

These messages relate to FMC status. FMC advisory messages:

- are shown in the CDU scratchpad
- illuminate message lights (MSG) on both CDUs.

Use the CLR key or correct the condition responsible for the message to remove the message. The message is temporarily removed from the scratchpad when manually entering data. The message returns when the data is removed from the scratchpad.

ADVISORY MESSAGE	CAUSE	CORRECTIVE ACTION
ABOVE MAX CERT ALT	The airplane is above its maximum certified altitude.	Descend to an altitude below the maximum certified altitude.
APPRCH VREF NOT SELECTED	Airplane has transitioned into approach environment and Vref has not been selected on APPROACH REF page.	Select Vref on APPROACH REF page.
ARR N/A FOR RUNWAY	Runway or approach does not match the selected arrival procedure.	Go to the ARRIVALS page and modify selection.
BUFFET ALERT	Current conditions result in a maneuver margin less than specified.	Bring the airplane back within the operating envelope.
CHECK FMC FUEL QUANTITY	The FMC has detected an unexpected drop in the fuel quantity.	Check the fuel quantity indications for correctness.
DES PATH UNACHIEVABLE	When in path descent and above the path, the FMC predictions show the profile restrictions at the next waypoint cannot be achieved (LNAV remains engaged).	Modify the restrictions.
DRAG REQUIRED	Airspeed is 10 kts or more above FMC target speed or within 5 kts of V <sub>mo</sub> /V <sub>mmo</sub> .	Use speedbrakes, trim or reduced thrust, as required, to bring the airplane within 5 kts of FMC target speed.

FMC APP MODE UNAVAIL-GP (U10.5 and later)	The approach selected in the FMC does not have a specified glidepath angle for final approach. The FMC approach mode cannot be used for this approach.	Select an alternate approach. Clear the message.
INVALID OFFSET	Desired offset does not meet FMC offset criteria.	Clear the message and amend the entry.
KEY/FUNCTION INOP	A mode key is pressed for which an FMC function has not been implemented or has not been enabled. (FANS MCDU only)	Clear the message or select another CDU page for display.
LOC CAP ACTIVE	The airplane is approaching its turn onto the localizer or GLS course and will maintain an intercept heading.	Clear the message manually, or wait for the AFDS to signal reset status to the FMC.
LOC CAP CANCELLED	Flight plan modifications or the airplane condition did not facilitate localizer capture.	Clear the message manually, or wait for the AFDS to reset to LOC CAP ACTIVE.
MAX ALT FLXXX (flight level value)	Altitude entry on any page is above the maximum altitude for current selected performance margins.	Clear the message or amend the data entry.
MAX MACH .XXX/MIN MACH .XXX OR MAX CAS .XXX/MIN CAS .XXX	FMC target speed is greater than the maximum or less than the minimum buffet speed for the entered cruise or step climb altitude.	Change the target speed to within the message limits or enter a lower altitude.
NO DES PATH AFTER XXXXXX (waypoint)	FMC is unable to construct a PATH DES that satisfies all altitude restrictions after XXXXX.	Modify speed or altitude restrictions on the RTE LEGS pages.

NOT ON INTERCEPT HEADING	Airplane is not within the LNAV capture criteria for the active leg (LNAV disengages).	Manually place the airplane on an intercept heading and reengage LNAV.
OFFSET DELETED	The entered start waypoint has been deleted from the flight plan. (lateral offset as installed)	Clear the message and amend the route.
OFST ENDS ABEAM XXXXXX	An invalid offset leg exists between the end waypoint (XXXXXX) and the start of offset or no end waypoint exists.	Clear the message and amend the route.
PERF DEFAULTS DELETED	Performance database has been automatically deleted due to conflict with performance database limits.	Contact maintenance personnel.

## [U10.6 and later]

POS SHIFT OVER 50NM (U10.6 and later)	A viable position shift is currently selected that will result in an FMC position shift in excess of 50nm when executed.	Clear the message.
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PROGRAM PIN ERROR	FMC connector wiring is incorrect.	System unusable; advise maintenance personnel. The CLR key will not clear the message.
PROGRAM PIN NOT IN DB	FMC connector wiring or performance database is incorrect.	
RESET MCP ALT	Normal FMC operation would require flying away from MCP altitude.	Select a MCP altitude value in the proper direction (higher for climb, lower for descent).

RESET MCP APP MODE (U10.5 and later)	A change in the expected approach is made with an FCC approach mode armed or engaged.	Clear and rearm FCC approach mode. Clear the message.
RUNWAY N/A FOR SID	The selected runway is not applicable to the selected departure procedure.	Clear the message and check selections on the DEPARTURES page. Modify as required.
SELECT ACTIVE WPT/LEG	Power-up restart or insertion of a different flight plan while airborne.	EXECute a direct-to or leg intercept to tell the FMC which leg of the route is active.
STEEP DESCENT AFTER XXXXXX	An excessive vertical discontinuity exists after point XXXXXX.	Check routing.
TAI ON ABOVE 10°C	Airplane is operating with anti-icing with TAT above +10°C.	Clear the message and check the use of anti-icing for engines and/or wings.
UNABLE CRZ ALT	FMC predicts that no cruise time is possible at the entered CRZ ALT.	Clear the message and review the CRZ ALT selection.
UNABLE MACH .XXX	The entered cruise Mach is unattainable based on present gross weight.	Select a smaller Mach number or wait until gross weight is reduced sufficiently.
UNABLE TO OFFSET	A valid offset cannot be constructed due to geometric limitations.	Clear the message and amend the route.
USING RSV FUEL	Predicted fuel remaining at DEST is less than the RESERVES entry on the PERF INIT page.	Clear the message and change routing if required.

V SPEEDS UNAVAILABLE	FMC cannot compute V speeds (as installed) due to unreasonable inputs on the RTE, PERF INIT, or TAKEOFF REF pages.	Correct inputs that affect V speed computation.
VERIFY RNP VALUE	When entering an RNP the underlying RNP value is smaller than the manually entered value or the ANP is greater than the manually entered RNP.	Change or delete the manually entered RNP.

## [U10.5 and later]

VERIFY VERT RNP VALUE (U10.5 and later)	With CDS navigation performance scales enabled, a manually entered vertical RNP is greater than the default vertical RNP or manually entered vertical RNP is less than vertical ANP.	Clear the message. Change or delete the manually entered RNP.
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XXXX (airport identifier)	A REF AIRPORT is entered on the POS INIT page and no entry of ORIGIN yet appears on RTE page 1.	Enter the airport identifier on the ORIGIN data line.
XXXXX (MCP altitude value)	With the CRZ page displayed, resetting the AFDS MCP altitude to a value different from the CRZ ALT causes the value to appear in the scratchpad.	Enter the MCP altitude value on the appropriate target altitude data line.