

BONANZA A36

VH-FIM

**OPERATING
INFORMATION**

&

CHECKLISTS

Version 8
1 March 2004

OPERATING INFORMATION

Bonanza A36 VH-FIM

Note: Refer to appropriate Performance Charts/Manuals

Flight Planning Information

Basic Empty Weight	1071 kgs (2361 lbs)
Max All Up Weight	1633 kgs (3600 lbs)
Useful Load	562 kgs (1293 lbs)

Loading:

Occupants

1. Load front to rear
2. Load heaviest pax in front seat.
3. With 6 occupants, NIL baggage to be carried and
Max Total Load on Row 3 seats is 142 kg.

Baggage Compartment Limitations (Occupants 77 kg each)

1 (pilot)	177.4 kgs	
2	177.4 kgs	NOTE: Row 3 seats weigh
3	165.4 kgs	7kg/15.4lbs ea.
4	136.4 kgs	
5	61.4 kgs	
6	See 3. Above.	

Flight Planning	Cruise 150 kts Endurance 280 mins @ 60 lph
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Fuel (Total)	304 lts (67 Imp gl / 80 US gl)
Fuel (Useable)	281 lts (62 Imp gl / 74 US gl) Bottom of Tab – 102.6 lt Détente in Tab – 121.6 lt
Oil	Max 12 qts) Marked Norm 10 qts) on Min 9 qts) dipstick

Leaning

Climb	As per fuel flow indications
Cruise	25 deg F rich side of peak EGT

Power Settings

Climb	25"	2500 rpm	@	100 kts
Cruise (65%)	22"	2300 rpm	@	6000 ft

Tyre Pressures	Nose	40 psi
	Main	33 – 40 psi

Crosswind	Max dem.	17 kts
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Stall Speeds

Flaps - Nil	62 kts
10 deg	57 kts
30 deg	56 kts

Airspeeds

Takeoff - Rotate	70 kts
50 ft	78 kts
Best Angle Climb	78 kts
Best Rate Climb	96 kts
Cruise Climb	109 kts
Max Flap Extend	123 kts
Max Gear Vlo & Vle	153 kts
Max on Autopilot	178 kts
Never Exceed	205 kts
Max Turbulence (Max Wt)	140 kts
Max Turbulence (Min Wt)	123 kts
Max Normal Ops	167 kts
Balked Landing	
(Full flap go-round)	76 kts
Normal Approach	
- Base	85 kts
- Final (50')	75 kts
Flapless Approach	90 kts

Emergency Airspeeds

Descent	153 kts
Glide	110 kts
Approach	81 kts

Approach Airspeeds (At 50' AGL)

<u>Wt (Lbs)</u>	<u>Kts</u>
3600	72
3400	74
3200	76
3000	75
2800	73

Takeoff Speeds (Kts)

<u>Wt(Lbs)</u>	<u>L/o</u>	<u>50'</u>
3600	70	78
3400	69	76
3200	67	75
3000	66	73
2800	63	66

Short Field Takeoff Speeds (Kts)

<u>Wt (Lbs)</u>	<u>L/o</u>	<u>50'</u>
3,600	66	66
3,400	65	65
3,300	64	64
3,200	63	63
3,000	62	62
2,800	60	60

Note: 20 deg = flap parallel to a fully deflected aileron.

Fuel Consumption & Endurance

<u>% Pwr</u>	<u>Altitude</u>	<u>US gph</u>	<u>Litres per Hour</u>	<u>Hrs</u>	<u>Mins</u>	<u>TAS</u>
45%	All alts	9.6	36.48) 37	7.57	450	125
55%	->8000'	11.5	43.70)			
	9000'	11.3	42.94) 44	6.36	380	145
65%	->8000'	13.3	50.54)			
	9000'	12.7	48.26) 51	5.49	330	155
70%	->8000'	14.0	53.20)			
	9000'	13.3	50.54) 53	5.28	320	160
75%	->8000'	15.2	57.76)			
	9000'	14.0	53.20) 58	4.83	290	165

For flight planning, use endurance 300 mins @ 56 lph.

PRE-START

1. Pre-flight inspection - COMPLETE
2. Documentation - COMPLETE
3. Position - SUITABLE FOR STARTING
4. Control Lock – REMOVE
5. Pilot & Passengers – TURN OFF MOBILE PHONES, ETC
6. Seats - POSITION & LOCK
7. Seat Backs - UPRIGHT
8. Seat Belts & Harness - FASTEN
9. Brakes - CHECK PRESSURE
10. Parking Brake - ON
11. Cowl Flaps - OPEN
12. Fuel Selector - CHECK OPERATION
- SELECT FULLER TANK

WARNING: 1. Do not take off if fuel gauges indicate in Yellow Arc or there is less than 13 US gals (49 lt) in each main tank.
2. Position selectors in detents only – no fuel flow between detents.

13. Avionics Master Switch - OFF
14. Autopilot Master Switch - OFF
15. Circuit Breakers - IN
16. Undercarriage Lever - DOWN
17. Battery Switch (Master) - ON
18. Fuel Quantity Indicators - CHECK QUANTITY
19. Flaps - UP
20. Light Switches - ON as required

ENGINE STARTING

CAUTION: Vernier type engine controls should not be rotated clockwise after being advanced to the full forward position..

1. Mixture - FULL RICH
2. Propeller - HIGH RPM
3. Throttle - FULL OPEN
4. Aux Fuel Pump - ON until fuel flow peaks then OFF
5. Throttle - REDUCE to approx 1/4 inch OPEN
6. Propeller Area - CHECK CLEAR & call "Clear Prop"
7. Starter - ENGAGE; release to BOTH after firing

CAUTION: Do not engage starter for more than 30 seconds in any 4-minute period.

See FLOODED & HOT STARTS on next page if required.

8. Throttle - ADVANCE slowly to 1000 - 1200 rpm
CAUTION: Do not operate engine above 1200 rpm until oil temp reaches 75F (24C)
9. Oil Pressure - CHECK

10. External Power (if used) - DISCONNECT
11. Alternator Switch (Master) - ON; CHECK charge;
[Ammeter indication should be <25% of full charge
at 1000 rpm within 2 minutes. If not, don't take off.]
12. All Engine Indicators - CHECK
13. Beacon, Strobes, Nav Lights - ON as required
14. Avionics Master Switch/Avionics - ON

HOT START

1. Mixture - IDLE CUT-OFF
2. Throttle - FULL OPEN
3. Aux Fuel Pump - HIGH for **20 - 30 seconds**, then OFF
4. Mixture - FULL RICH
5. Throttle - CRACKED
6. Starter - ENGAGE

FLOODED (OVERPRIMED) START

1. Mixture - IDLE CUT-OFF
2. Throttle - FULL OPEN
3. Starter - ENGAGE
4. As Engine fires - Throttle - IDLE; Mixture - FULL RICH

PRE-TAKEOFF

- T** Trim - Elevator - in GREEN (6 deg, 1 or 2 POB; otherwise, 3 deg)
Aileron - NEUTRAL
- M** Mixture - FULL RICH (or as required)
- P** Propeller - HIGH RPM
- F** Fuel - ON (Fuller Tank)
Aux Fuel Pump - OFF
- F** Flaps - CHECK and set as required
- I** Instruments - CHECK and SET as required

A Autopilot - CHECK (***perform detailed procedures on p.10***
then DISCONNECT ***but leave autopilot master ON***)

- S** Switches - ON (Advance throttle to 1700 rpm)
- a. Magnetos - CHECK (Max drop 150 rpm, 50 rpm diff)
 - b. Propeller - CYCLE 2-3 times to get 300-400 rpm drop
 - c. Engine Instruments & Ammeter - CHECK
 - d. Suction/Instrument Gauge - CHECK
 - e. Idling - CHECK
- C** Controls - FULL, FREE & CORRECT movement
- C** Cowl Flaps - FULL OPEN
- H** Hatches - CLOSED & LOCKED
- H** Harness - SECURE, Seatbacks UPRIGHT

TAXIING

1. Park Brake - OFF
2. Throttle - ADVANCE slowly to move aircraft, then REDUCE power
3. Brakes - CHECK as aircraft moves
4. Taxi - SLOW WALKING PACE

LINE UP

1. Transponder - On "ALT"
2. Directional Gyro - SET to RWY heading
3. Mentally prepare for an aborted T/O or engine failure after T/O

TAKEOFF

1. Flaps - SET as required
2. Power - Advance to FULL THROTTLE & 2700 RPM
3. Brakes - RELEASE then ACCELERATE
4. Instruments - CHECK rpm, fuel flow, manifold pressure, EGT, oil pressure
4. Speeds - See Performance Charts, but as a guide:

Takeoff - Rotate	70 kts
- 50 ft	78 kts
Cruise Climb	109 kts
Best Rate	96 kts
Best Angle	78 kts
5. Keep nose light during roll & let it fly off when ready
6. Attitude - Far edge of cowling on horizon (10 deg up)
7. Brakes - APPLY when airborne to stop wheel rotation
8. Undercarriage - RETRACT (when rwy threshold passes under nose OR when passing 500 ft AGL)
9. Flaps - RETRACT (if necessary) at a safe height
10. MP - REDUCE to 25") **Between 800**
11. RPM - REDUCE to 2500 rpm) **and 1000 feet**

CLIMB

Maximum Continuous - Full Throttle, 2700 rpm

Cruise - 25 in. Hg. or Full Throttle, 2500 rpm

CRUISE (See Cruise Charts in Performance Section of POH)

1. Cowl Flaps - CLOSE
2. Power - SET
3. Trim - ADJUST
4. Mixture - LEAN for Fuel Flow and fine tune with EGT
5. Artificial Horizon - Align aeroplane symbol with horizon

LEANING USING EGT INDICATOR (75% power or less)

1. LEAN and NOTE point at which EGT peaks.
CAUTION: *Do not continue to lean mixture beyond that necessary to establish peak EGT.*
2. For CRUISE, ENRICH mixture to 25 deg. below peak.
3. For BEST POWER, ENRICH to 100 deg. below peak.
NOTE: *Continuous operation recommended at 25 deg. or more below peak EGT, on rich side of peak.*
Changes in altitude and power require peak EGT to be rechecked and mixture reset.

DESCENT

1. Altimeter - SET
2. Cowl Flaps - CLOSE
3. Mixture - ENRICH by 2 gph prior to reducing throttle
4. Power - REDUCE in bites of 2"- 3" to 15" mp (avoid prolonged idle settings & low cylinder head temps)
5. Mixture - Further ENRICH as required

PRE-LANDING

- B** Brakes - OFF & pressure available
- U** Undercarriage - DOWN (153 kts) - 3 Green Lights
- M** Mixture - RICH
- P** Propeller - Progressively INC to HIGH RPM
- F** Fuel - ON, SELECT fuller tank
- F** Fuel Pump - OFF
- S** Switches - ON BOTH
- A** Autopilot - OFF
- H** Harness - SECURE, Seatbacks UPRIGHT

APPROACH

1. Landing & Taxi Lights - As required
2. Airspeed - 85 kts IAS (Base); 75 kts IAS (Final at 50')
3. Flaps - DOWN as required (below 123 kts, white arc)
4. Trim - ADJUST as required

SHORT FINAL

- B** Brakes - OFF
- U** Undercarriage - DOWN (3 green lights)
- M** Mixture - RICH (fully forward)
- P** Propeller - HIGH RPM (fully forward)

AFTER LANDING

1. Taxi clear of runway
2. Flaps - CHECK & IDENTIFY then UP
3. Cowl Flaps - FULLY OPEN (Closed for slow cooling)
4. Transponder - SET to STDBY

SHUTDOWN

1. Aircraft - SUITABLE POSITION
1. Brakes - SET
2. Autopilot Master Switch - OFF
3. Lights - All OFF
4. Avionics Master Switch - OFF
5. Throttle - CLOSE
6. Mixture - IDLE CUT-OFF
7. Ignition - OFF
8. Master (Bat & Alt) - OFF
9. Control Lock - INSTALL
10. Rubbish - REMOVE from aircraft

If parking for any length of time:

11. Hand Brake - OFF
12. Wheel Chocks - INSTALL
13. Tie Downs - SECURE ROPES
14. Pitot Cover - ON

BALKED LANDING

- Fly the proper approach speed (eg 75 kt).
- Add full power and hold nose 10 deg up (cowling on horizon).
- Be prepared for a moderately hard push on yoke during initial climb.
- Glue the ASI needle to approach speed (eg 75 kt).
- Trim when you have a free hand.
- When climb well established (ie several hundred feet) raise the gear.
- Raise flaps to half up position.
- Be in no hurry to fully raise the flaps.
- When they are raised, trim nose up.

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AUTOPILOT CHECK

Mandatory Pre-flight Test

1. AP Master Switch - MOVE to TEST position
 - a. OBSERVE all lights & annunciators illuminate
 - b. OBSERVE the following light sequence of the trim indicators: (Sequence requires 9 seconds)
 1. Initially both trim UP & DN lights are lit.
 2. UP light extinguishes momentarily and relights.
 3. DN light then extinguishes and will remain off.
2. AP Master Switch - MOVE to ON position, observe RDY light illuminates

System Functional Test

3. On/Off Switch - DEPRESS - STB Annunciator Illuminates. ROTATE Turn knob left and right, OBSERVE Control Wheel moves in corresponding direction. CENTRE Turn knob.
4. SET **DG** and place bug under lubber line (if installed) and PUSH Turn knob to engage HDG mode. OBSERVE HDG annunciator. MOVE HDG bug left and right. OBSERVE proper control wheel motion.
5. Overpower Test - GRASP control wheel & OVERPOWER Roll servo left and right. Overpower action should be smooth with no noise or jerky feel. If unusual sounds or excessive play is detected, have the servo installation inspected prior to flight.
6. Radio Check
 - a. TURN on NAV radio, with valid NAV signal, ENGAGE **NAV** mode and MOVE **VOR OBS** so that VOR needle moves left and right. Control wheel should follow the direction of needle movement.
 - b. SELECT **REV** mode - the control wheel should rotate in **opposite** direction of the NAV needle
 - c. SELECT **APR** mode - the control wheel should

again follow radio needle movement and with more authority than produced by NAV mode.

7. MOVE control wheel to level flight position - ENGAGE **ALT** mode. MOVE control wheel fore and aft to overpower pitch servo clutch. Overpower action should be smooth with no noise or jerky feel. If unusual sounds or excessive play is detected, have the servo installation inspected prior to flight.
8. Trim Check - Manually APPLY back pressure to control wheel for 2-3 seconds - OBSERVE the **DN** trim light illuminates. APPLY forward pressure to the control wheel for 2-3 seconds, OBSERVE the **UP** trim light illuminates. MOVE the control wheel to centre - OBSERVE both **UP/DN** lights extinguish.
9. HOLD control wheel and depress ON/OFF Switch - NOTE that roll and pitch servos release. MOVE control wheel to confirm roll and pitch motions are free, with no control restriction or binding. (If the optional disconnect switch is installed it may be used to effect the disconnect for this check.)

IN-FLIGHT PROCEDURES

1. Check - RDY light on.
2. TRIM acft for existing flight condition.
3. DEPRESS On/Off Switch with Turn Knob CENTERED
4. DECIDE which method of tracking is to be used -
GPS, VOR/LLZ, HDG

To engage HDG:

1. SET Turn knob to level or turning flight as required.
2. SET HDG bug to desired heading and
DEPRESS Turn knob to engage HDG mode.
SELECT headings as desired.

To engage GPS:

1. SET OBS
2. DEPRESS the external switch to the GPS position
3. CHECK that the GPS annunciator illuminates
4. DEPRESS the NAV button on the Mode Programmer

To engage VOR/LLZ:

1. SET OBS
2. PUSH UP the external switch to the NAV-1 position
3. CHECK that the NAV-1 annunciator illuminates
4. DEPRESS the NAV button on the Mode Programmer

To engage ALTITUDE:

1. At desired altitude, DEPRESS ALT mode switch.
TRIM aircraft as necessary to establish cruise condition.
2. DISENGAGE ALT mode to climb or descend.

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IFR BY THE NUMBERS

(Extracted from "Flying the Beech Bonanza" by John C. Eckalbar)

Takeoff and Full Power Climb

- Line up on the centreline of the runway.
- Feed in full power.
- Lift off at the recommended speed.
- Accelerate to best RoC speed (87-100kts).
- Climb to 800' - 1000' before touching power.
- Gear up when runway passes out of sight under nose OR passing 500' whichever comes first.

Cruise Climb

- 25" MP, 2500 RPM
- Pitch up 5 degrees
- ASI - 110 kts
- VSI - 800 -1100 fpm

Transitioning to Level Cruise

- Lower the nose until speed builds up.
- Reduce power.
- Trim.
- Set the aircraft symbol on the attitude indicator level with the artificial horizon line with speed in the 130-155 kt range depending on altitude and the chosen power setting.
NOTE: *Never set the aeroplane symbol in the AH at zero (ie on the horizon) while the aeroplane is on the ground as the nose is pitched up about 4 degrees. The aeroplane symbol should only be zeroed in level flight.*

High Speed Descent

- Initiate with a series of small reductions in MP.
- Take off 2", wait a minute, then take off 2" or 3" more.
Rule of Thumb: Each 1" MP = 100 fpm down.
Note: If using full throttle (and low MP) and high RPM to develop power, it would be better to reduce RPM by 300 to start the descent.

- As the level of the FAF is approached power should have gradually been reduced to 15" MP and speed to 140 kts. Power, Attitude, Configuration (PAC):
 - 15" MP
 - 2 degrees nose down
 - Gear up
 - 140 kts
 - 500 fpm down on VSI

Low Speed Cruise

- Raise the nose 2 degrees nose up and re-trim. This will produce level flight at 105 kts IAS.
- 14" - 16" MP
- 2200 - 2500 RPM

Let-Down to Minimums

- Lower the undercarriage when established on glideslope. Leave everything else as in previous section. This gives 500 fpm descent.
- If minor corrections needed to stay on glideslope add or subtract 2" MP until recapture then remove half the correction and DON'T retrim. Closer in, a little pitch change will probably work better.
- If asked by ATC to "make best speed" on the approach:
 - Use 18" MP for level flight clean at 122 kts to FAF.
 - Lower the gear as usual at the glideslope.
- When gear extended at 122kts rather than 105kts, the parasite drag is higher which gives a descent rate of 750 fpm rather than 500 fpm which is about what is required for a 3 degree glideslope.

At the Minimum Descent Altitude (MDA)

On a non-precision approach it may be necessary to level off at the MDA for a time. Suppose arrival is made at the MDA with 15" MP and gear down.

To level off:

- Increase power by 5" to 20" MP. DON'T RAISE THE UNDERCARRIAGE.
- 2 degrees nose up trim as for the descent and gear down gives 105 kts. No further trim change required.

Missed Approach

- By the time the aircraft is near MAPt the mixture and propeller controls should be fully forward.
- Simply add full power and raise the nose 8 - 10 degrees nose up.
- Trim as necessary for 105 kts IAS.
- Raise undercarriage when climb is established.
- Open the cowl flaps.
- Transition from full power climb to cruise climb whenever desired.

Landing and Flaps

- Except under unusual circumstances the flaps will have been up during the approach.
- Once the runway is in sight, the flaps may be lowered.

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STRIKEFINDER OPERATION

TEST MODE / ERROR ANNUNCIATION

The instrument tests itself automatically at power-up and every minute thereafter. A successful test is indicated by the Test Status Annunciator in the middle of the screen. It appears as a **WALKING DOT** which moves in a clockwise direction, appearing in succession in each of the four quadrants of the display. This means that all diagnostic tests have been passed.

Whenever a failure of the test sequence occurs the device will display a 1, 2 or 3 character message in the lower left of the display and the unit is then inoperable. A persistent error code indicates a permanent failure. A temporary fault is shown by the momentary display of an error code; once this disappears one can assume that the instrument is functioning normally. *Note these codes for troubleshooting purposes.*

DISPLAY ZOOM

On power-up the display depicts any electrical activity within a 200 nm radius. It is also capable of 100, 50 and 25 nm radii depictions. This feature is controlled by the two centre buttons. Depressing the ZOOM IN button (left centre) reduces the range to the next smallest setting. Depressing the ZOOM OUT button (right centre) increases the range setting. A numeric readout (Zoom Indicator) in the lower left corner of the display shows the selected Zoom setting.

TIME TRAVEL

The TT BUTTON (extreme left) activates this function and displays recent weather activity on an accelerated time scale. *The Time Annunciator in the lower left corner of the display indicates the span of the data history in minutes.* Depressing this button does nothing when no useful data is available.

DISPLAY CLEAR

The DC BUTTON (extreme right) clears the display of all dots but does not erase the storm data history employed by the TT function.

In installations without Heading Synchro (**and this applies to VH-FIM**) it is necessary to *clear the display by depressing the DC button each time a heading change is made* to ensure the displayed data is valid.

GARMIN GNC 300 – GPS - *Aide Memoire*

Key Page Information Displayed

NAV	CDI	<p>gs Ground Speed str Direction to steer & Distance off course</p> <p>dis Distance from present position to 'active to' waypoint str Direction to steer & Distance off course</p> <p>trk Direction from 'active from' waypoint to present position brg Direction from present position to 'active to' waypoint cts Course to steer to reduce cross track error & re-intercept dtk dtk Desired track, course between 'active from' and 'to' waypoints trn Turn, the direction and degrees to turn to get back on course</p> <p>ete Estimated time enroute to the 'active to' waypoint eta Estimated time of arrival at the 'active to' waypoint trk Direction from 'active from' waypoint to present position vn Vertical Navigation (VNAV). If activated, indicates either elapsed time before VNAV manoeuvre is to begin or the VNAV altitude.</p>
NAV	COM	A list of the airport frequencies at departure and arrival airports. They are listed in the order most likely to be used.
	POSITION	Displays present lat and long, altitude and a reference waypoint field. Also used to enter QNH during an approach.
SATELLITE STATUS		<p>Receiver Status - Displays messages</p> <p>dop/epe - Dilution of Precision (< 6 for enroute; < 3 for non-precision approaches)</p> <p>- Est position error (measure of positional accuracy in metres) Satellite ID and signal strength (Addnl info on azimuth, elevation, etc also available)</p>
MENU 1		<p>Trip planning - Cumulative or Leg data can be provided. Density Alt/TAS Fuel planning Winds aloft VNAV planning Checklists</p>

<u>Key</u>	<u>Page</u>	<u>Information Displayed</u>
NAV	MENU 2	<p>Approach timer - Counts up or down</p> <p>Clock (Date & time) - Keeps track of UTC and Local</p> <p>Trip Timer - Times current trip. Can be set to start from when GPS is switched on or when ground speed exceeds a certain value.</p> <p>RAIM prediction - To predict RAIM availability at a Particular time on a particular day. Unit automatically monitors RAIM and will display a message if not available.</p> <p>Scheduler - Displays reminder messages after a certain elapsed time.</p> <p>Sunrise and Sunset - Calculates for a specified date for any waypoint.</p>
WPT	MENU	<p>Airports - Identification</p> <p>Position - Lat/Long, elev, usage, fuel, approaches, radar</p> <p>Procedures - Approaches, SIDs, STARs</p> <p>Communications - Frequencies, sector & alt restrictions</p> <p>Runway - Rwy's, length surface, lighting, PAL freq</p> <p>Comments - Displays user comments</p> <p>VORs - Info can be accessed by identifier, city or facility name</p> <p>NDBs - Info can be accessed by identifier, city or facility name</p> <p>Intersections - Info can be accessed by identifier only.</p> <p>User defined - 1,000 waypoints available. Can be entered by identifier or through AutoStore.</p>
WPT	PROXIMITY	Used to define an alarm circle around a selected waypoint. Up to 9 can be entered with an alarm radius of up to 99.9 nm.
	USER LIST	Used to scan, review, rename or delete user-defined waypoints.
	COMMENTS	User comments may be added to 250 waypoints stored in the database and allow two lines of special information concerning a particular waypoint.
***	Locked waypoints	exist when a waypoint contained in a route or used as a proximity waypoint is not contained on the Jeppesen card or the card is not inserted in the unit.
NRST	WAYPOINTS	Provides information on the nine nearest Airports, VORs, NDBs, intersections and user waypoints within 200 nm of present position.
	SUA ALERT	Alerts in relation with up to nine controlled or restricted airspaces near or on your flightpath with the following messages:
		<p>SUA ahead < 10 min</p> <p>SUA Near & Ahead</p> <p>Near SUA < 2 nm</p> <p>Inside SUA</p>
DIRECT-TO		Quick method of setting a course to a destination waypoint.

Key **Page**
RTE **CATALOGUE**

Information Displayed

Used to create (20 routes, 31 wpts in each), edit, delete or copy routes.

Route Action Field: Activate

- Reverse
- Edit
- Approach
- Star
- Sid
- Delete
- Copy
- CPA
- Search

When creating a route do not use Route 0 - use one of Routes 1 - 19. After activation, the route is automatically transferred to Route 0.

Parallel Track Feature - An offset distance left or right of track can be designated. Does not operate in the Direct To mode.

ACTIVE RTE

Waypoints in the active route can be scrolled through.

The 'cum or leg' field and be selected to display cumulative distance and ete/eta or the distance and ete/eta for each individual leg.

To add waypoints highlight the first blank waypoint or Highlight the waypoint before which you would like to add a new waypoint.

To delete a waypoint highlight it and press CLR and ENT.

An on-route direct-to can be performed from the active route page. The unit will provide guidance to the selected waypoint and resume navigating the remainder of the route in sequence once you arrive at the next destination waypoint.

Turn anticipation is available provided the aircraft's ground Speed and the difference between the course angle of the two legs allows a bank angle not greater than 25 deg. Follow the instructions as they appear.

MESSAGES

To view a message press MSG. Press it again to return to previous page.

UNIT SETTINGS

To view settings submenu, press and hold the MSG key for more than **2 seconds**.

CDI scale options - Auto; 5.0 nm; 1.0 nm; 0.3 nm
Default is 5.0 nm

ramps Auto starts at 5.0 nm and
down to 0.3 nm

Key Page

Information Displayed

UNIT SETTINGS

- Mag Varn options - True; Auto; or user-defined.
On Auto, GPS computes the mag varn.
- Arrival alarm - Set to notify with a message when you have reached a user defined distance from a waypoint.
- Nearest Airports - Define rwy length and surface in determining the nine nearest airports.
- Battery saver - Automatically turns off display when using optional remote battery pack.
- Display intensity - Auto or manual
- Trip timer - provides a running clock on NAV Menu 2 (see above)
- Units of measure - Standard or metric units applied to distance, position, speed, altitude, fuel, pressure and temperature.
- SUA settings - Allows you to turn the message alerts on or off.
- Map Datums - Database contains over 100 datums. Set it to WGS-84.
- I/O setup - Allows configuration to a mapping device or PC.

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