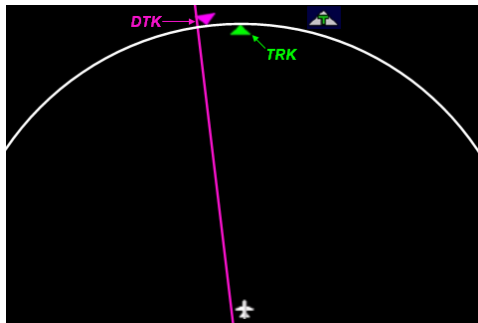


## No-PFD Approaches

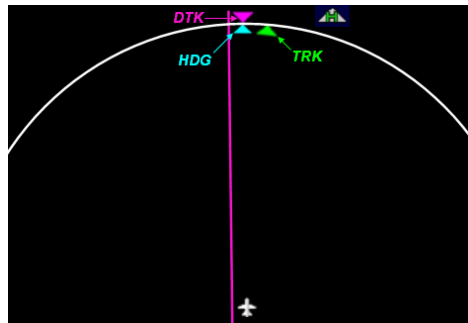
### Avionics Configuration

#### MFD

Set to "Forward" View



Track Up- PFD Unit Failure



Heading Up-PFD Screen Failure

The above screens show the same situation, slightly off course, and tracking away from the course.

#### GPS 1

Set CDI sensitivity to 1 NM.

Configure NAV 1 Page fields as below:



#### GPS 2

Configure fields as below:



### Aircraft Control Rules of Thumb

#### Track Control

Use TKE (Track Angle Error) field for easy track control. This field shows difference between DTK and TRK with an arrow indicating direction of turn required. Remember that a TKE of "000" only means that you are paralleling course, *not* that you are on course.

Use a bank angle that will give a turn rate of one degree per second for a TKE of less than ten.

At 100 Knots, a 5 degree bank will cause a rate of turn of 1 degree per second.

At 150 Knots, an 8 degree bank will cause a rate of turn of 1 degree per second.

Roll into bank required, then count aloud required seconds.

#### Altitude control

One tenth of one minute is 6 seconds. Thus, the altitude change occurring in six seconds is one tenth the vertical speed in FPM. When stabilized at the desired pitch for climb/ descent, count aloud six seconds.

50' of altitude loss in 6 seconds= 500 FPM descent.

100' of altitude loss in 6 seconds= 1000 FPM descent.

Remember- very small pitch changes of one or two degrees, while difficult to see on the standby AI, will cause significant VS changes.

### Navigation/ Autopilot Operation

With a PFD failure, only GPS position/ navigation information is presented in the cockpit.

With a PFD system failure, three autopilot modes are available- GPSS (the *only* lateral mode), ALT (hold), and VS. Note that altitude *capture* is not available.

Vertical Speed selection reverts to the ACP with PFD failure:

