

ACTIVATING LEGS

By Neil Singer

ATC throws you a clearance curve.

How to activate and intercept a subsequent leg in your flight plan.

You're departing from Bedford, Mass. Your clearance is radar vectors to BOSOX V1 GRAYM V14 ORW, then on southbound (figure 1). Your flight plan is KBED, BOSOX, GRAYM, ORW. A few minutes after departure, rather than the expected clearance direct BOSOX, you hear instead:

"Flying heading 230, intercept V1, resume own navigation."

What to do? Direct BOSOX is clearly not appropriate, and neither is direct GRAYM (figure 2). What you need to do in this situation is activate the leg between BOSOX and GRAYM, i.e., make the course between them the course the Garmin will navigate along.

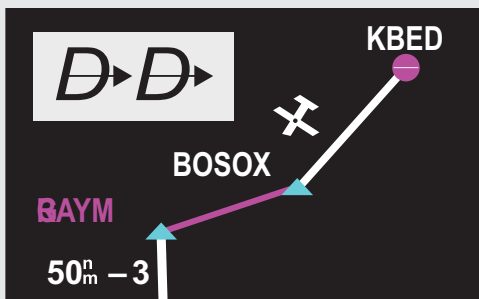


FIGURE 1

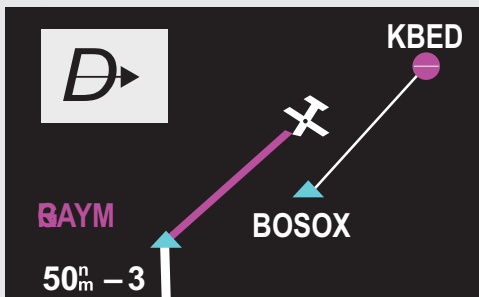


FIGURE 2

This is done by selecting direct GRAYM, then before activating (with then ENT button) selecting direct again. A dialog box will pop up asking if you want to fly the leg from BOSOX to GRAYM (figure 3). Hit ENT and away you go. Guidance will be given along



FIGURE 3

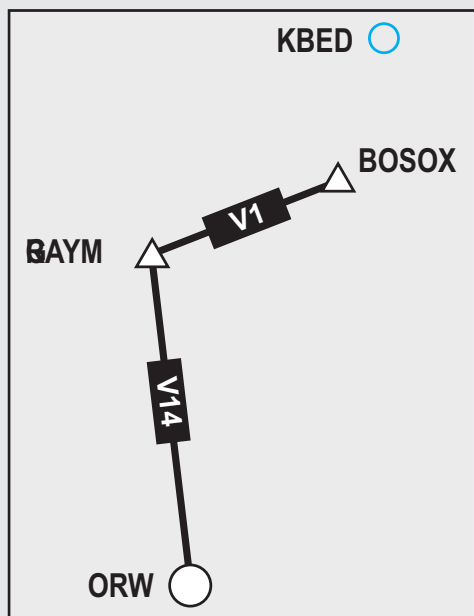


FIGURE 4

the course between BOSOX and GRAYM, which is V1 (figure 4). In PFD and Sandel-equipped aircraft, the HSI will auto-slew to the proper course, and the needle will center when we are on the airway.

This function can also be accomplished from the flight plan page. With the cursor, select the waypoint that will be active. Press MENU, and then select "Activate Leg." Upon pressing ENT, you will be presented with the same dialog box as above. [GOPA](#)

About the Author: Neil Singer spent over five years as a charter and airline pilot before deciding to return full-time to flight instruction. A NAFI Master CFI and Cirrus Standardized Instructor, Neil specializes teaching in owner-flown TAA. His website is www.njsflight.com.