

“After departure fly heading 140, intercept the LWM 080 radial to join Victor 3, as filed...”

Huh? If this clearance leaves you scratching your head, or switching to the VLOC mode, you probably could use a tune-up on user waypoints (WPT). A user WPT is simply a pilot-created WPT, the location of which the pilot defines. There are three ways to define that location: Using latitude/longitude, a radial and distance from a known waypoint, or radials from two known waypoints.

The latter method is what will be used to comply with the clearance. What we'd like to do is this: create a flight plan from LWM, to a point where the LWM 080 radial intercepts V3, to PSM, then onward (figure 1). By activating the leg between LWM and our created point, we'll be set to intercept and navigate the 080 radial; and by creating a flight plan, the GPS will auto-sequence to V3 once we've intercepted. We'll have

Use Your User Waypoints

PART I

by
Neil Singer

frontloaded our workload – a little more time on the ground will mean greater ease of navigation in the air.

To accomplish this, we'll enter a point between LWM and PSM in our flight plan – we'll call it LW080 (figure 2). The actual name doesn't matter, as long as it doesn't already exist in our database. When we hit ENT, we will be told this WPT does not exist, and asked if we'd like to create it (figure 3). ENT again will take us to the User WPT creation page. Setting the fields as shown in figure 4 tells the GPS to create the point at the intersection of the LWM 080 radial, and the PSM 201 radial (which defines V3).

Note that before you can move the cursor to the next field on the User WPT page, you must hit ENT to exit the field you just altered. Ignore and skip the DIS field (it's not used for this example). Once all four fields are entered correctly, move the cursor to "CREATE?" and hit ENT. You'll be transported back to the flight plan, and be ready for flight. **COPA**

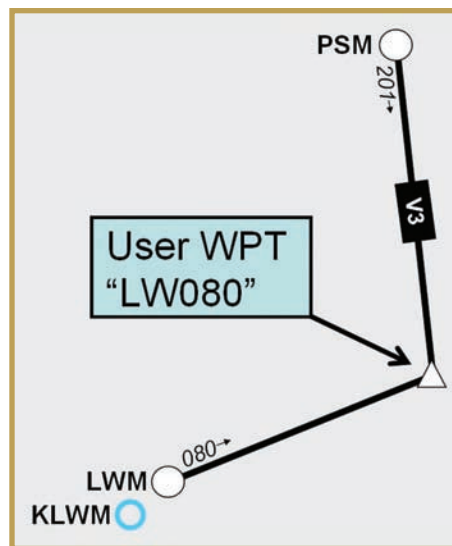


FIGURE 1



FIGURE 2

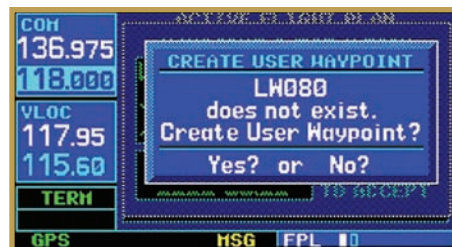


FIGURE 3



FIGURE 4

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.