

Here is the flight described. So you can clearly see here that VNAV works continuously up to the set height, does not get off when waypoints are overflown, survives a level flight and then automatically descend further if a corresponding LEG becomes active. So I would still be interested in what your pictures look like.

First the relevant FPL pages with the stored height restrictions, which are then also used for the VNAV page.



I paused over the VOR Magdeburg on my cruise in order to calculate the TOD for all 4 mentioned navigation points with height restrictions.



I calculated the TOD for KERAX in relation to VNAV and, approaching the TOD, only set the height for the IF DF422 with 5000 feet in AFCS and ALT SEL. Really, of course, it is unrealistic to sink through the charts consistently, but this is only for testing whether VNAV gets out or not. The descent then started automatically and until the IF I didn't do anything on the autopilot, just adjusted the speed.

This is how the whole thing runs / ran without problems with VNAV. The VNAV mode continued to function perfectly even after passing KERAX, even if the starting point for VNAV was the calculated TOD for KERAX and not the IF DF422.

Before TOD, at AFCS 5000 ft + ALT SEL is et, VNAV armed



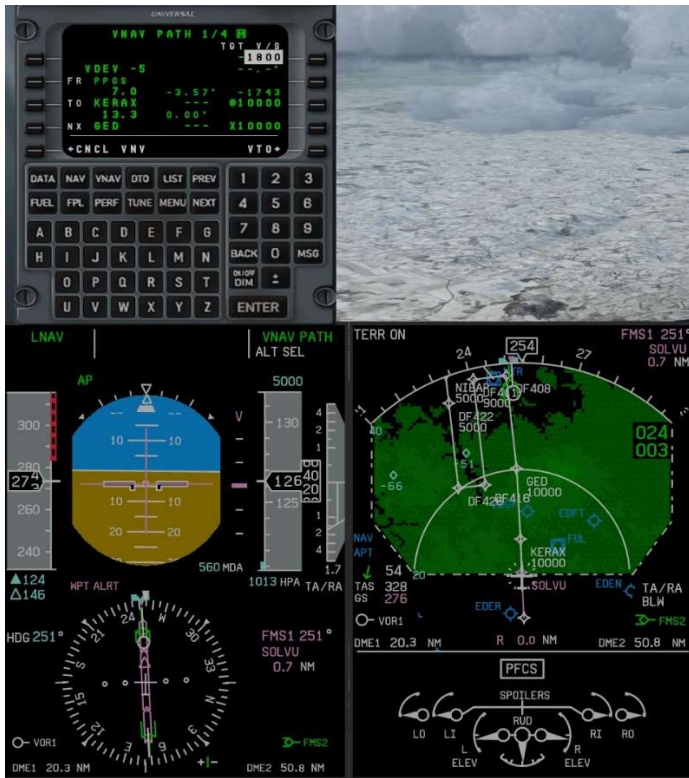
The descent has started, exactly on the vertical path



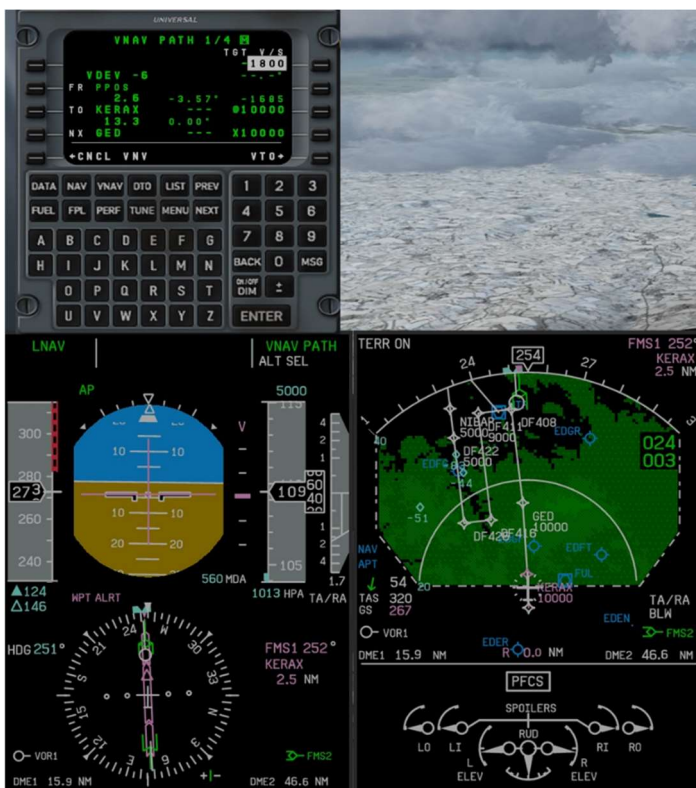
Before and after the next waypoint – no changes or problems



Before the next waypoints – no changes or problems



At the Waypoint KERAX transition to level flight, since there is a limitation to 10,000 ft. This remains the case until Waypoint DF408.



UNIVERSAL

VNAV PATH 1/4

TGT V/S 1800

VDEV -86

FR PPOS 13.4 -0.10° -81

TO GED --- X10000

NX DF408 --- X10000

+CNCL VNV YTD+

DATA NAV VNAV DTD LIST PREV 1 2 3

FUEL FPL PERF TUNE MENU NEXT 4 5 6

A B C D E F G 7 8 9

H I J K L M N BACK O MSG

P Q R S T ON/OFF DIM ±

U V W X Y Z ENTER



LNAV

VNAV PATH ALT SEL

AP

300

280

260

240

20

10

10

20

5000

105

80

10160

100

4

2

1

1

2

4

560 MDA

1013 HPA TA/RA

▲124

△146

HDG 251°

FMS1 251°

GED 13.4 NM

TERM

○ VOR1

DME1 13.5 NM

DME2 44.3 NM

○ FMS2

TERR ON

FMS1 251°

GED 13.4 NM

00:03

24

254

27

5

024

003

NAV APT

NTBAP 5000

DF408 10000

DF422 5000

DF408 10000

DF422 5000

DF408 10000

DF422 5000

TAS 308

GS 256

TA/RA BLW

EDEN

FMS2

○ VOR1

DME1 13.5 NM

EDEN 0.0 NM

DME2 44.3 NM

PFC

SPOILERS

RUD

LO LI L RI RO

ELEV ELEV

UNIVERSAL

VNAV PATH 1/4

TGT V/S 1800

VDEV -1

FR PPOS 3.9 CLIMB 0

TO DF408 --- X10000

NX DF411 --- +9000

+CNCL VNV YTD+

DATA NAV VNAV DTD LIST PREV 1 2 3

FUEL FPL PERF TUNE MENU NEXT 4 5 6

A B C D E F G 7 8 9

H I J K L M N BACK O MSG

P Q R S T ON/OFF DIM ±

U V W X Y Z ENTER



LNAV

VNAV PATH ALT SEL

AP

260

240

220

200

180

20

10

10

20

5000

105

20

10000

80

4

2

1

1

2

4

560 MDA

1013 HPA TA/RA

▲124

△146

HPT ALRT

HDG 250°

FMS1 247°

DF408 3.9 NM

TERM

○ VOR1

DME1 13.7 NM

DME2 22.8 NM

○ FMS2

TERR ON

FMS1 247°

DF408 3.9 NM

00:01

24

251

27

5

025

002

NAV APT

NTBAP 5000

DF411 9000

DF408 10000

DF411 9000

DF408 10000

DF411 9000

DF408 10000

TAS 256

GS 200

TA/RA BLW

EDEN

FMS2

○ VOR1

DME1 13.7 NM

L 0.0 NM

DME2 22.8 NM

PFC

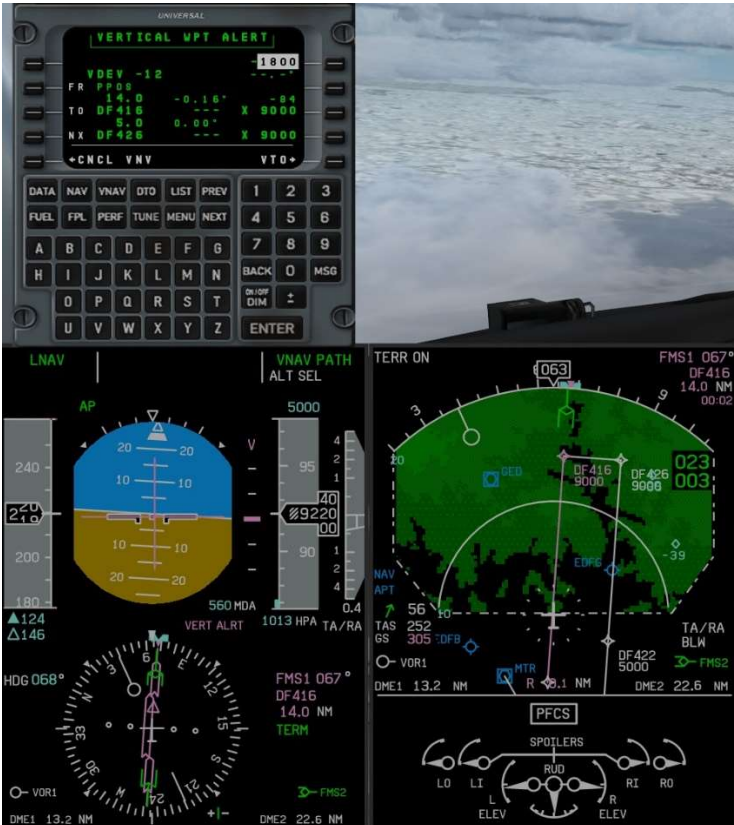
SPOILERS

RUD

LO LI L RI RO

ELEV ELEV

After passing through DF408, the next and next waypoint may descend to 9000 ft, this starts automatically, since VNAV PATH is still active.





When passing DF426, you can finally descend to 5000 ft to IF DF422, which also starts again automatically. At 5000 ft, the Airplane level off.



Before that, however, I changed the mode to HDG SEL and PITCH HOLD to enable the ILS to be cut. With DF422 I had the 5000 ft!



The only "bigger" deviation from the VNAV path was with setting the current QNH for FRA. However, this was then automatically compensated for.