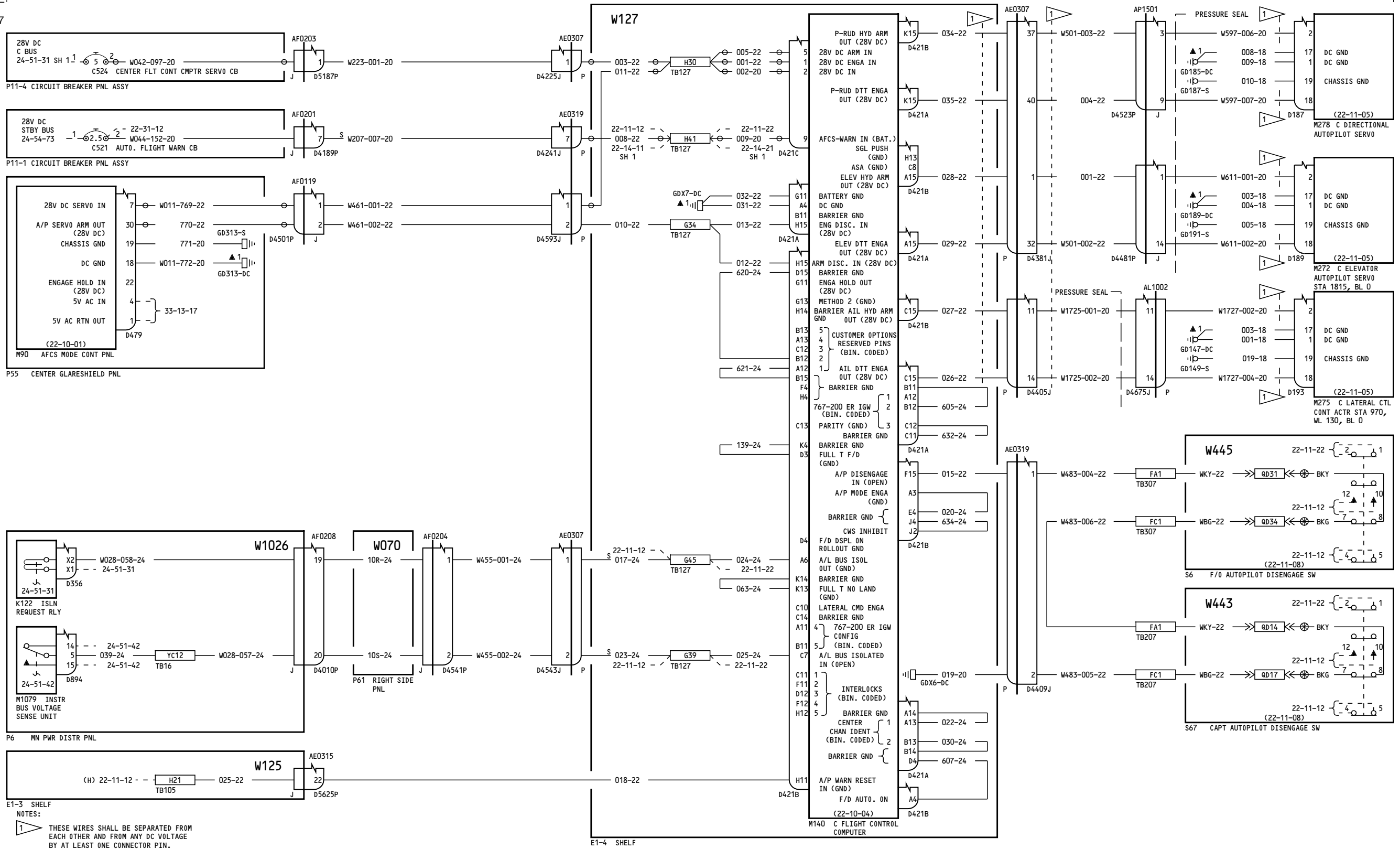
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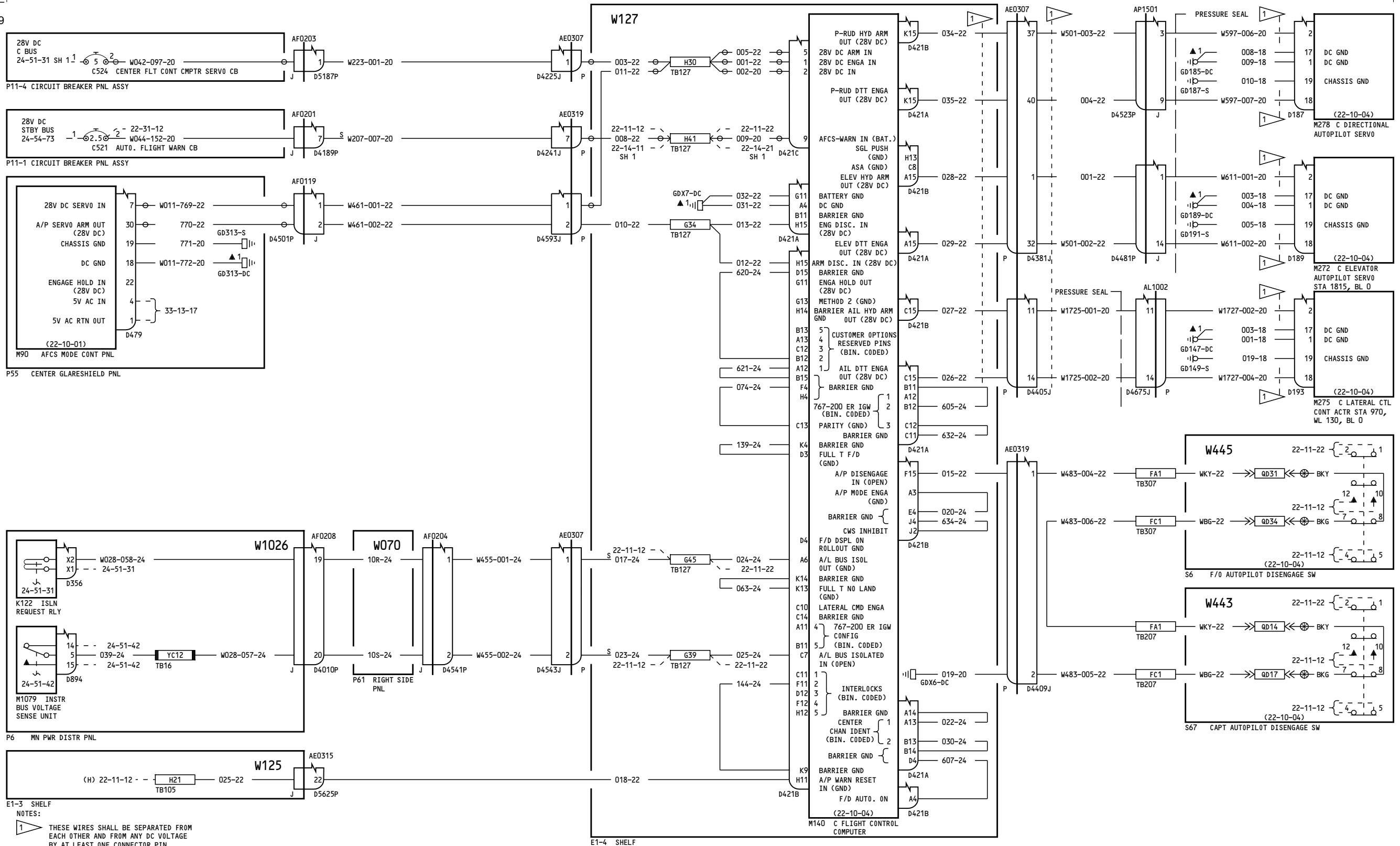
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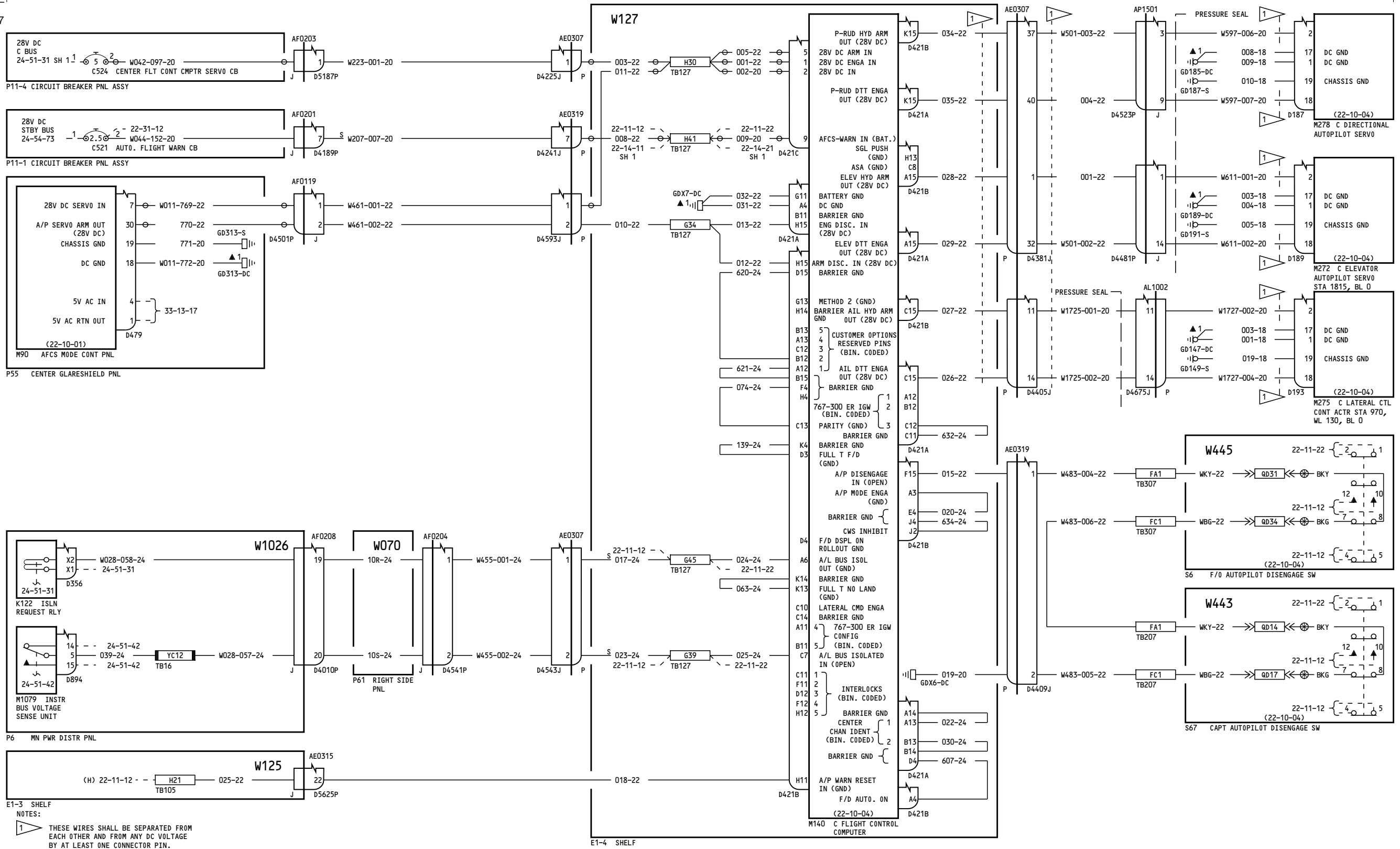
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AFDS DC POWER-CHANNEL CENTER
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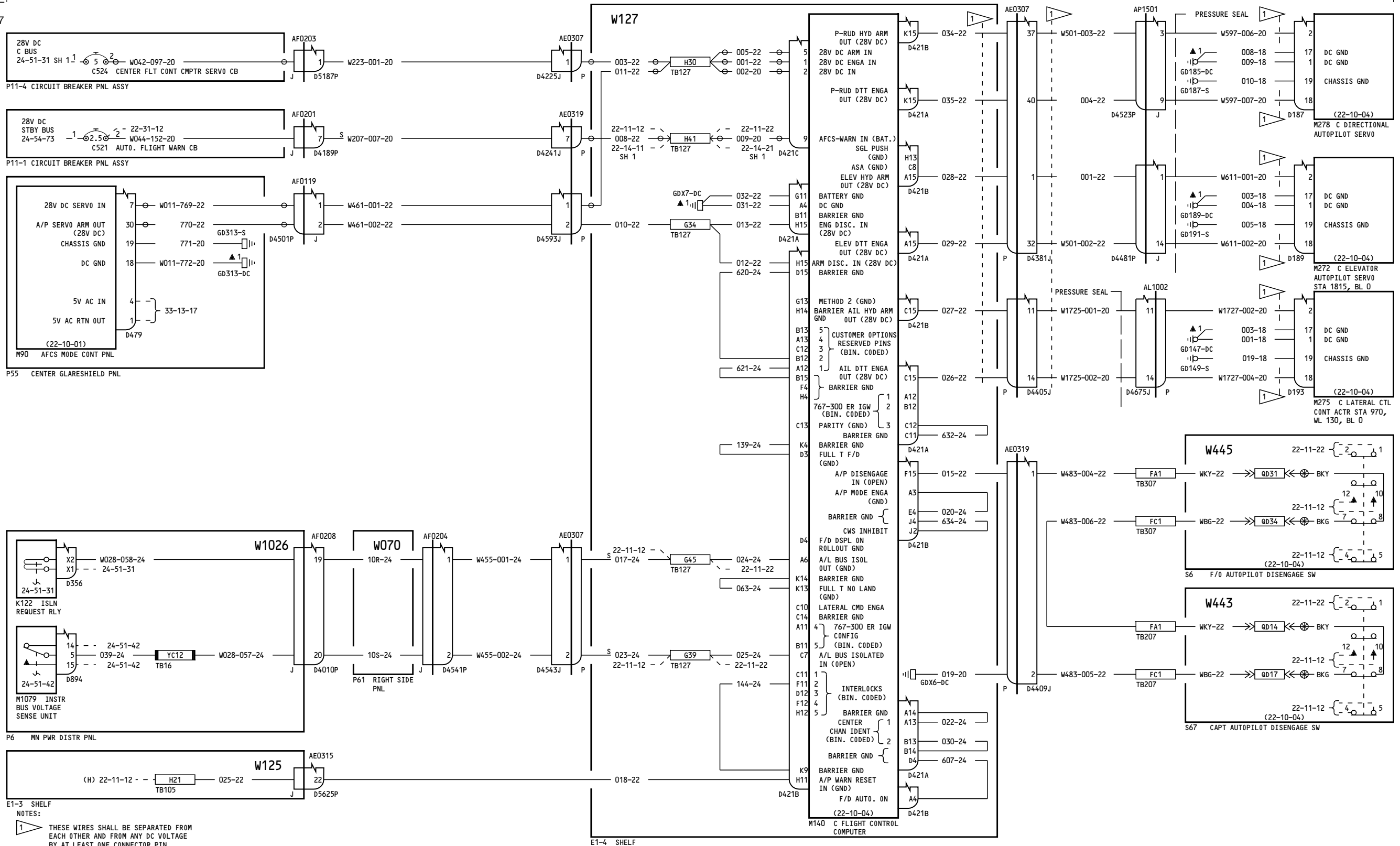
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AFDS DC POWER-CHANNEL CENTER

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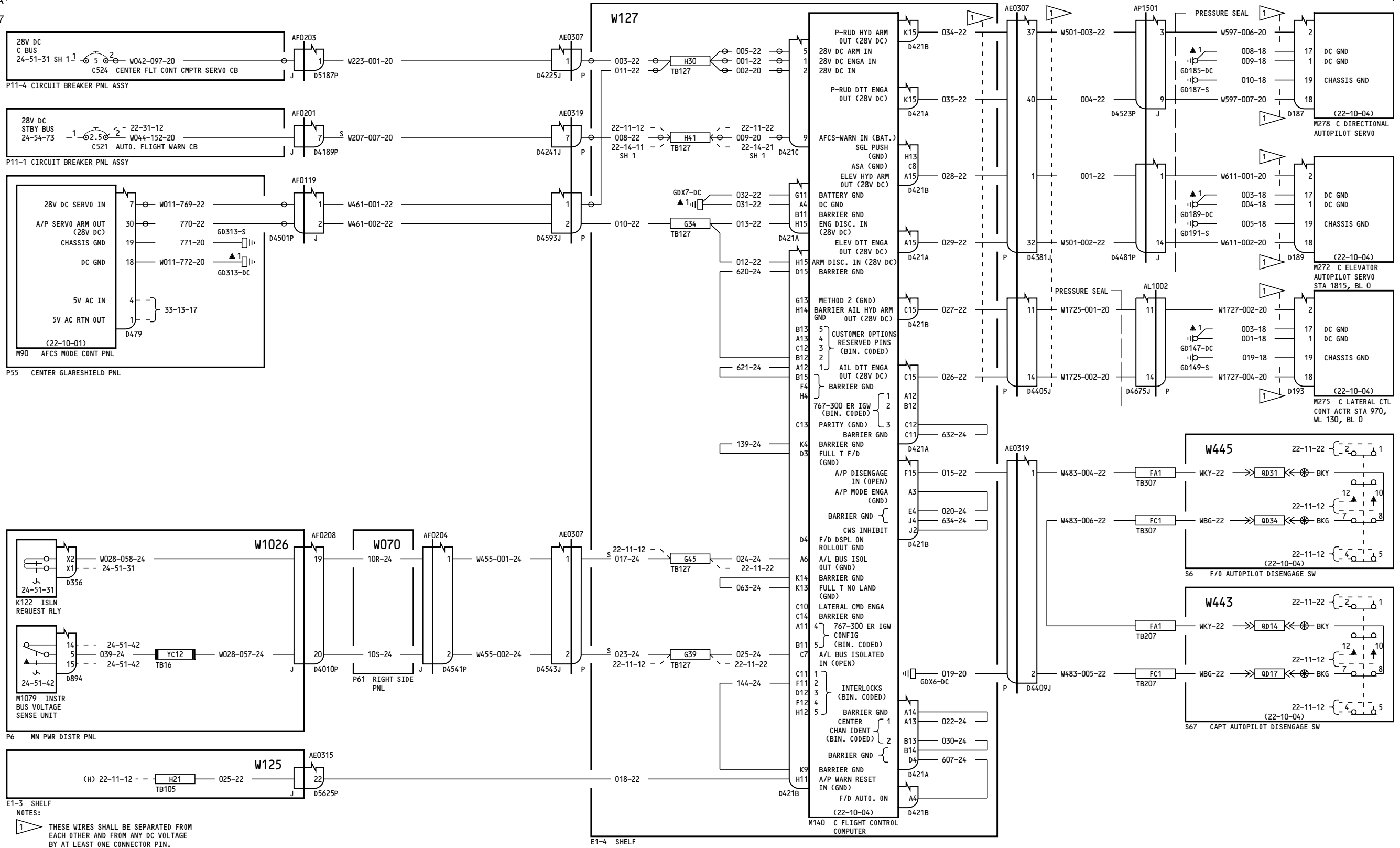
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157, 167-199, 277-299

AFDS DC POWER-CHANNEL CENTER

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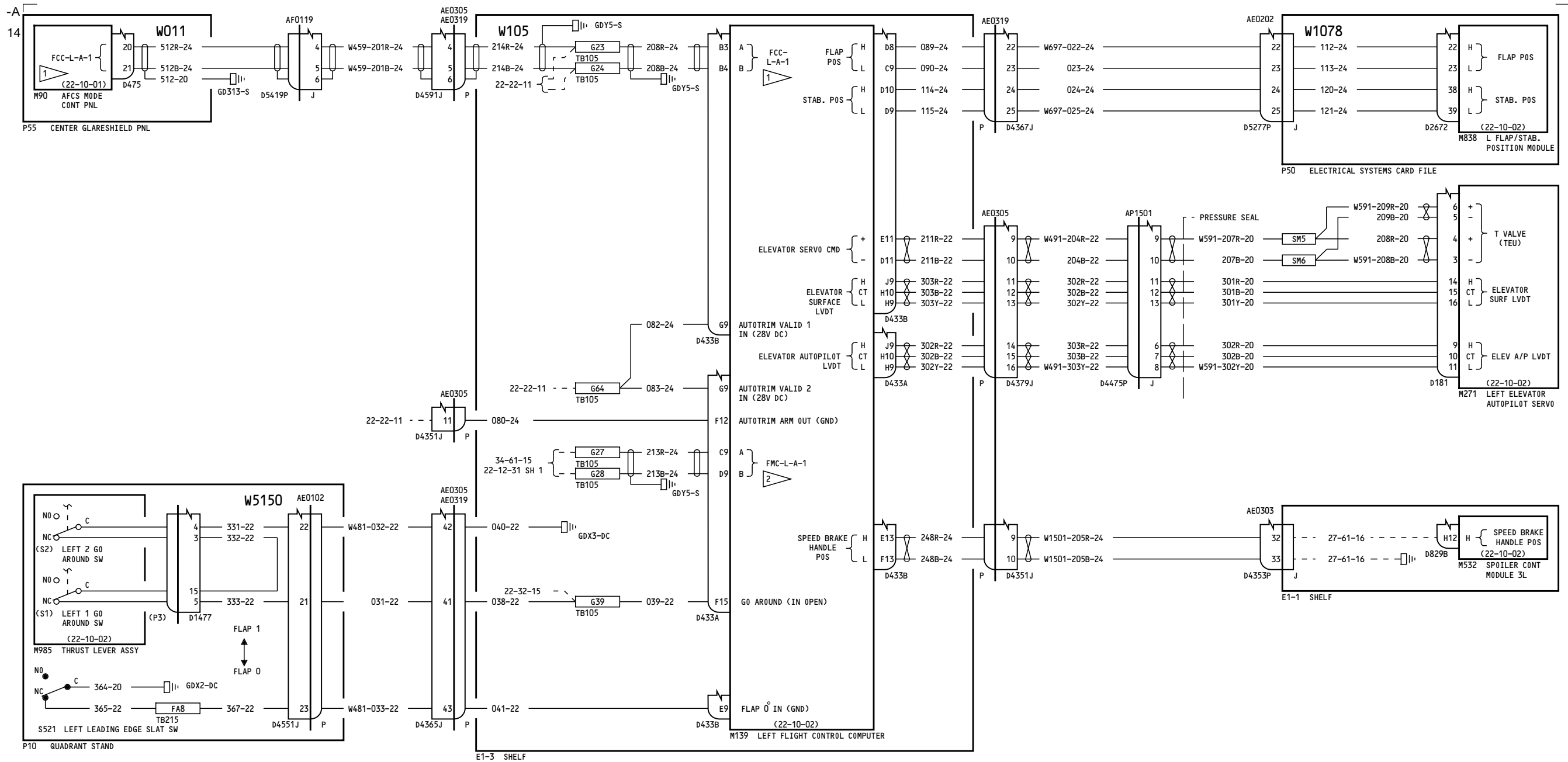
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- NOTES:**
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

050-099, 277-299

AFDS PITCH SIGNALS-CHANNEL LEFT

22-12-11

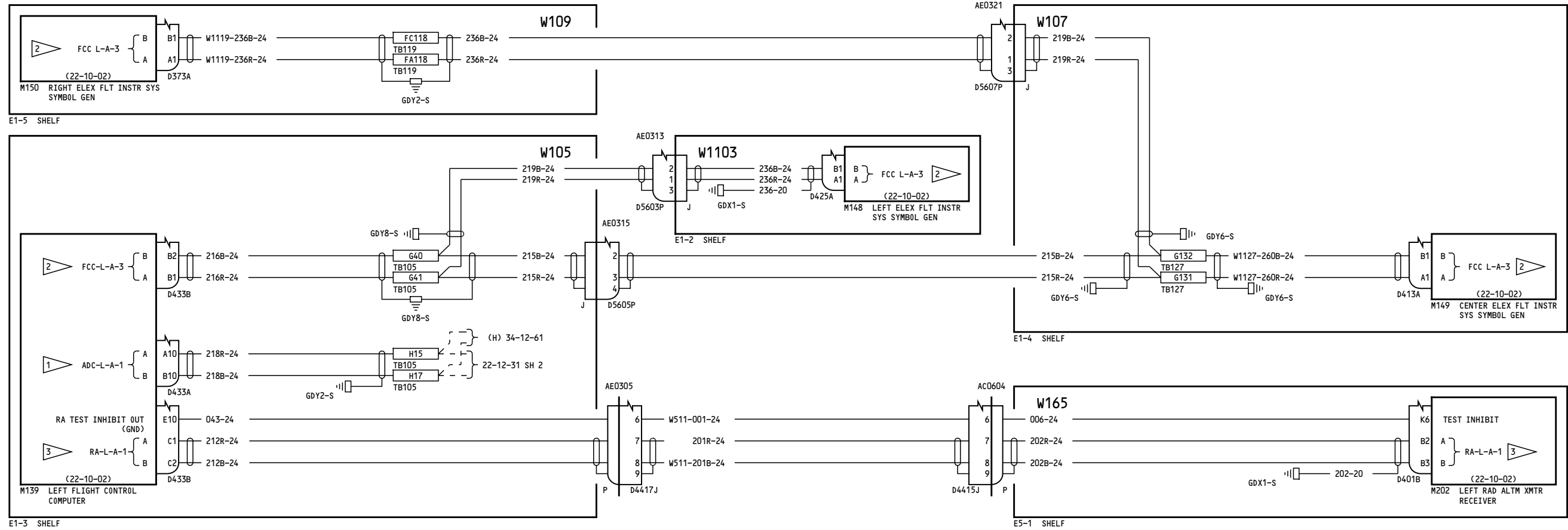
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- NOTES:
- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

050-099, 277-299

**AFDS PITCH SIGNALS-
CHANNEL LEFT**

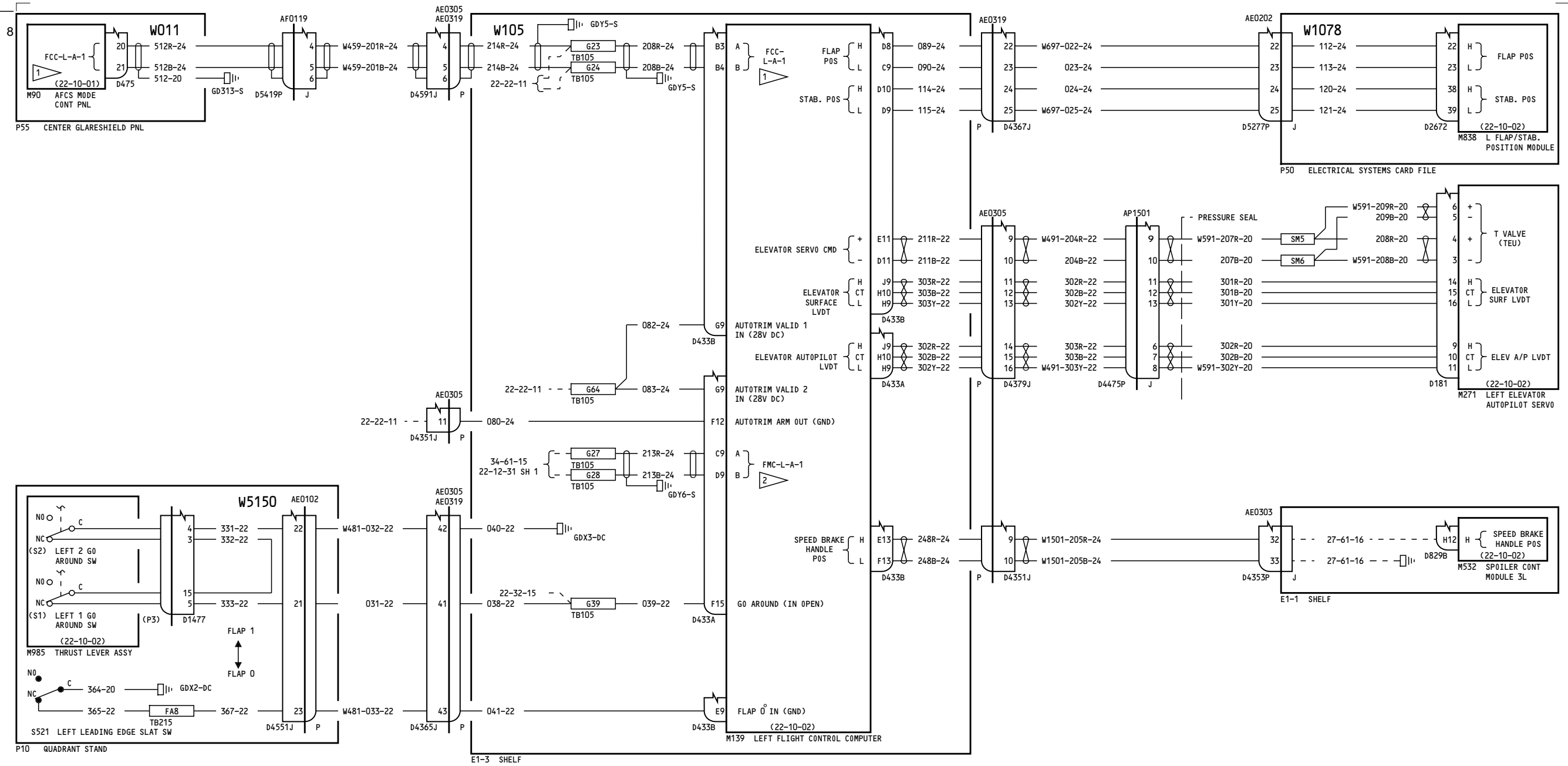
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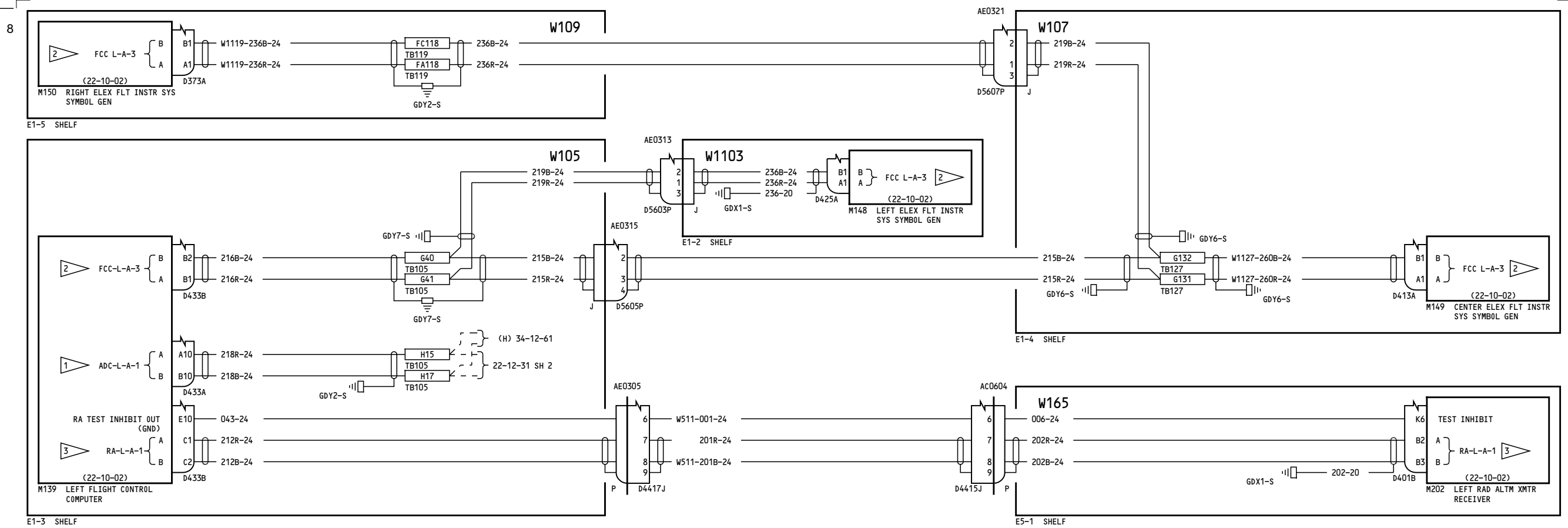
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.



NOTES:

- 1 ALTITUDE (29.92), ALTITUDE (BAR0), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
- 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
- 3 RADIO ALT, TEST INHIBITED

150-199, 275-276

**AFDS PITCH SIGNALS-
CHANNEL LEFT**

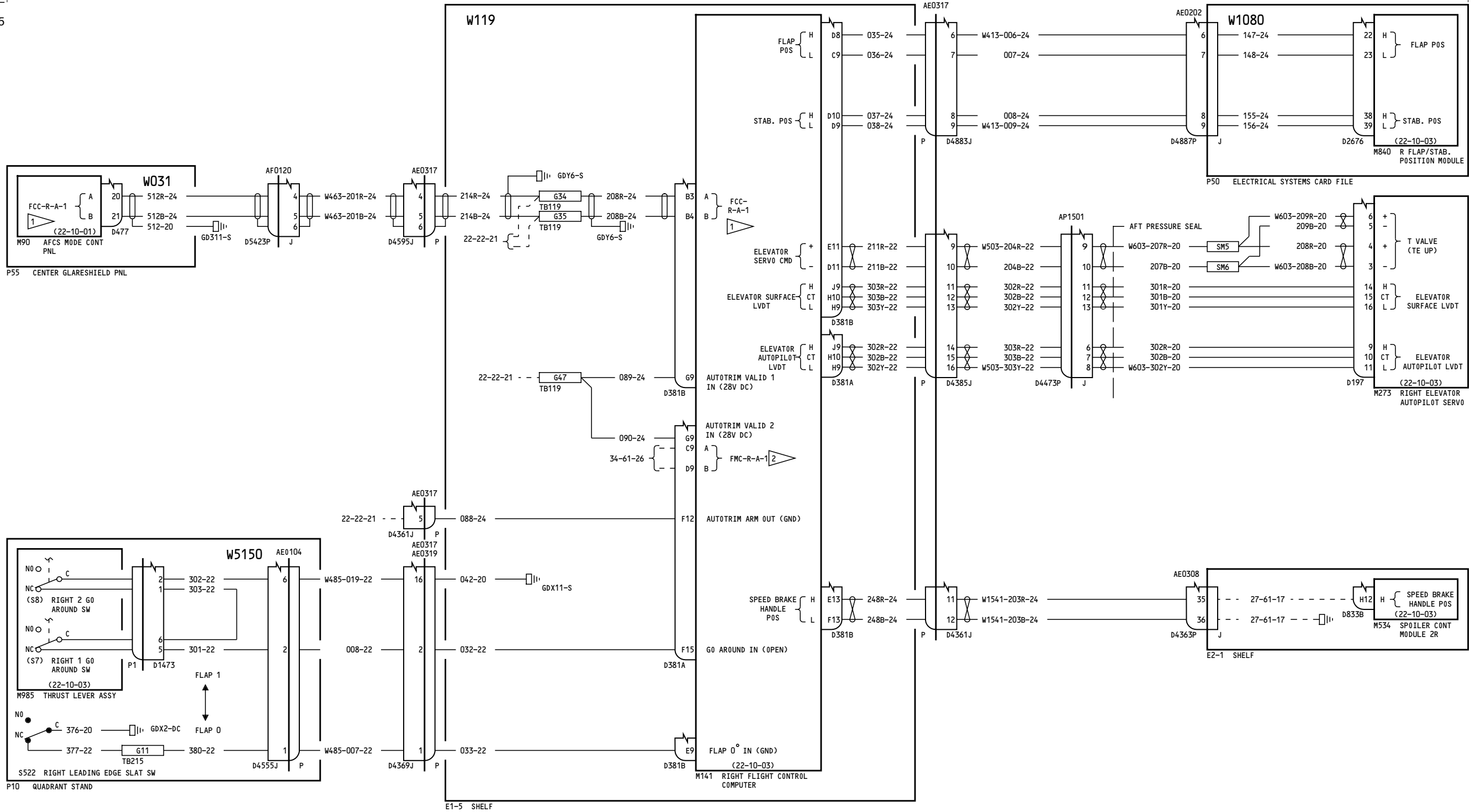
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NOTES:

1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.

2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

050-099, 152-199, 275-299

AFDS PITCH SIGNALS-CHANNEL RIGHT

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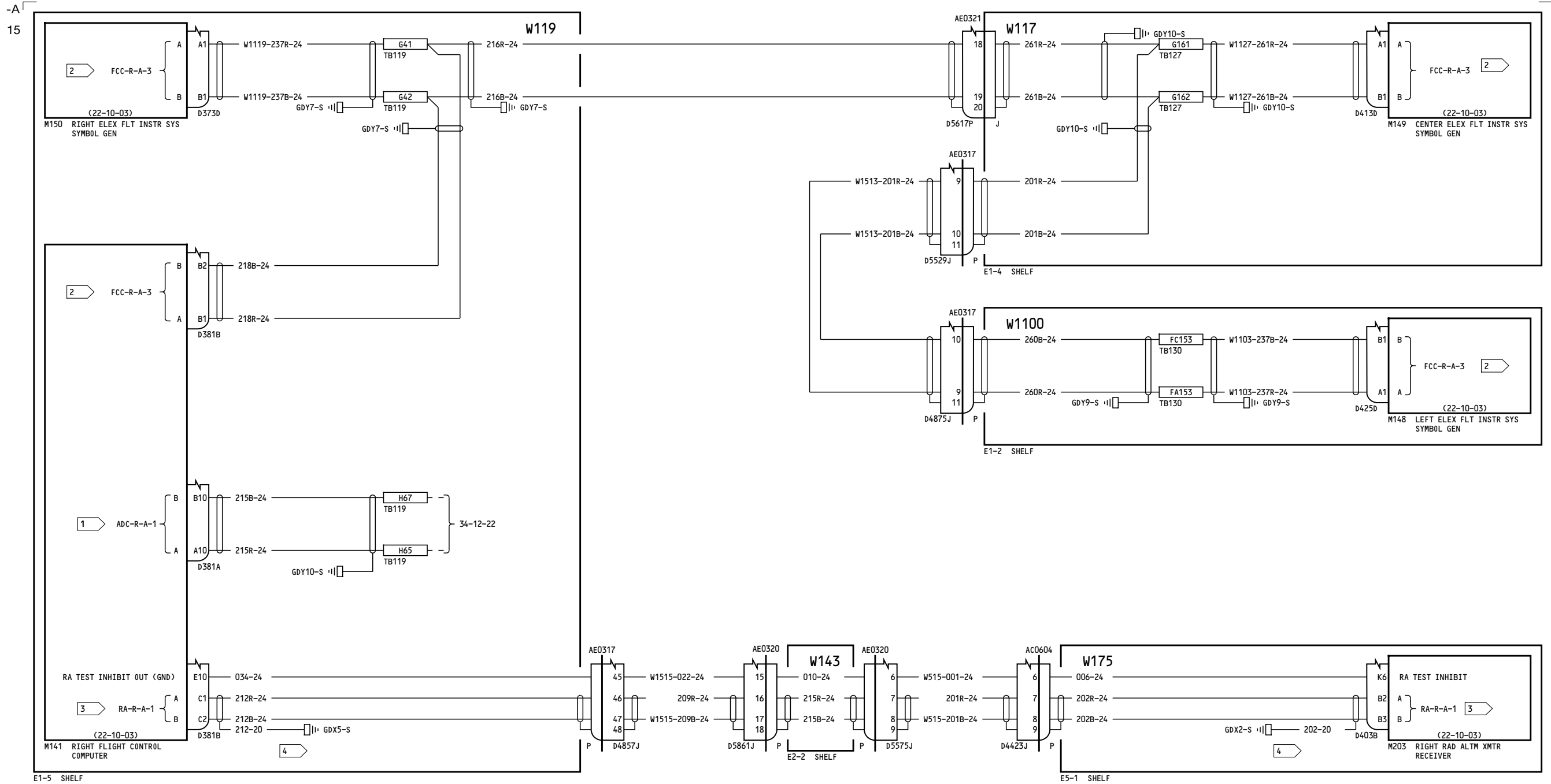
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- NOTES:
- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, IND ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED
 - 4 MAXIMUM LENGTH OF GROUND WIRE SHALL NOT EXCEED 18 INCHES

050-099, 152-199, 275-299

**AFDS PITCH SIGNALS-
CHANNEL RIGHT**

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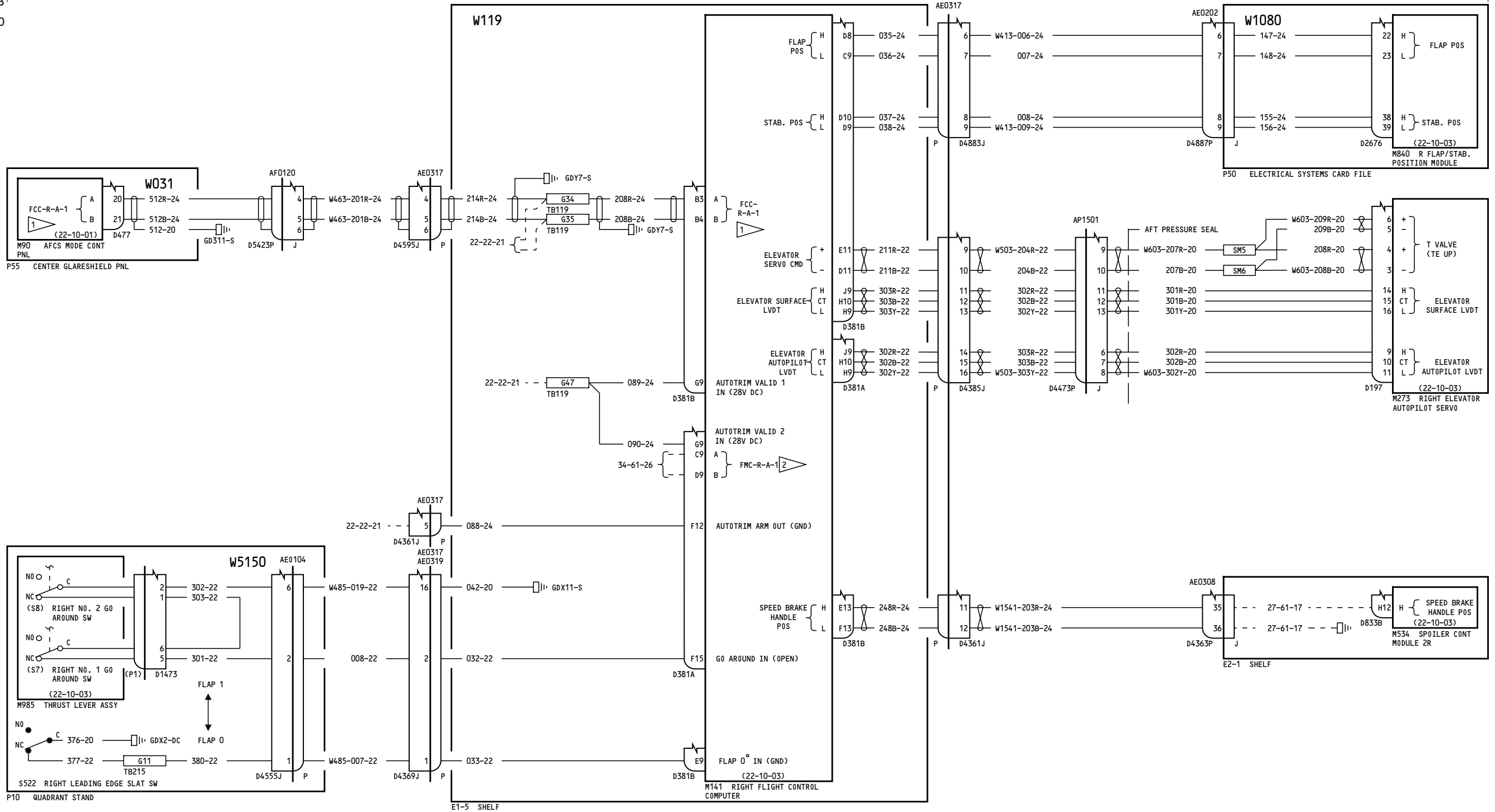
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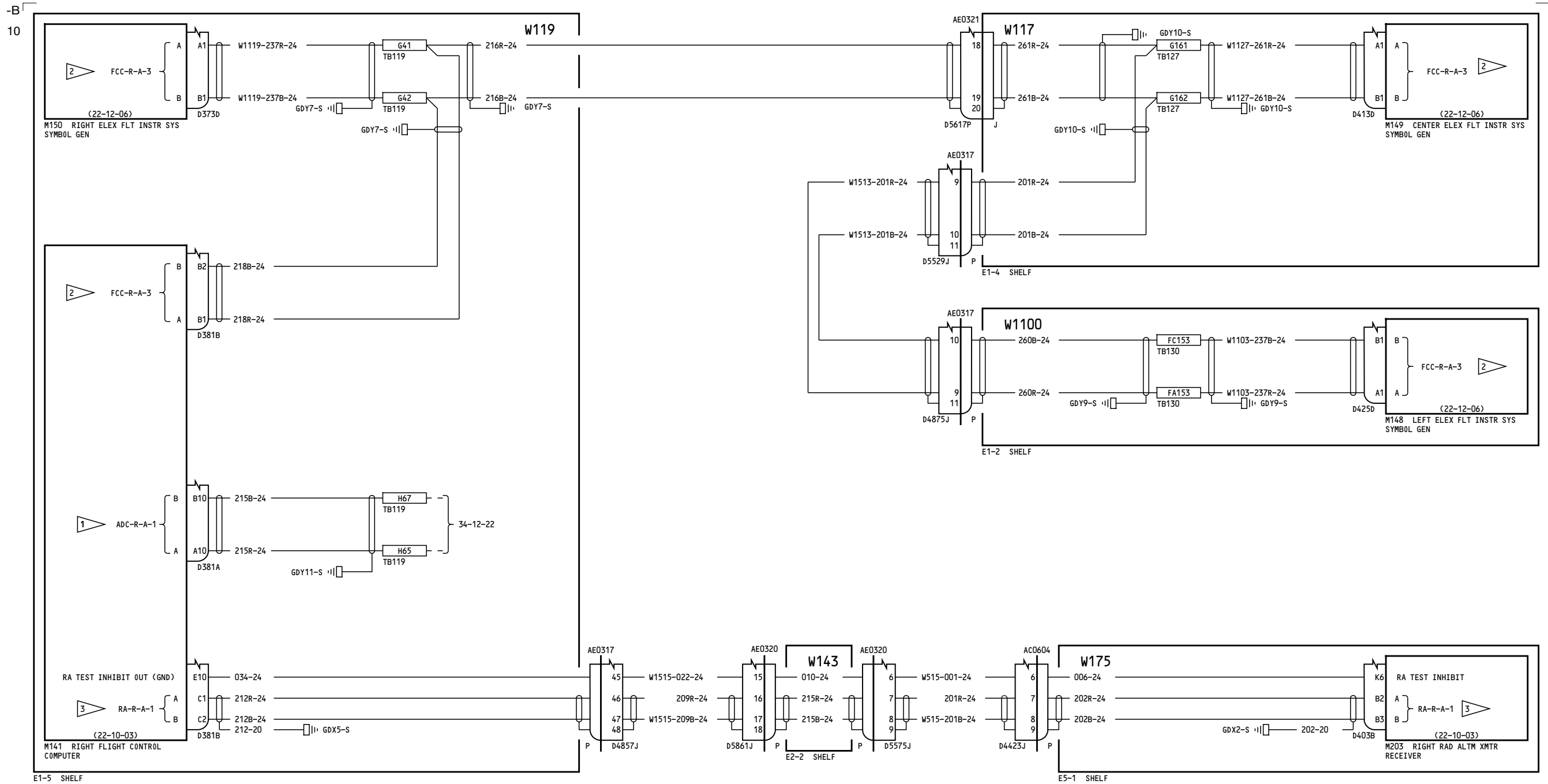
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.



- NOTES:
- 1 ALTITUDE (29.92), ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, IND ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

150-151

AFDS PITCH SIGNALS-CHANNEL RIGHT

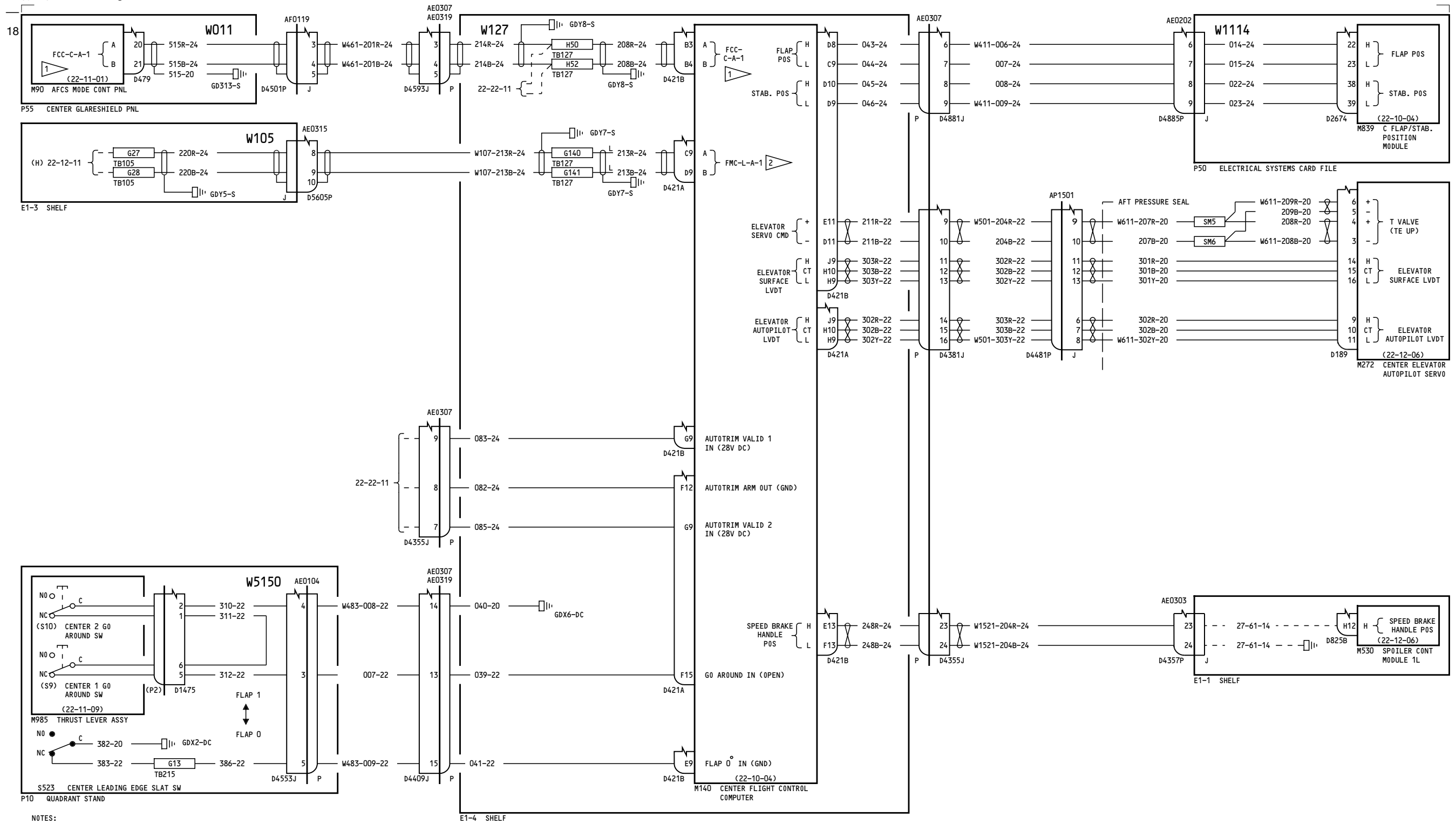
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

050-099

**AFDS PITCH SIGNALS-
CHANNEL CENTER**

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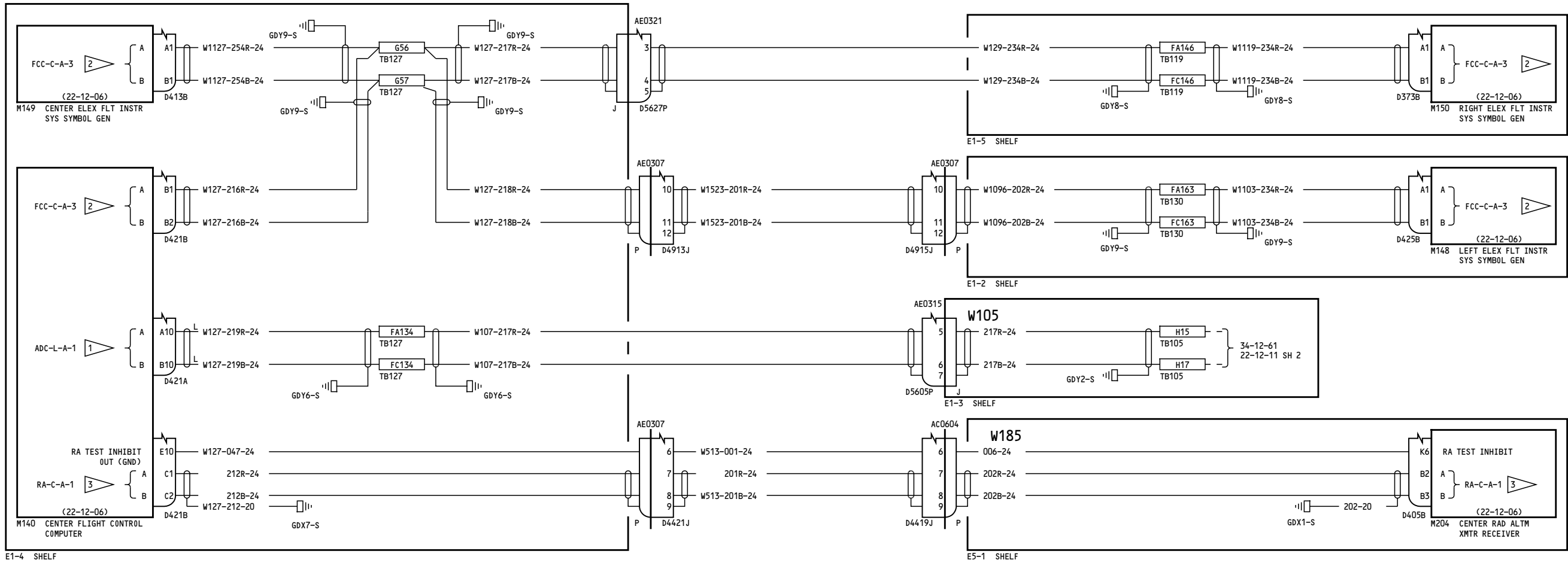
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- NOTES:
- 1 ALTITUDE (29.92) ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

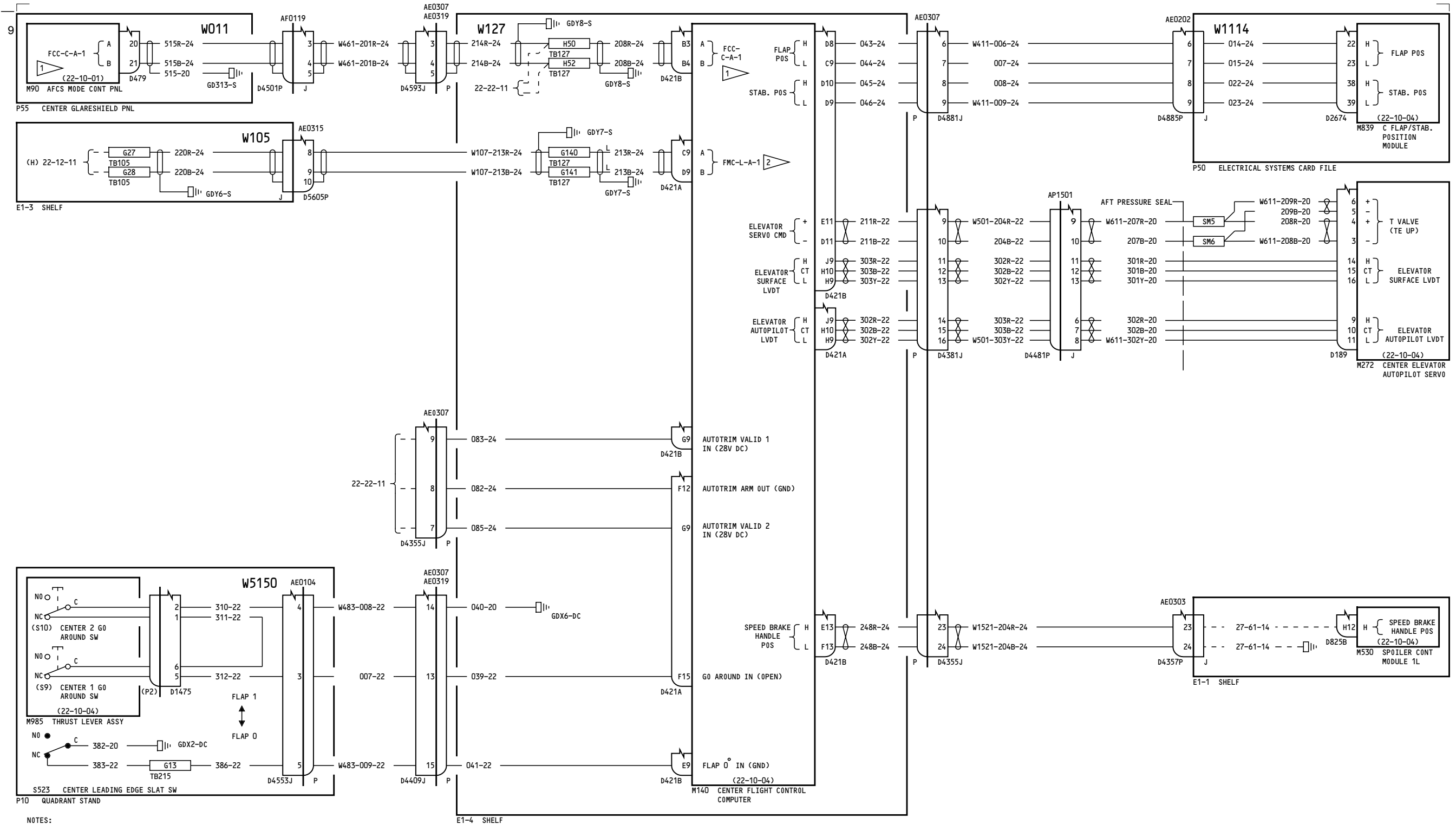
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

150-151

AFDS PITCH SIGNALS-CHANNEL CENTER

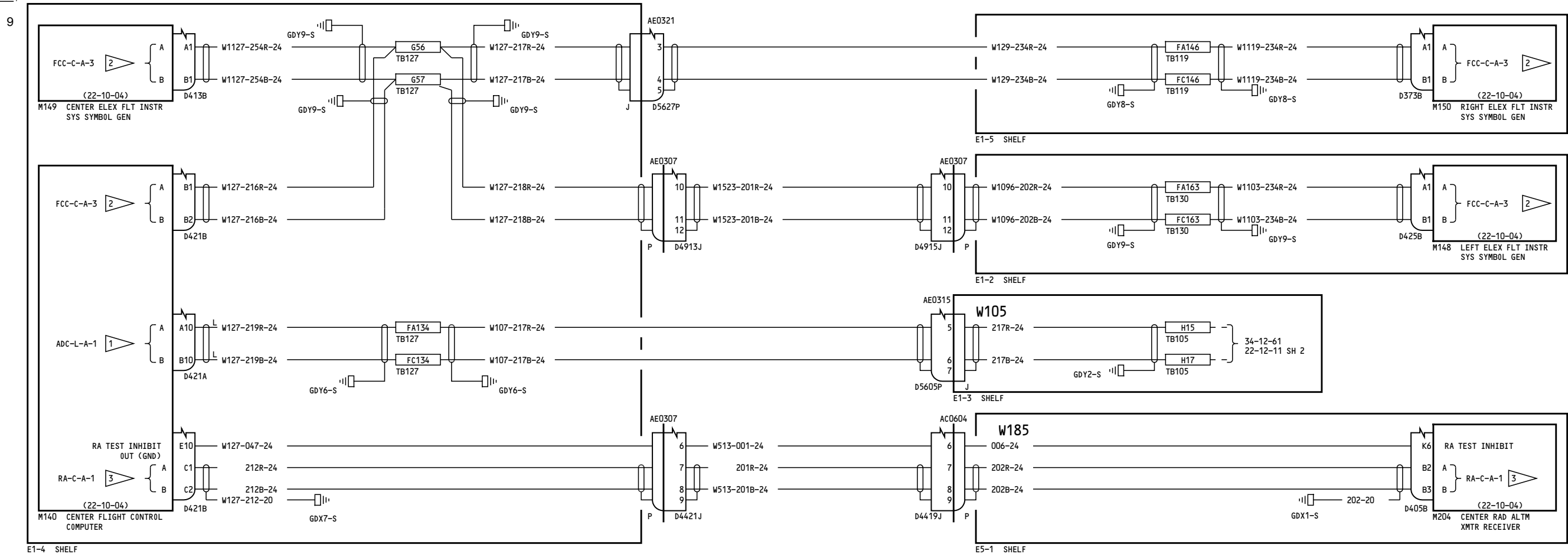
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- NOTES:
- 1 ALTITUDE (29.92) ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

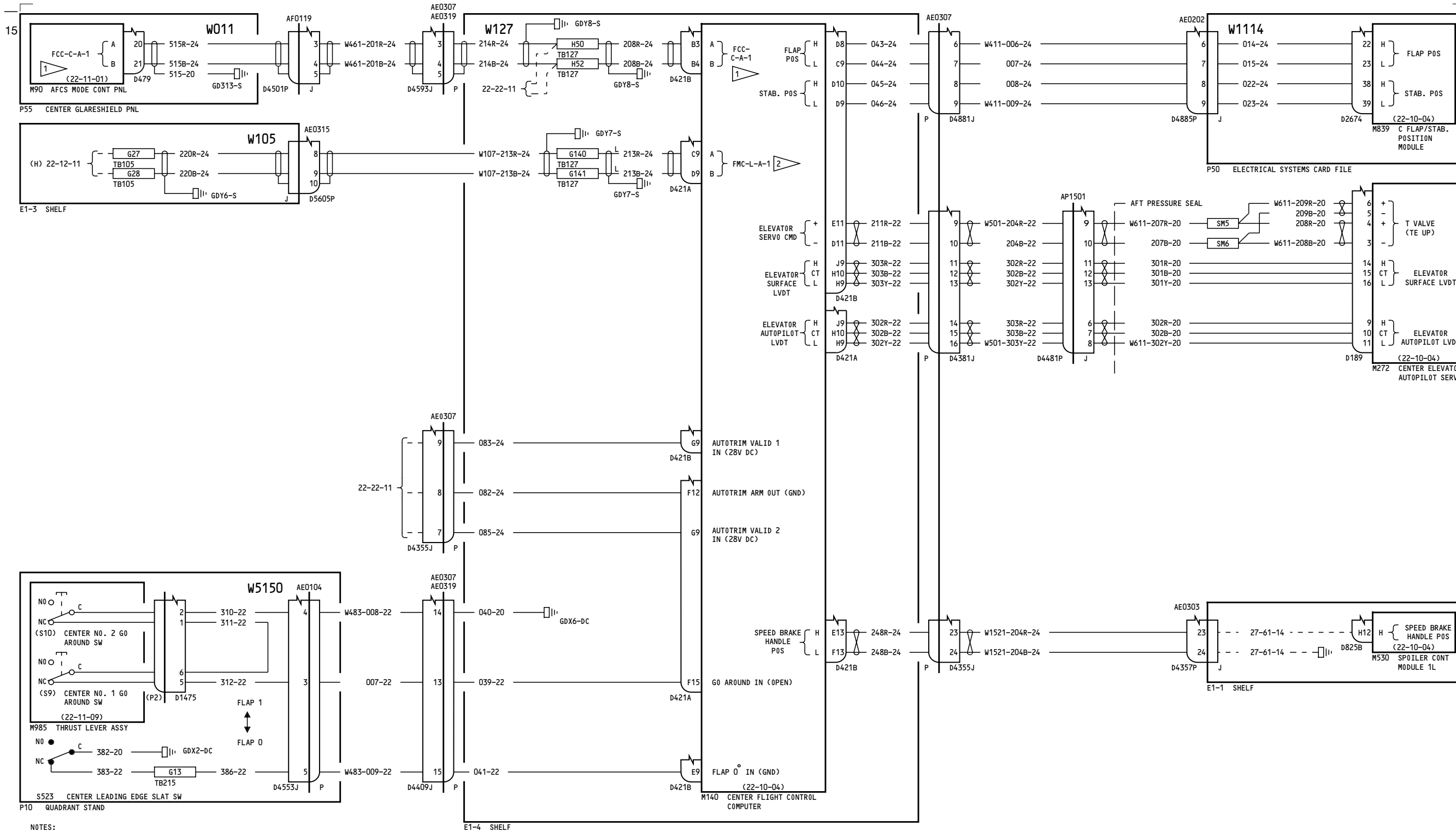
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

152-199, 275-276

**AFDS PITCH SIGNALS-
CHANNEL CENTER**

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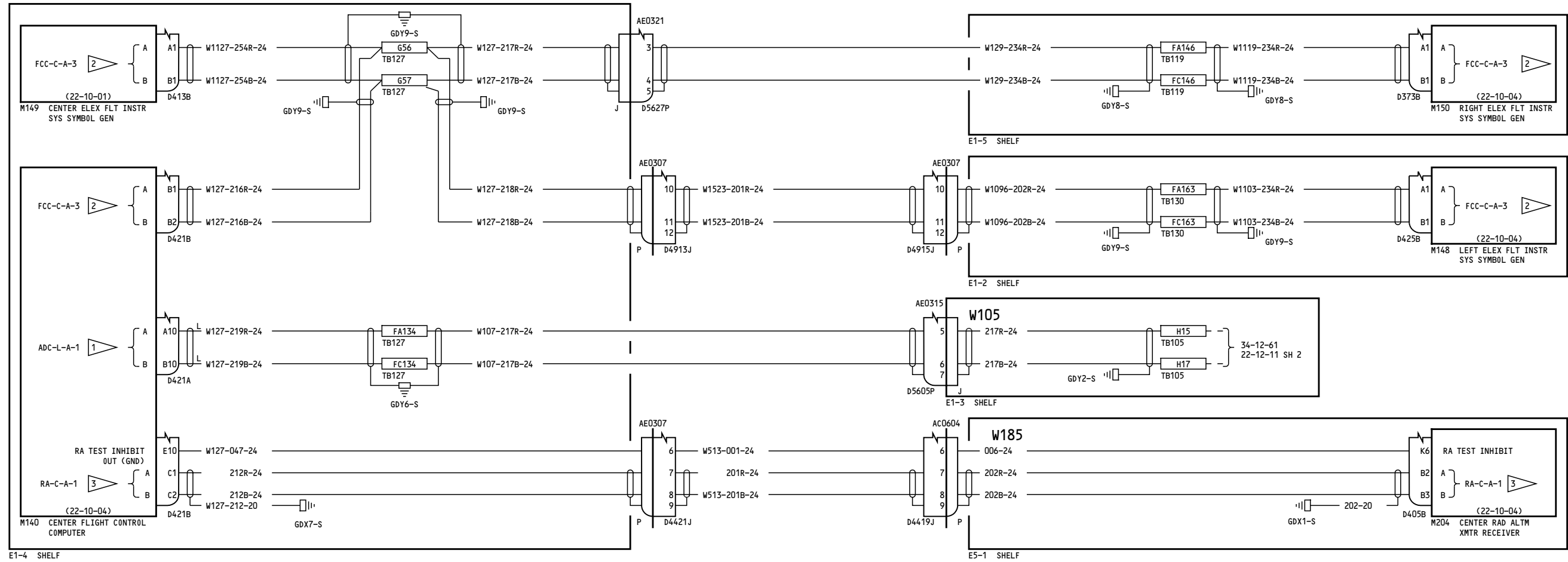
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- NOTES:
- 1 ALTITUDE (29.92) ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

152-199, 275-276

**AFDS PITCH SIGNALS-
CHANNEL CENTER**

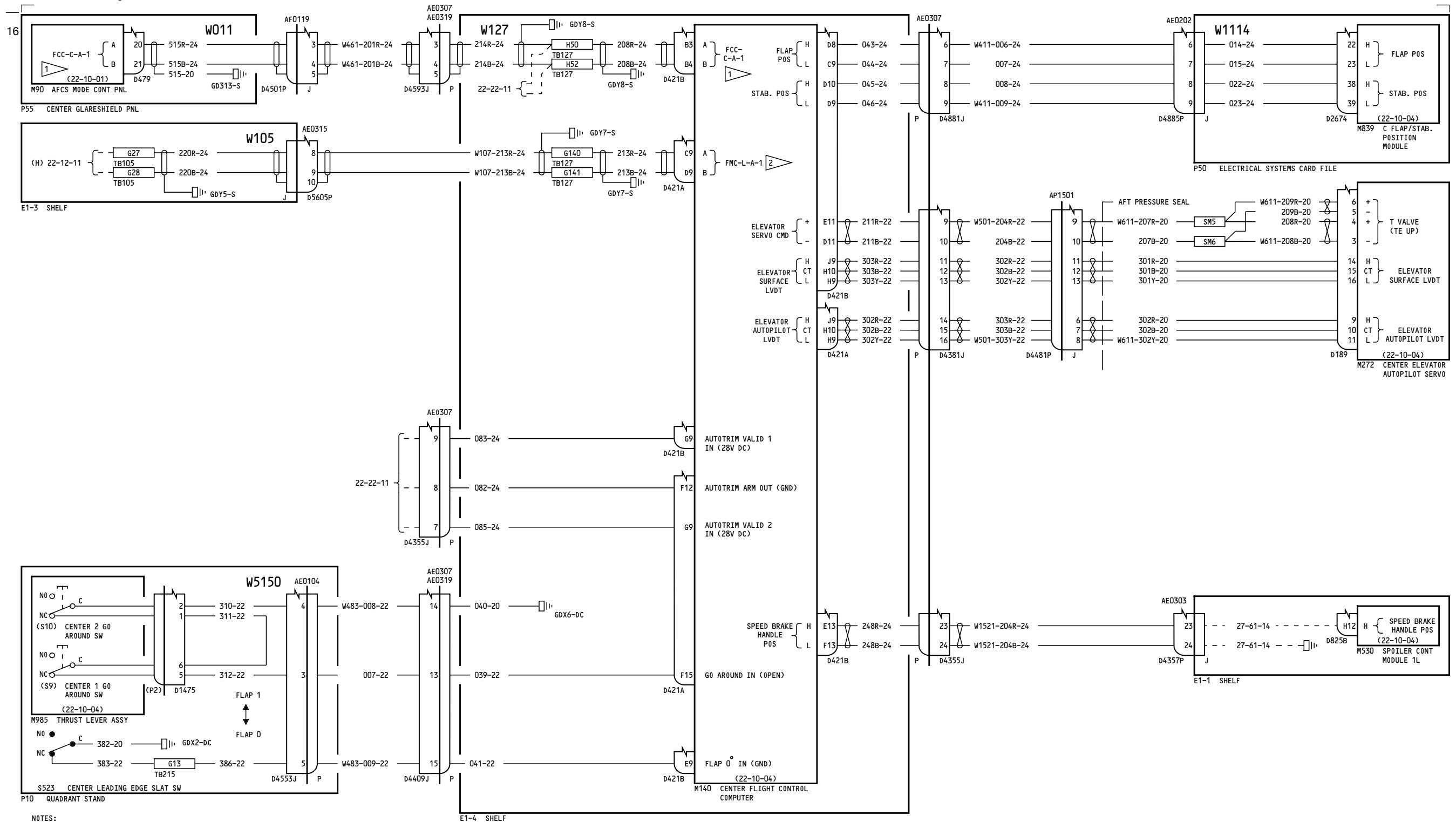
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- NOTES:
- 1 SELECTED RUNWAY HEADING, AFDS MODE STATUS, CAS, MACH NO., V/S, TEST WORD, STAB. POS, FLAP POS, FMC A/S REF.
 - 2 SELECTED ALTITUDE, VERTICAL STEERING, SELECTED AIRSPEED, FMC DISCRETES, RUNWAY LENGTH, VERTICAL STEERING RATE.

277-299

**AFDS PITCH SIGNALS-
CHANNEL CENTER**

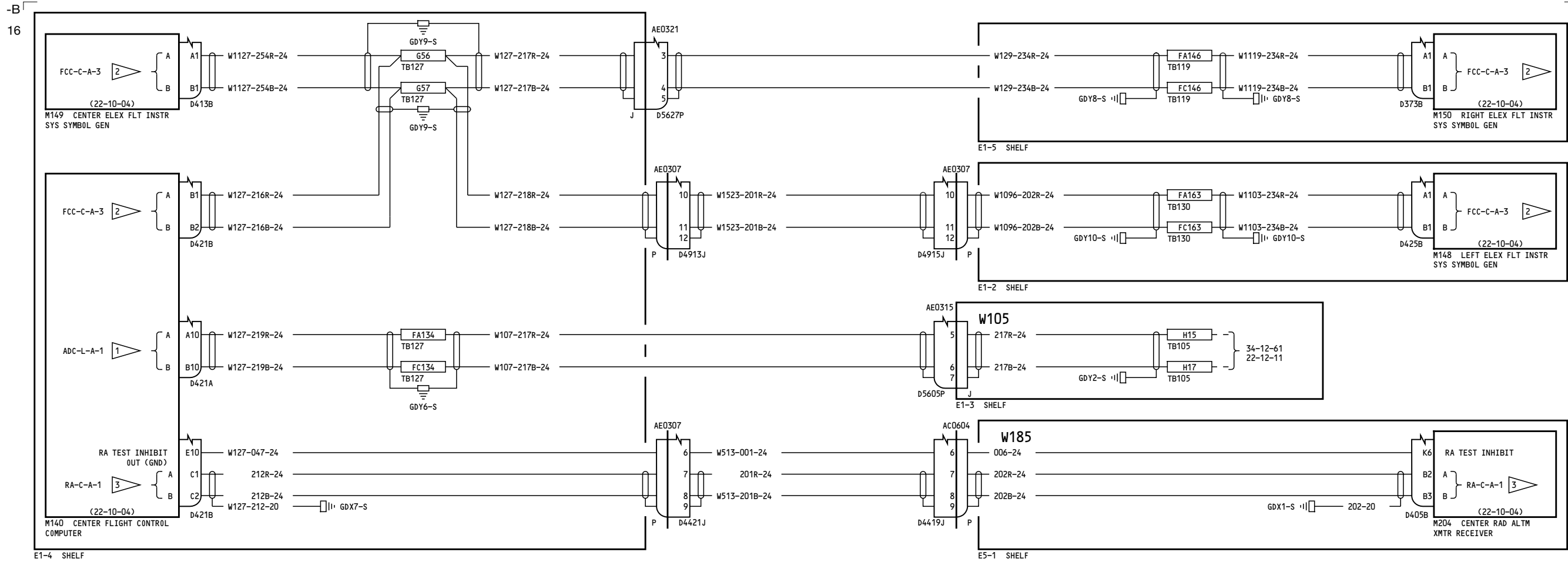
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- NOTES:
- 1 ALTITUDE (29.92) ALTITUDE (BARO), ALTITUDE RATE, COMPUTED AIRSPEED, IMPACT PRESSURE, MACH, TRUE AIRSPEED, INDICATED ALPHA
 - 2 HEADING BUG, F/D ROLL CMD, F/D PITCH CMD, AFDS FMA STATUS
 - 3 RADIO ALT, TEST INHIBITED

277-299

**AFDS PITCH SIGNALS-
CHANNEL CENTER**

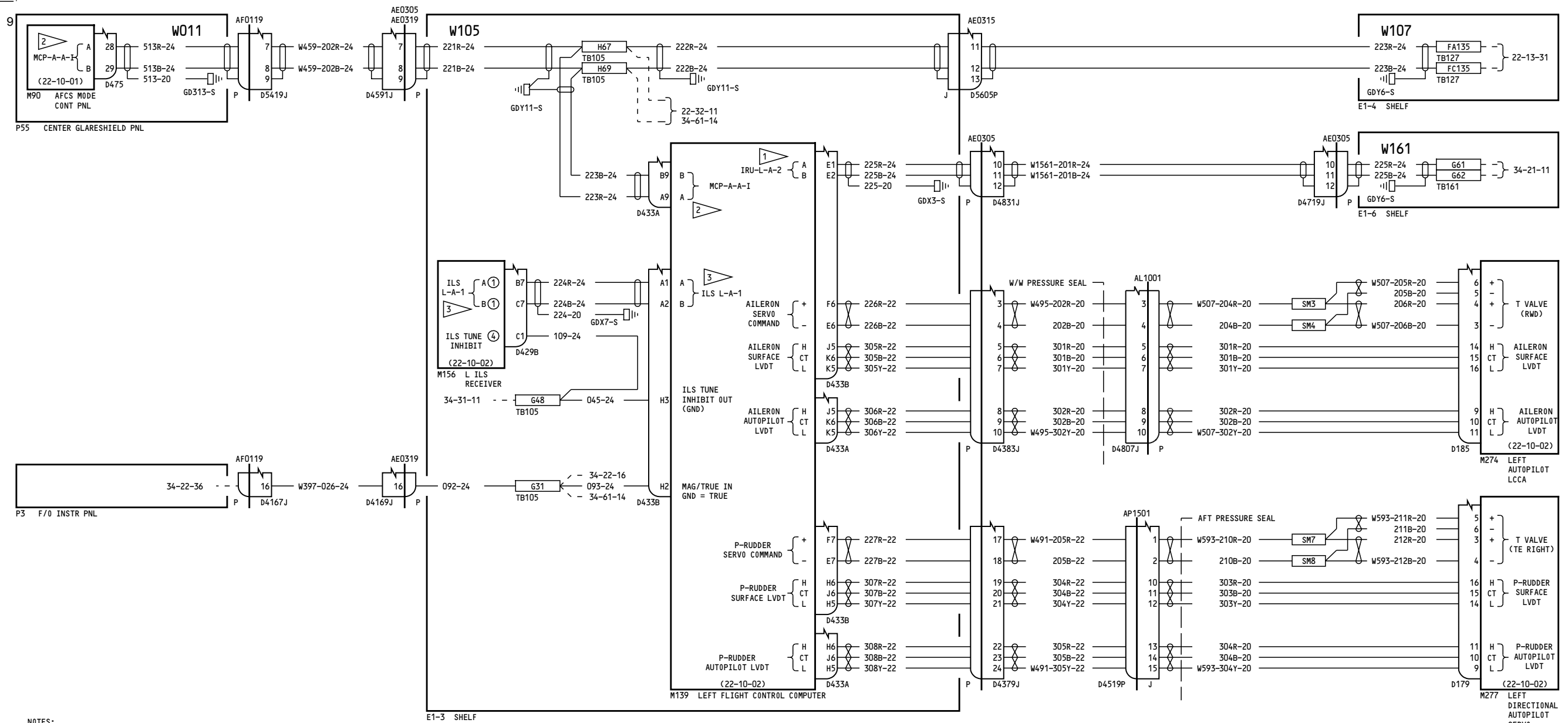
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- NOTES:
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ALTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION, AND INERTIAL ALTITUDE.
 - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
 - 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

050-099, 150-199

AFDS ROLL & YAW SIGNALS-CHANNEL LEFT

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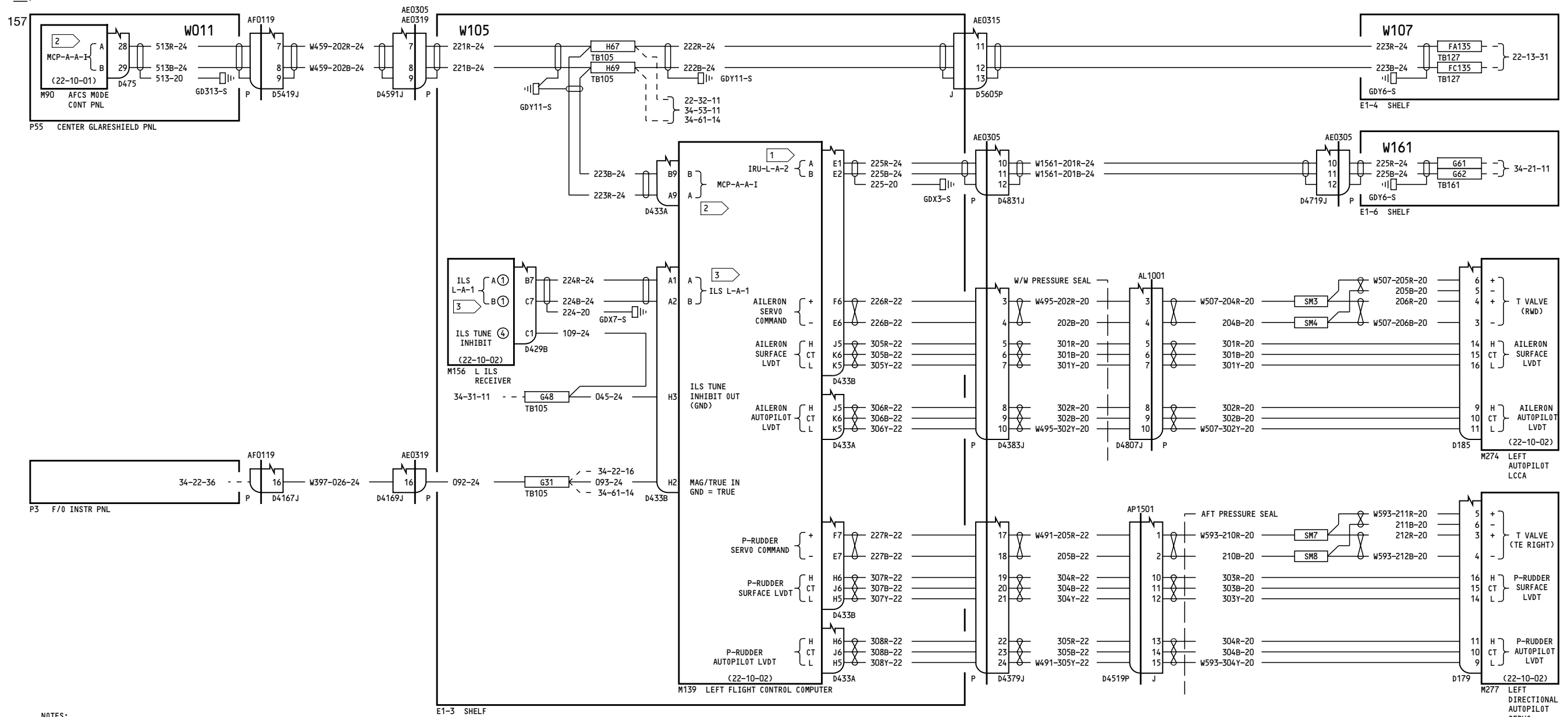
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- NOTES:**
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ALTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION, AND INERTIAL ALTITUDE.
 - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
 - 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

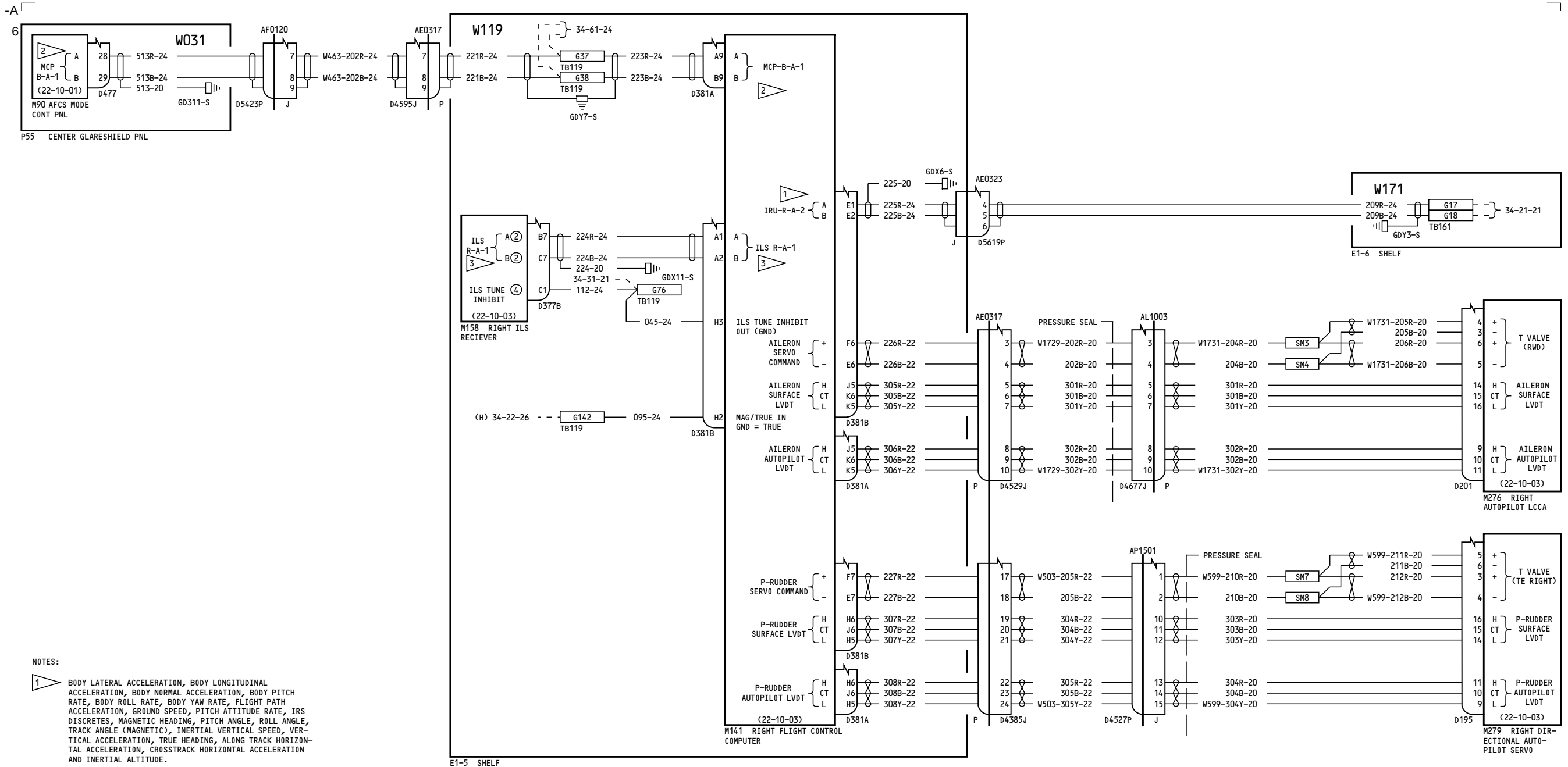
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- NOTES:
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE.
 - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
 - 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

050-099, 150-199

AFDS ROLL & YAW SIGNALS-CHANNEL RIGHT

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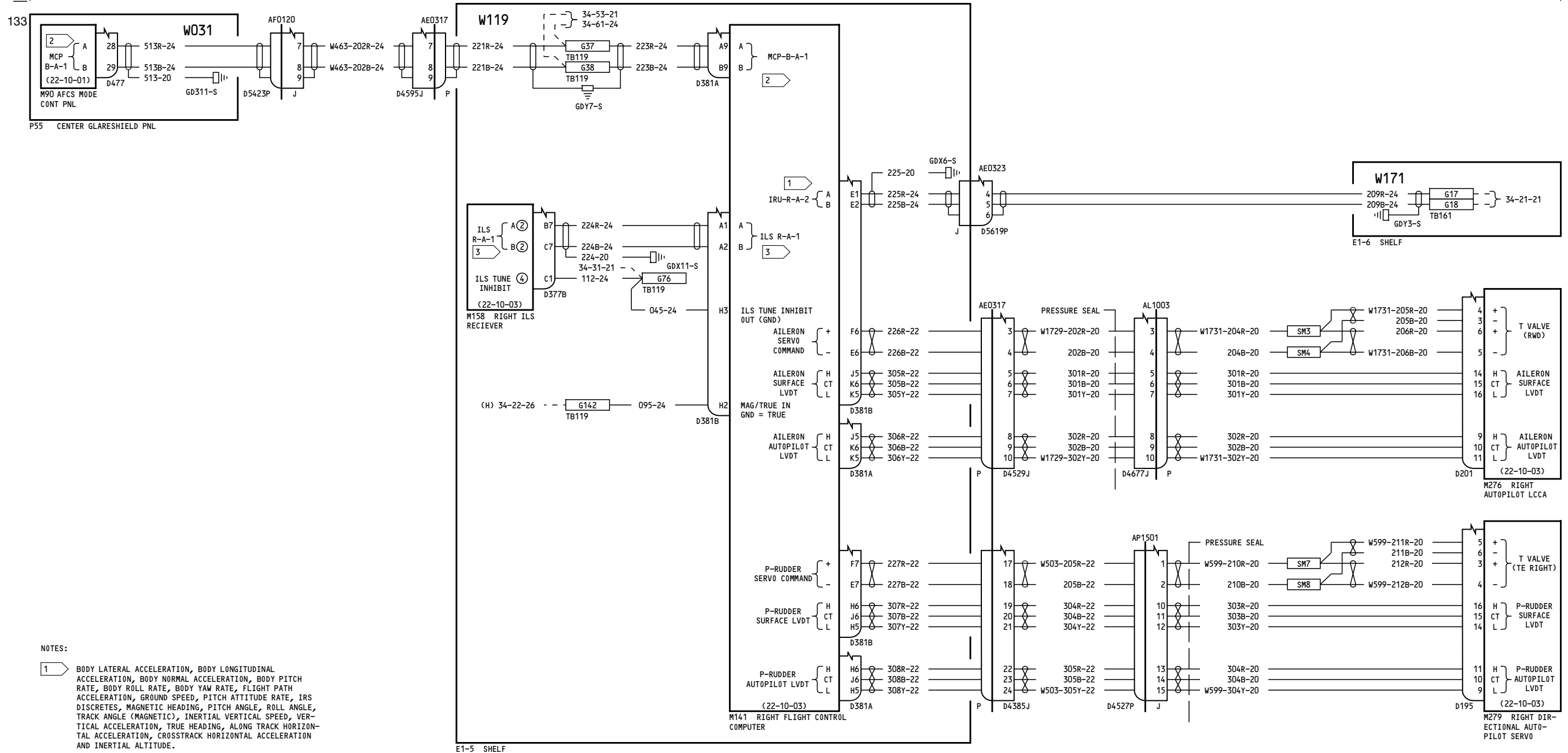
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- NOTES:**
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE.
 - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
 - 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

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AFDS ROLL & YAW SIGNALS-CHANNEL RIGHT

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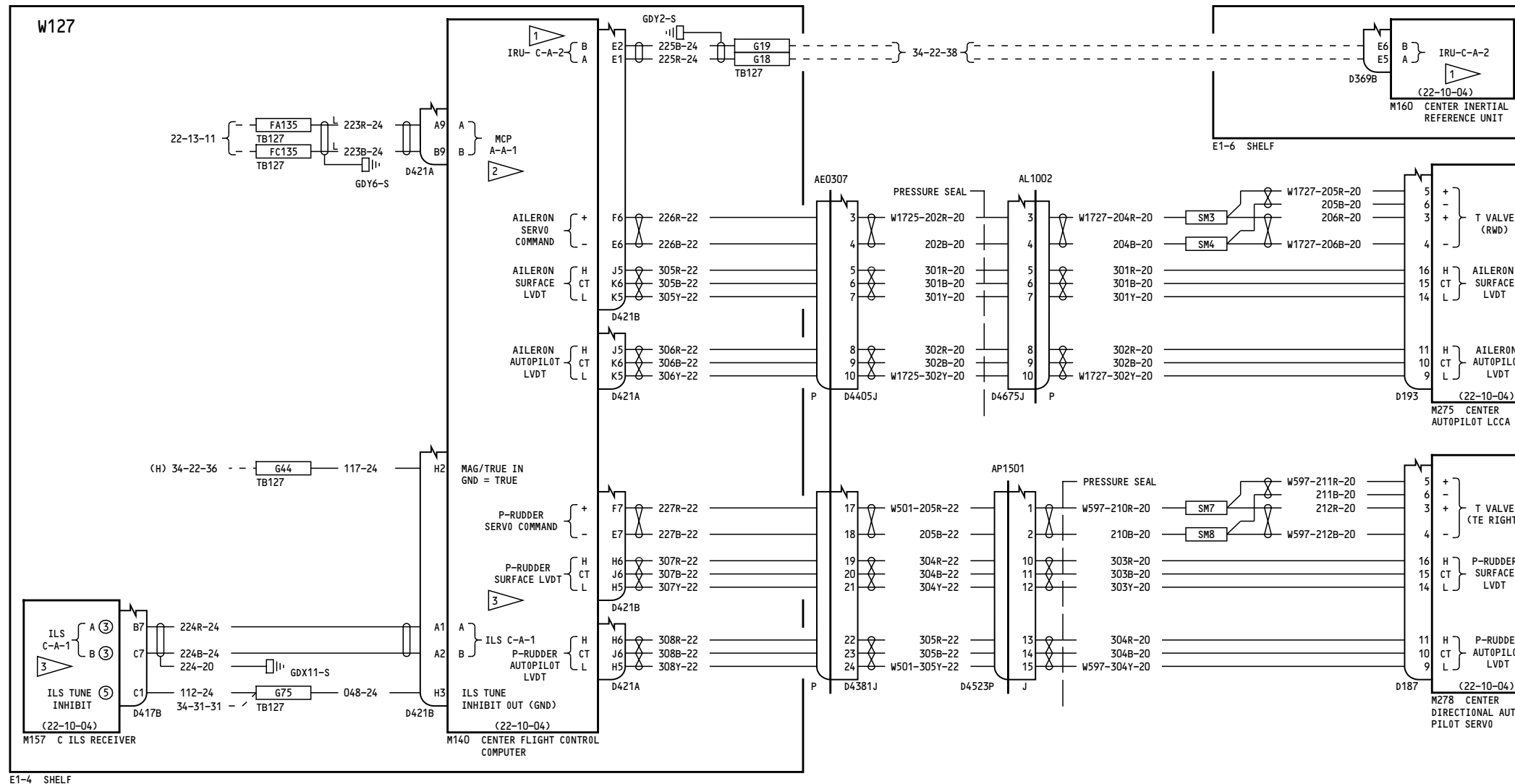
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NOTES:

- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE.
- 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
- 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

050-099, 152-199, 275-299

AFDS ROLL & YAW SIGNALS-CHANNEL CENTER

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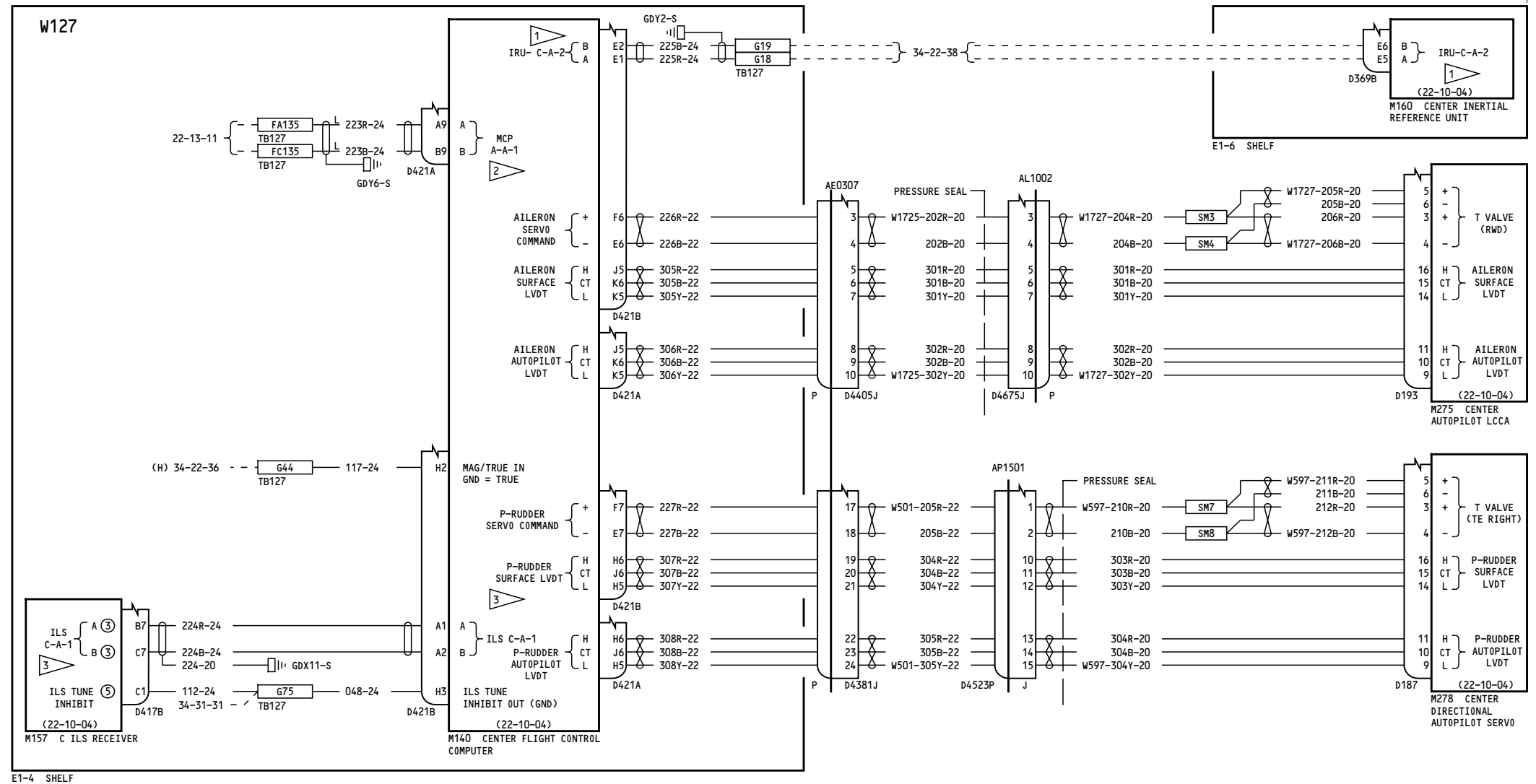
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- NOTES:
- 1 BODY LATERAL ACCELERATION, BODY LONGITUDINAL ACCELERATION, BODY NORMAL ACCELERATION, BODY PITCH RATE, BODY ROLL RATE, BODY YAW RATE, FLIGHT PATH ACCELERATION, GROUND SPEED, PITCH ATTITUDE RATE, IRS DISCRETES, MAGNETIC HEADING, PITCH ANGLE, ROLL ANGLE, TRACK ANGLE (MAGNETIC), INERTIAL VERTICAL SPEED, VERTICAL ACCELERATION, TRUE HEADING, ALONG TRACK HORIZONTAL ACCELERATION, CROSSTRACK HORIZONTAL ACCELERATION AND INERTIAL ALTITUDE
 - 2 AFCS MODE STATUS, AFCS REQUEST MODES, ALTITUDE SELECTED, HEADING SELECTED, MACH SELECTED, SPEED SELECTED, VERTICAL SPEED SELECTED AND TEST WORD.
 - 3 SELECTED RUNWAY HEADING, GLIDESLOPE DEVIATION, LOCALIZER DEVIATION, TUNER INHIBITED AND ILS FREQ.

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AFDS ROLL & YAW SIGNALS-CHANNEL CENTER

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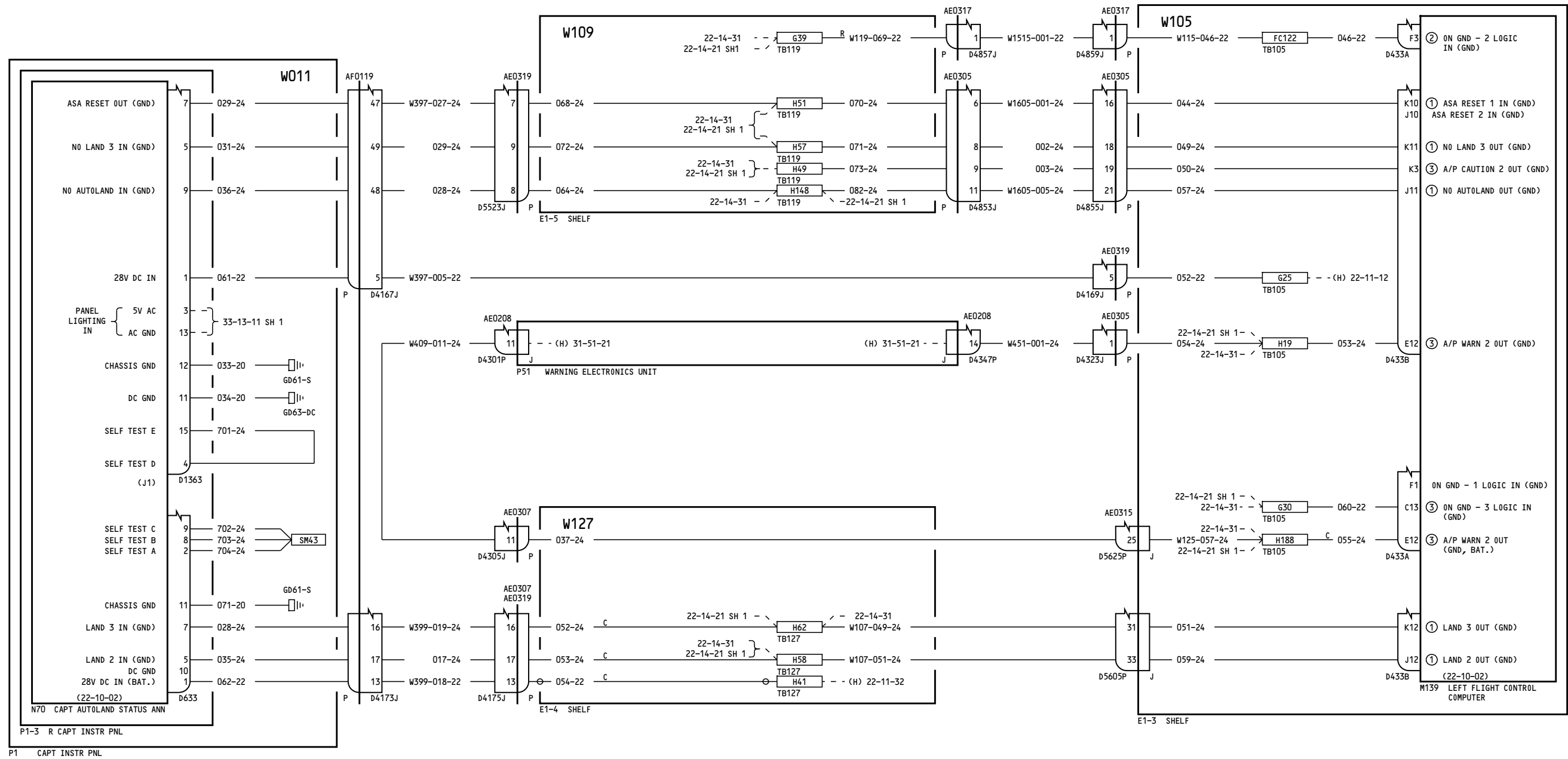
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- NOTES:
- ① 22-14-02
 - ② 22-14-03
 - ③ 22-14-01

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ANNUNCIATION CHANNEL-
LEFT**

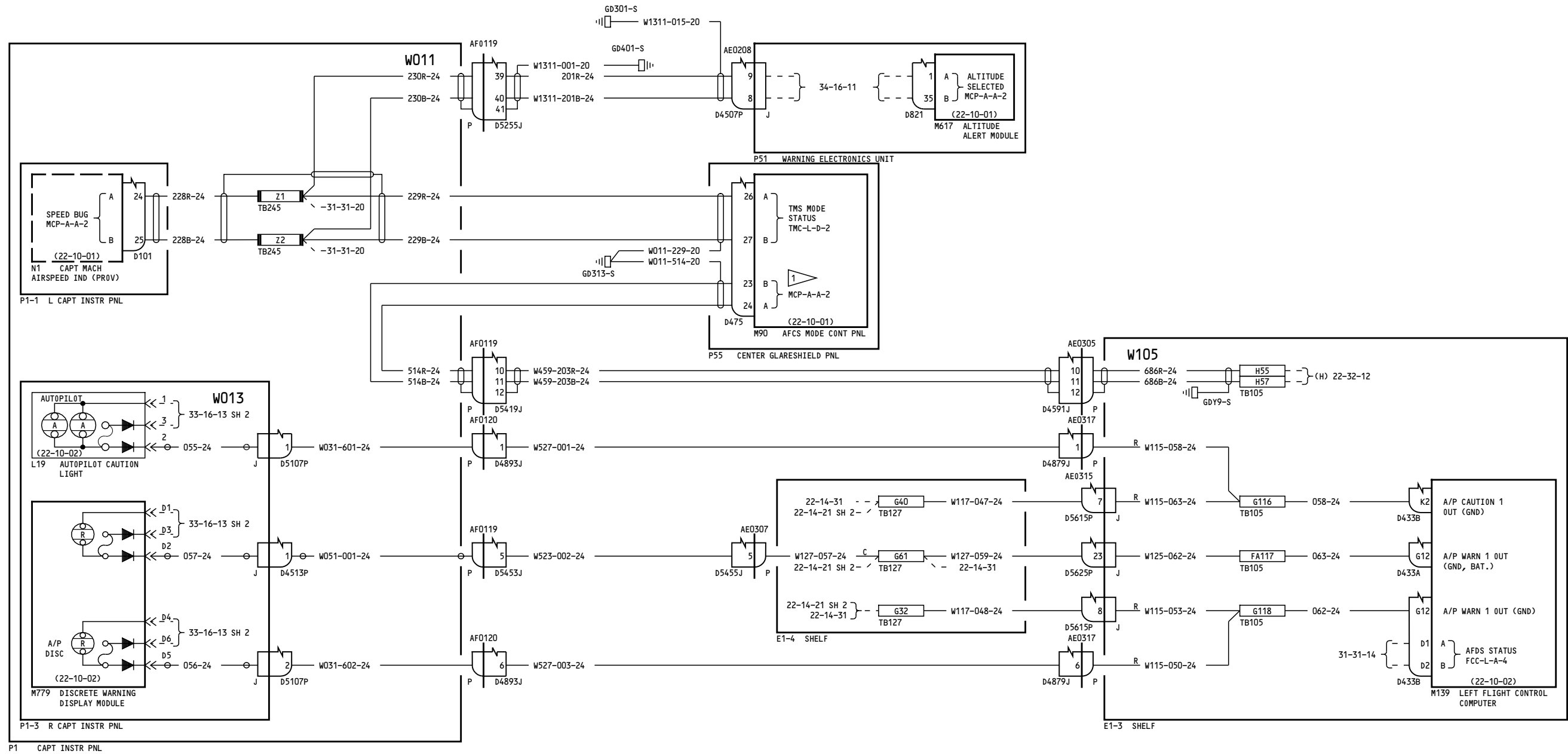
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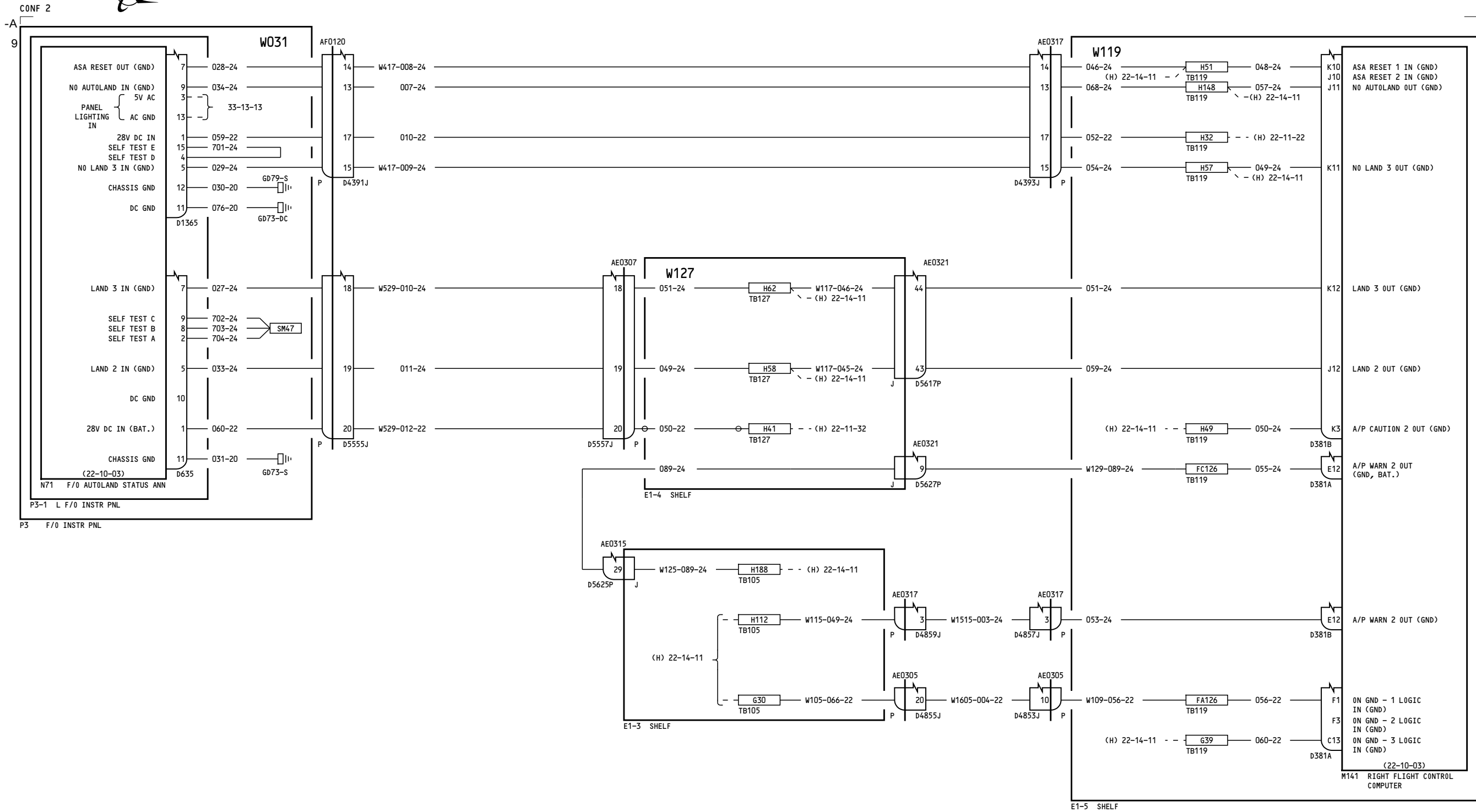
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NOTES:
 1 ALTITUDE SELECTED, AND SPEED BUG

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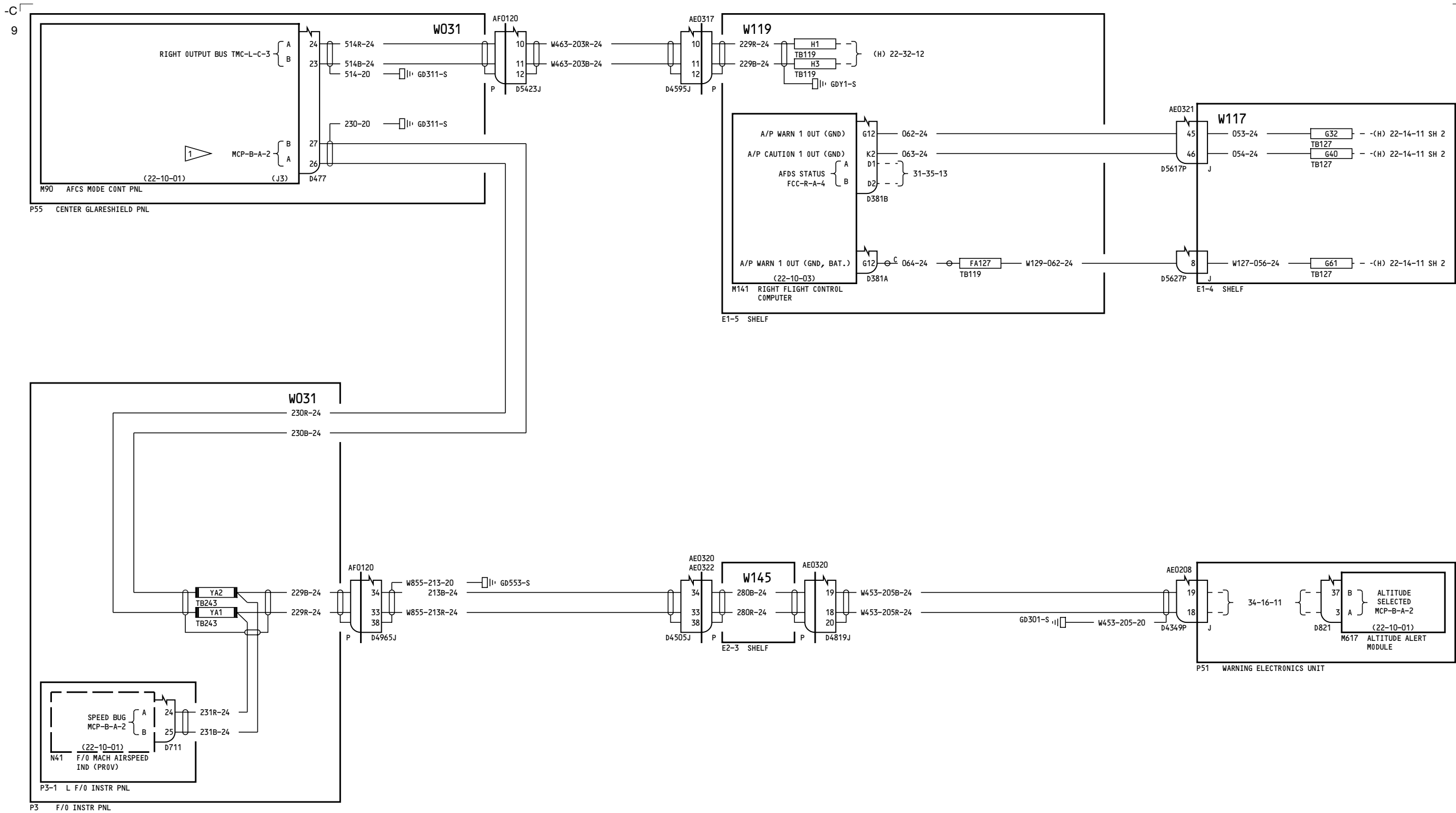
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NOTES:
 1 ALTITUDE SELECTED AND SPEED BUG

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AFDS WARNING & ANNUNCIATION CHANNEL-RIGHT

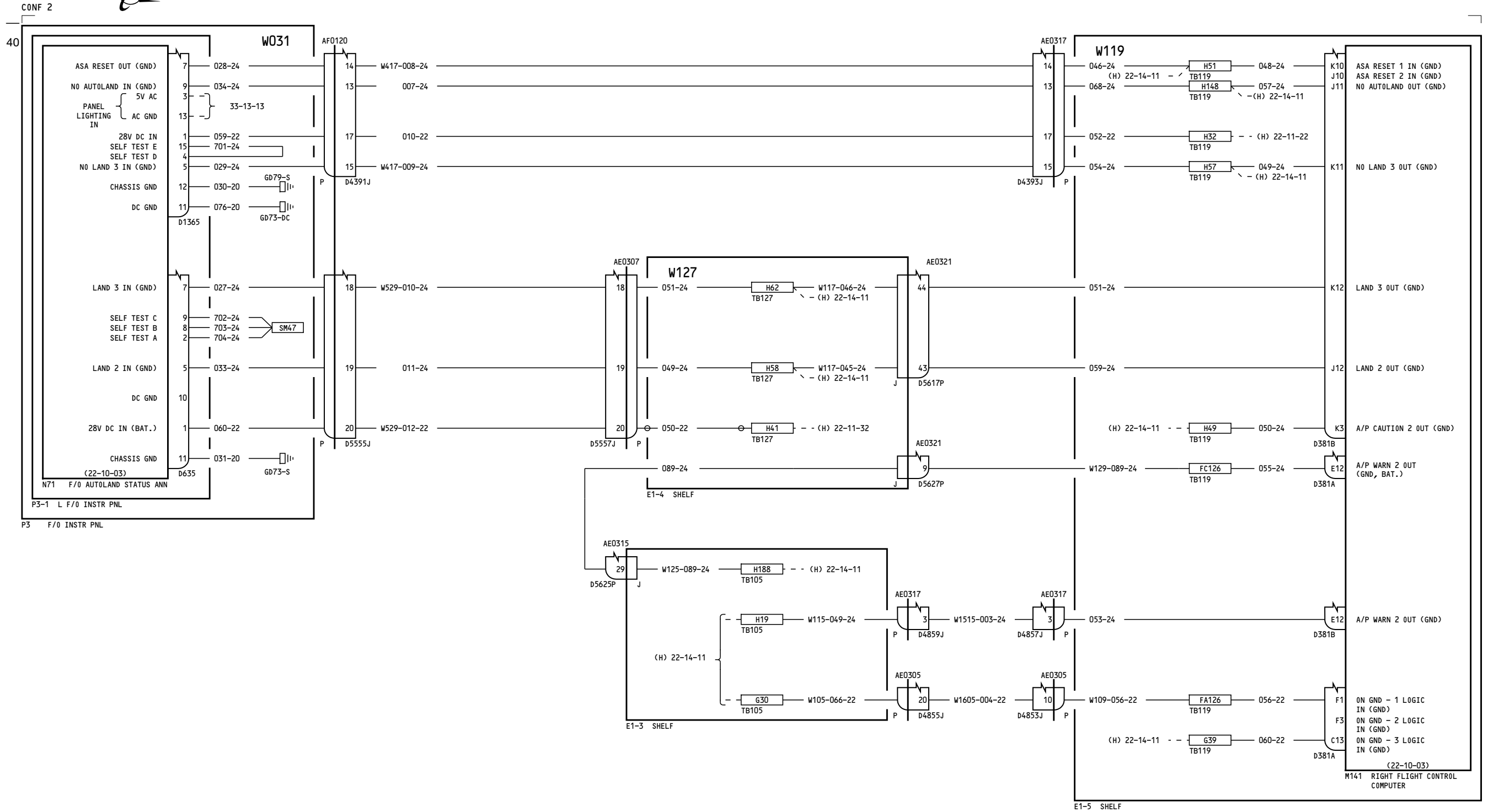
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ANNUNCIATION CHANNEL-
RIGHT**

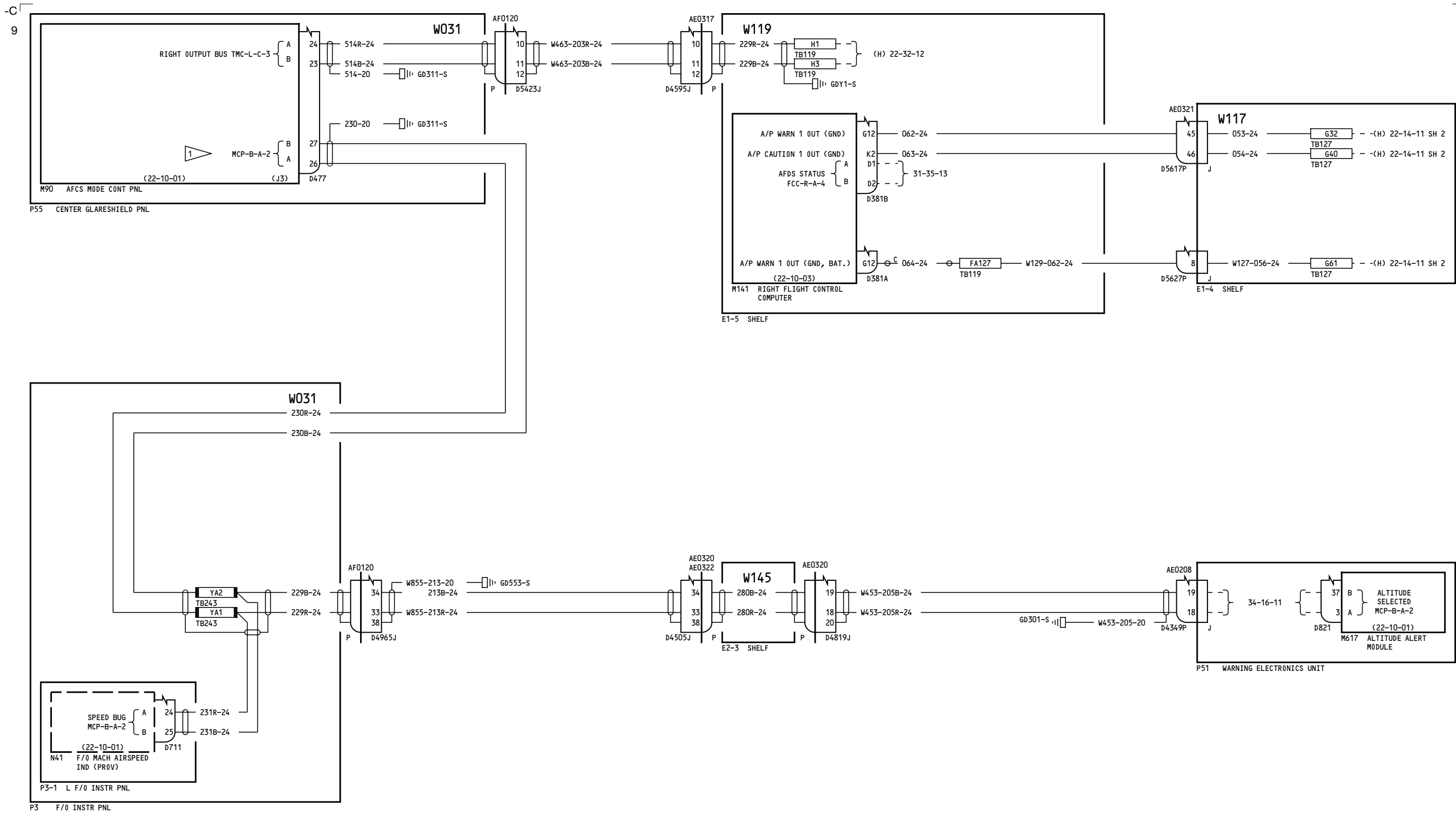
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NOTES:
 1 ALTITUDE SELECTED AND SPEED BUG

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AFDS WARNING & ANNUNCIATION CHANNEL-RIGHT

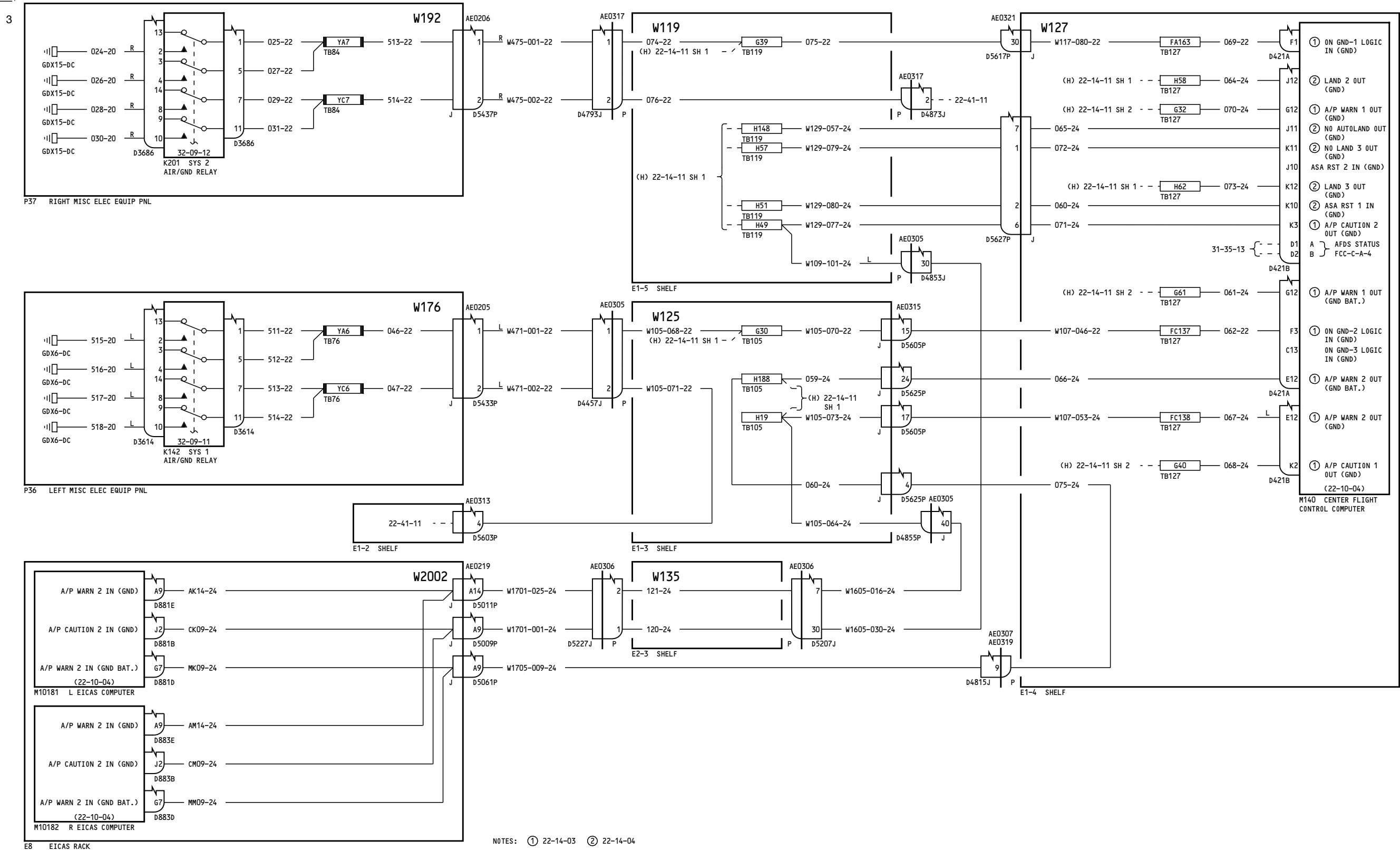
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ALL

AFDS WARNING & ANNUNCIATION CHANNEL-CENTER

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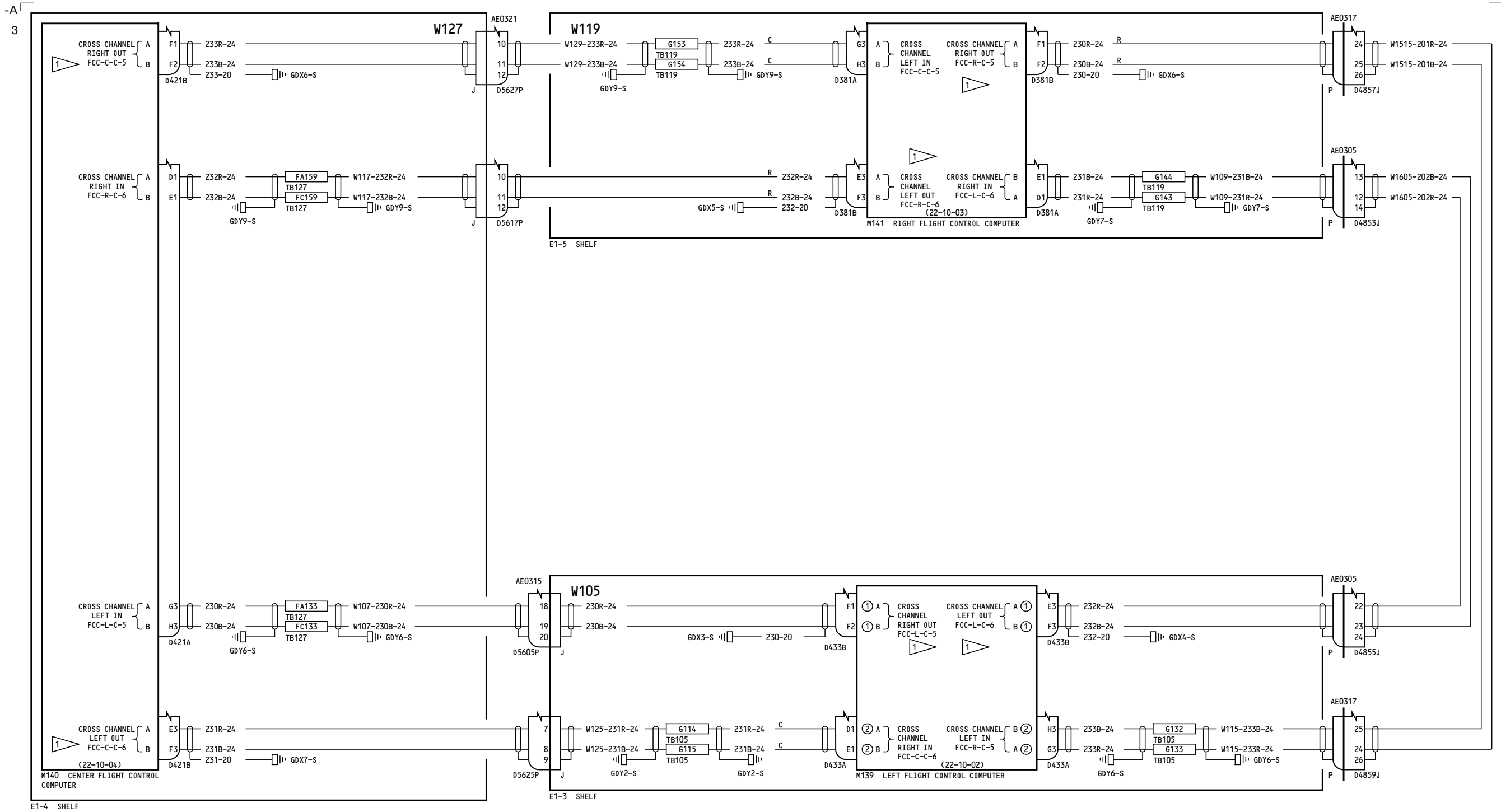
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NOTES:

① 22-14-04

② 22-14-02

1 SENSOR DATA, SYNCHRONIZE CMD'S, OUTPUT CMD'S, INITIALIZATION

050-099, 277-299

AFDS INTERCHANNEL DATA-DIGITAL

22-15-11

Page 1

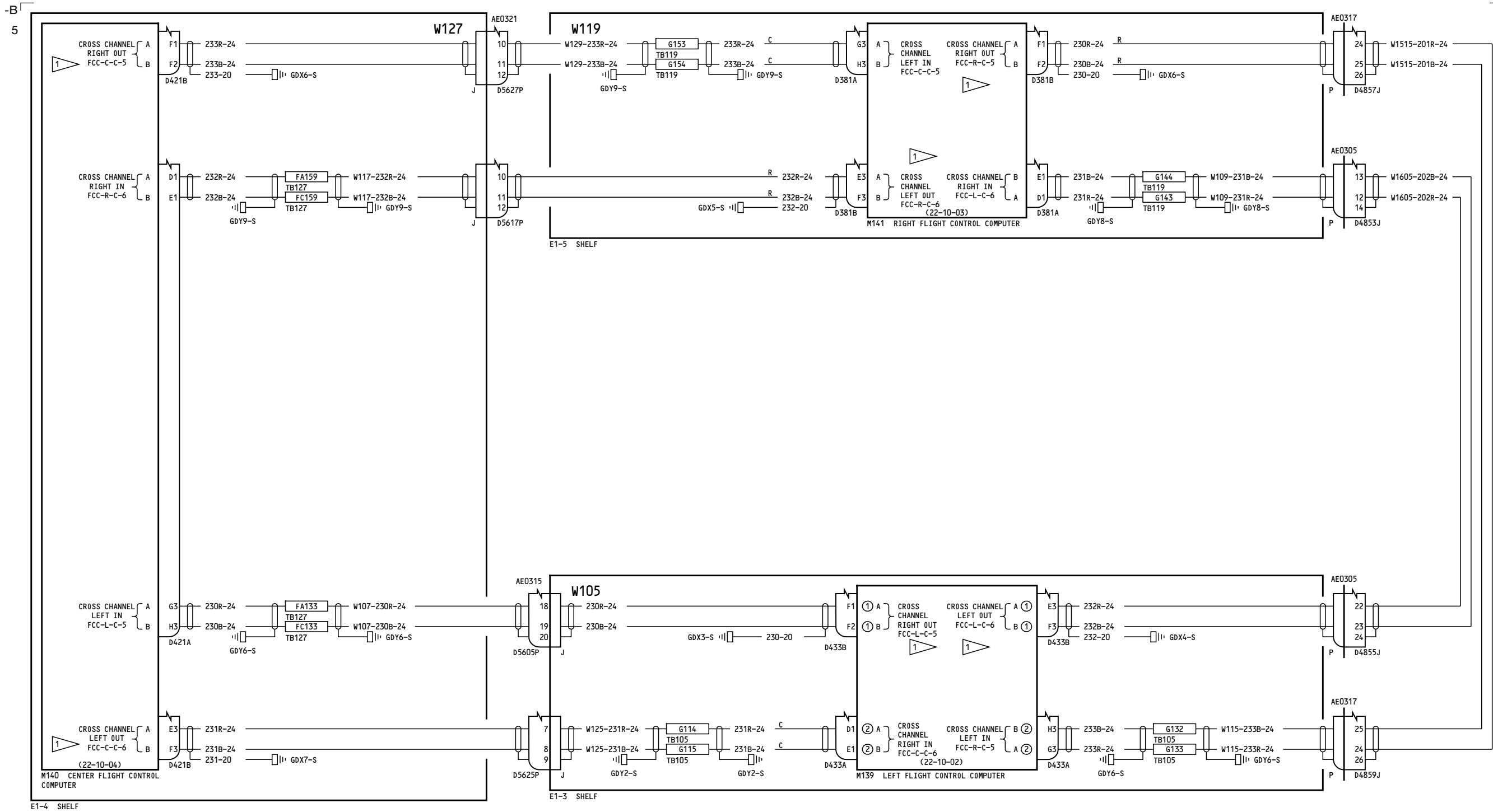
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NOTES:

① 22-14-04

② 22-14-02

1 SENSOR DATA, SYNCHRONIZE CMDS, OUTPUT CMDS, INITIALIZATION

150-151

AFDS INTERCHANNEL DATA-DIGITAL

22-15-11

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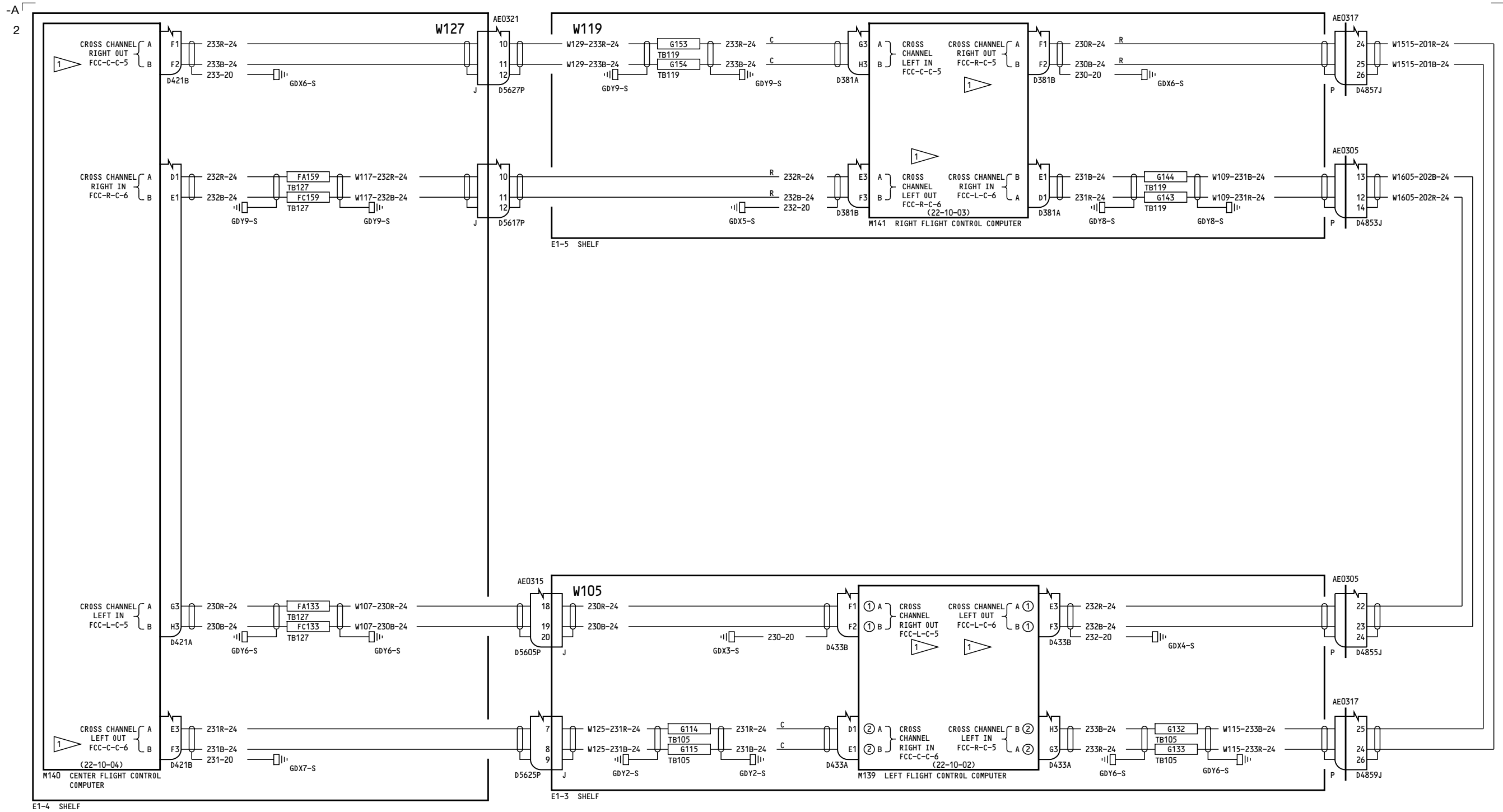
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NOTES:

① 22-14-04

② 22-14-02

1 SENSOR DATA, SYNCHRONIZE CMDS, OUTPUT CMDS, INITIALIZATION

152-199, 275-276

AFDS INTERCHANNEL DATA-DIGITAL

22-15-11

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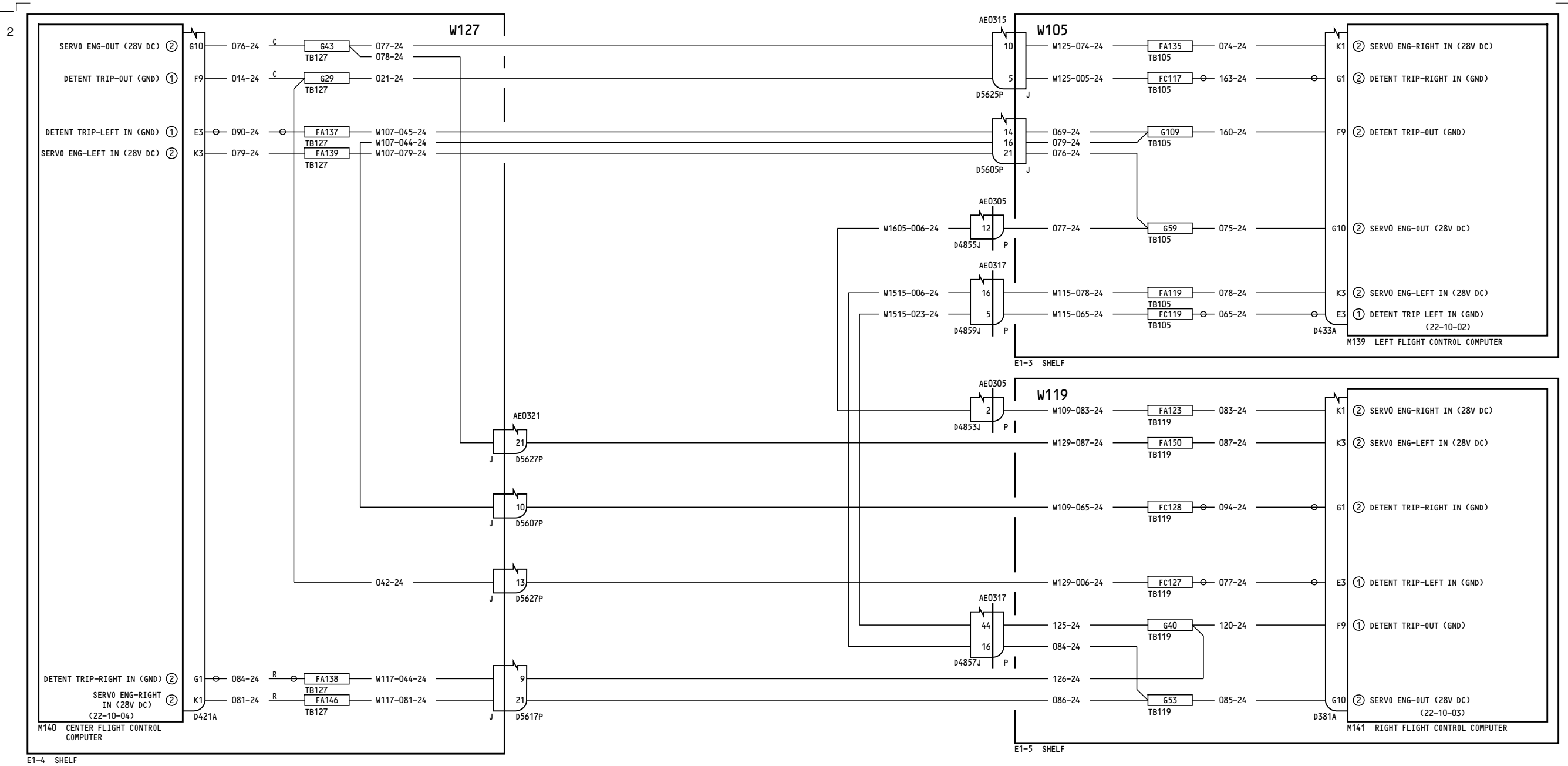
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NOTES: ① 22-14-01
 ② 22-14-03

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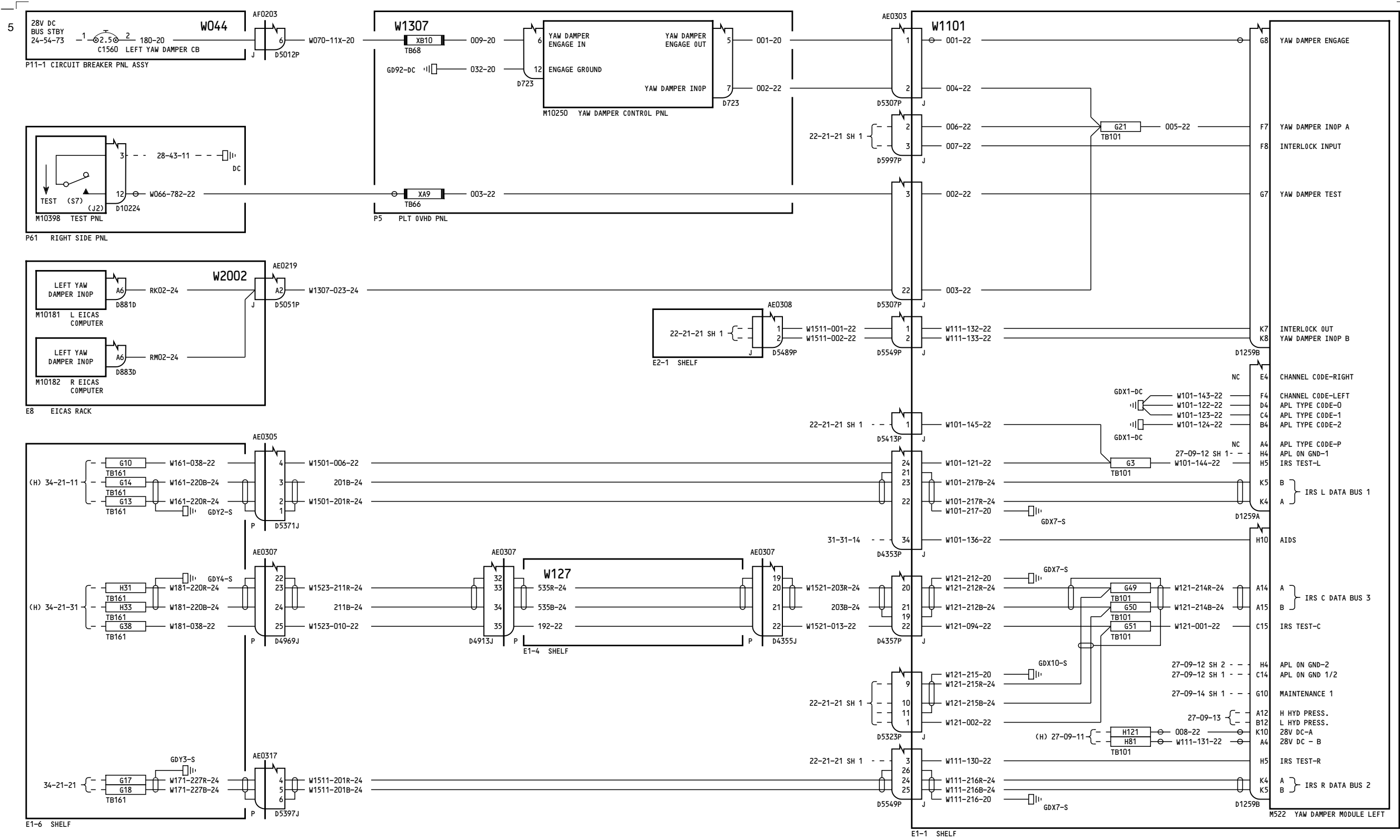
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YAW DAMPER-LEFT

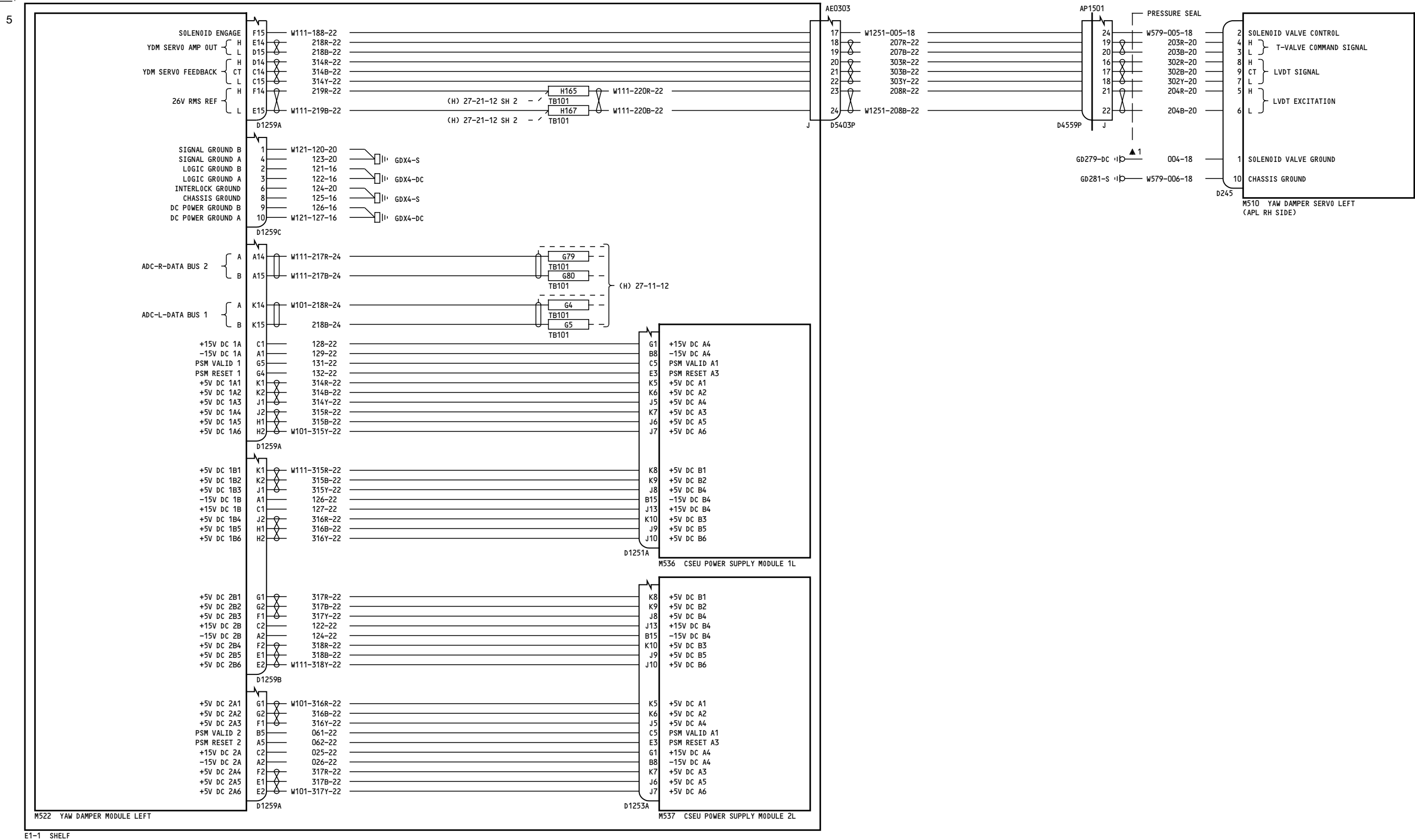
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YAW DAMPER-LEFT

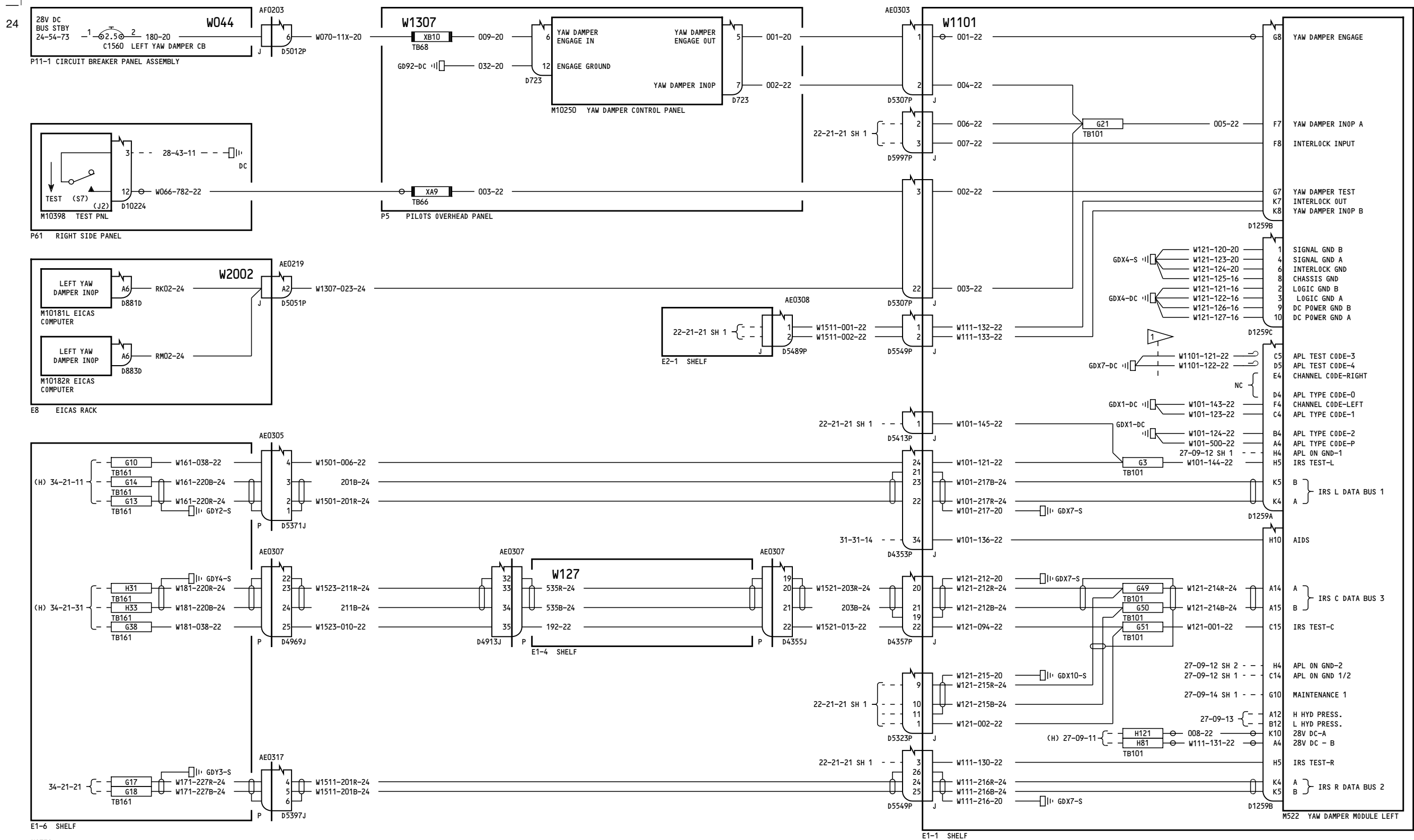
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NOTES:
 1 CAP & STOW NEAR D1259A

150-278

YAW DAMPER-LEFT
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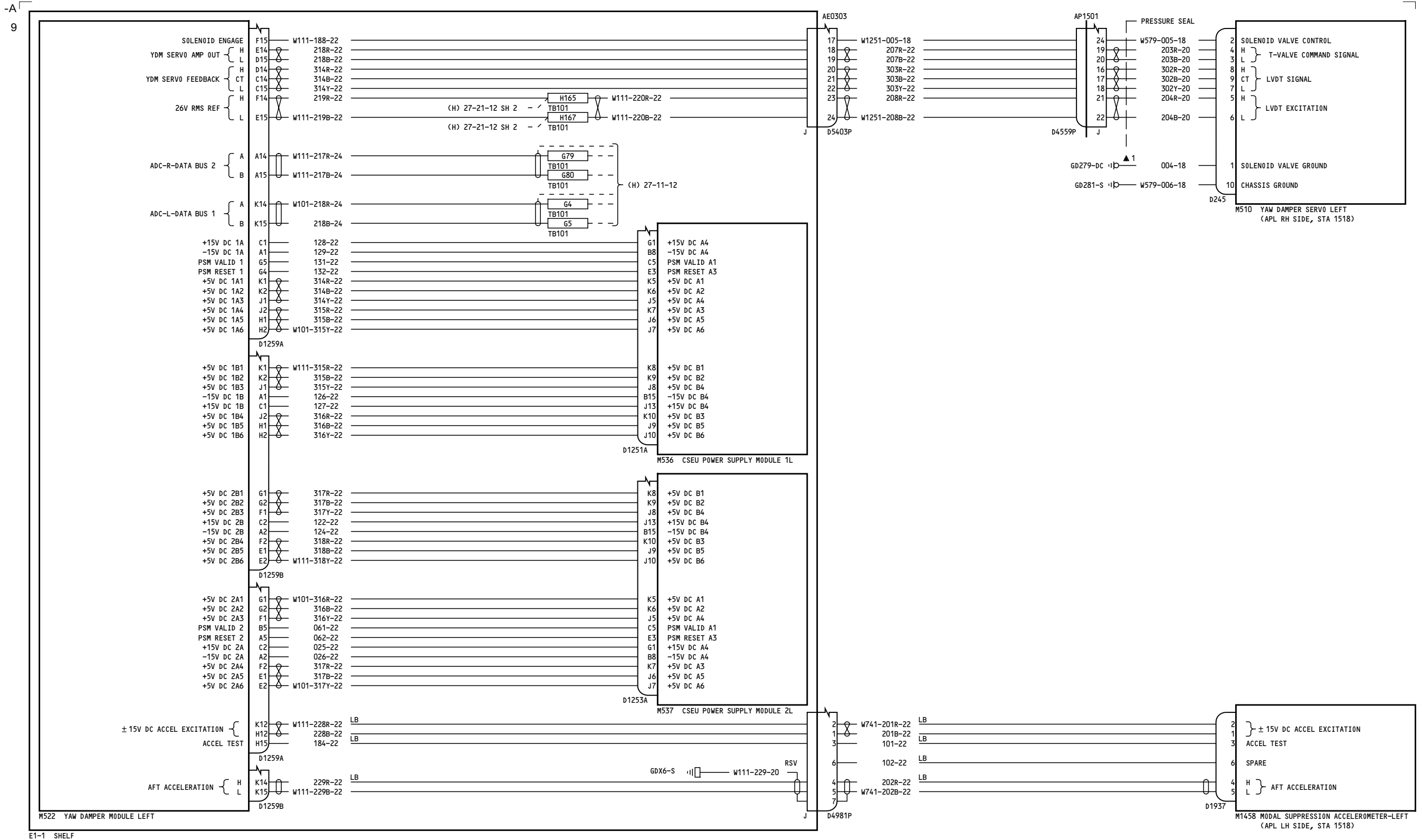
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150-278

YAW DAMPER-LEFT

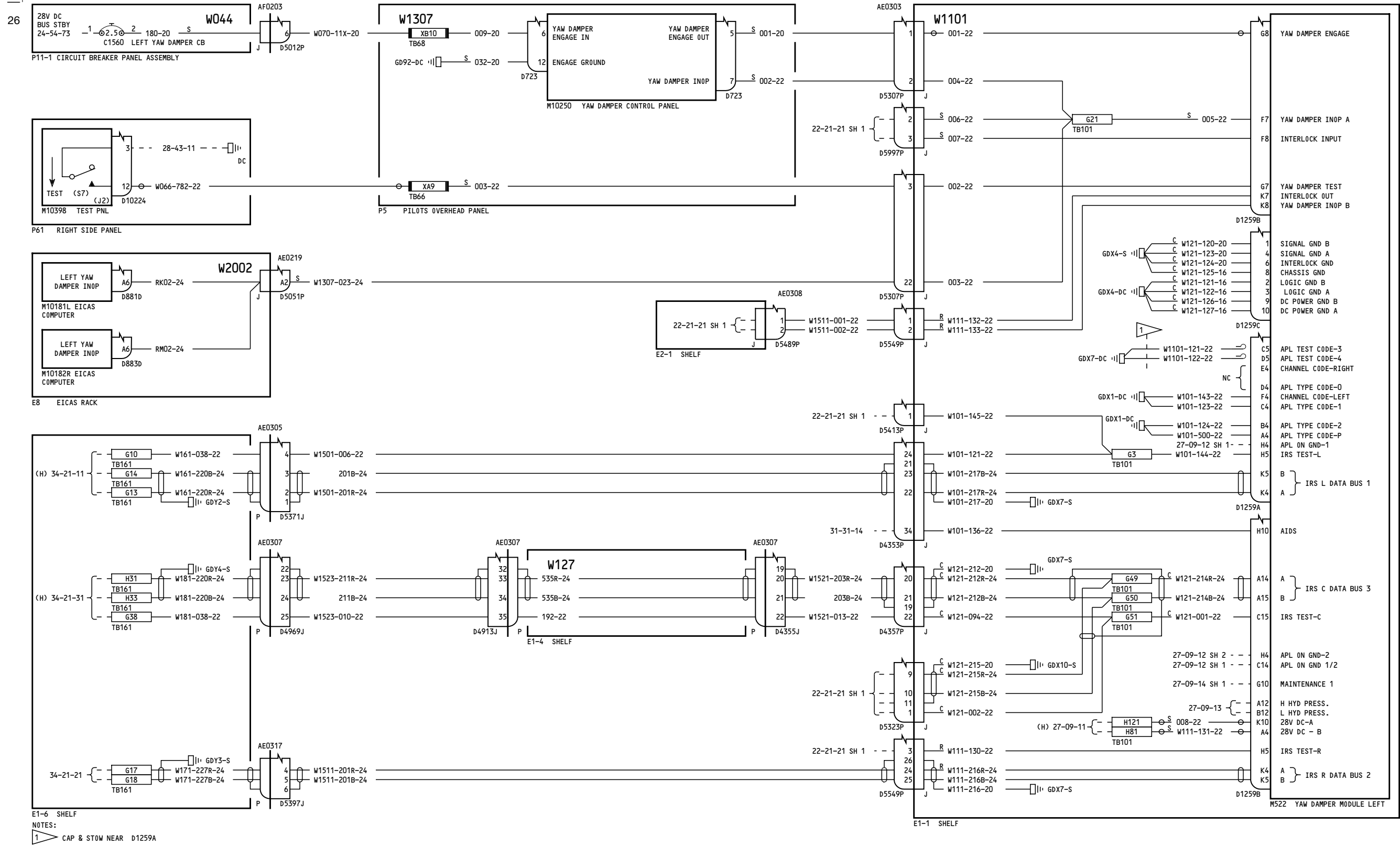
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YAW DAMPER-LEFT

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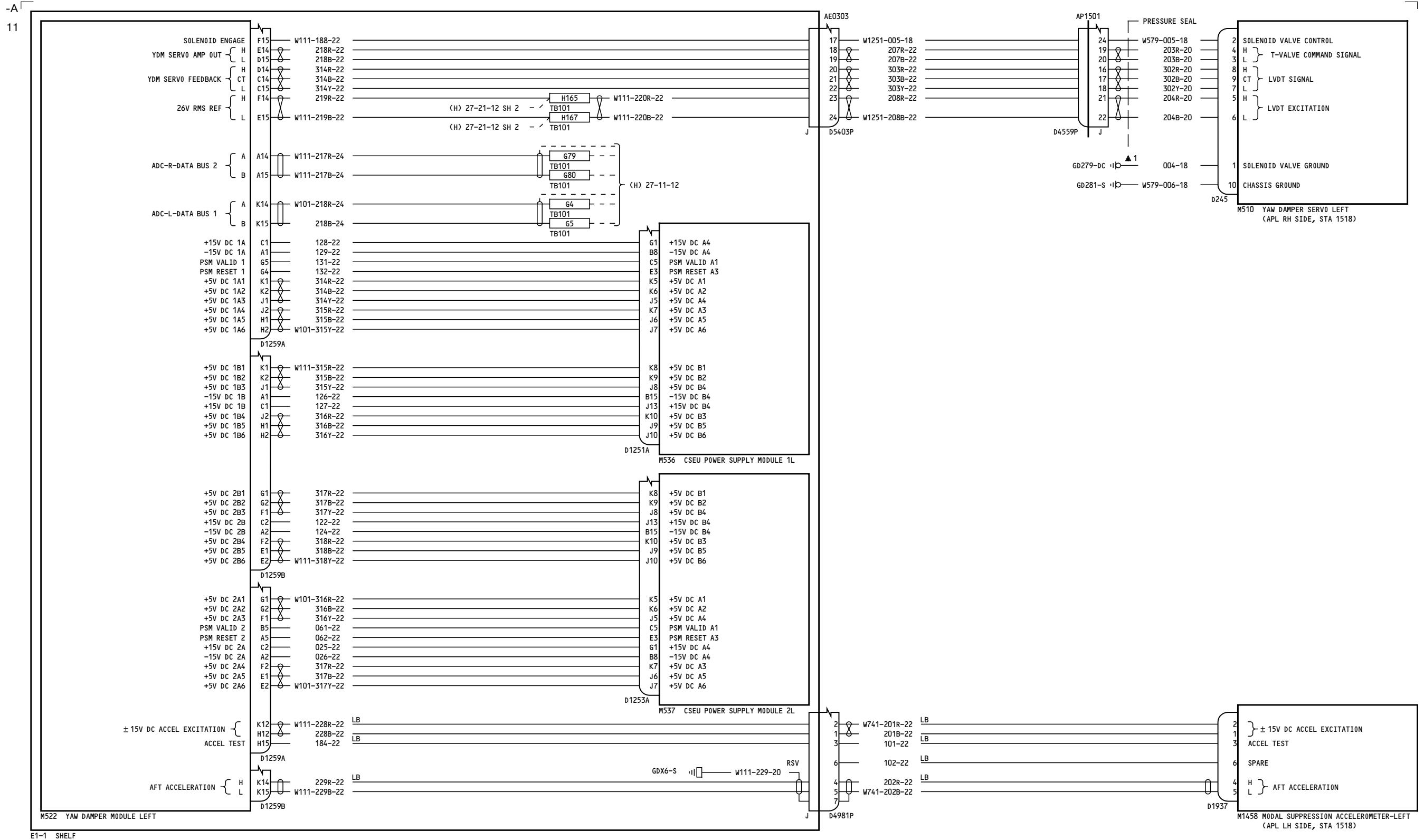
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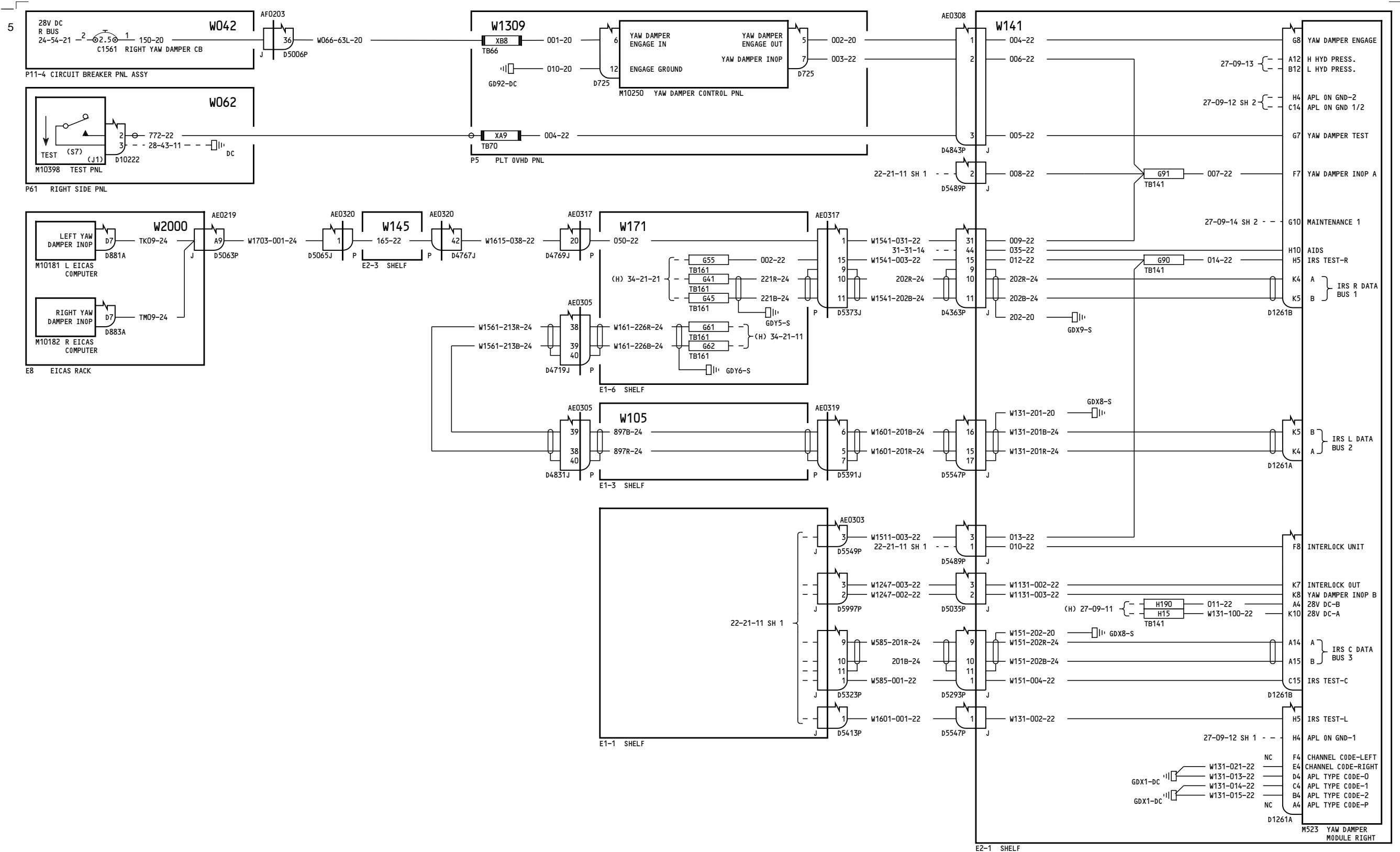
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YAW DAMPER-RIGHT

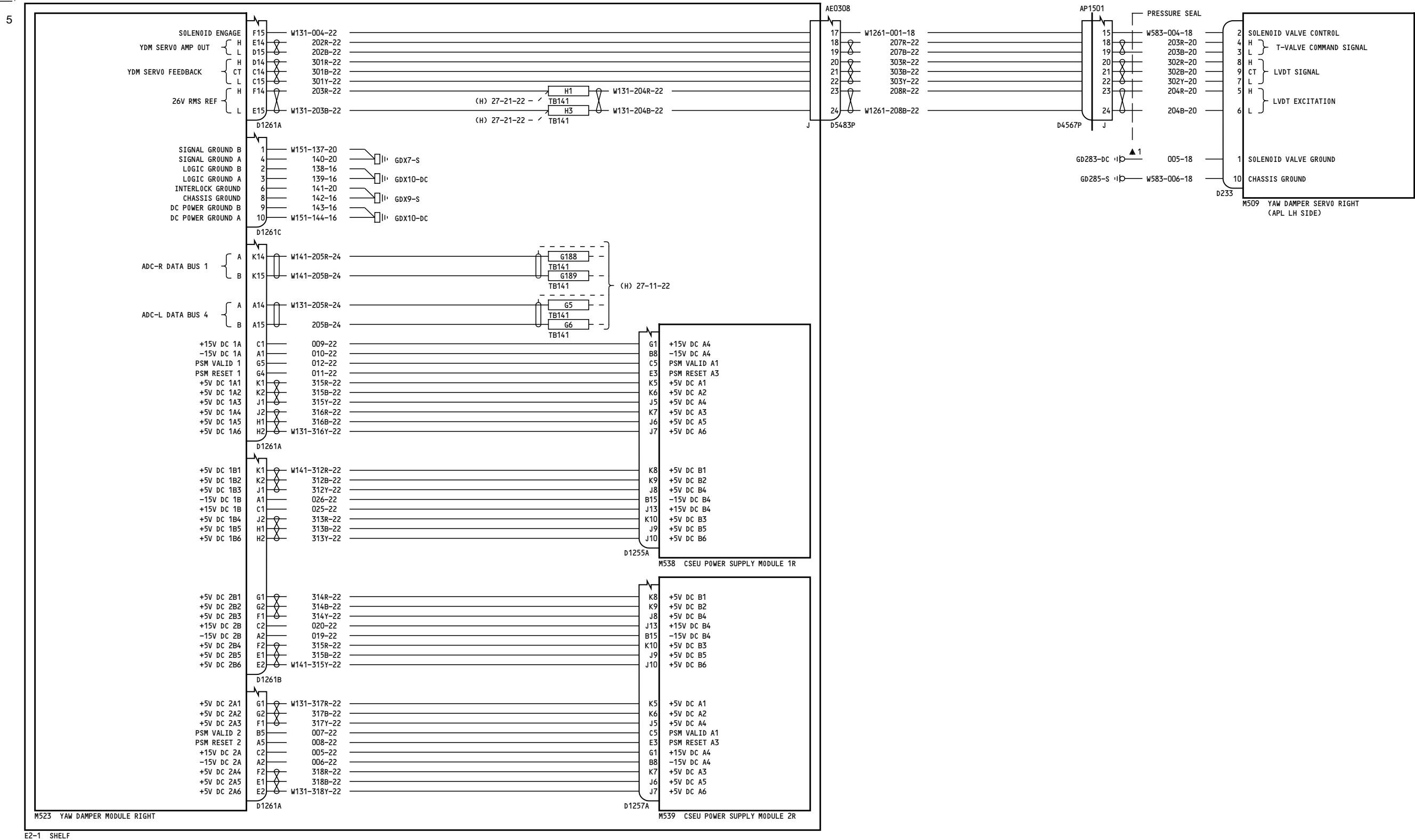
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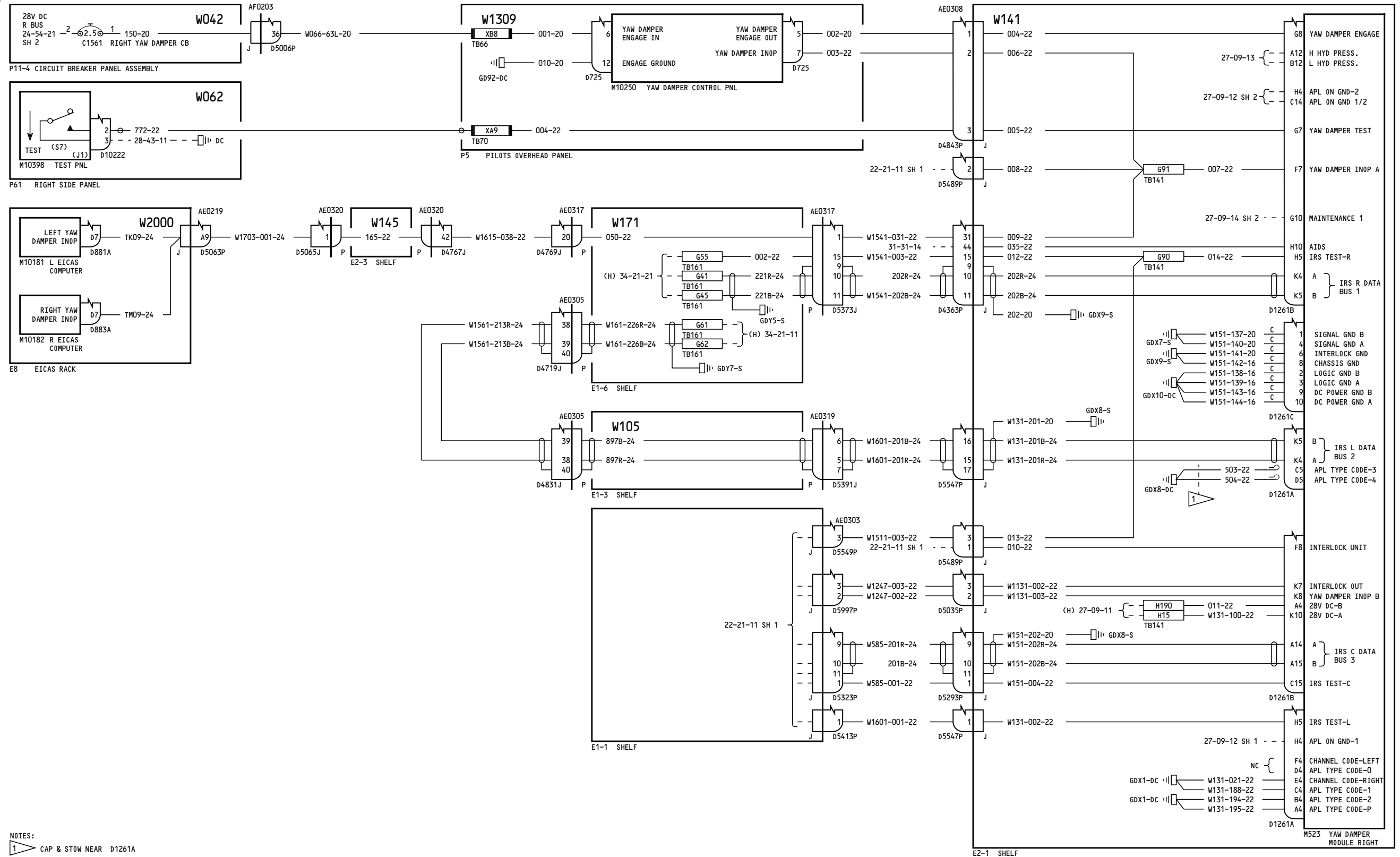
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NOTES:
1 CAP & STOW NEAR D1261A

150-278

**YAW DAMPER-
RIGHT**

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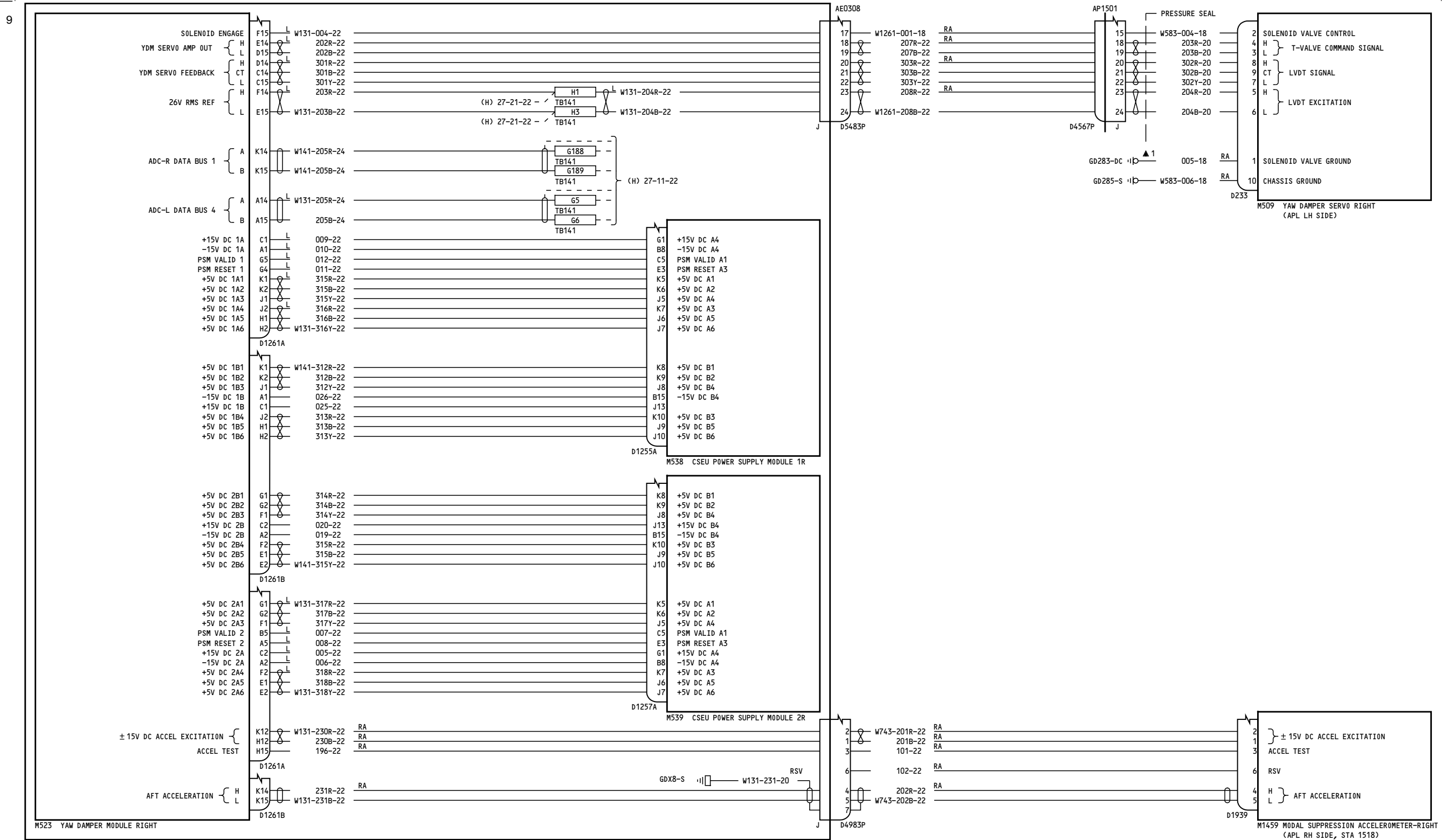
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YAW DAMPER-RIGHT

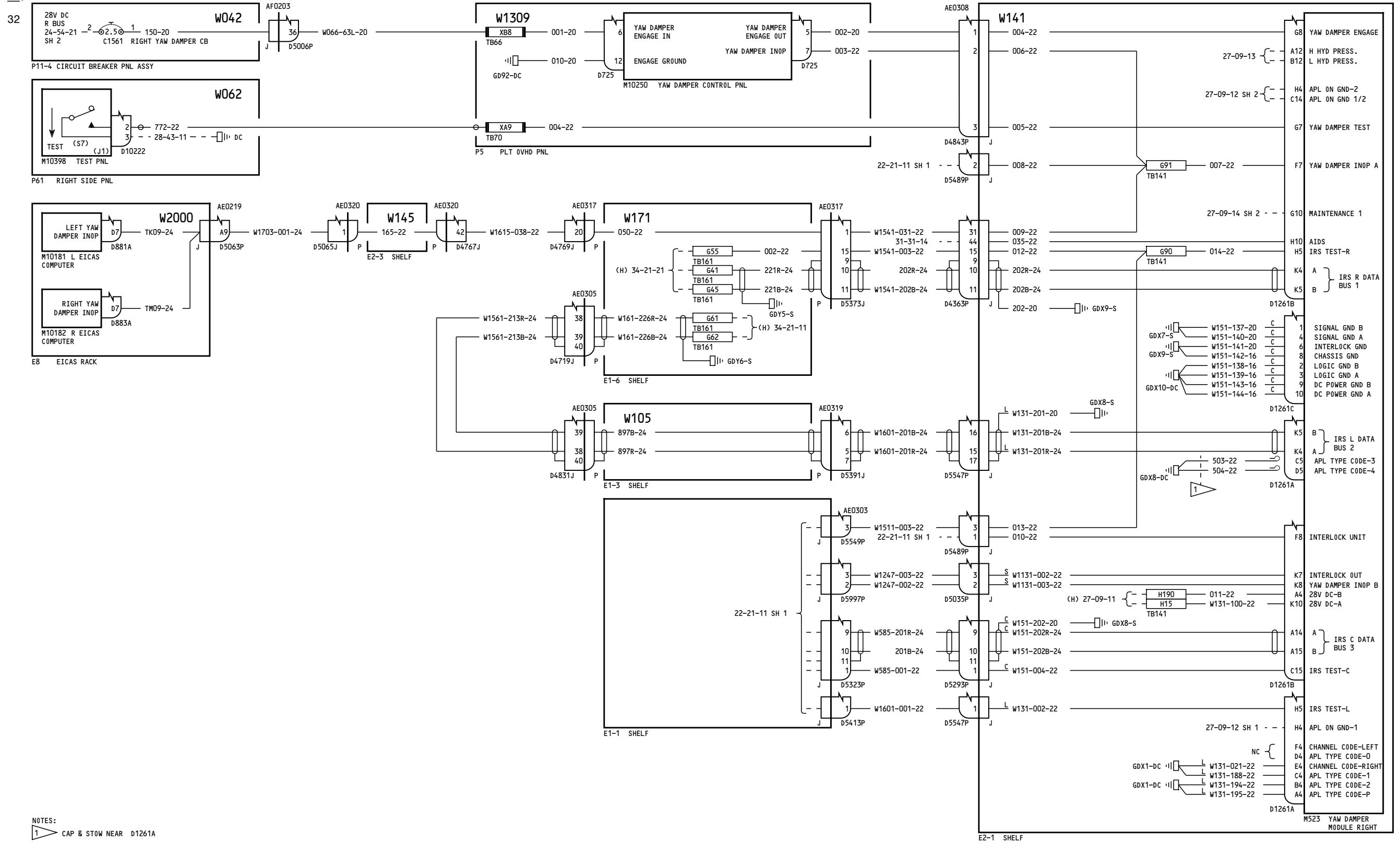
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NOTES:
1 CAP & STOW NEAR D1261A

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**YAW DAMPER-
RIGHT**

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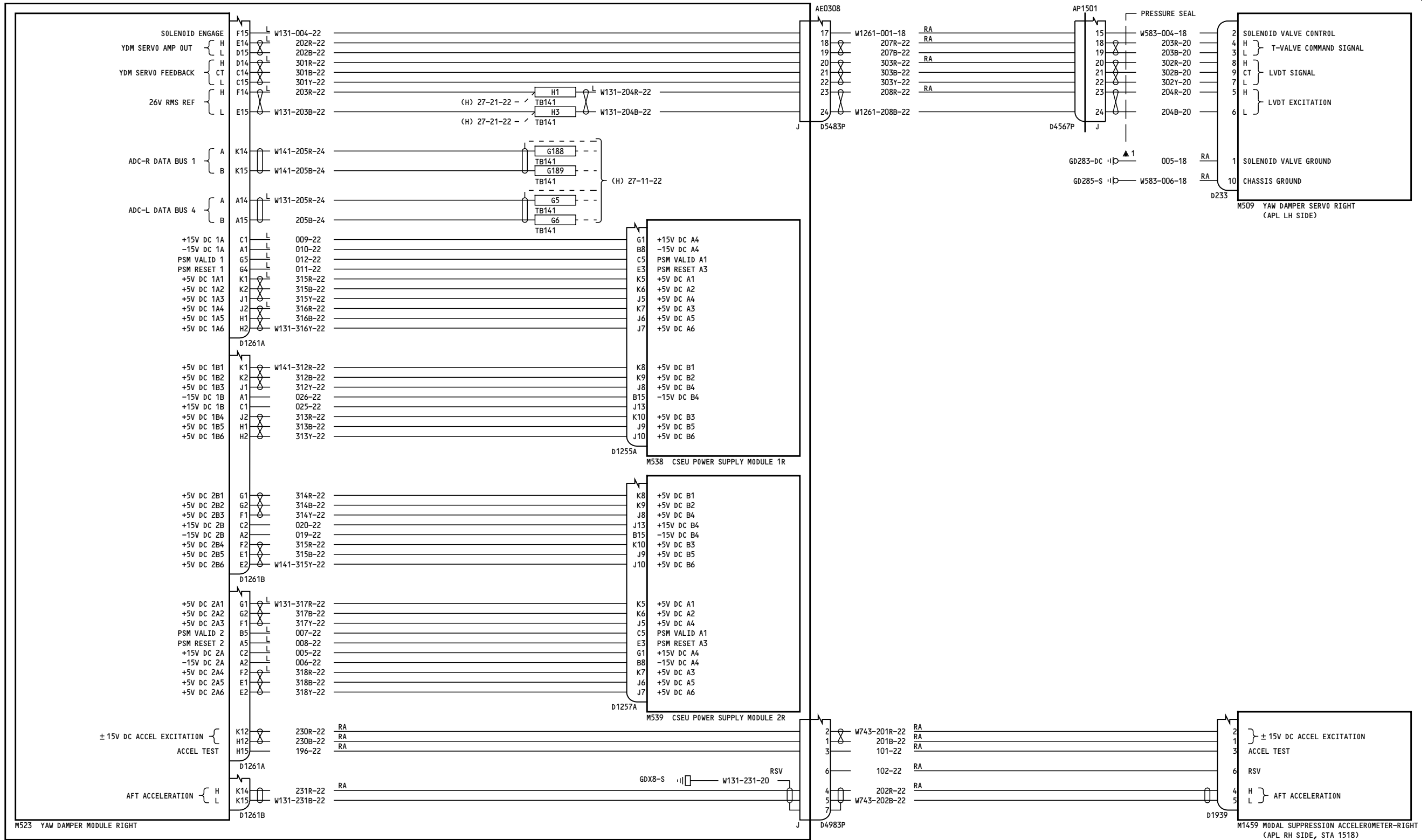
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E2-1 SHELF

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YAW DAMPER-RIGHT

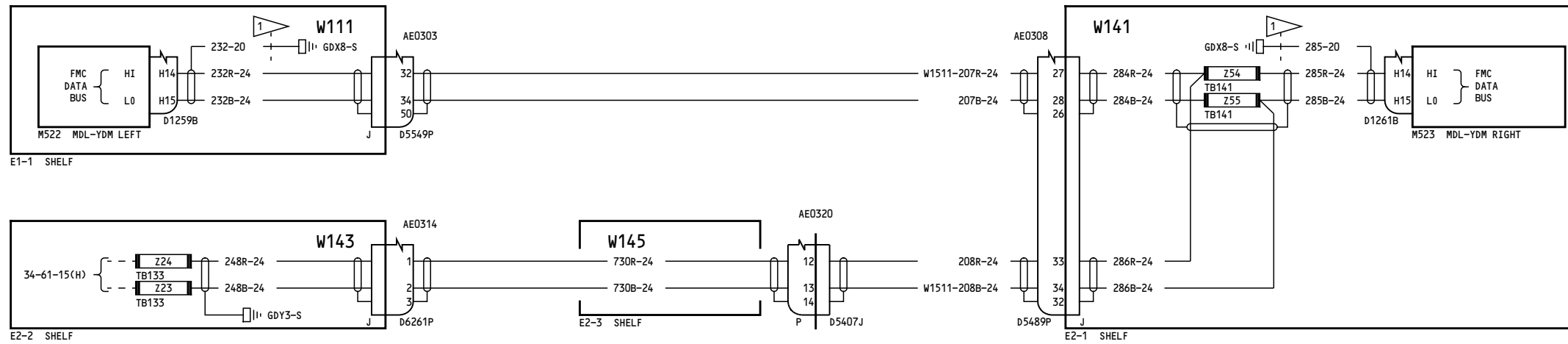
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NOTES

MAXIMUM LENGTH OF ALL SHIELD GROUND WIRES IS 6 INCHES UNLESS OTHERWISE SPECIFIED

1 MAXIMUM LENGTH OF GROUND WIRE SHALL NOT EXCEED 18 INCHES

150-280

**YAW DAMPER-
LEFT AND RIGHT
INTERFACE**

D280T132

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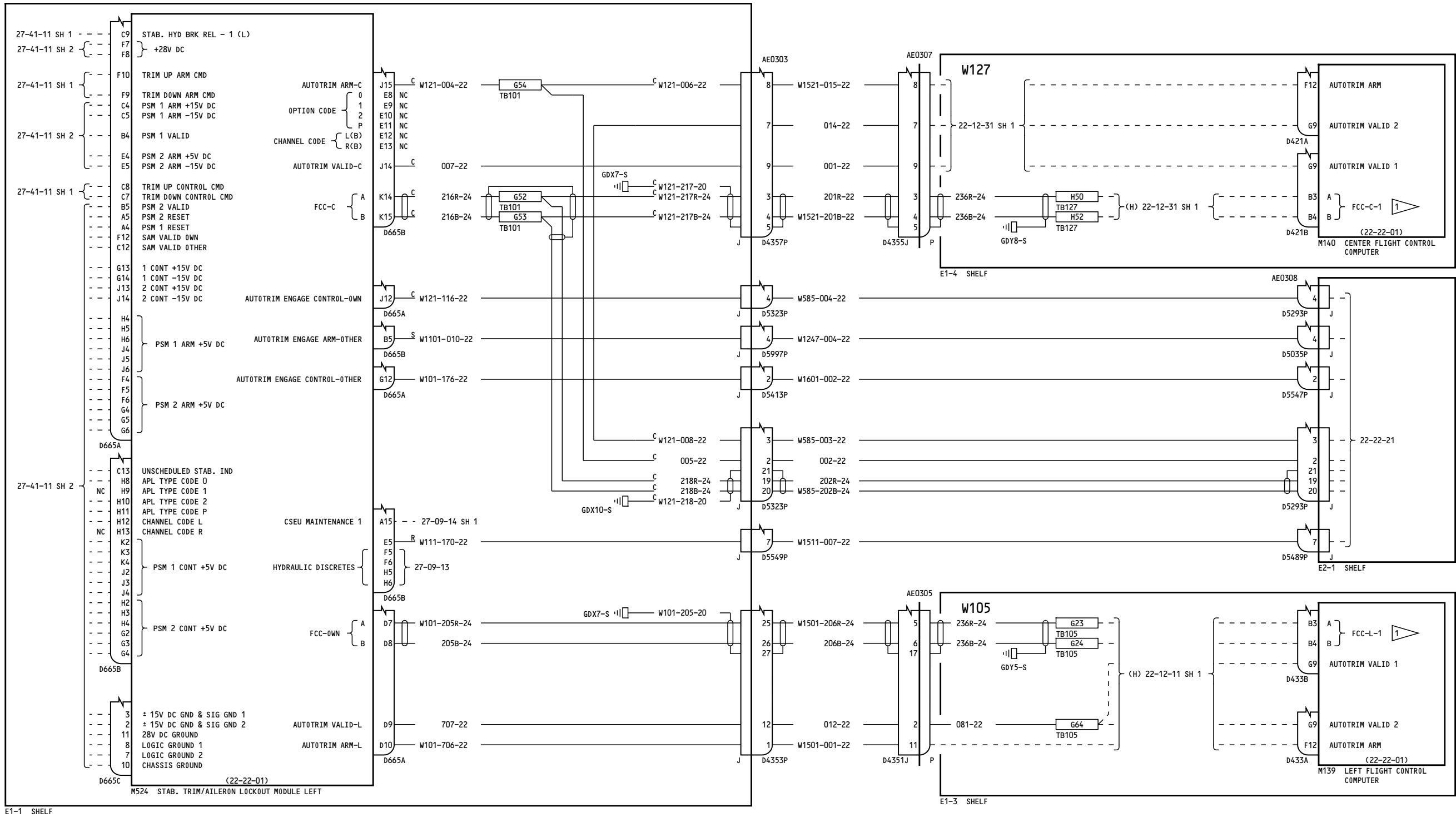
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E1-1 SHELF

E1-3 SHELF

NOTES:
 1 RUNWAY HEADING SELECT AIDS MODE STATUS, CAS MACH NO. VS AUTOTRIM COMMAND

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AUTOMATIC STABILIZER TRIM-LEFT

22-22-11

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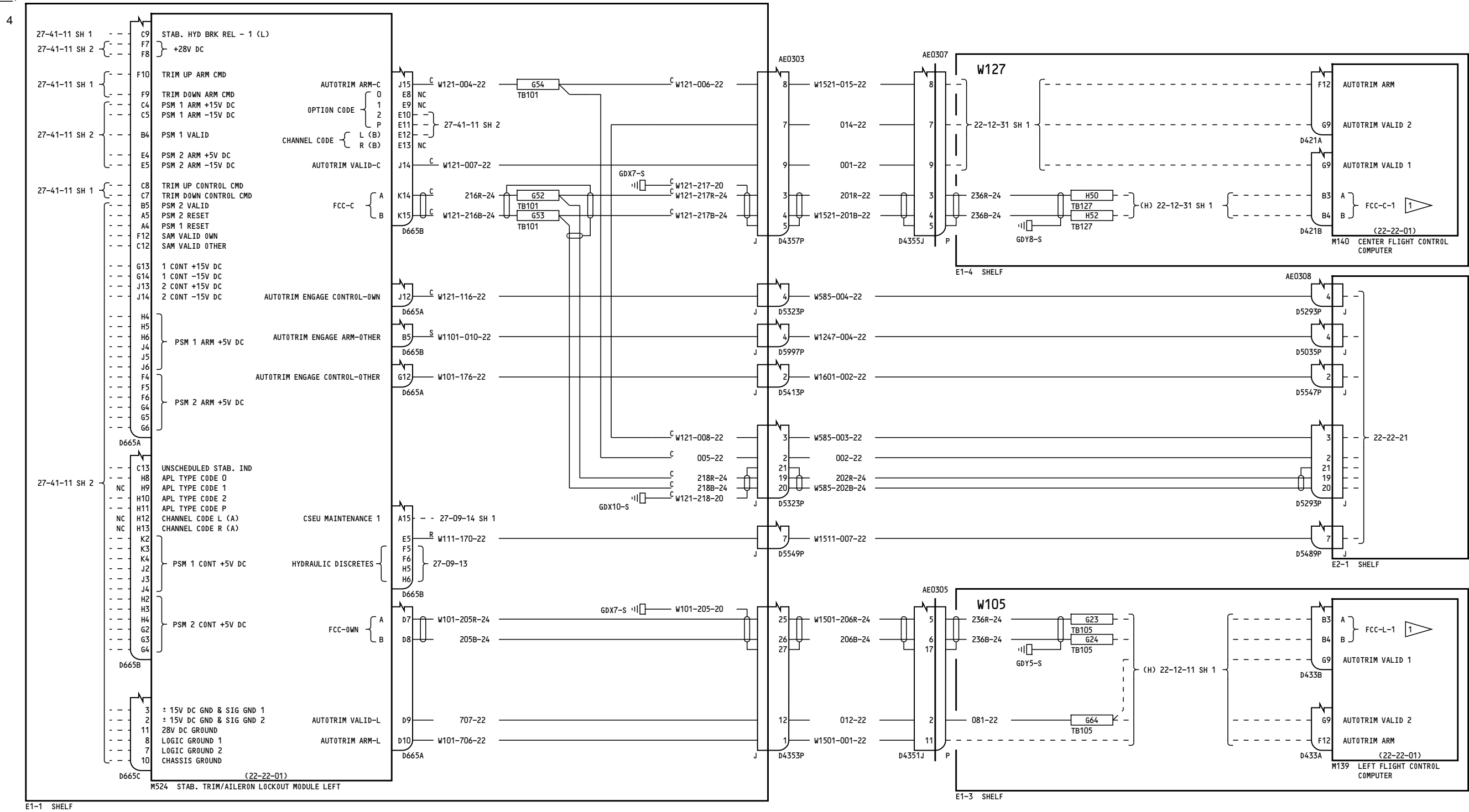
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NOTES:
 1 RUNWAY HEADING SELECT AIDS MODE STATUS, CAS MACH NO. VS AUTOTRIM COMMAND

150-151

AUTOMATIC STABILIZER TRIM-LEFT

22-22-11

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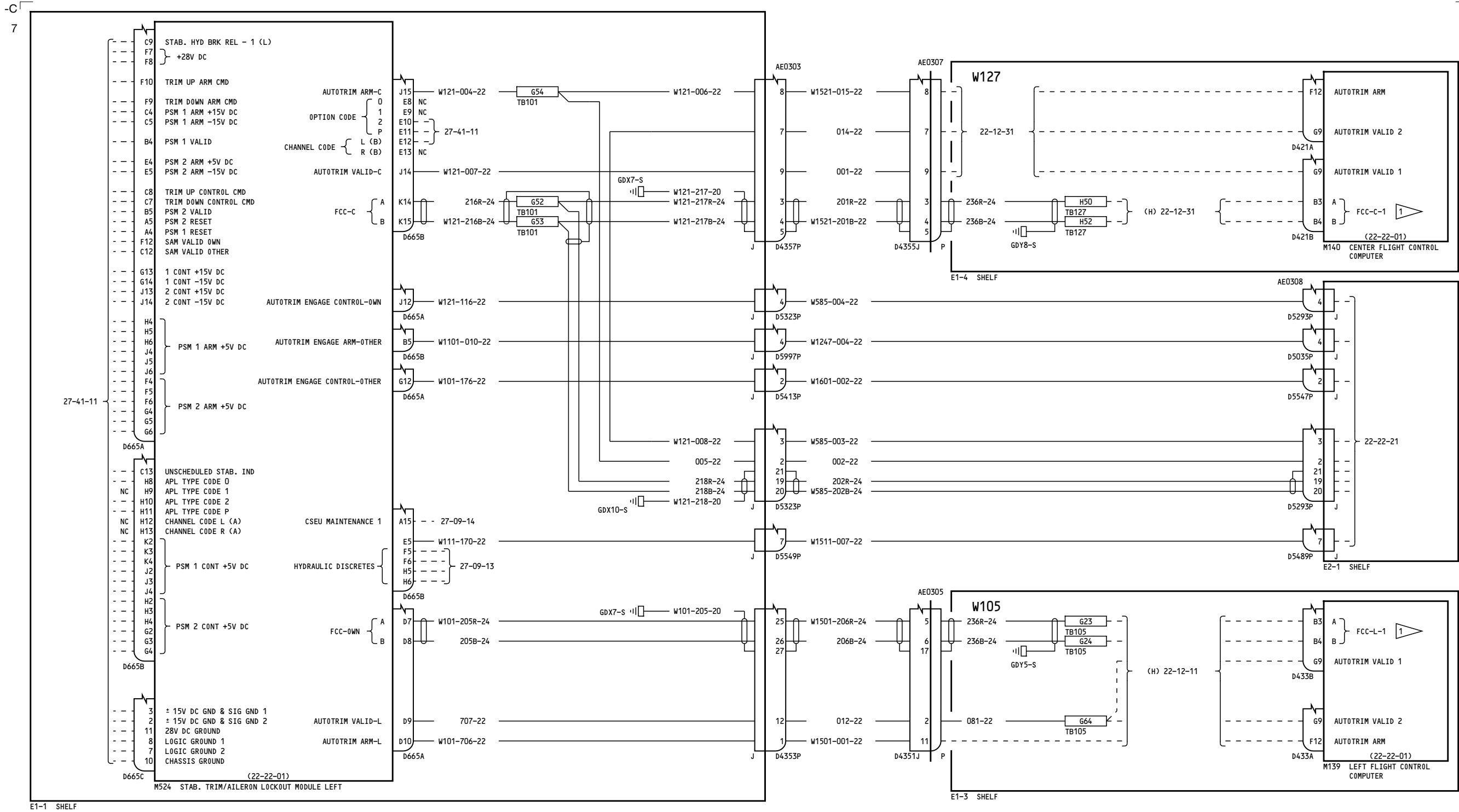
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NOTES:
 1 RUNWAY HEADING SELECT AIDS MODE STATUS, CAS MACH NO. VS AUTOTRIM COMMAND

152-199, 275-299

AUTOMATIC STABILIZER TRIM-LEFT

22-22-11

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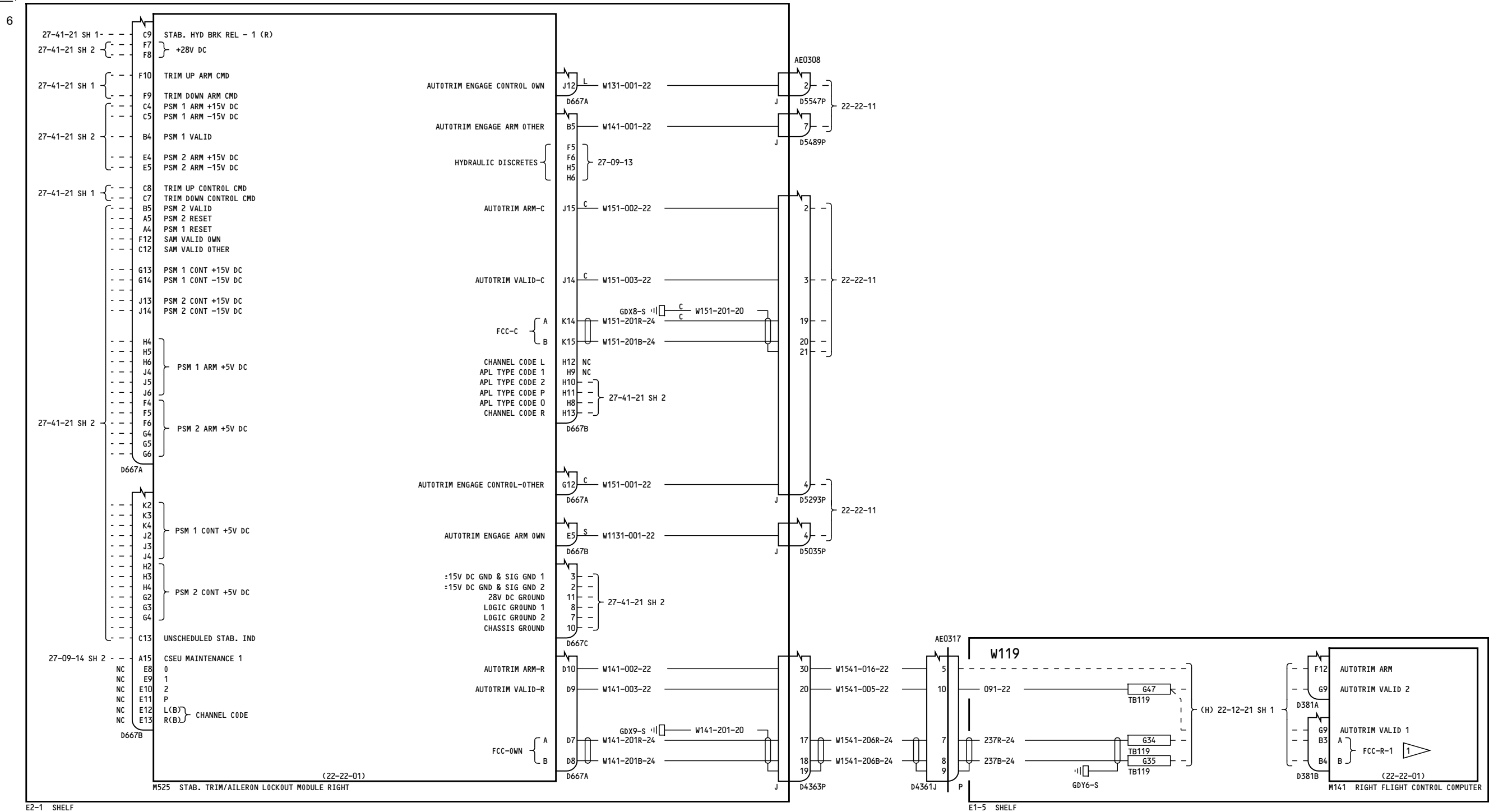
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NOTES:
 1 ▷ RUNWAY HEADING SELECT AIDS MODE STATUS, CAS MACH NO. VS AUTOTRIM COMMAND

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AUTOMATIC STABILIZER TRIM-RIGHT
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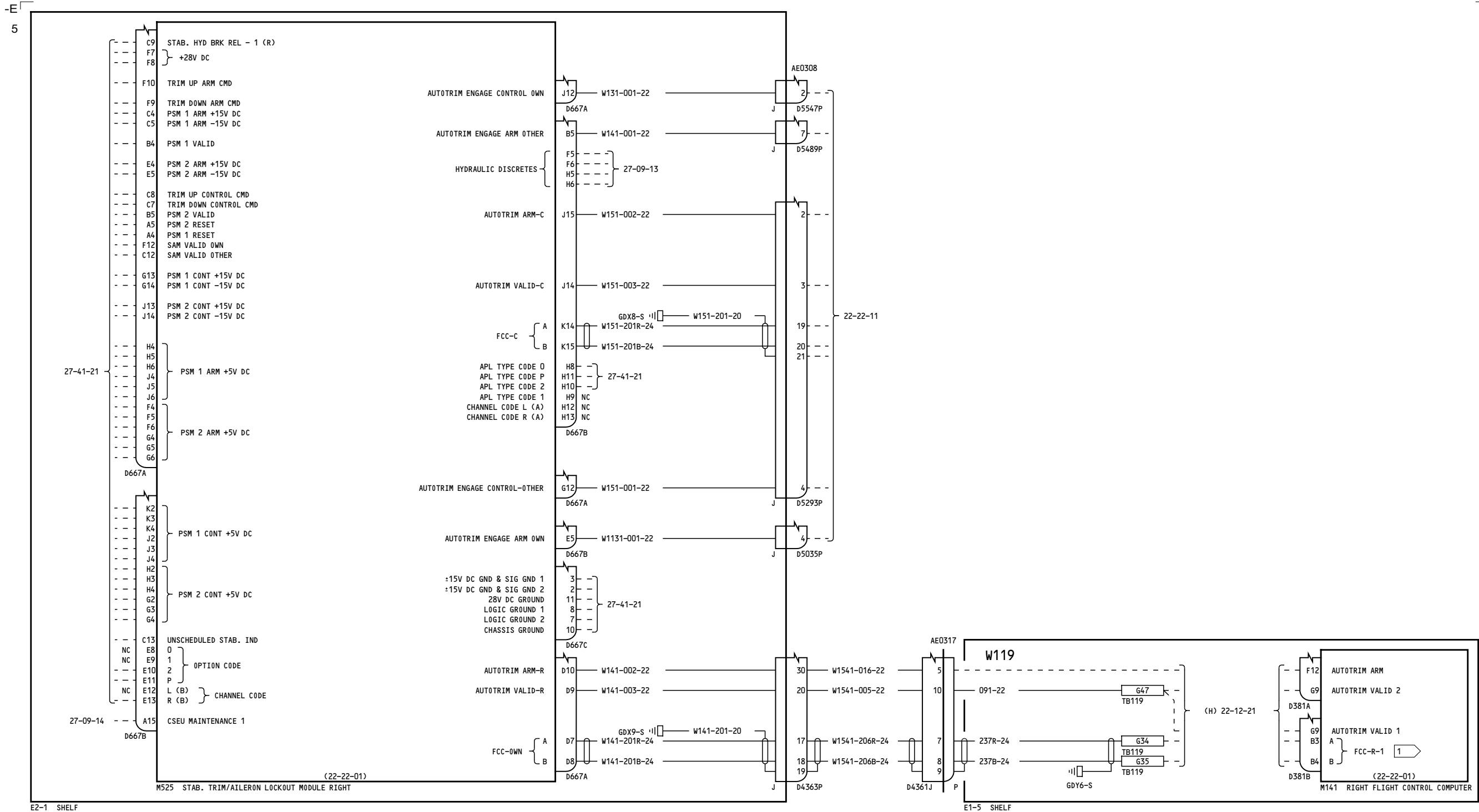
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NOTES:
 1 RUNWAY HEADING SELECT AIDS MODE STATUS,
 CAS MACH NO. VS AUTOTRIM COMMAND

150-199, 275-299

**AUTOMATIC STABILIZER
 TRIM-
 RIGHT**

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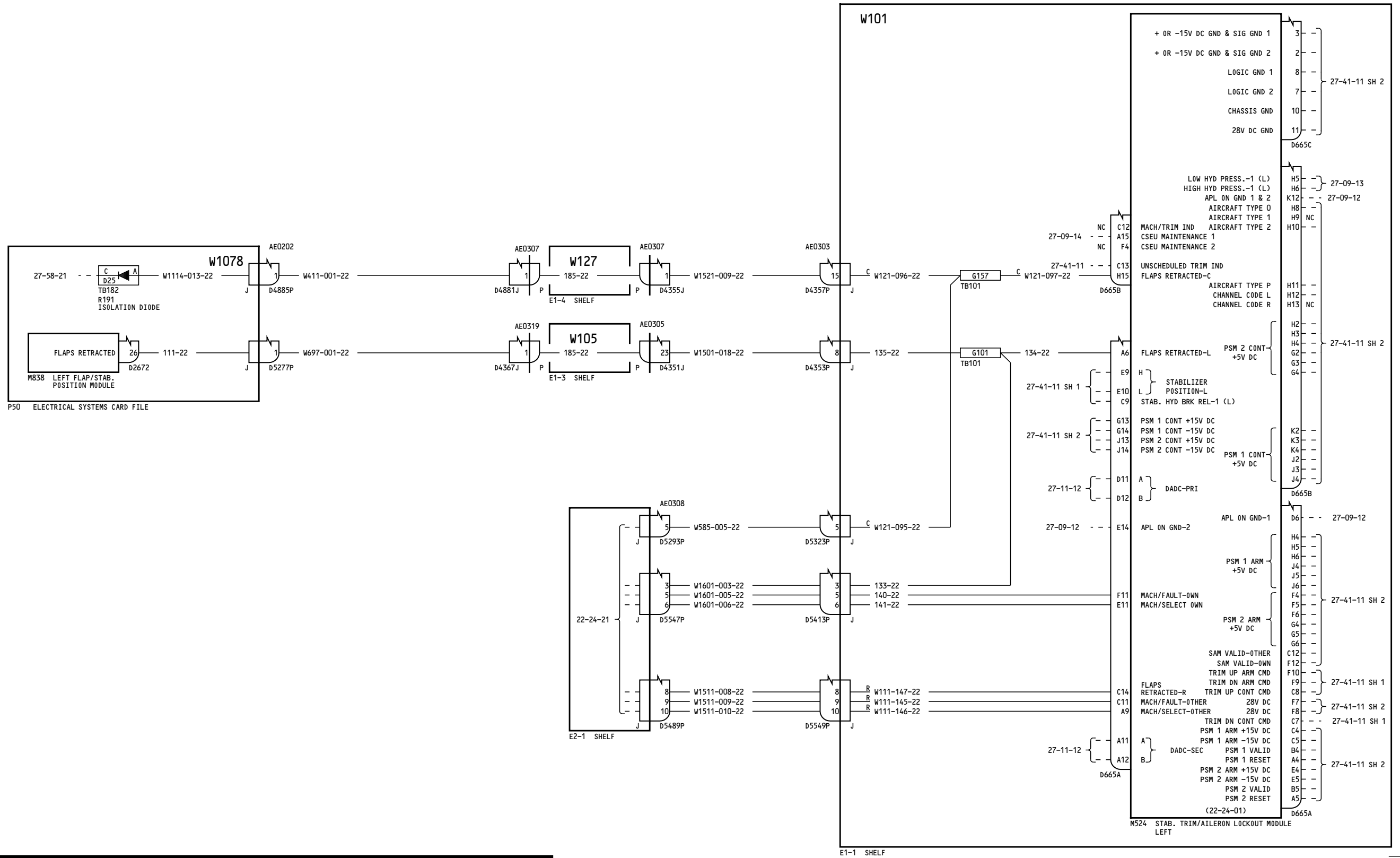
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MACH SPEED TRIM-LEFT

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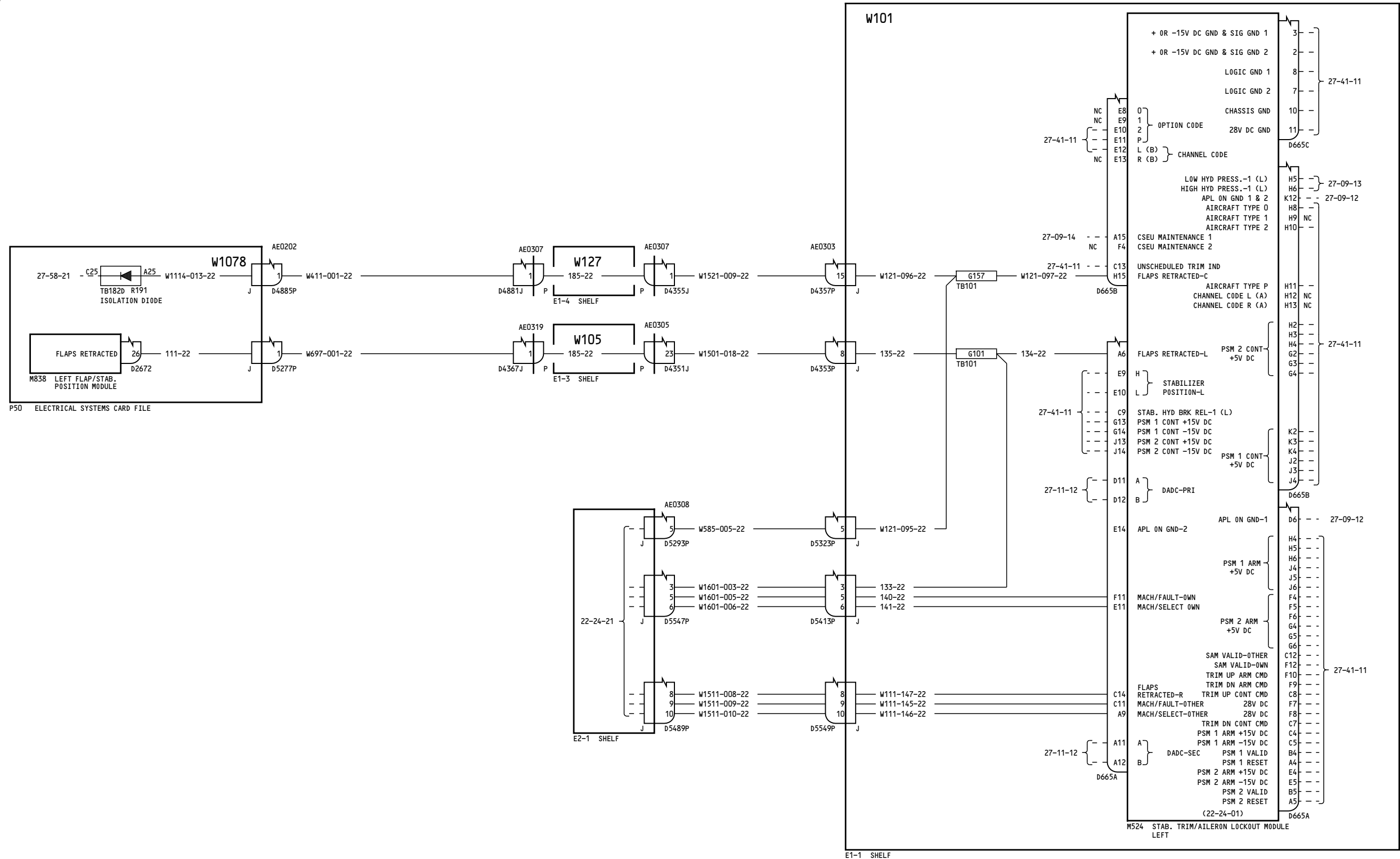
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MACH SPEED TRIM-LEFT

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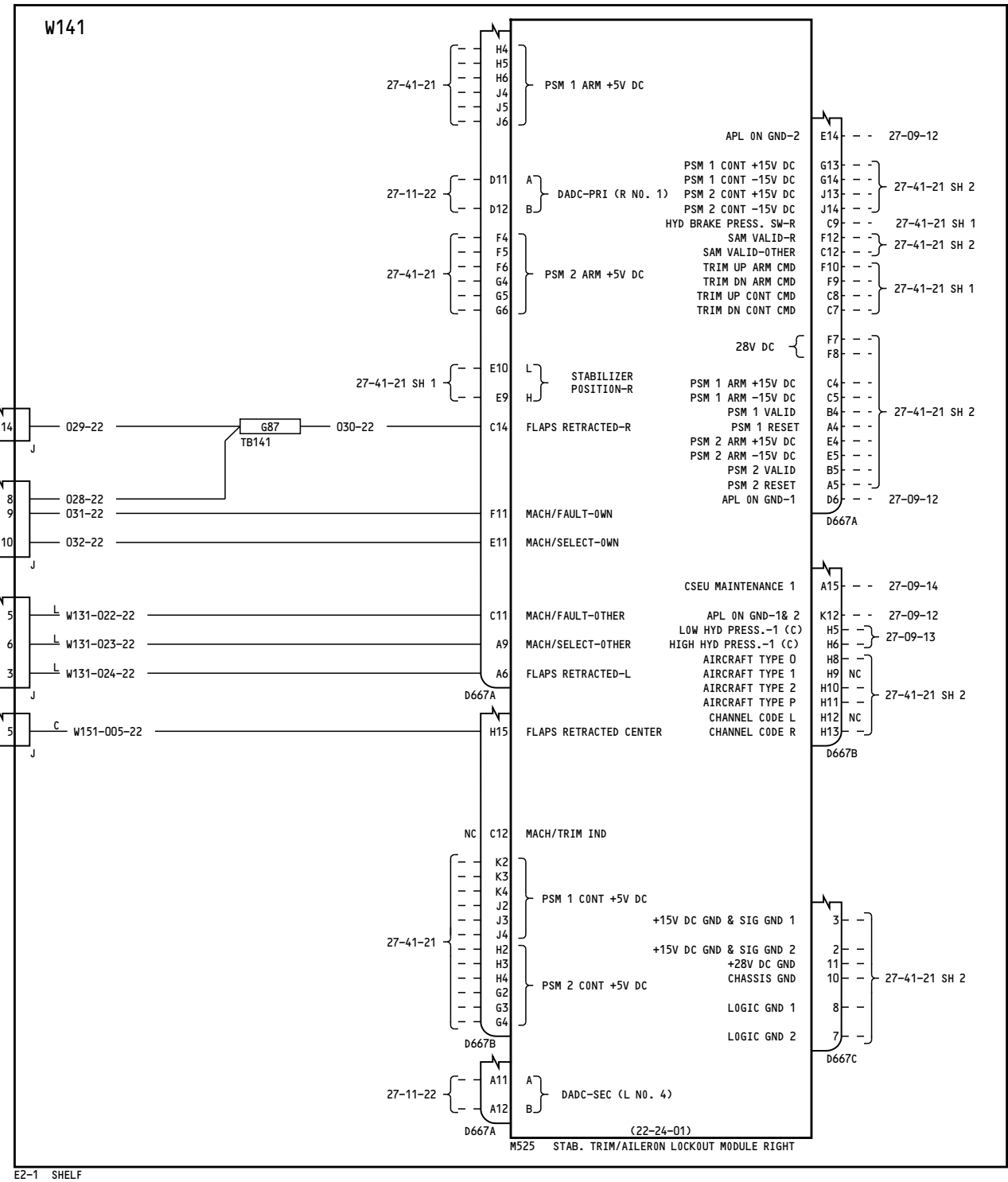
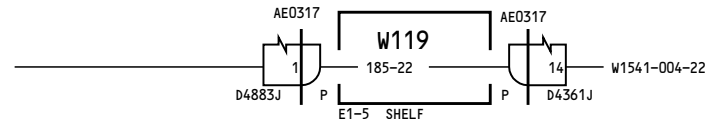
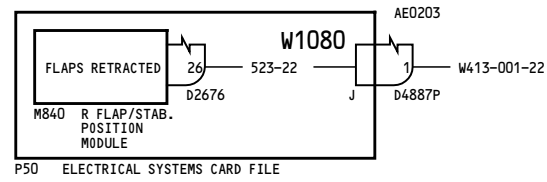
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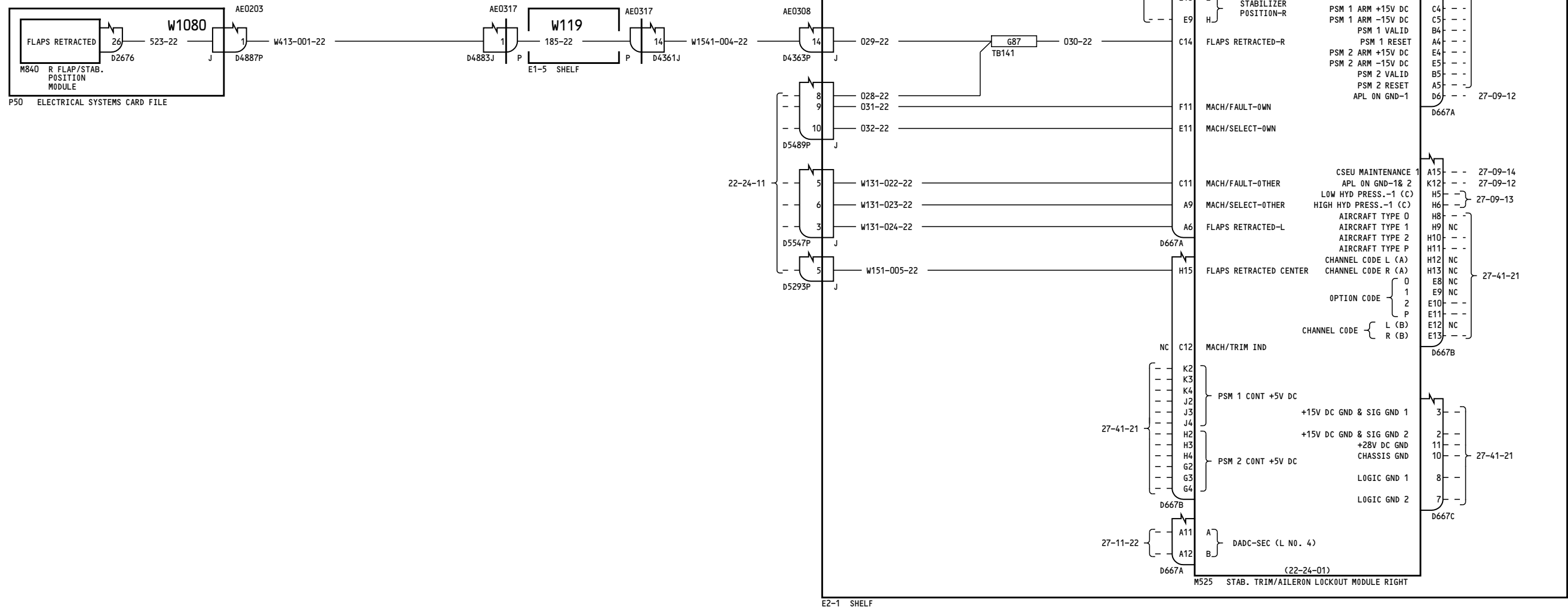
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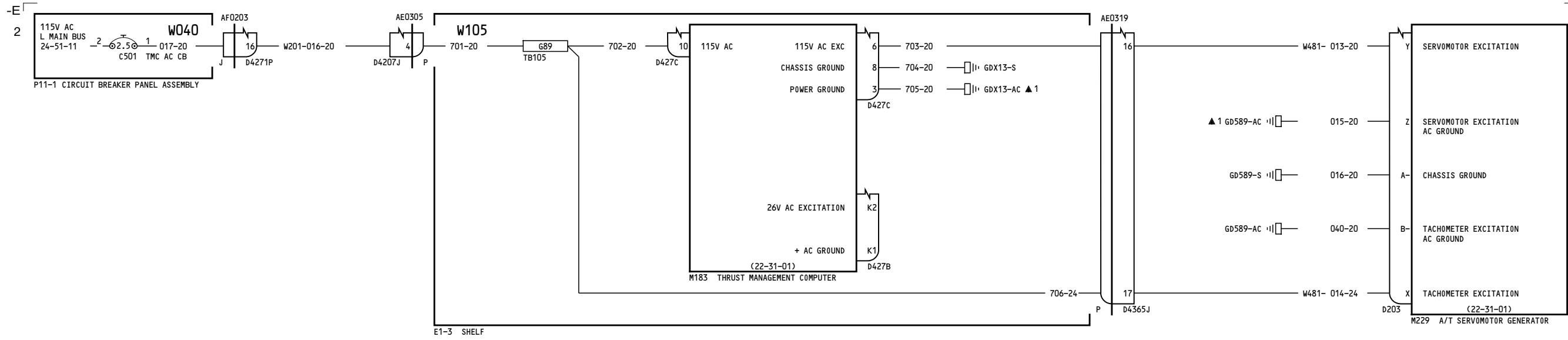


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**THRUST MANAGEMENT SYSTEM-
AC POWER**

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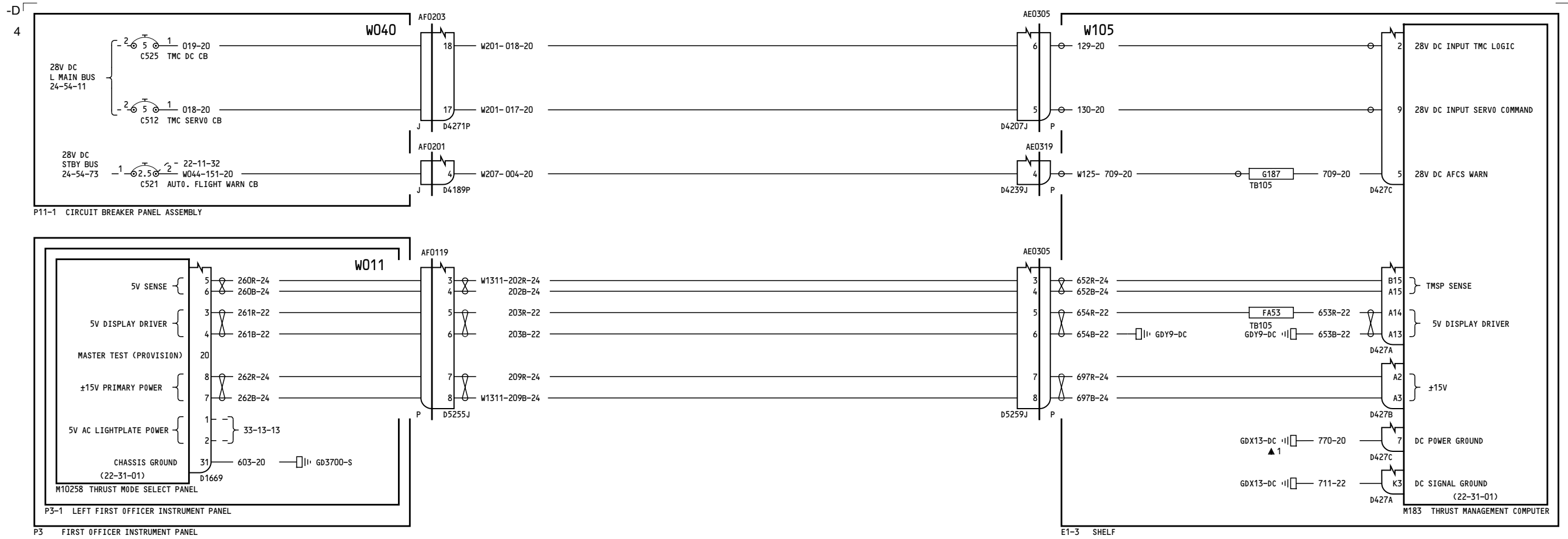
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**THRUST MANAGEMENT SYSTEM-
DC POWER**

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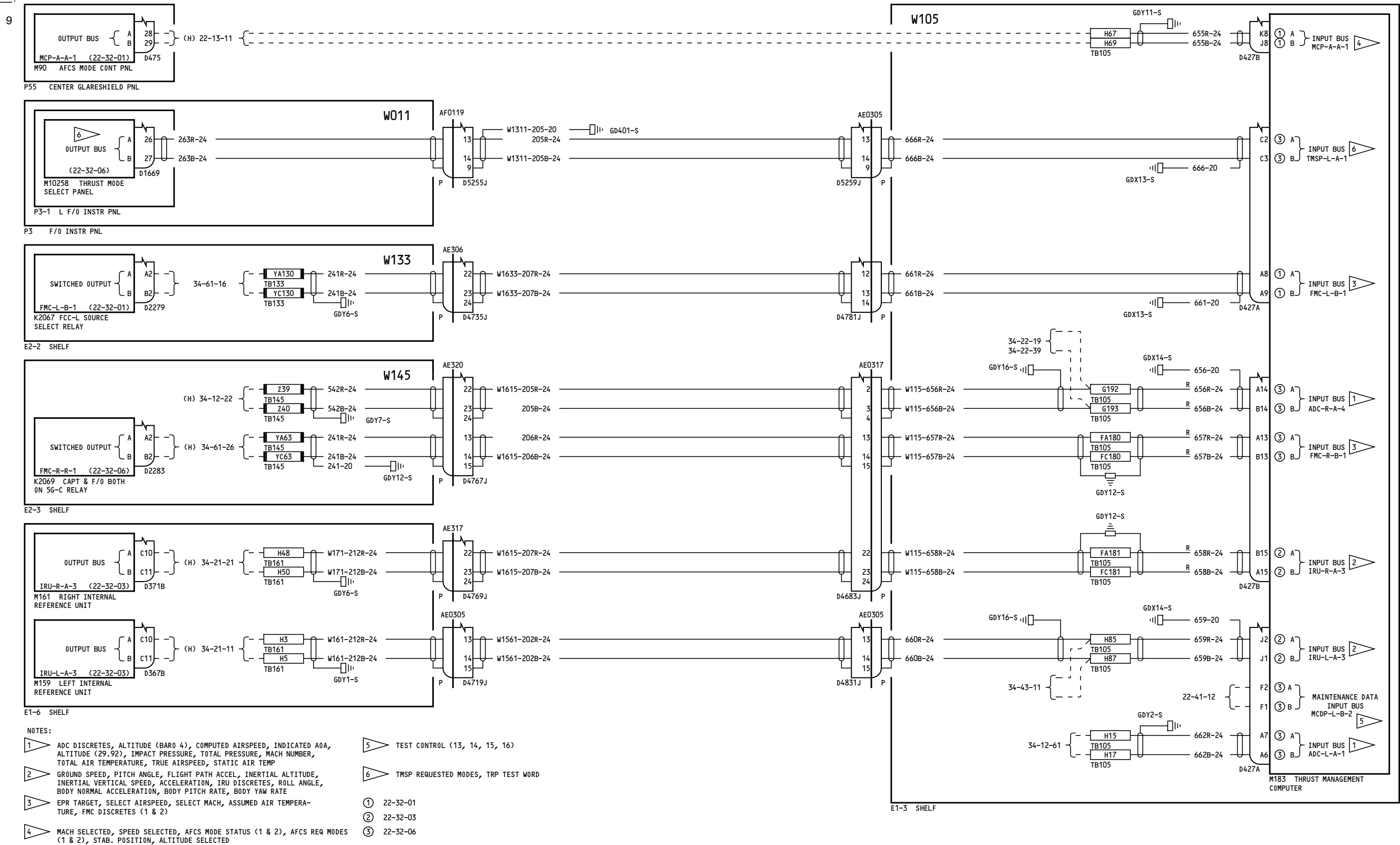
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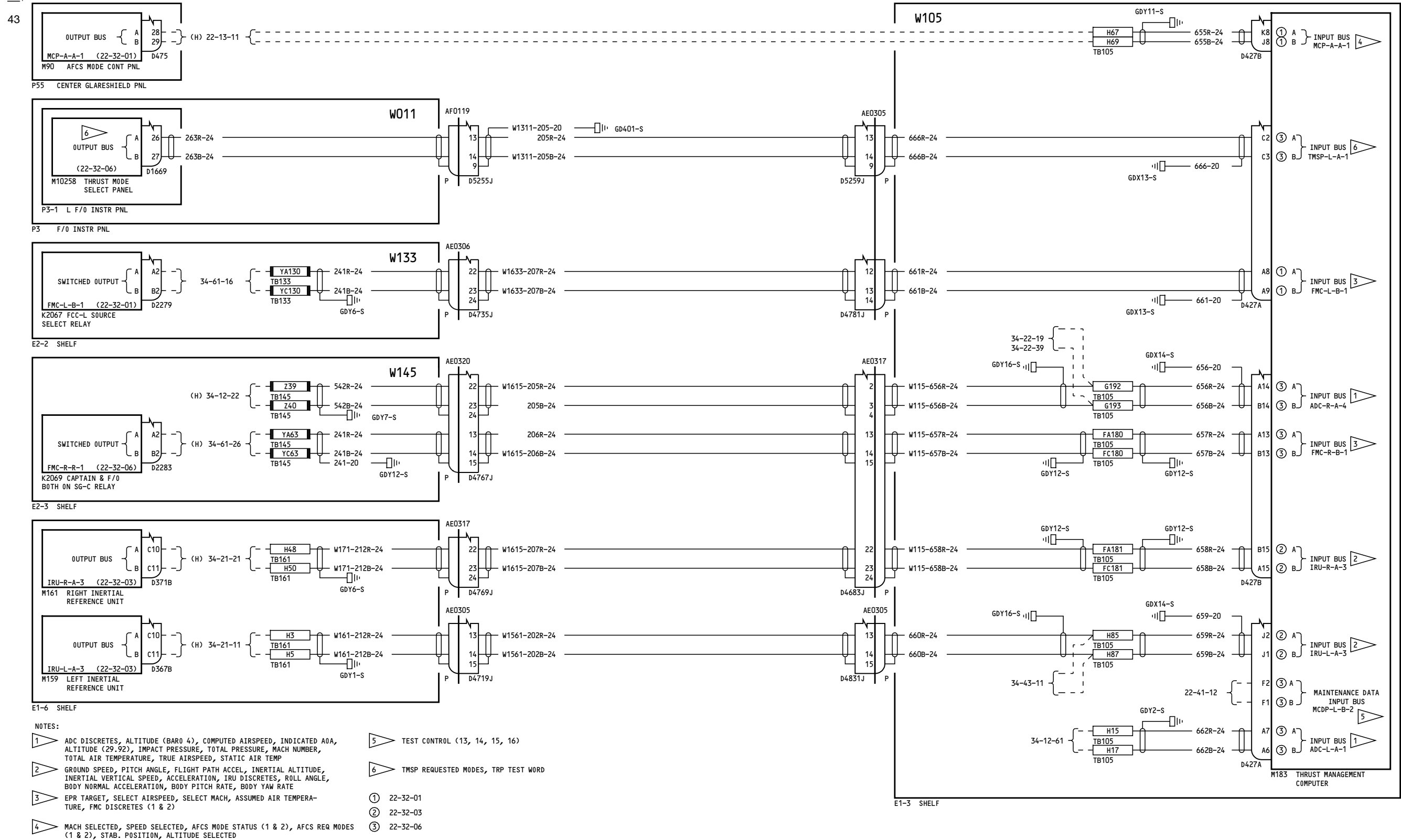
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THRUST MANAGEMENT SYSTEM-DIGITAL SIGNALS-INPUTS

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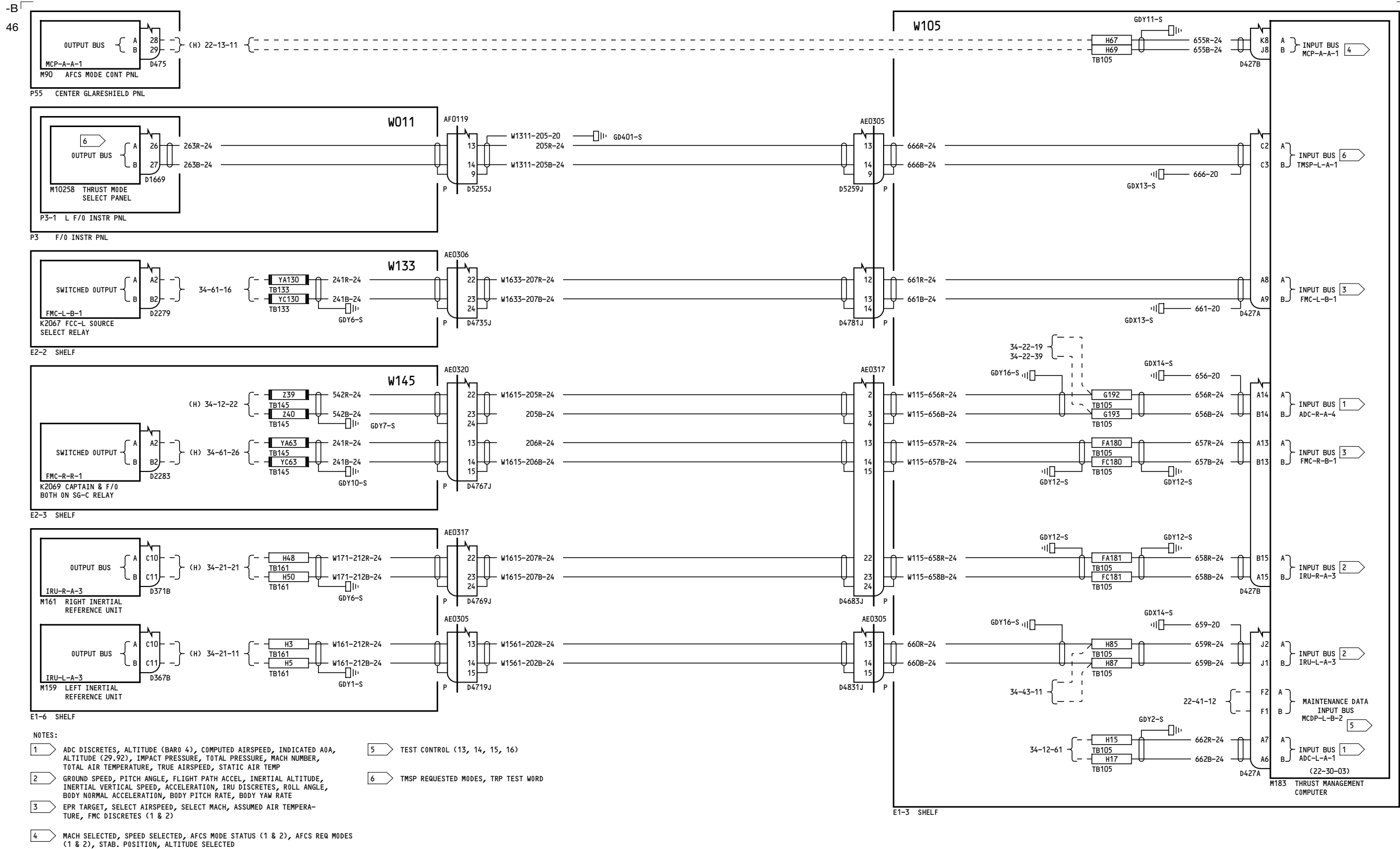
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**THRUST MANAGEMENT SYSTEM-
DIGITAL SIGNALS-
INPUTS**

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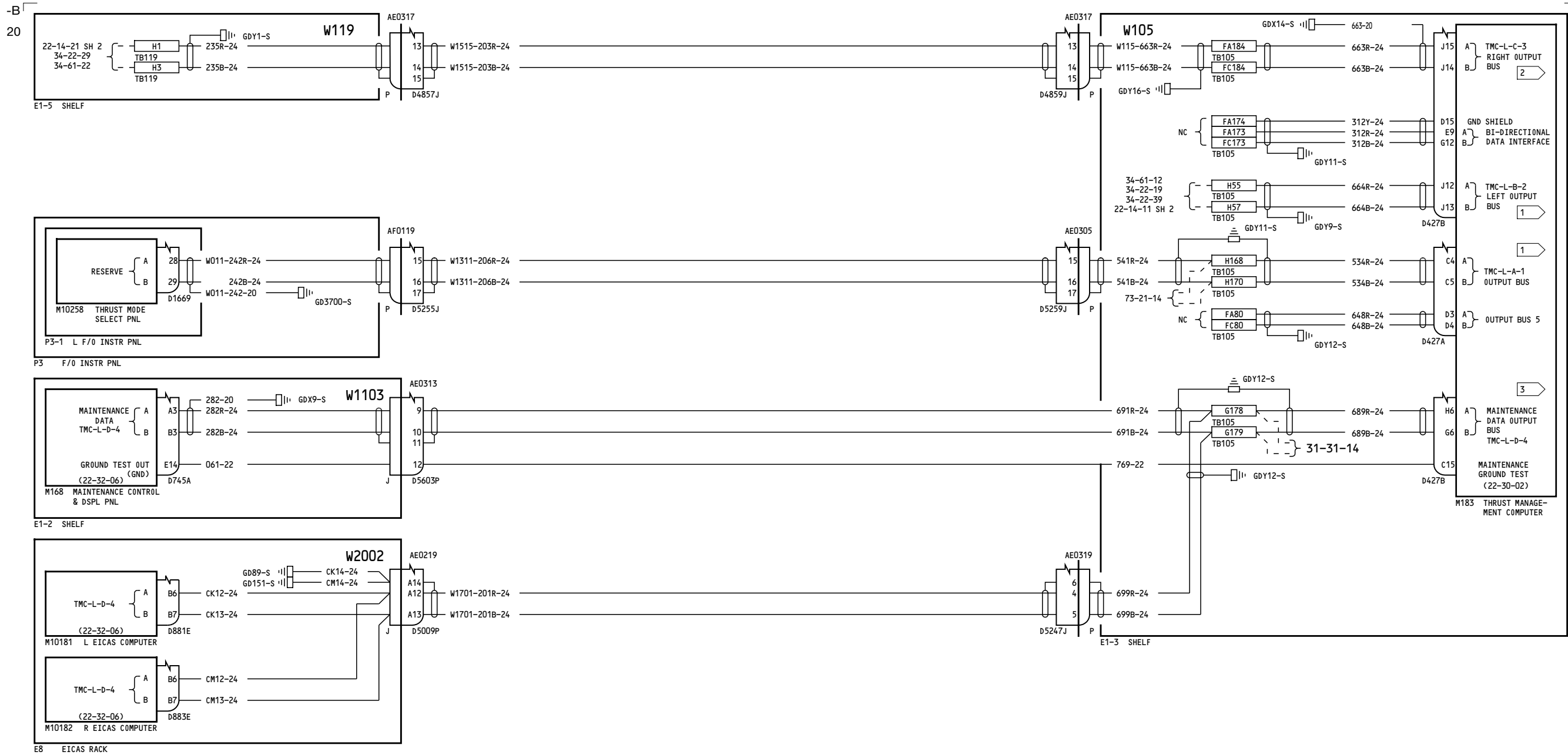
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NOTES:

- 1 EPR BUG DRIVE-L, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
- 2 EPR BUG DRIVE-R, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
- 3 A/T F/S COMMAND, DISCRETE PARAMETER (1, 2 & 3), EPR ACTUAL (L & R), EPR BUG DRIVE (L & R), EPR REF, FAULT DATA, GND TEST DATA, INFC FAULT DATA, MAINTENANCE DATA, MAX EPR LIMIT, POWER LEVEL ANGLE (L & R), TEMP SELECTED

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THRUST MANAGEMENT SYSTEM-DIGITAL SIGNALS-OUTPUTS

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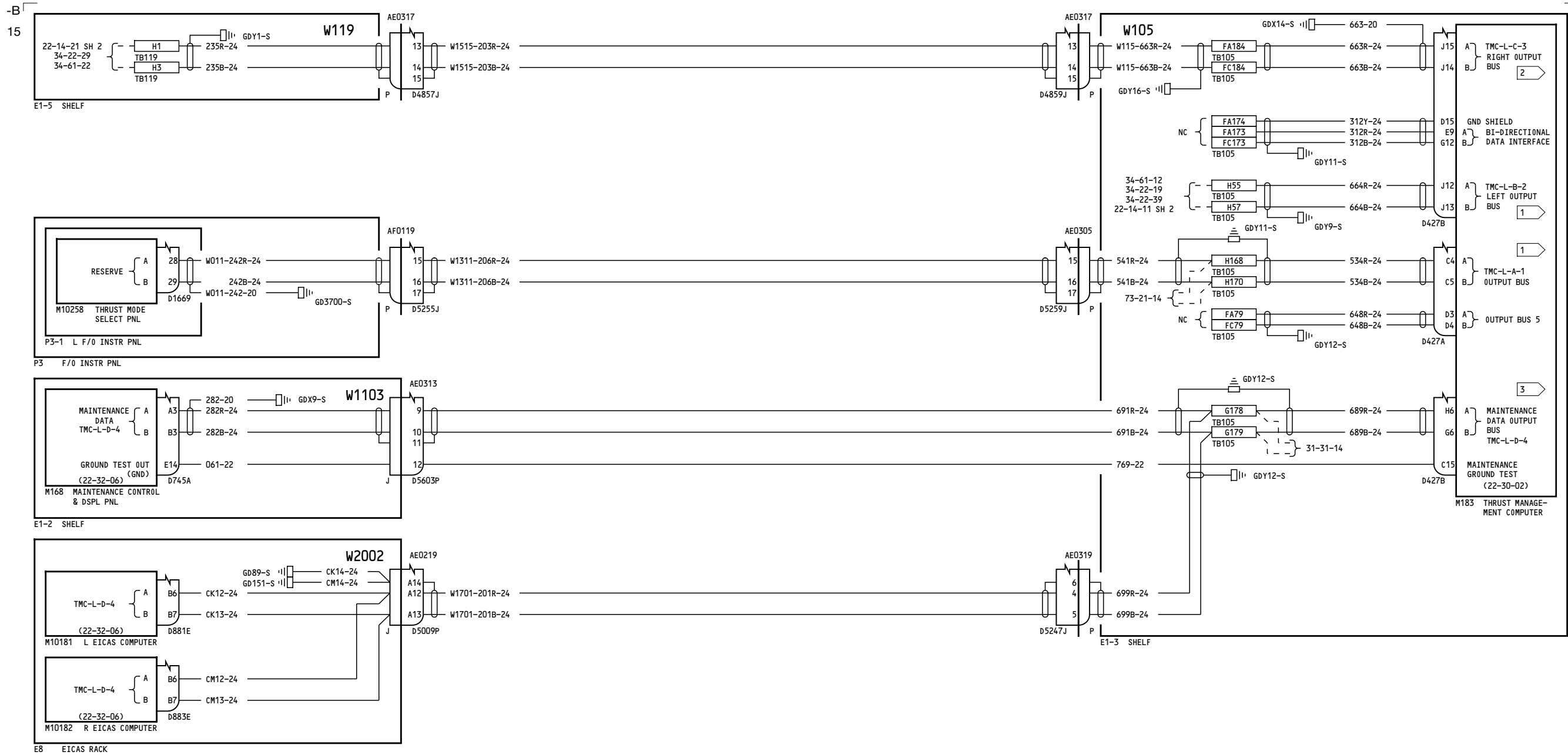
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- NOTES:
- 1 EPR BUG DRIVE-L, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
 - 2 EPR BUG DRIVE-R, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
 - 3 A/T F/S COMMAND, DISCRETE PARAMETER (1, 2 & 3), EPR ACTUAL (L & R), EPR BUG DRIVE (L & R), EPR REF, FAULT DATA, GND TEST DATA, INFC FAULT DATA, MAINTENANCE DATA, MAX EPR LIMIT, POWER LEVEL ANGLE (L & R), TEMP SELECTED

150-154, 162-164, 275-276

THRUST MANAGEMENT SYSTEM-DIGITAL SIGNALS-OUTPUTS

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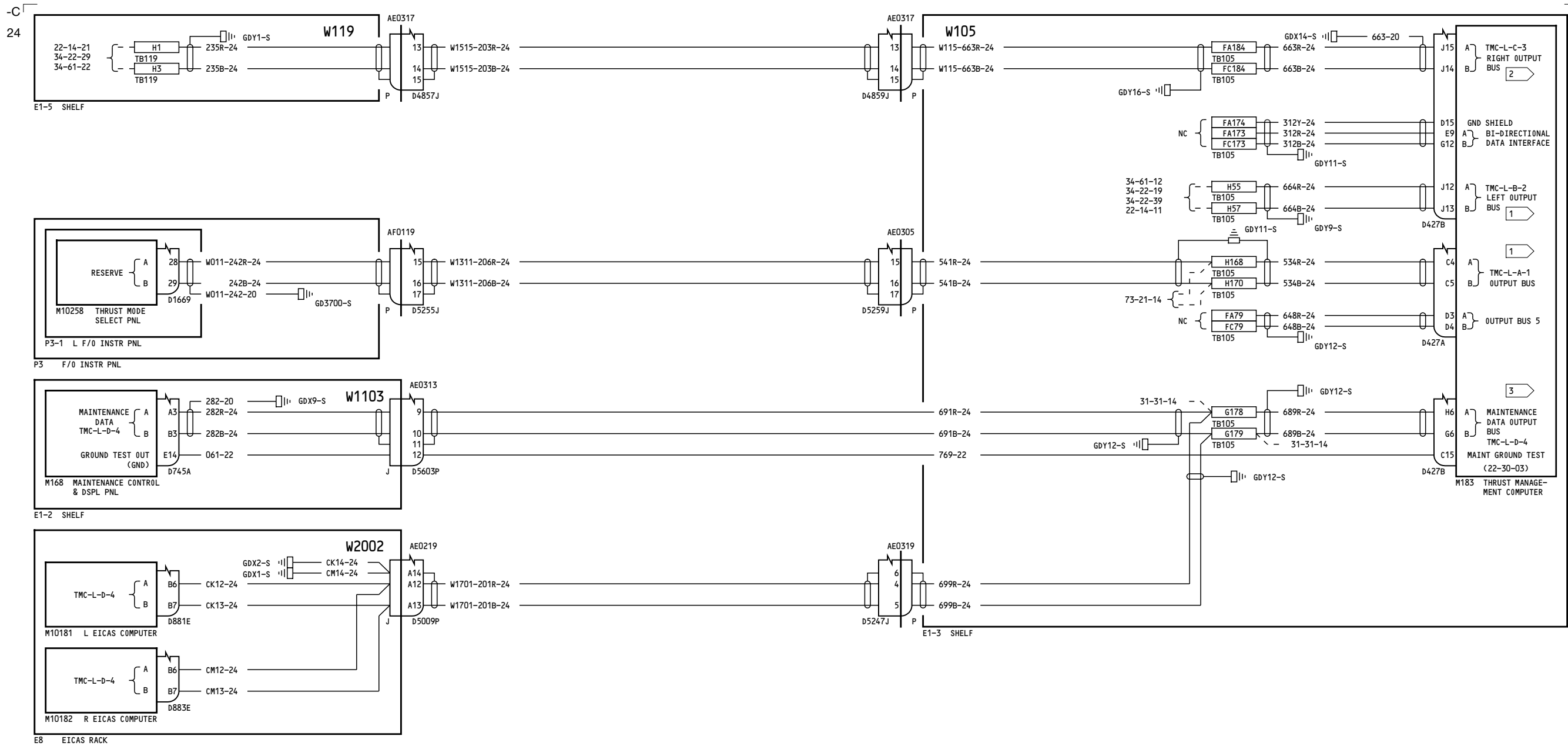
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NOTES:

- 1 EPR BUG DRIVE-L, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
- 2 EPR BUG DRIVE-R, TMS MODE STATUS, TMS FMA STATUS, A/T F/S COMMAND, EPR ACTUAL (L & R), EPR DERATE, EPR REF, FLAP POSITION, TEMP SELECTED, DISCRETE PARAMETER 3, ENGINE BLEED STATUS
- 3 A/T F/S COMMAND, DISCRETE PARAMETER (1, 2 & 3), EPR ACTUAL (L & R), EPR BUG DRIVE (L & R), EPR REF, FAULT DATA, GND TEST DATA, INFC FAULT DATA, MAINTENANCE DATA, MAX EPR LIMIT, POWER LEVEL ANGLE (L & R), TEMP SELECTED

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**THRUST MANAGEMENT SYSTEM-
DIGITAL SIGNALS-
OUTPUTS**

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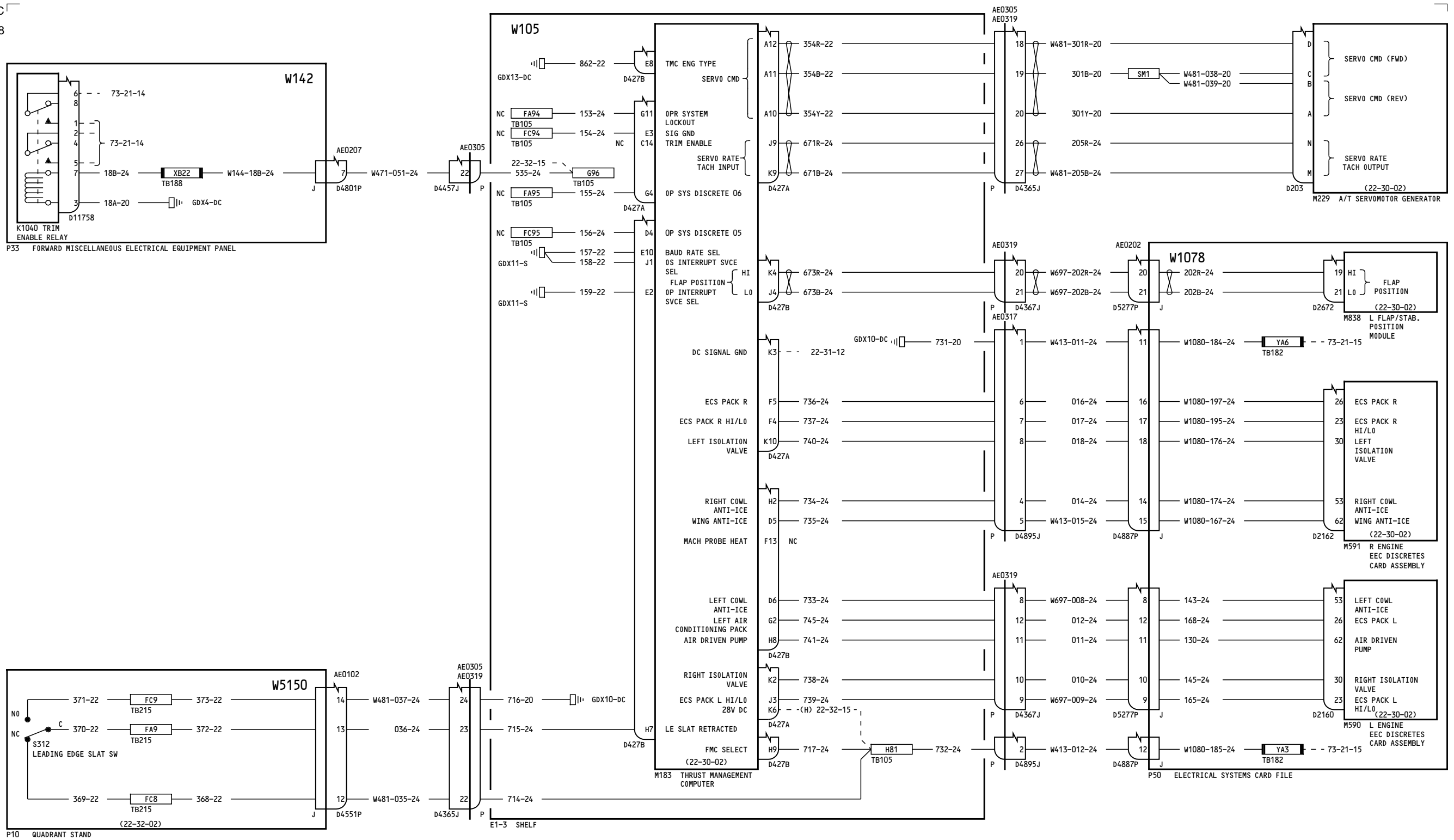
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ANALOG SIGNALS**

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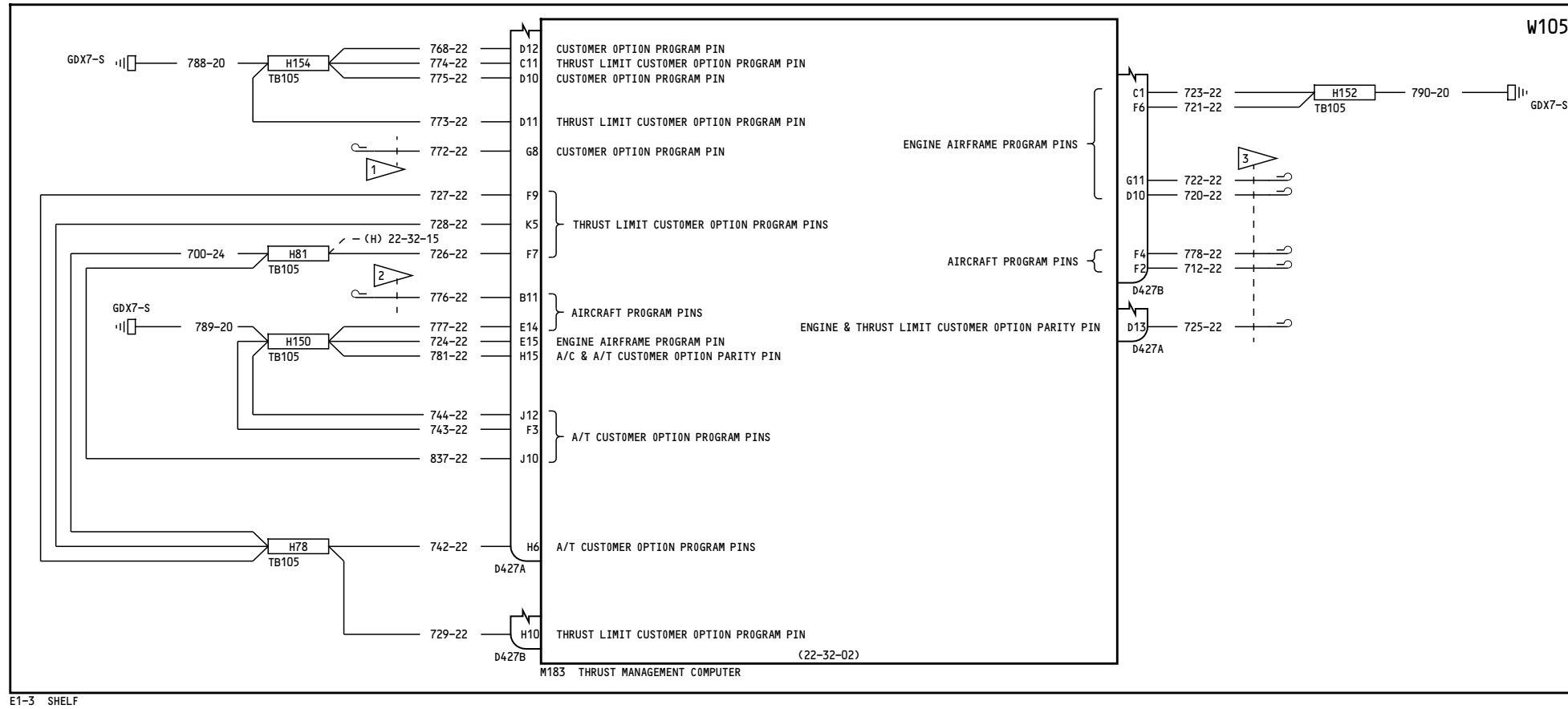
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E1-3 SHELF

NOTES:

- 1 LUG & STOW NEAR TB105 H154
- 2 LUG & STOW NEAR TB105 H150
- 3 LUG AND STOW NEAR TB105 H152

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THRUST MANAGEMENT SYSTEM-PROGRAM PINS

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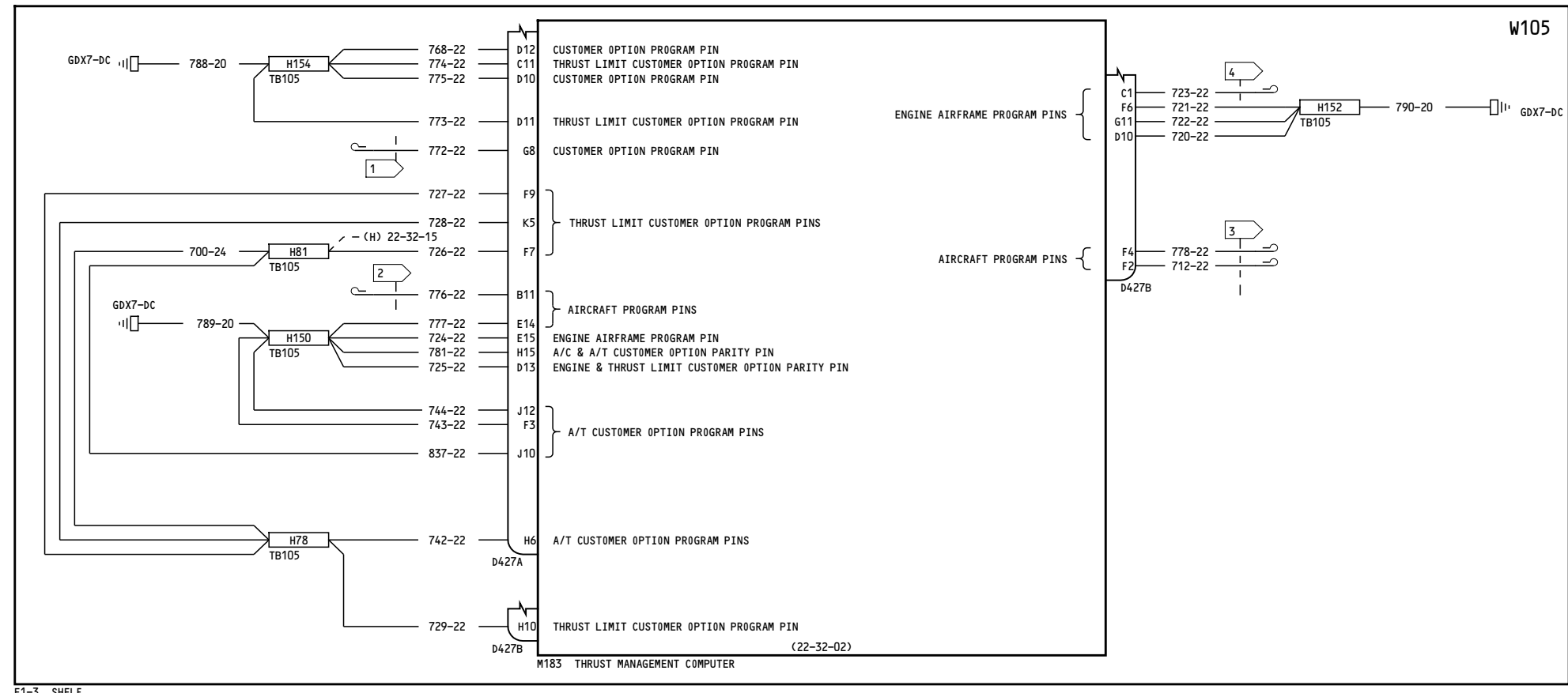
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- NOTES:
- 1 LUG & STOW NEAR TB105 H154
 - 2 LUG & STOW NEAR TB105 H150
 - 1 LUG & STOW NEAR TB105 H152
 - 4 CAP & STOW NEAR TB105 H152

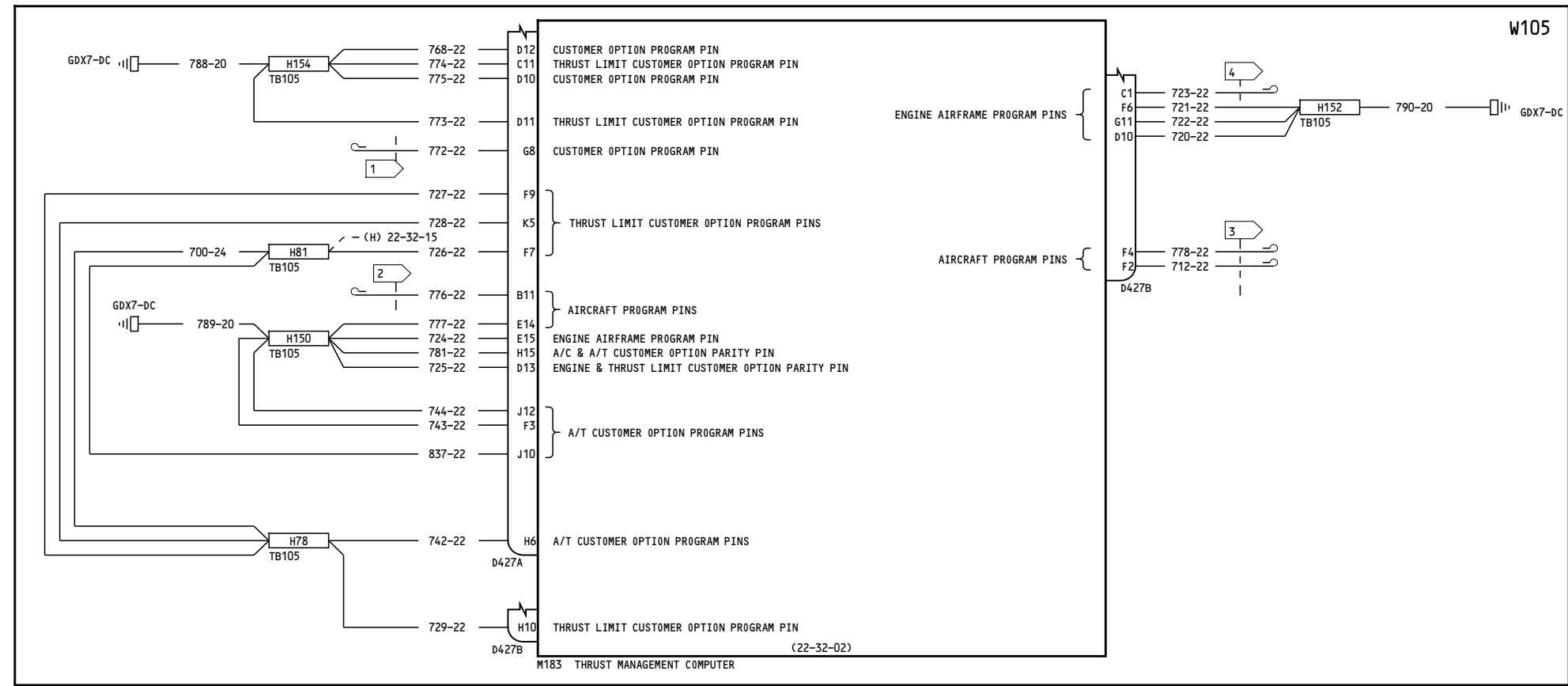
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E1-3 SHELF

- NOTES:
- 1 LUG & STOW NEAR TB105 H154
 - 2 LUG & STOW NEAR TB105 H150
 - 1 LUG & STOW NEAR TB105 H152
 - 4 CAP & STOW NEAR TB105 H152

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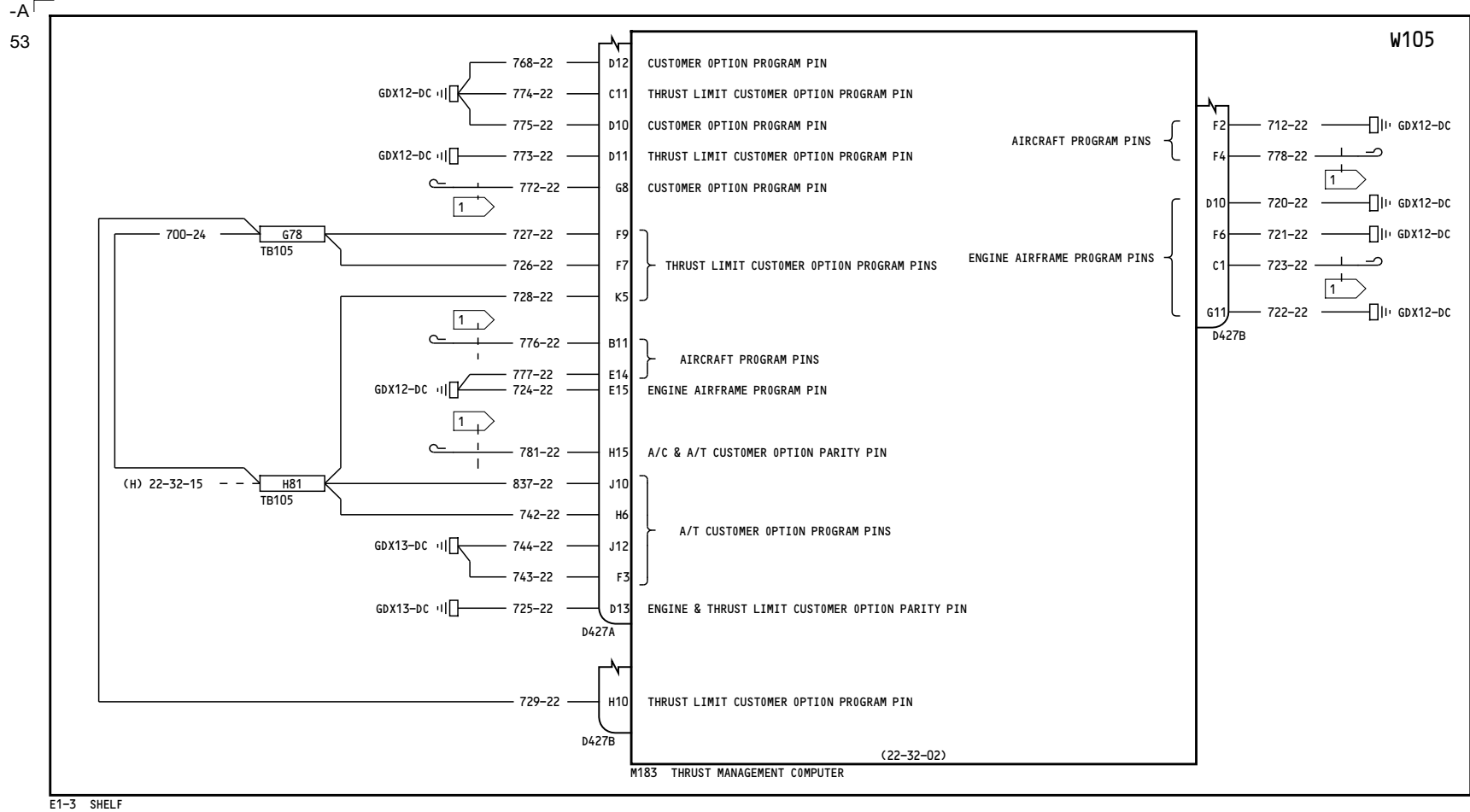
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E1-3 SHELF

NOTES:
 1 CAP & STOW NEAR GDX12-DC

150-199

THRUST MANAGEMENT SYSTEM-PROGRAM PINS

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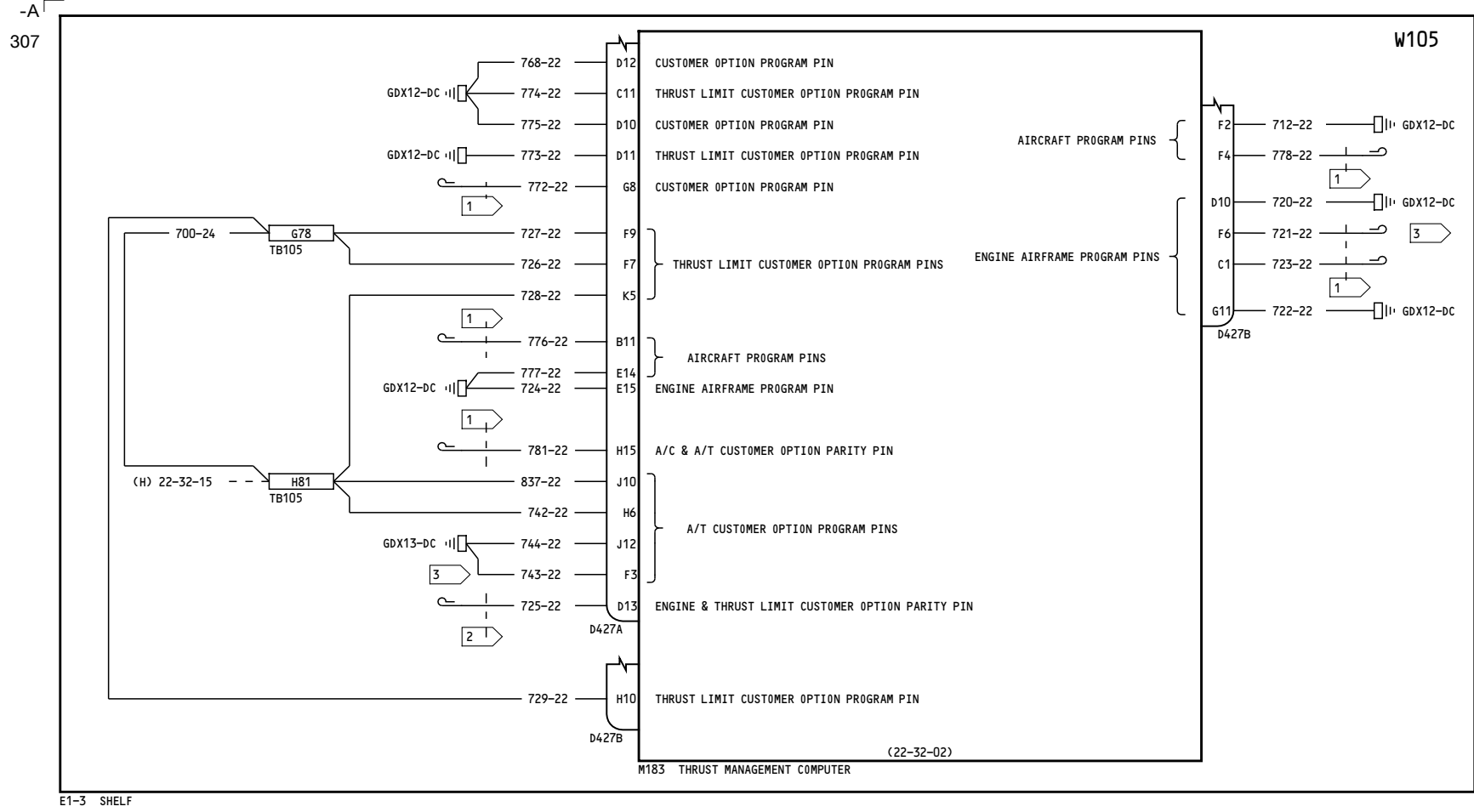
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E1-3 SHELF

NOTES:

- 1 CAP & STOW NEAR GDX12-DC
- 2 CAP & STOW NEAR GDX13-DC
- 3

PIN	THRUST RATING	
	62K	60K
F6	CAP&STOW	GDX12-DC
D13	CAP&STOW	GDX13-DC

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THRUST MANAGEMENT SYSTEM-PROGRAM PINS

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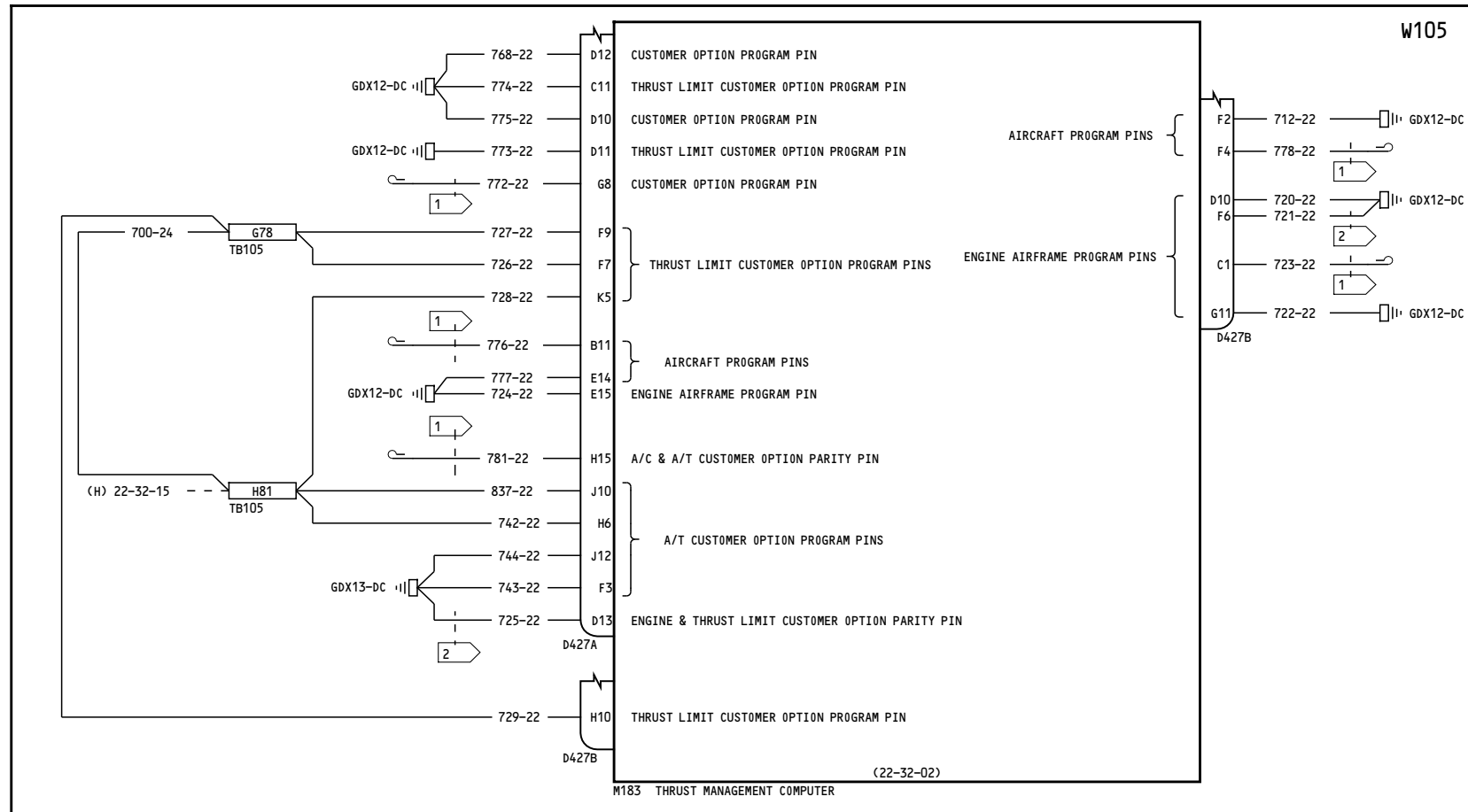
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E1-3 SHELF

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PIN	THRUST RATING	
	62K	60K
F6	CAP&STOW	GDX12-DC
D13	CAP&STOW	GDX13-DC

NOTES:

1 CAP & STOW NEAR GDX12

165, 167

THRUST MANAGEMENT SYSTEM-PROGRAM PINS

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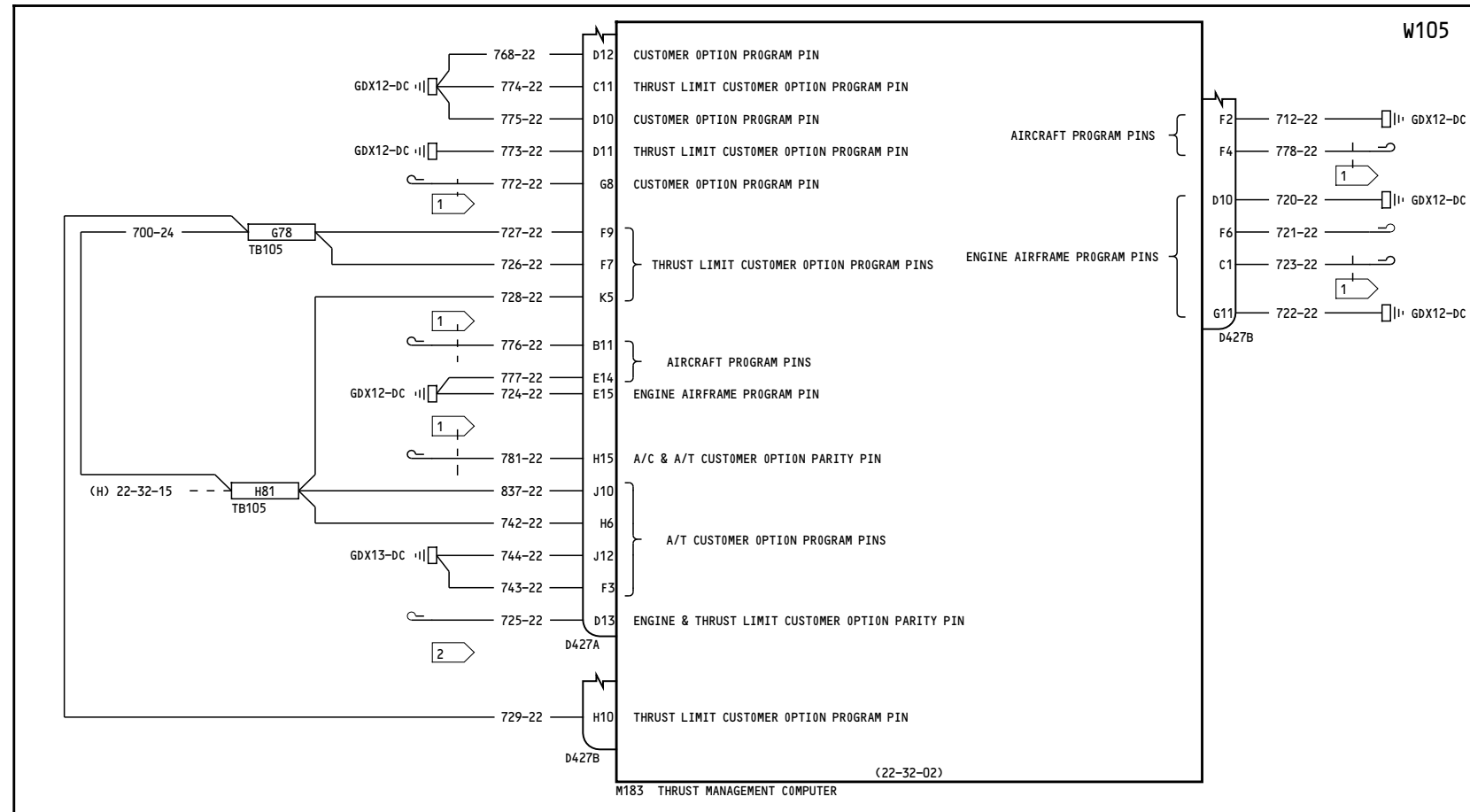
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71-0133

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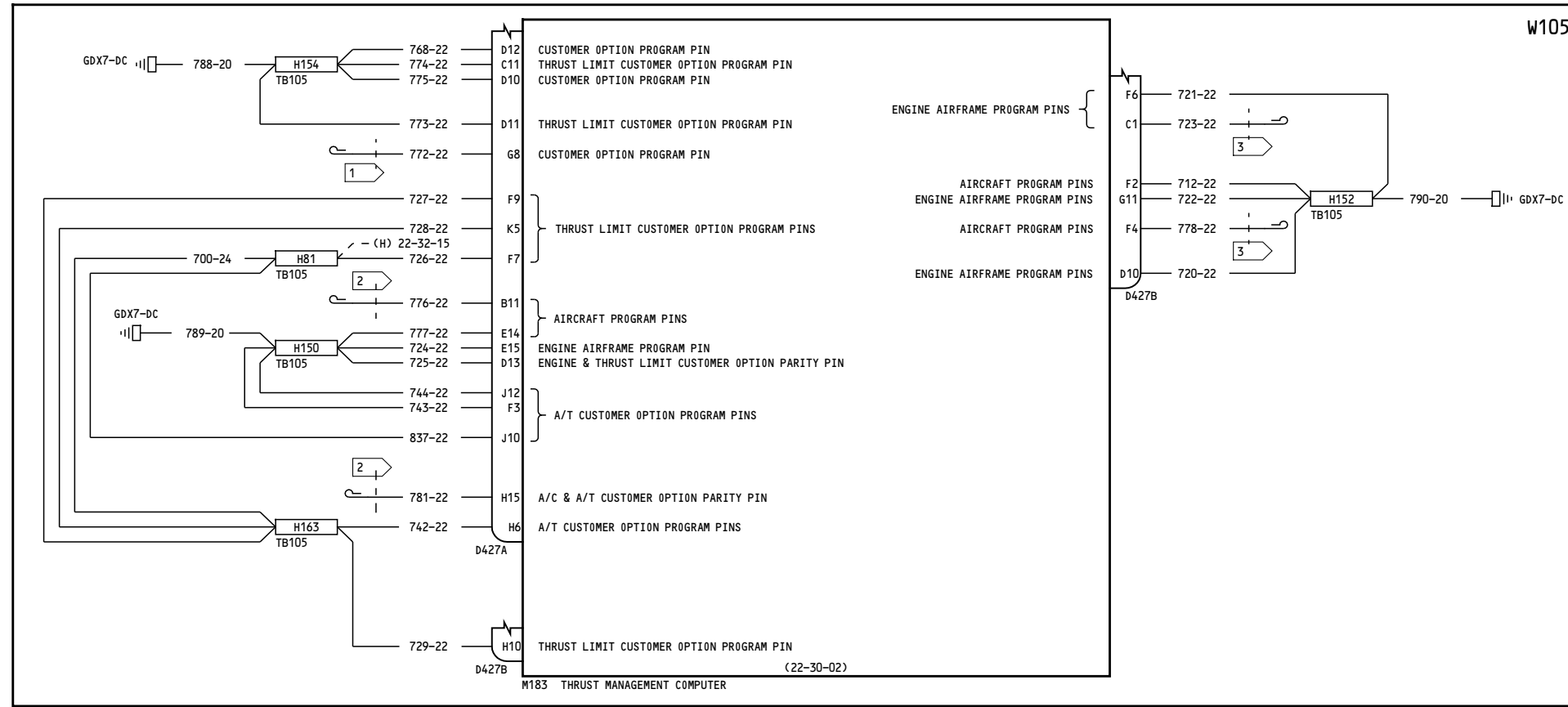


E1-3 SHELF

NOTES:

1 CAP & STOW NEAR GDX12-DC

2 CAP & STOW NEAR GDX13-DC



- NOTES:
- 1 CAP & STOW NEAR TB105 H154
 - 2 CAP & STOW NEAR TB105 H150
 - 3 CAP & STOW NEAR TB105 H152

275-299	THRUST MANAGEMENT SYSTEM-PROGRAM PINS D280T132
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22-32-14

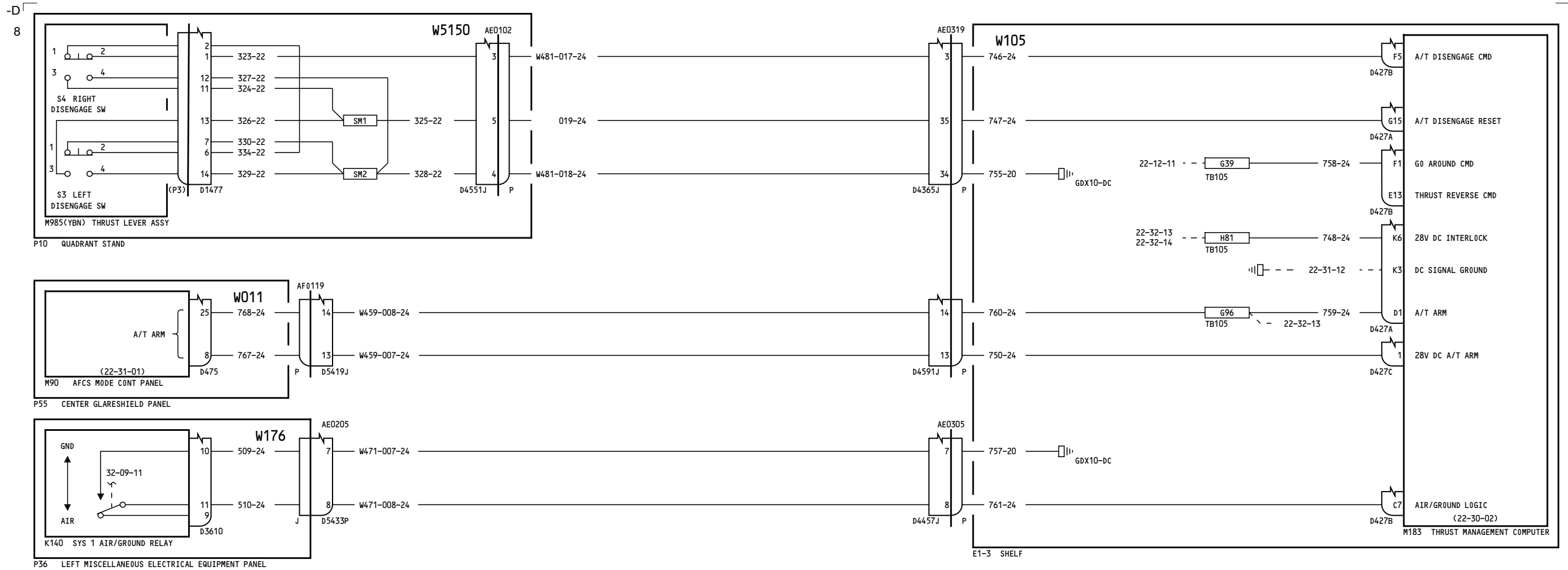
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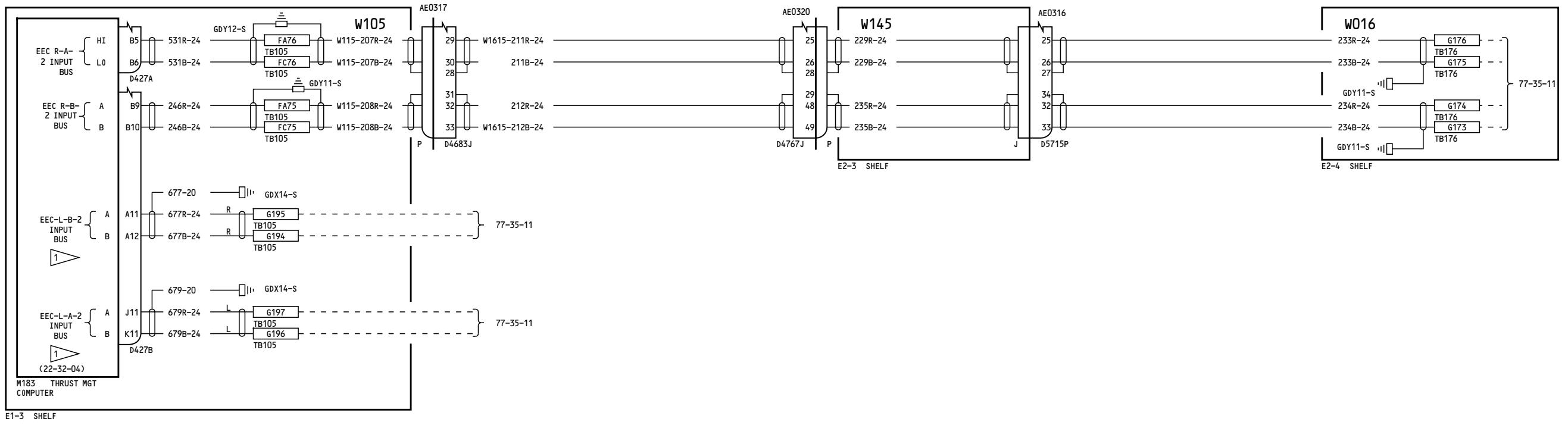
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THRUST MANAGEMENT SYSTEM- INTERLOCKS
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NOTES:

1 ACTUAL EPR, MAXIMUM EPR LIMIT, EPR COMMAND, EEC STATUS, N2 IDLE EPR

050-099, 277-299

**THRUST MANAGEMENT SYSTEM-
ENGINE SIGNALS**

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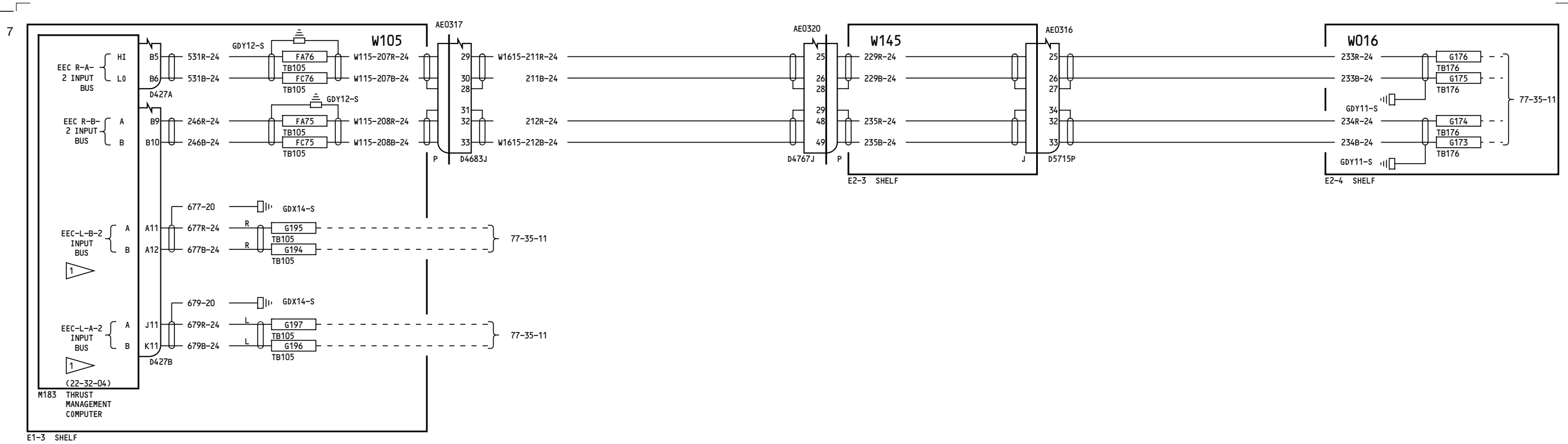
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NOTES:
 1 ACTUAL N1, MAXIMUM N1 LIMIT, N1 COMMAND, EEC STATUS

150-199, 275-276	<p align="center">THRUST MANAGEMENT SYSTEM- ENGINE SIGNALS</p> <p align="center">D280T132</p>
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22-33-11

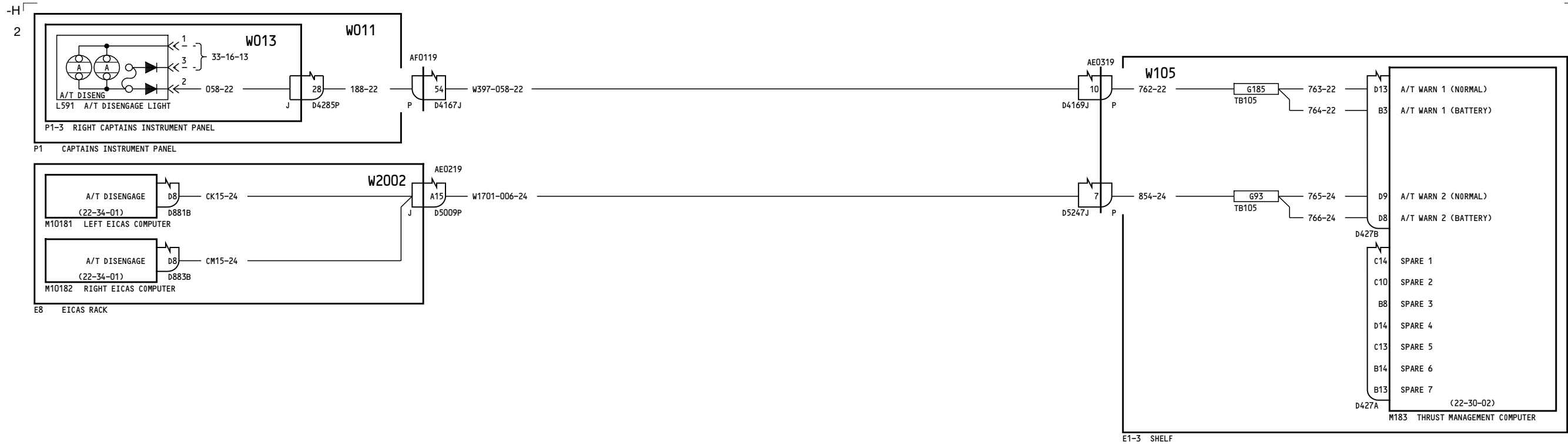
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ALL	<p>THRUST MANAGEMENT SYSTEM- WARNING & ANNUNCIATION</p> <p>D280T132</p>
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22-34-11

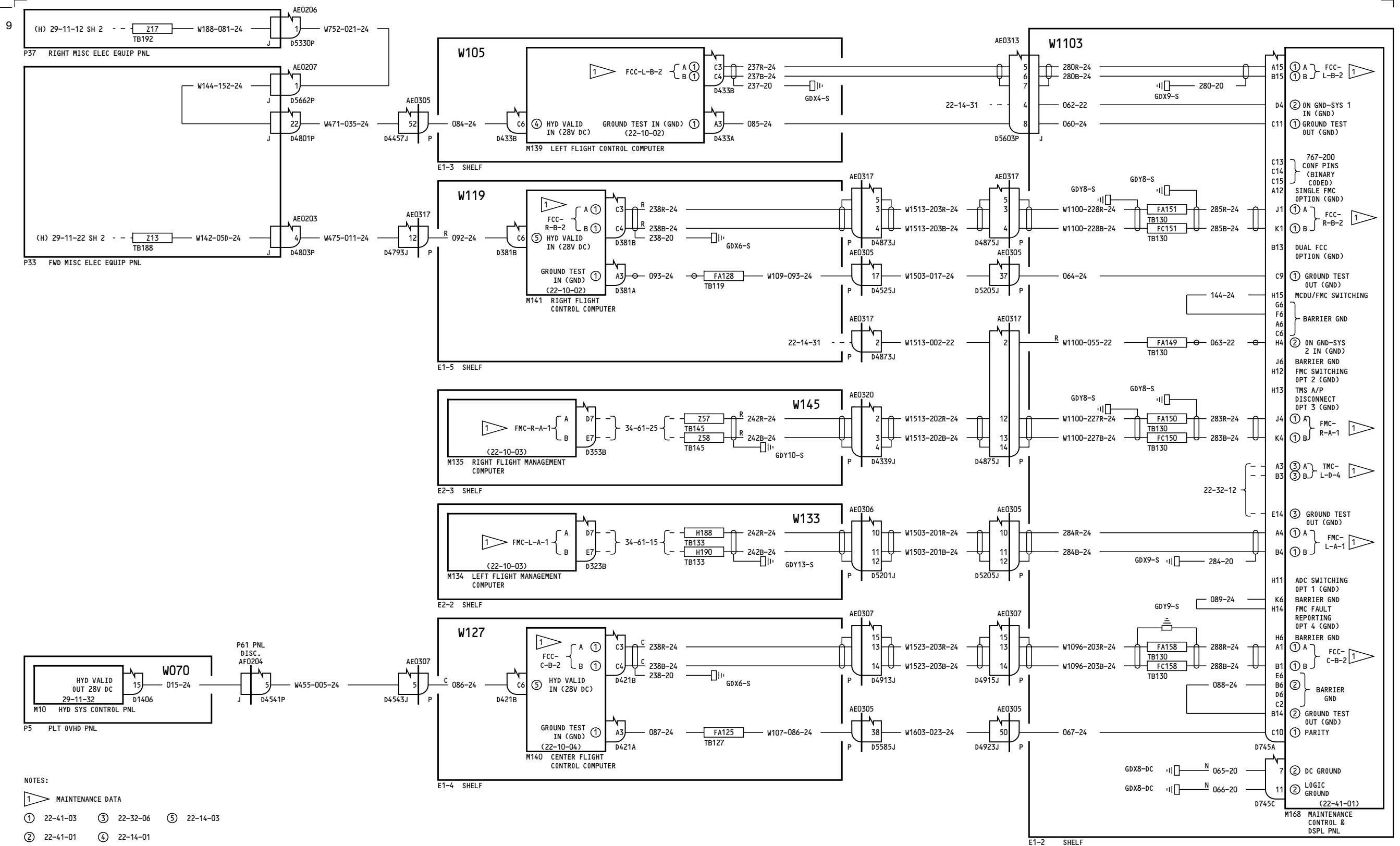
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MAINTENANCE CONTROL & DISPLAY MONITOR

22-41-11

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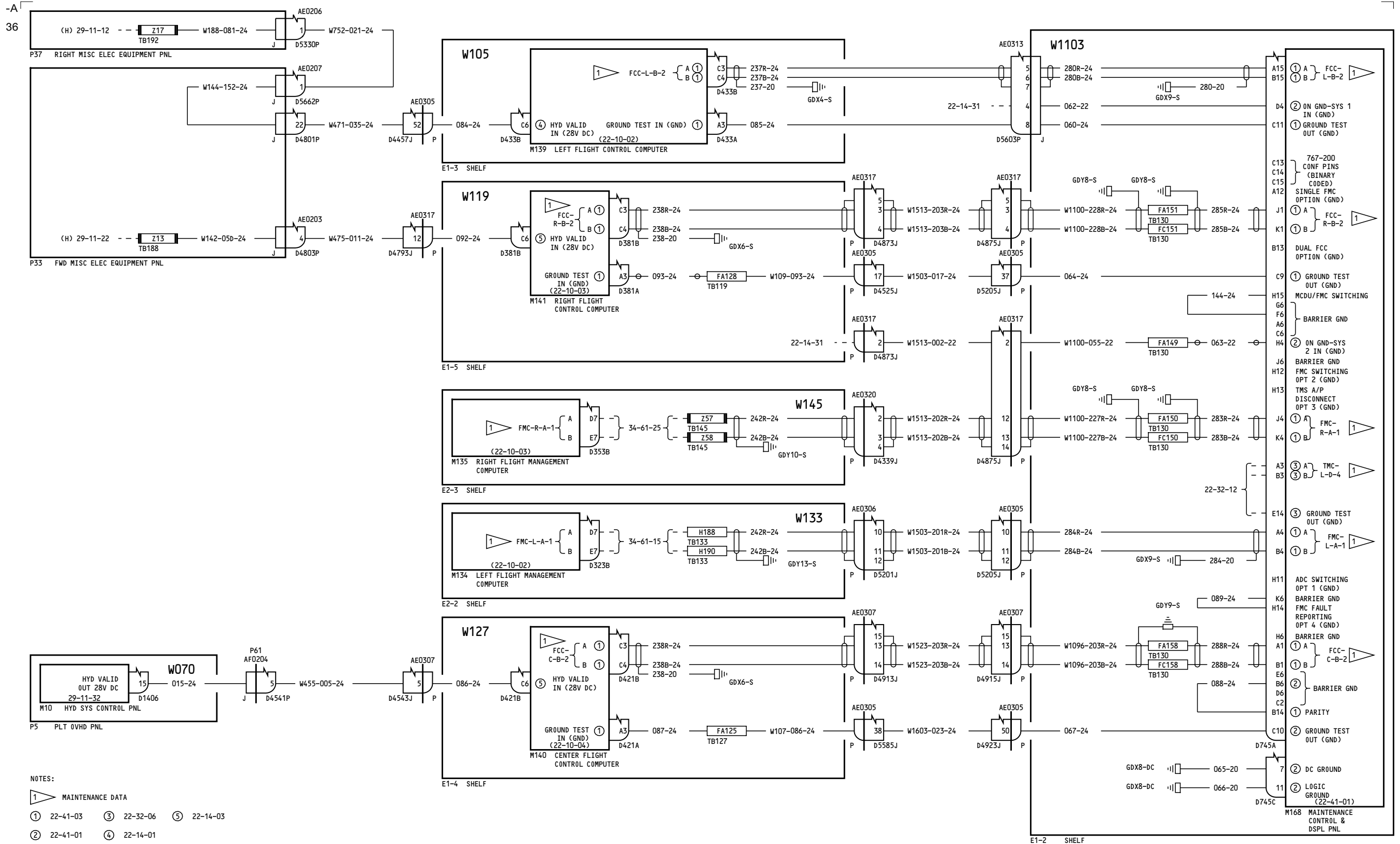
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- NOTES:
- 1 MAINTENANCE DATA
 - ① 22-41-03 ③ 22-32-06 ⑤ 22-14-03
 - ② 22-41-01 ④ 22-14-01

157, 167-199

MAINTENANCE CONTROL & DISPLAY MONITOR

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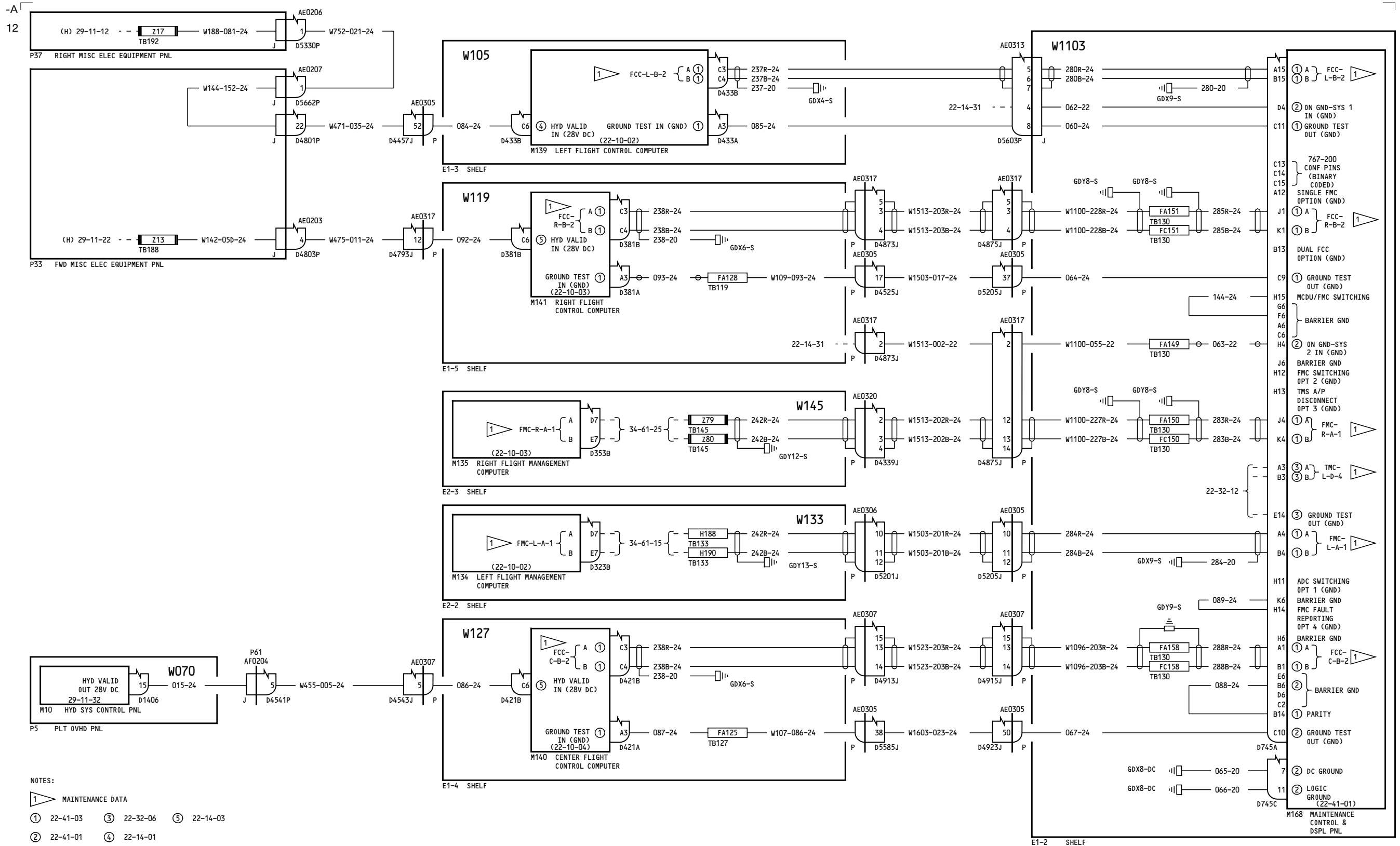
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MAINTENANCE CONTROL & DISPLAY MONITOR

22-41-11

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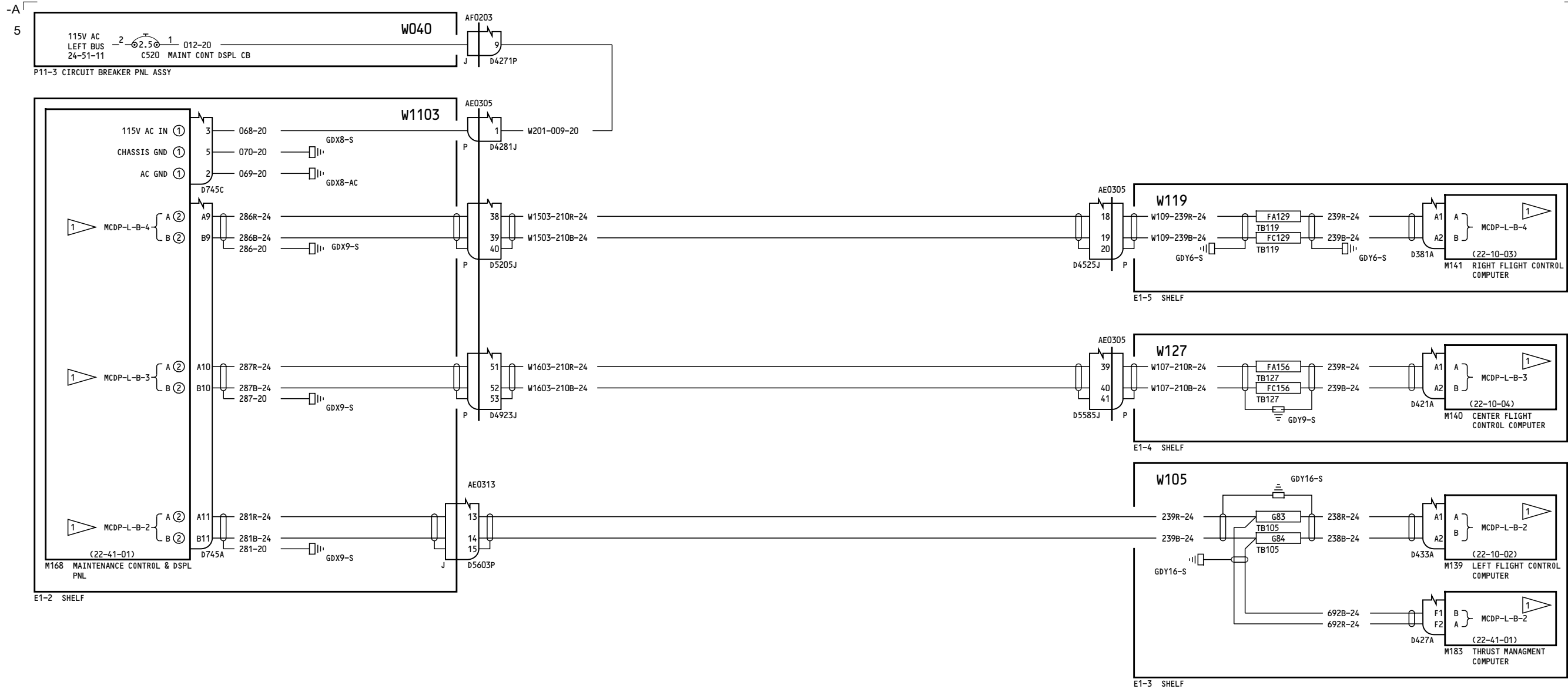
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- NOTES:
- ① MAINTENANCE CONTROL DATA
 - ① 22-41-01
 - ② 22-41-03

050-099, 152-199, 275-299

MAINTENANCE CONTROL & DISPLAY MONITOR-DIGITAL DATA BUS

D280T132

22-41-12

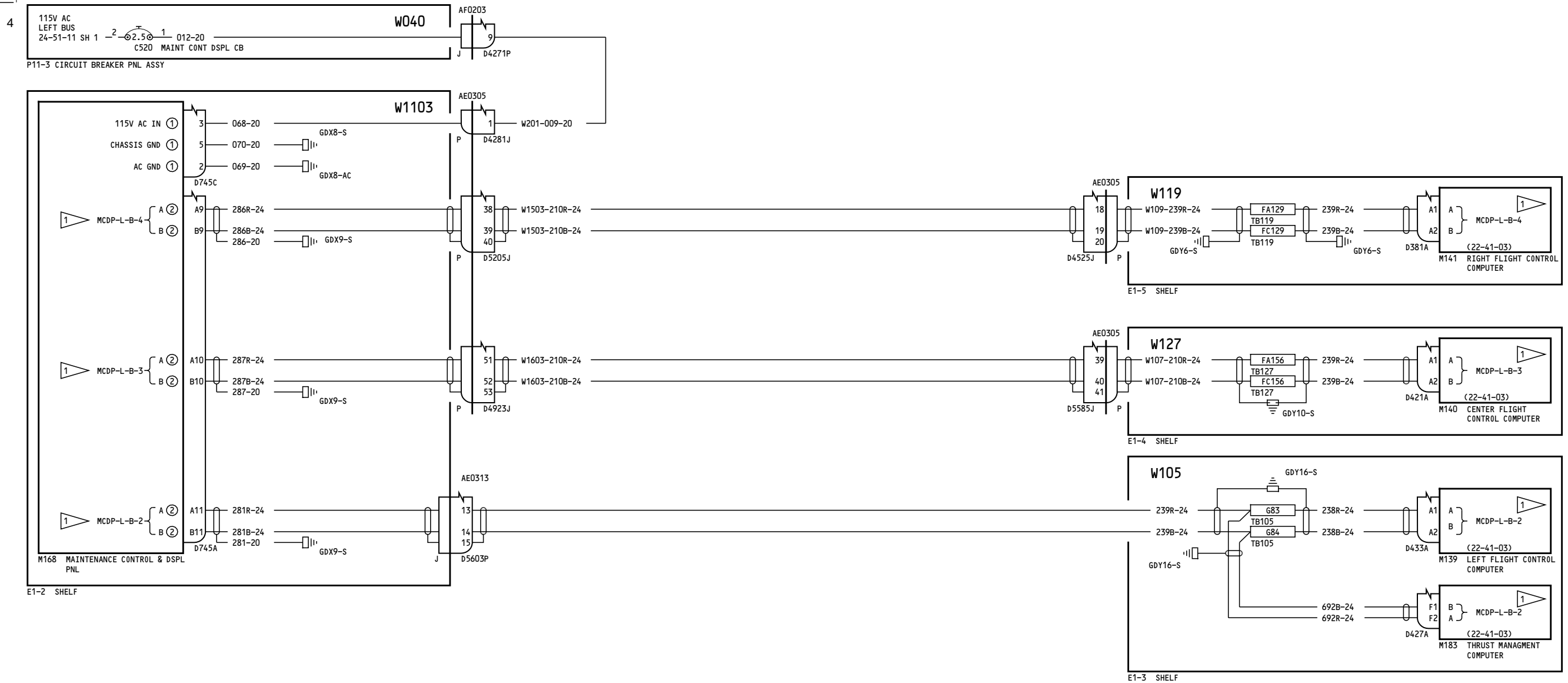
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- NOTES:
- ① MAINTENANCE CONTROL DATA
 - ① 22-41-01
 - ② 22-41-03

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MAINTENANCE CONTROL & DISPLAY MONITOR-DIGITAL DATA BUS

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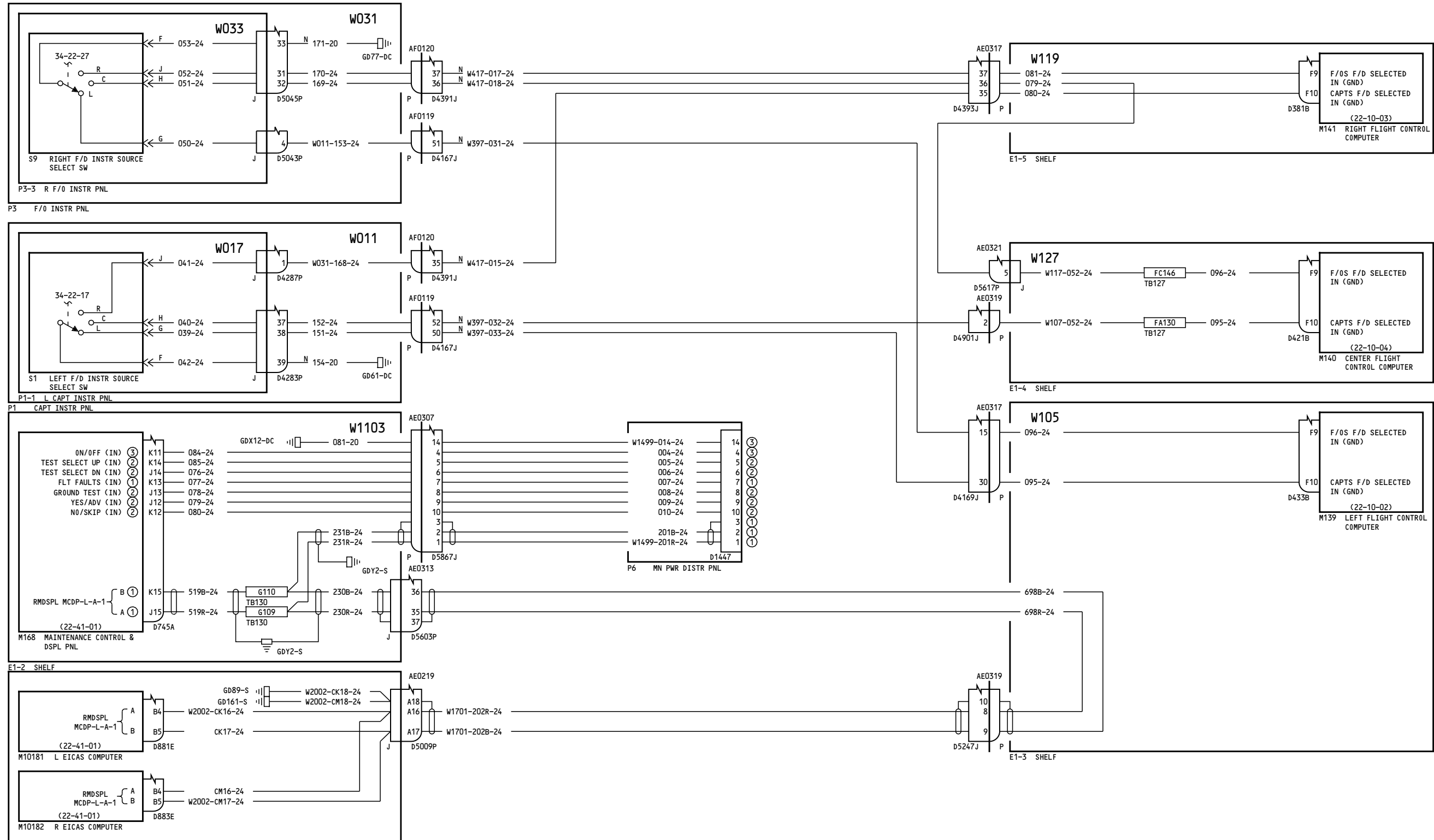
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- NOTES:
- ① 22-41-02 ③ 22-41-01
 - ② 22-41-03

050-099, 150-154, 275-276

MAINTENANCE CONTROL & DISPLAY MONITOR-REMOTE PANEL

D280T132

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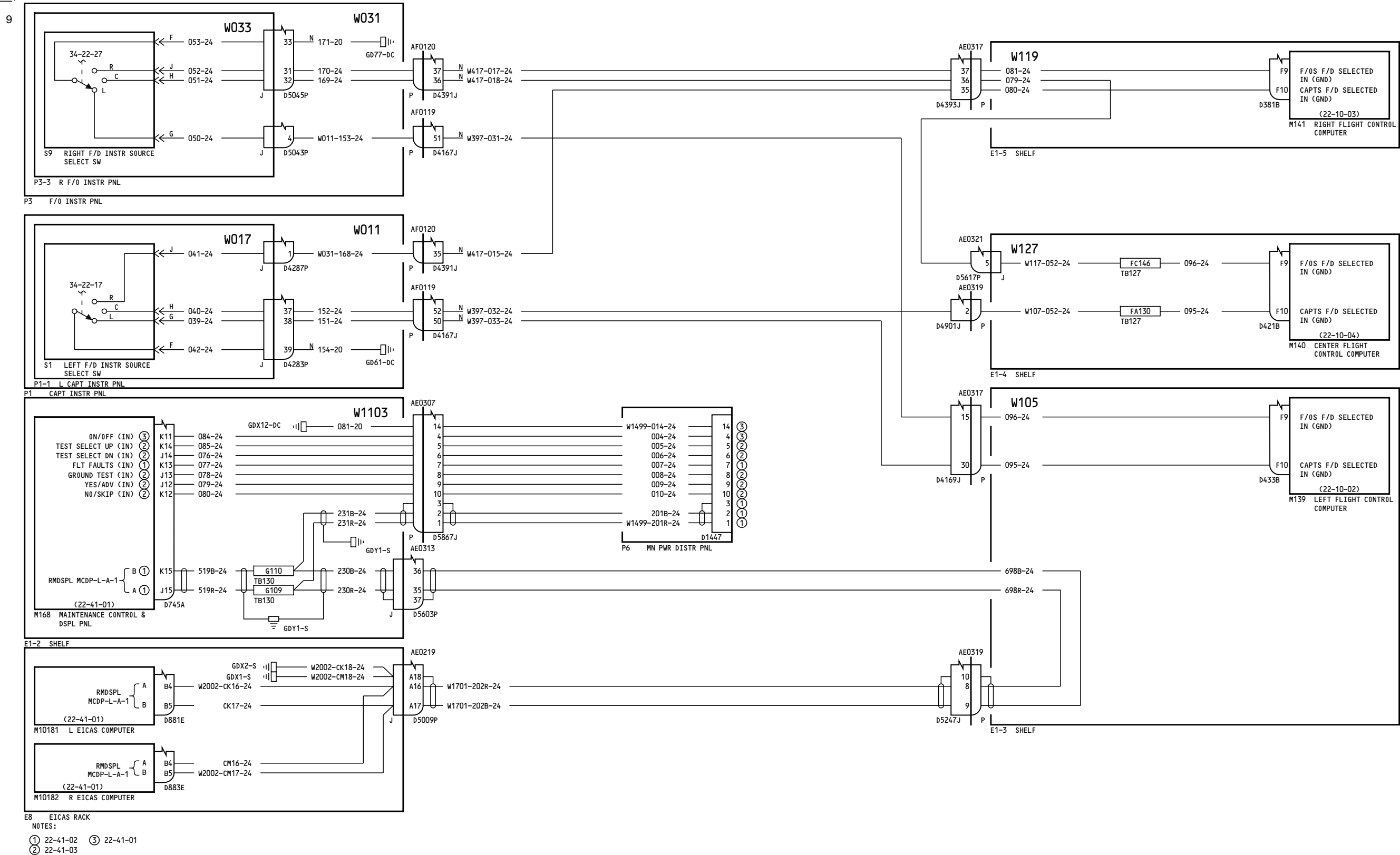
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- NOTES:
- ① 22-41-02 ③ 22-41-01
 - ② 22-41-03

155-157, 165-199, 277-299

MAINTENANCE CONTROL & DISPLAY MONITOR-REMOTE PANEL

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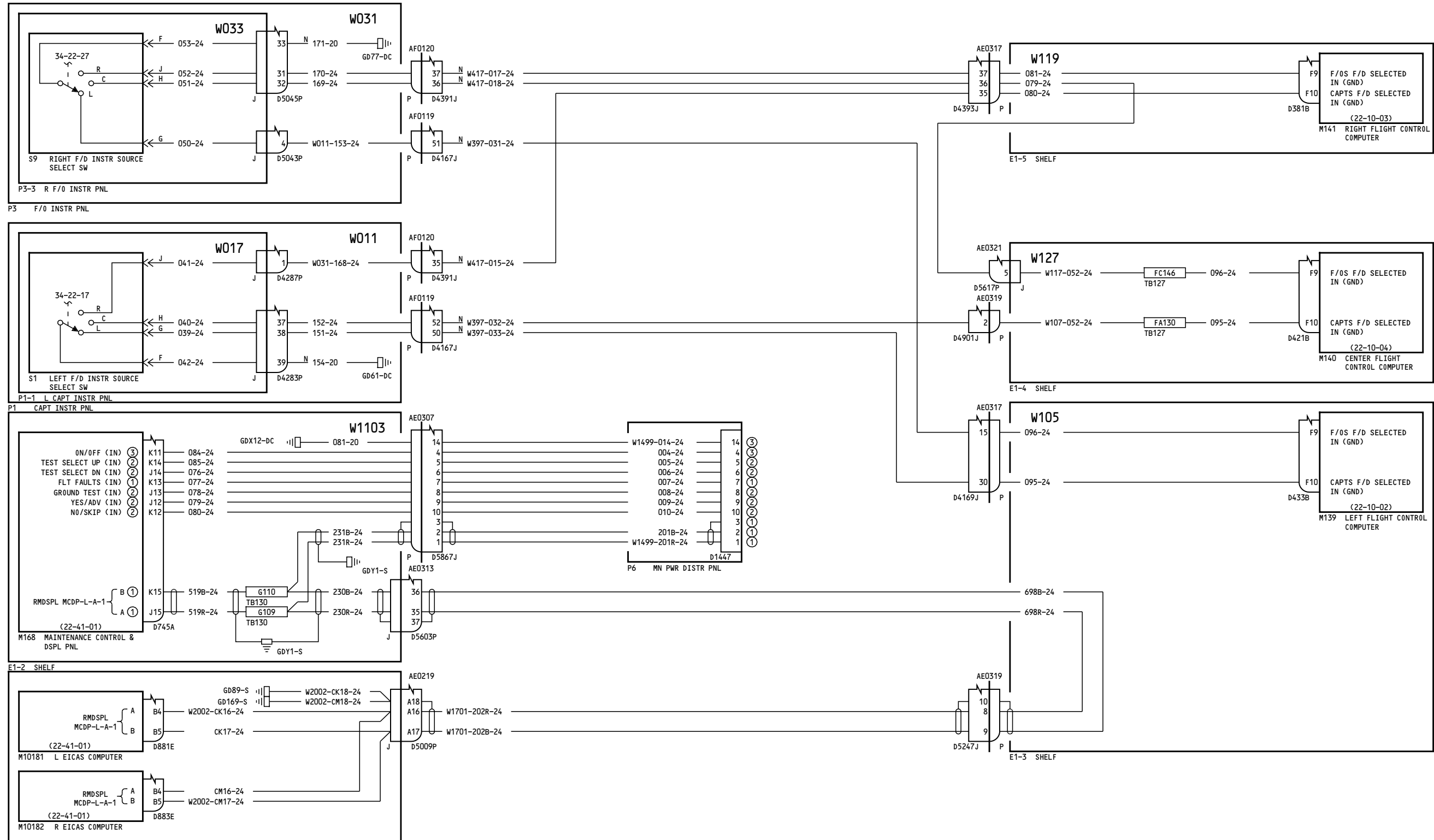
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NOTES:
 ① 22-41-02 ③ 22-41-01
 ② 22-41-03

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