

NAVAL AIR TRAINING COMMAND



NAS CORPUS CHRISTI, TEXAS

CNATRA P-494 (Rev 8-23)

STUDENT GUIDE



GENESYS PFD/MFD RI AVIONICS TRAINER SELF-STUDY 5

TH-73A

2023



DEPARTMENT OF THE NAVY

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Subj: STUDENT GUIDE, GENESYS PFD/MFD, RI AVIONICS TRAINER SELF-STUDY 5

1. CNATRA P-494 (Rev 08-23) PAT, "Student Guide, Genesys PFD/MFD, RI Avionics Trainer Self-Study 5," is issued for information, standardization of instruction, and guidance to all flight instructors and student military aviators within the Naval Air Training Command.
2. This publication will be used as an explanatory aid to support the flight training curriculum. The procedures contained within this training are the standards for functions, manipulation, and setup of the Genesys PFD/MFDs.
3. Recommendations for changes shall be submitted via the electronic Training Change Request (TCR) form located on the Chief Naval Air Training (CNATRA) website.
4. CNATRA P-494 (New 10-22) PAT is hereby cancelled and superseded.

A handwritten signature in black ink, appearing to read "T. Atherton", with a horizontal line extending to the right.

T. ATHERTON
By direction

Releasability and distribution:

This instruction is cleared for public release and is available electronically only via Chief of Naval Air Training Issuances Web site,

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STUDENT GUIDE
FOR
TH-73A ADVANCED HELICOPTER TRAINING SYSTEM
GENESYS PFD/MFD
RI AVIONICS TRAINER
SELF-STUDY 5
TH-73A



TERMINAL LEARNING OBJECTIVE

Terminal Learning Objective (TLO):

Upon completion of this self-study, the SNA will be able to set up instrument approaches using the Genesys PFD/MFD.

HOW TO USE THIS STUDENT GUIDE

1. This self-study student guide is intended for use with the Part-Task Trainer (PTT) to improve your understanding of the Genesys displays and their functionality. The more you understand the Genesys menus before getting into the simulator or aircraft, the better able you will be to focus on improving basic air work and situational awareness during flight.
2. This guide builds on the knowledge gained from the Basic Instrument (BI) and VNAV portions of the syllabus, and details Genesys functionality that may be useful during the Radio Instrument (RI) stage of training. You should already be familiar with basic MFD and PFD setup as well as how to load a flight plan and setup a NAVAID.
3. Familiarize yourself with the procedures in each chapter before getting into the PTT or aircraft. While in the PTT, work through each scenario to perform the procedures detailed in the guide.
4. As you work through the steps of each procedure, develop a list of questions about anything that is unclear to you. This practice will allow you to ask questions at a later time with the instructor in a one-on-one setting.

LIST OF EFFECTIVE PAGES

Dates of issue for original and changed pages are:

Original...0...20 Oct 22

Revision ...1...10 Aug 23

TOTAL NUMBER OF PAGES IN THIS PUBLICATION IS 38 CONSISTING OF THE FOLLOWING:

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COVER	0		
LETTER	0		
iii – ix	0		
x (blank)	0		
1-1 – 1-20	0		
2-1 – 2-7	0		
2-8 (blank)	0		

INTERIM CHANGE SUMMARY

The following Changes have been previously incorporated into this manual:

CHANGE NUMBER	REMARKS/PURPOSE

The following interim Changes have been incorporated into this Change/Revision:

INTERIM CHANGE NUMBER	REMARKS/PURPOSE	ENTERED BY	DATE

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CHAPTER ONE ADDITIONAL GENESYS FUNCTIONALITY

100. INTRODUCTION

This chapter provides several procedures that may be useful during the RI stage of training. Follow the scenario prompts throughout the chapter while performing the steps in the PTT.

Upon completion of Chapter 1, you will have accomplished the following objectives:

- Insert a holding pattern provided by Air Traffic Control.
- Load an ILS approach using the NRST (Nearest) function.
- Set the Datalink weather display and view METAR and TAF information for a particular airport.
- Display Sensor Fault Information.
- Check Receiver Autonomous Integrity Monitoring (RAIM) availability for RNAV approaches.

101. INSERT A HOLDING PATTERN

SCENARIO:

It is useful to insert a holding pattern when ATC gives you holding instructions. Placing it in the active flight plan will ensure the Flight Management System (FMS) is giving navigational guidance while you hold.

Create, save, and activate the following flight plan: KNDZ-NUN-KPNS-KNDZ. Then, insert a holding pattern at NUN. Use 089 as an inbound heading, left hand turns, and 1 min legs.

Use the NRST function to add the departure airport to a new flight plan and use the SEARCH function to add the remaining waypoints to the flight plan.

To create a new flight plan:

1. On the MFD, press the **FPL (L1)** button.
2. Rotate **KNOB 1 (E1)** to highlight the **CREATE-EDIT** menu option and press to select.
3. Verify **CREATE FLIGHT PLAN** is selected and press **KNOB 1 (E1)** to start a new flight plan.

To add a waypoint to a flight plan using the NRST (Nearest) function:

1. Press the **ADD (R6)** button to display waypoint search menu.
 - The ADD menu contains the following options: NRST APT (L6), NRST VOR (L7), NRST NDB (L8), NRST FIX (R6), NRST USR (R7), and AIRWAY (R8), which is available only when the selected fix or NAVAID is part of the airway.
2. Press the **NRST APT (L6)** (Nearest Airport) button to display a list of the nearest airports from the last waypoint in the flight plan.
 - If there are no waypoints in the flight plan, a list of the nearest airports from the aircraft's current location display.
3. Rotate **KNOB 1 (E1)** to scroll through the airports, if necessary.
4. Press **KNOB 1 (E1)** to add the highlighted airport to the flight plan.

To add a waypoint to a flight plan using the SEARCH function:

1. Press the **ADD (R6)** button to display the waypoint search menu.
2. Rotate **KNOB 1 (E1)** to highlight the first letter or number of the waypoint identifier. Press the Knob to select it and to move the cursor to the next waypoint identifier field. Repeat to enter the rest of the waypoint identifiers.
 - a. After selecting the first two digits, the **SEARCH (R4)** button is active. The SEARCH function is recommended for adding FIX waypoints.
 - b. It is recommended to enter the full waypoint identifier or at least the first four identifier digits to narrow the search results.
3. After two to four waypoint digits have been entered, press the **SEARCH (R4)** button to display a list of waypoints beginning with the selected letters or numbers.
 - After selecting a waypoint using the SEARCH function, the option goes away.
4. Rotate **KNOB 1 (E1)** to scroll through the list of waypoints.
5. Press **KNOB 1 (E1)** to add the highlighted waypoint to the flight plan.

6. Continue adding waypoints to the flight plan, as necessary (**Figure 1-1**).

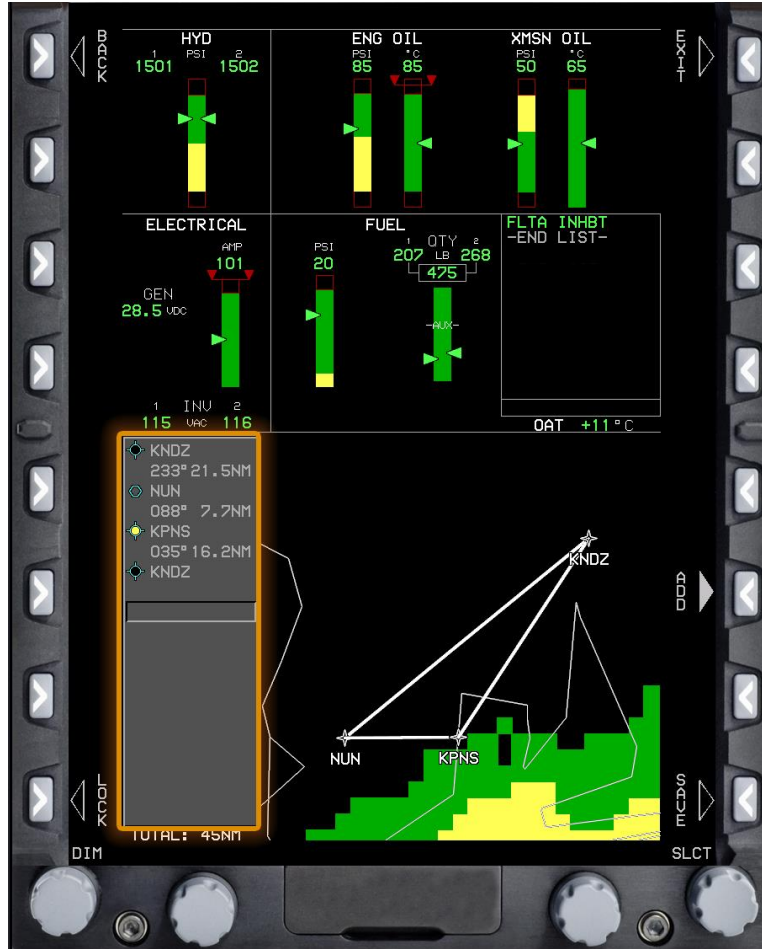


Figure 1-1 KNDZ-NUN-KPNS-KNDZ Flight Plan

To save and activate a flight plan:

- Press the **SAVE (R8)** button to save the flight plan to the system.
 - The flight plan menu displays.
- Rotate **KNOB 1 (E1)** to the **ACTIVATE FLIGHT PLAN** menu option and press to display a list of saved flight plans.
- Rotate **KNOB 1 (E1)** to highlight the KNDZ-KNDZ flight plan and press to select.
 - If there is an already saved KNDZ-KNDZ, it will sequence with a number (e.g., KNDZ-KNDZ1).
- Press the **EXIT (R1)** button to close the flight plan menu.

To insert a holding pattern into the active flight plan:

The holding parameters must be entered in order. It is not possible to scroll up through the holding parameters menu. Additionally, a holding pattern cannot be edited once it is entered into the flight plan. If a change must be made, delete the holding pattern and reenter it.

1. On the MFD, press the **ACTV (L2)** button.
2. Rotate **KNOB 1 (E1)** to highlight the waypoint for holding and press to select.
3. Rotate **KNOB 1 (E1)** to highlight the **HOLD** option and press to select (**Figure 1-2**).



Figure 1-2 Hold Option

4. Rotate **KNOB 1 (E1)** to adjust the inbound course, turn direction, and leg distance or timing (**Figure 1-3**).



Figure 1-3 Holding Pattern Menu

5. Press **KNOB 1 (E1)** to place the holding pattern into the active flight plan.
6. Press the **EXIT (R1)** button to close the menu.
 - Once you are flying the holding pattern, the flight plan will pause waypoint sequencing and a green CAS advisory message **SUSPEND** displays in the CAS window (**Figure 1-4**).



Figure 1-4 Suspended Waypoint Sequencing During a Holding Pattern

7. Press the **CONT (L6)** button to depart the hold and continue flight plan sequencing.
 - a. **SUSPEND** is removed from the CAS window.
 - b. The holding fix remains the active waypoint of the flight plan until overflown the next time.

102. LOAD AN ILS APPROACH USING THE NEAREST FUNCTION

The NRST function is a quick way to load an ILS approach when you do not have time to navigate through the normal menus. Selecting an ILS approach this way will delete all other flight plan waypoints and create an active flight plan with a Vectors-To-Final (VTF) for an ILS approach into the selected airport.

1-6 ADDITIONAL GENESYS FUNCTIONALITY

The following occurs once the instrument approach is activated:

1. VTF is automatically used for the approach transition.
2. OmniBearing Selector (OBS) VOR/Localizer (VLOC) 1 and VLOC 2 are set to the localizer course.
3. The Electronic Flight Instrument System (EFIS) changes the Horizontal Situation Indicator (HSI) display to LOC 1 or LOC 2.
4. The Vertical Deviation Indicator (VDI) indicates the glideslope when the signal is received.

SCENARIO:

Load the KPNS ILS RWY 17 approach using the NRST function.

1. Press the **NRST (R3)** button.
2. Rotate **KNOB 1 (E1)** to highlight the **ILS** option and press to select.

3. Rotate **KNOB 1 (E1)** to highlight the **KPNS ILS 17** option (Figure 1-5). Do not press to activate until the navigation frequency is loaded.



Figure 1-5 Setting Up an ILS Using the NRST Function

4. Press the **NAV1 ACTV (L5)** and/or **NAV 2 ACTV (L6)** buttons to tune the ILS frequency.
- If the NAVAID frequency is already tuned in active or standby, that option will not be available.
 - The ILS frequency is not tuned automatically with this feature. You must tune first, then activate the approach.

5. Press KNOB 1 (E1) to confirm and activate the ILS (**Figure 1-6**).
 - a. The HSI changes to VLOC 2 with the Final Approach Course (FAC) of 169 already twisted in.
 - b. As the aircraft flies over the Final Approach Fix (FAF), **MISS (L5)** and **ARM (L6)** display.



Figure 1-6 MFD and PFD Setup for the KPNS ILS RWY 17 Approach

6. Press the **ARM (L6)** button to arm the missed approach procedure.

103. DISPLAY WEATHER INFORMATION

There are several in-flight weather sources available using the Genesys software and Flight Information Services-Broadcast (FIS-B) data. This section describes how to set the Datalink weather display and view Meteorological Aerodrome Report (METAR) and Terminal Aerodrome Forecast (TAF) information for a particular airport.

SCENARIO:

You are flying to KPNS and want to check the weather at that airport.

To display Next-Generation Radar (NEXRAD) color-coded regions of precipitation using the Datalink option on the bottom of the MFD:

1. On the MFD, press **KNOB 1 (E1)** to open the display option menu.
2. Rotate **KNOB 1 (E1)** to highlight the **DATALINK** option (**Figure 1-7**) and press to display the local weather on the bottom of the MFD.

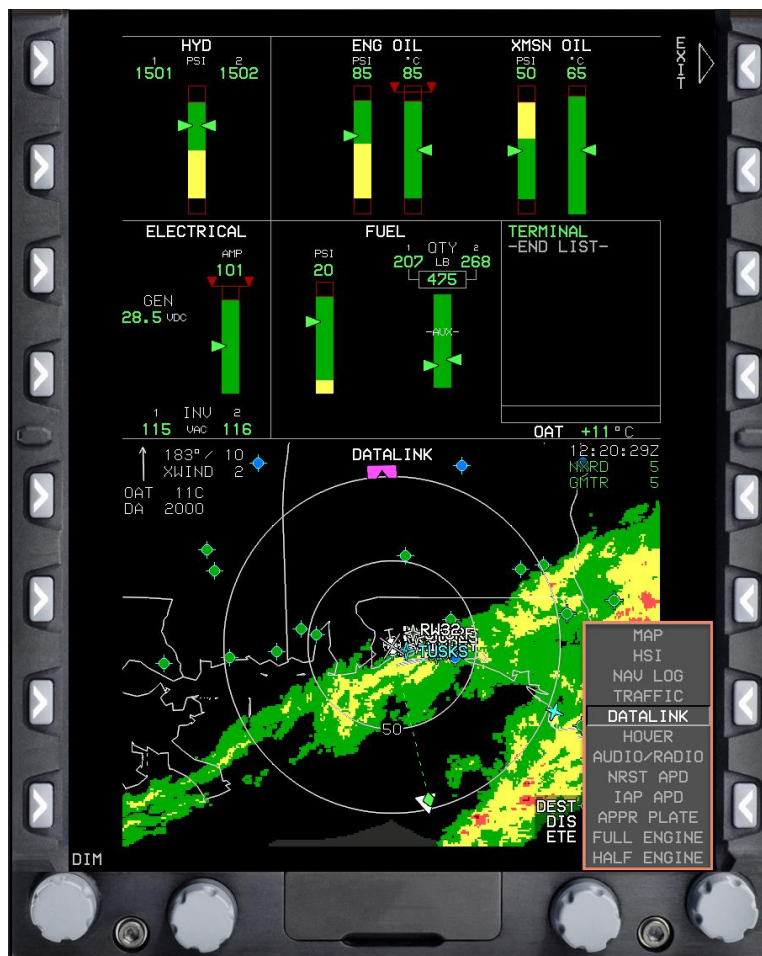


Figure 1-7 Datalink Displayed on the MFD

3. Press the **MENU (R1)** button to display additional menu levels.
4. Press the **FORMAT (R8)** button within 10 seconds to display the Datalink menu.
5. Rotate **KNOB 1 (E1)** to highlight the **DCLTR** (Declutter) option and press to display the sub-menu.
6. Rotate **KNOB 1 (E1)** to highlight a menu option (ROUTE, G METAR, or NEXRAD) and press to select (**Figure 1-8**). Multiple options can be selected.
 - A check mark displays to confirm the selection and the data displays on the bottom of the MFD.

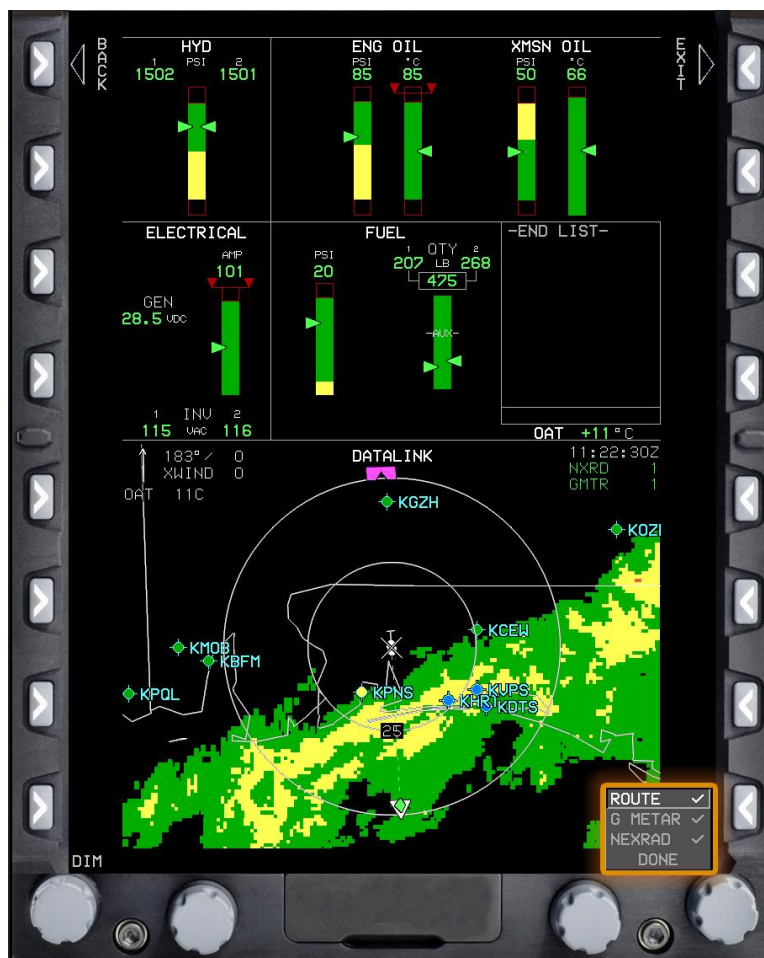


Figure 1-8 DCLTR Menu

7. Press the **EXIT (R1)** button to close the menu.
8. Press the **MENU (R1)** button to display the additional menu levels.
9. Press the **FORMAT (R8)** button within 10 seconds to display the Datalink menu.

10. Rotate **KNOB 1 (R1)** to highlight the **PAN ON** option and press to select.
- The **NORTH (L7)**, **SOUTH (L8)**, **EAST (R7)**, and **WEST (R8)** buttons display **(Figure 1-9)** to allow you to move the center point of the radar map if needed.

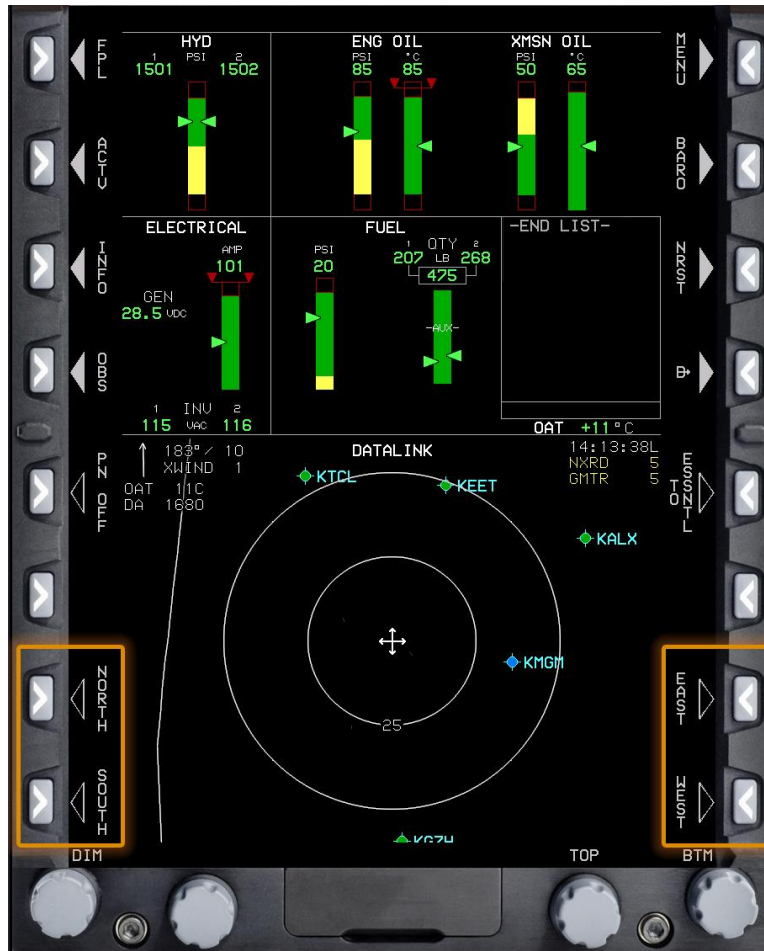


Figure 1-9 Map Panning Buttons

11. Press the **PN OFF (L5)** button to close the menu.

To display the weather at an airport:

1. Press the **INFO (L3)** button.
2. Rotate **KNOB 1 (E1)** to scroll to the letter or number of the desired waypoint identifier and press to select the option. Repeat this step to select the next letter or number of the waypoint identifier.
 - After selecting the first two letters, the **SEARCH (R4)** button is active.

1-12 ADDITIONAL GENESYS FUNCTIONALITY

3. Press the **SEARCH (R4)** button to display a list of filtered airports beginning with the entered identifiers (**Figure 1-10**).

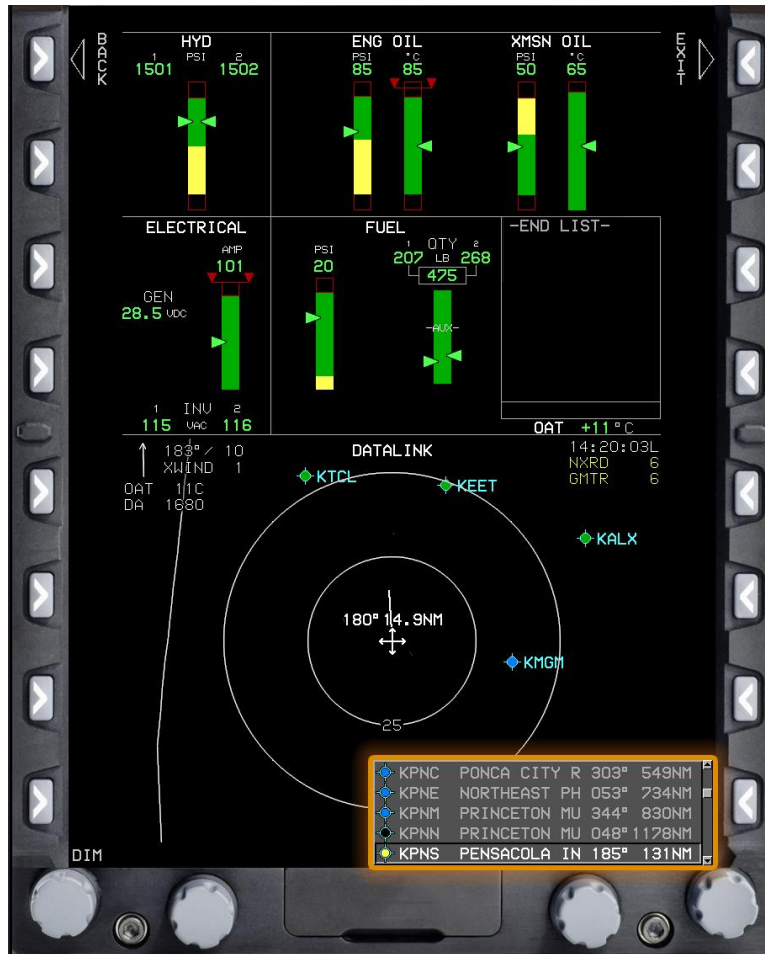


Figure 1-10 Airport Search Results on MFD

4. Rotate **KNOB 1 (E1)** to highlight an airport and press to display the airport information at the bottom right of the MFD (**Figure 1-11**).

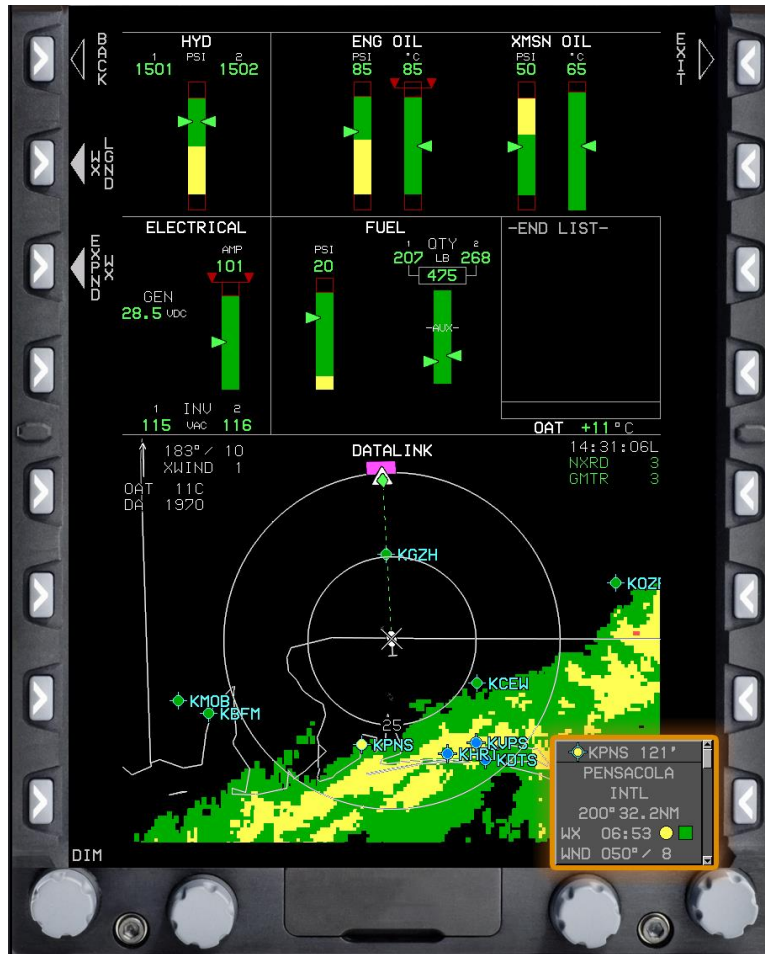


Figure 1-11 Airport Information for KPNS on the MFD

5. Press the **WX LGND (L2)** (Weather Legend) button to display the color and symbol key (Figure 1-12).

- The WX LGND may also be accessed from the Datalink display using the sequence **MENU (R1)** and **WX LGND (L6)**. Regardless of the method of access, the color key is the same.

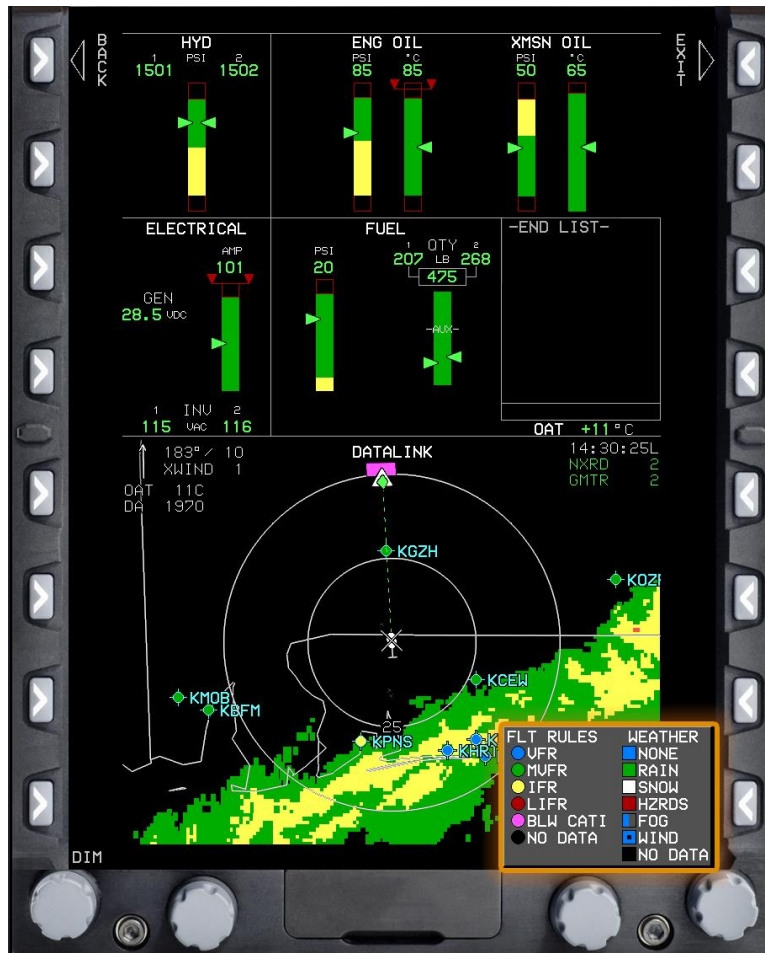


Figure 1-12 WX LGND Color Key on MFD

6. Press the **EXPND WX (L3)** (Expand Weather) button to display the airport's METAR and/or TAF text (**Figure 1-13**).

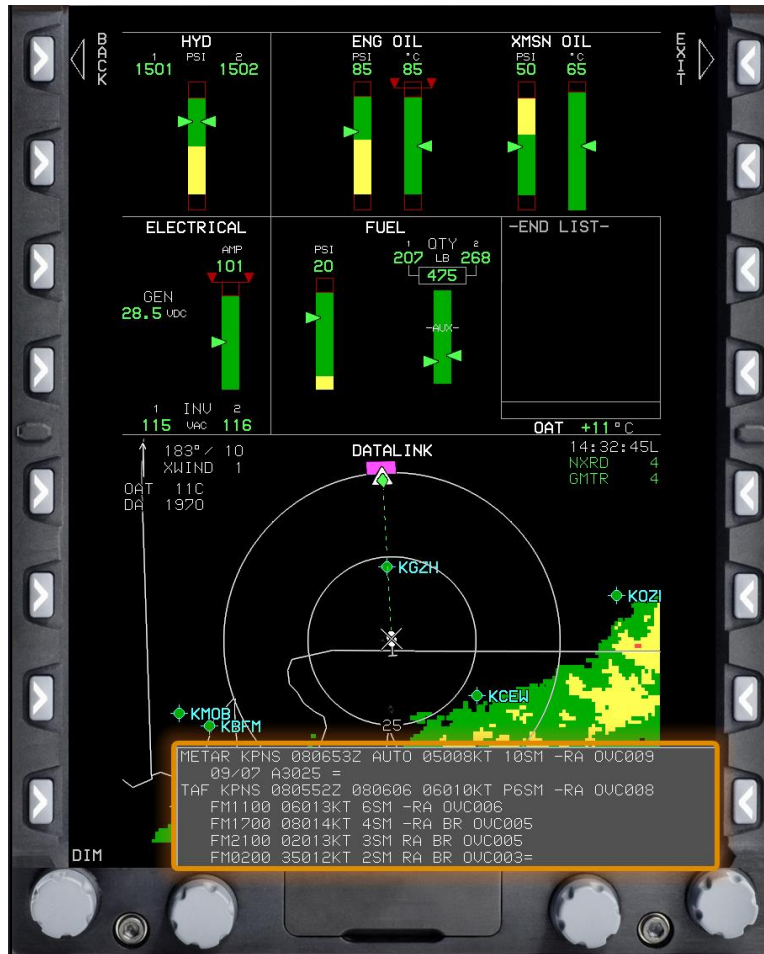


Figure 1-13 Expanded Airport METAR/TAF Text on MFD

7. Press the **EXIT (RI)** button to close the weather text.

To display airport weather information from an airport in the active flight plan:

1. Press the **ACTV (L2)** button.
2. Rotate **KNOB 1 (E1)** to highlight the chosen airport.

3. Press the **INFO (L3)** button to display the airport information (**Figure 1-14**).
 - If weather data is available, it will display.



Figure 1-14 Airport Weather Information

4. Press the **EXPND WX (L3)** button for more weather information.
5. Press the **EXIT (R1)** button to close the menu.

104. VIEW SENSOR FAULT INFORMATION

If the AUX SENSOR caution message illuminates in the CAS window, a fault has been detected and displays on the MFD faults page.

To display sensor fault information:

1. On the MFD, press the **MENU (R1)** button.
2. Press the **FAULTS (L1)** button to display the fault information for GPS, Satellite-Based Augmentation System (SBAS), and Automatic Dependent Surveillance-Broadcast (ADS-B) (Figure 1-15).

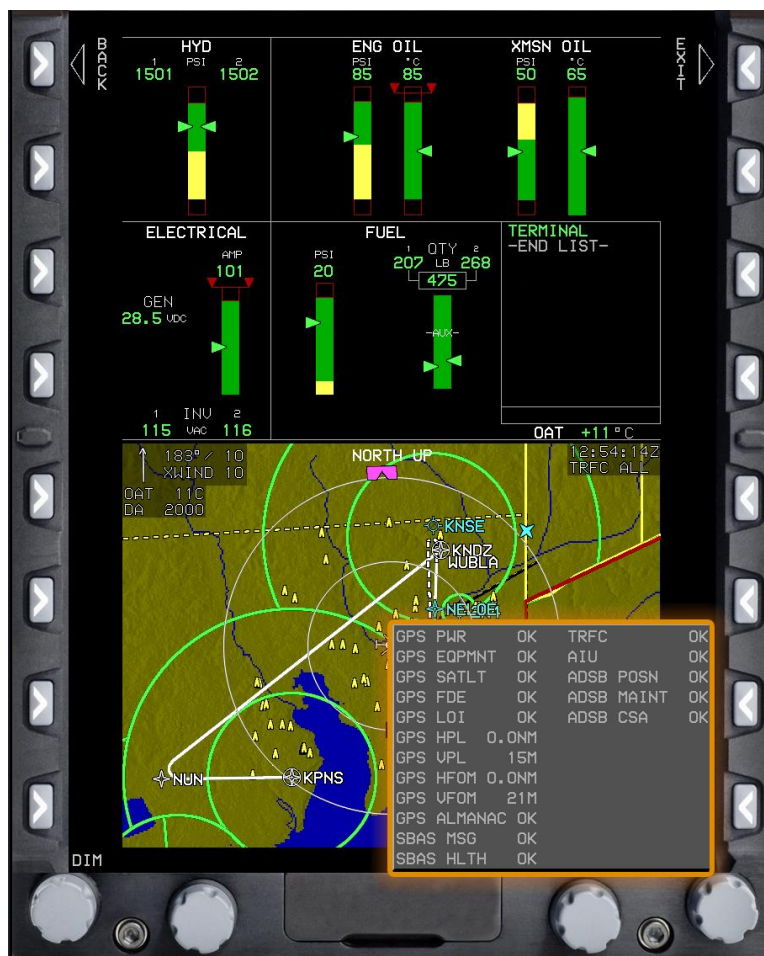


Figure 1-15 Fault Information for GPS, SBAS, and ADS-B

105. CHECK THE RAIM PREDICTION

If Wide Area Augmentation System (WAAS) is not available, it is important to check RAIM availability for RNAV approaches.

The RAIM menu allows you to select a waypoint or airport using the five-letter identifier at the top of the window. You can also change the data entry boxes labeled Designated Waypoint, UTC Time Entry, and UTC Date Entry, which are useful to check RAIM prediction for a waypoint or airport at a future time (useful for the destination airport at ETA).

To check the RAIM prediction:

1. Press the **FPL (L1)** button.
2. Rotate **KNOB 1 (E1)** to highlight the **CREATE-EDIT** option and press to display the Flight Plan menu (**Figure 1-16**).

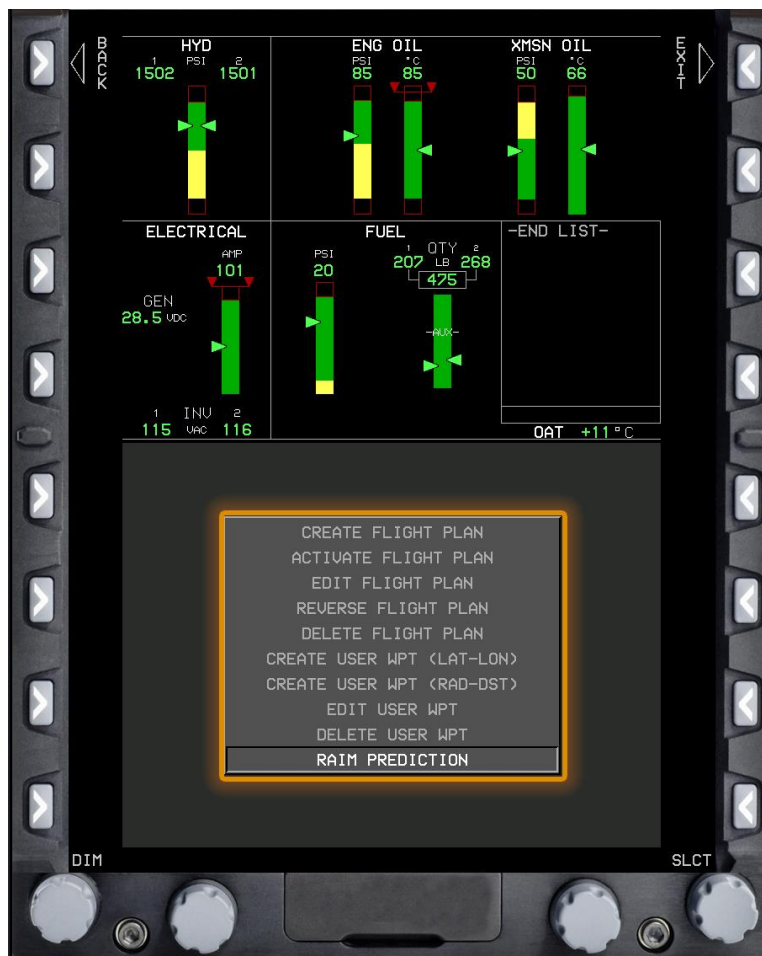


Figure 1-16 Flight Plan Menu

3. Rotate **KNOB 1 (E1)** to the **RAIM PREDICTION** option and press to select.
 - Once a designated waypoint and UTC ETA are entered, the **CALC (R6)** button displays.
4. Press the **CALC (R6)** button to check RAIM prediction (**Figure 1-17**).

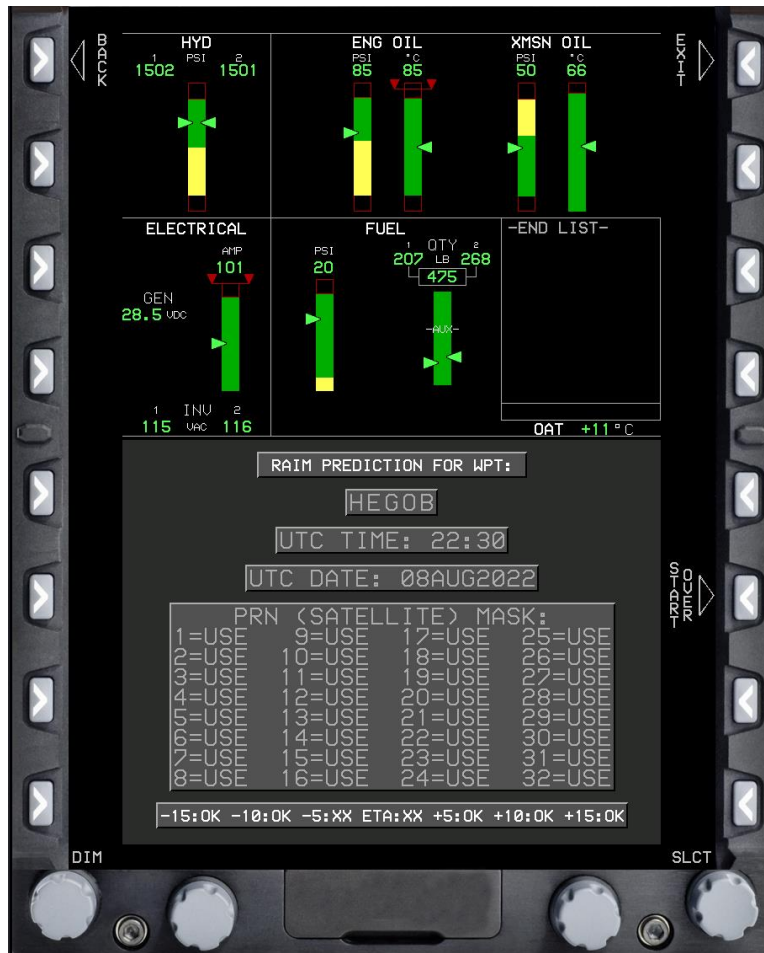


Figure 1-17 RAIM Prediction

5. If another RAIM prediction is required, press the **START OVER (R6)** button.
6. Press the **EXIT (R1)** button to close the menu.

CHAPTER TWO

INSTRUMENT APPROACH SETUP PRACTICE INTRODUCTION

This chapter provides the steps required to set up an RNAV and ILS instrument approach at NAS South Whiting Field (KNDZ). Remember to use the Tune, Identify, Needles, Select, Twist, and Minimums (TIN-STM) mnemonic to practice the correct setup procedures.

In the aircraft, it may be preferable to use the Heading Up orientation on the MAP display, but for the purposes of showing local airspace around KNDZ, they are displayed using North Up in this chapter.

Upon completion of Chapter 2, you will have accomplished the following objectives:

- Add an instrument approach to the existing flight plan using TIN-STM.
- Load the ILS Z 32 approach using TIN-STM.

200. LOAD THE COPTER RNAV (GPS) 004 APPROACH AT KNDZ

SCENARIO:

Load the COPTER RNAV (GPS) 004 approach at KNDZ. You can identify this as a GPS helicopter approach in the Genesys software because of the letter H. H denotes COPTER approach. The * indicates that the approach does not require any ground-based NAVAIDs.

To add an instrument approach to the existing flight plan using TIN-STM:

Tune

1. On the MFD, press the **ACTV (L2)** (Active) button.
2. Rotate **KNOB 1 (E1)** to highlight the KNDZ airport and press to select.
 - If KNDZ is not in the active flight plan, add it to the end of the flight plan.
3. Rotate **KNOB 1 (E1)** to highlight IFR APPR and press to select.

Rotate **KNOB 1 (E1)** to highlight the ***RNAV004 H** approach via VTF with active Runway 32 (**Figure 2-1**) and press to select.



Figure 2-1 GPS COPTER Approach

4. Rotate **KNOB 1 (E1)** to highlight the chosen runway and press to add the approach to the flight plan.

a. Identify

- Not required for an RNAV approach.

b. Needles

- The blue star symbol on the HSI shows the direction of the active waypoint.

c. Select

- i. On the PFD or MFD, press the **OBS (L4)** button.
- ii. NAV (L2).

2-2 INSTRUMENT APPROACH SETUP PRACTICE INTRODUCTION

- iii. Rotate **KNOB 1 (E1)** to highlight the **NAV FMS** option as the source and press to select.
 - The OBS is in AUTO mode.

Twist

The FMS automatically provides the course for the active leg of the approach. It is normal procedure to leave it in auto mode. If you manually select the course for the HSI, the automatic sequencing of waypoints will be suspended.

Minimums

1. On the PFD, press the **MENU (R1)** button.
2. Press the **BUGS (R2)** button.
3. Rotate **KNOB 1 (E1)** to highlight the **MIN ALT** option and press to select.
4. Set the **BARALT** bug to the Minimum Descent Altitude (MDA) of 520 feet MSL (**Figure 2-2**).



Figure 2-2 MFD and PFD Setup for KNDZ COPTER RNAV (GPS) 004 Approach

201. LOAD THE ILS Z 32 APPROACH AT KNDZ**SCENARIO:**

This approach uses the GPS to navigate to the final approach course and the ILS for the final segment. Because of this, you must set up two approaches at the same time. Load the ILS Z RWY 32 at KNDZ.

To load the ILS Z 32 approach using TIN-STM:

Tune

1. Press the **RADIO (L7)** button.
2. Rotate **KNOB 1 (E1)** to tune the KNDZ ILS (110.55) into NAV 1 and NAV 2.
3. Press the **ACTV (L2)** button to access the active flight plan.
4. Rotate **KNOB 1 (E1)** to highlight KNDZ at the bottom of the active flight plan and press to select.
5. Rotate **KNOB 1 (E1)** to highlight IFR APPR and press to select.
6. Load the ILS Z 32 approach using the TUSKS transition to Runway 32 (**Figure 2-3**). This will avoid the restricted airspace located east of the instrument approach (R2915A).
 - Loading the approach using VTF would extend the final approach course through the FAF into the restricted airspace (Figure 2-3).

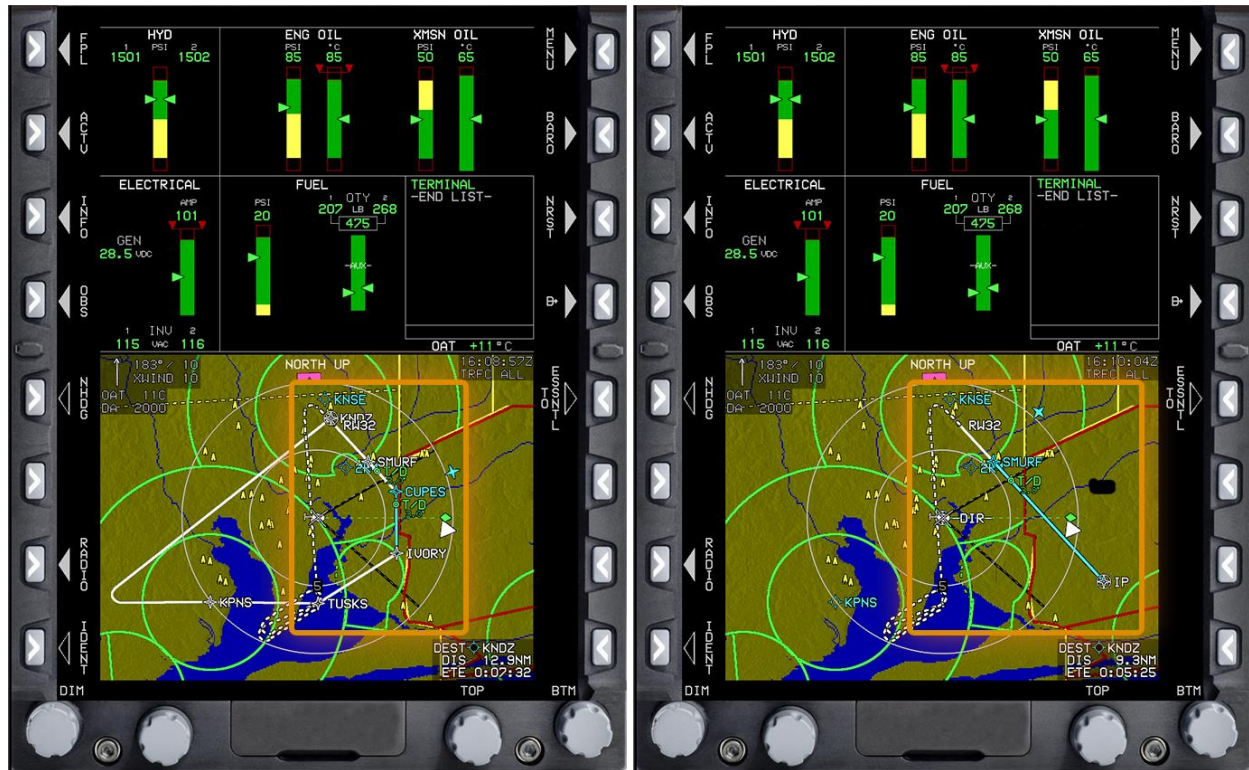


Figure 2-3 ILS Z 32 with TUSKS Transition Programmed and VTF puts FAC into R2915A

Identify

The ILS portion of the approach can be identified by either the Automatic ID on the PFD or by listening to the Morse Code Identifier.

Needs

- a. Press the **MENU (R1)** button.
- b. Press the **DCLTR (R8)** button to display PTR VOR1 on the HSI.
 - i. No needle will display on the HSI for an ILS.
 - ii. The Distance Measuring Equipment (DME) will display below the HSI, if available.
 - iii. No needles can be selected for display on the HSI for a GPS approach, but the star symbol on the HSI shows the direction of the active waypoint.

Select

You must set the localizer course needle then fly the final approach segment to CUPES using the FMS. Because of this, you will execute “Select” and “Twist” twice in this procedure.

- Press the **OBS (L4)** button then **NAV FMS (L2)** and select VLOC 1 as the source.

Twist

- Rotate **KNOB 1 (E1)** to highlight **FAC of 319** for the ILS.

Select

- Press the **OBS (L4)** button and select **NAV FMS** as the source.

Twist

- a. Not required. The FMS automatically provides the course for the active leg of the approach.
- b. Now you must activate the flight plan leg you are being vectored toward. Usually, ATC will vector you to the leg between IVORY and CUPES.
 - i. Press the **ACTV (L2)** button.
 - ii. Rotate **KNOB 1 (E1)** to highlight **CUPES** and press to select.
 - iii. To activate a leg, always highlight the TO waypoint/fix. To do so, rotate **KNOB 1 (E1)** to highlight **WAYPOINT** and press select.
 - The leg from IVORY to CUPES displays on the map in cyan, indicating it is the active leg.

Minimums

- a. Press the **MENU (R1)** button.
- b. Press the **BUGS (R2)** button.
- c. Rotate **KNOB 1 (E1)** to highlight **MIN ALT** and press to select.
- d. **Figure 2-4).**
 - The MDA is 422 feet MSL, but you cannot set that number. Always round up to the higher number.



Figure 2-4 MFD and PFD Setup for KNDZ ILS Z 32 Approach with Active Leg from IVORY to CUPES

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