



GNS 430W

INSTALLATION AND QUICK REFERENCE GUIDE



ELITE® Part No.



Rev.10/08

INTRODUCTION

Congratulations on choosing the finest, most advanced ELITE® software and hardware enhancement package available. The Garmin GNS 430W designed in cooperation with Reality-XP® represents ELITE's commitment to provide high quality training devices and software incorporating easy to use avionics systems.

Before installing and getting started please take the time to carefully review this manual to gain a thorough understanding of the ELITE software and the GNS 430W hardware. Proper installation and close attention to detail are important to ensure proper functioning of the system.

ELITE® assumes the end-user is familiar with the basic principles of flying, pilotage, GPS navigation, and overall aeronautical knowledge. This guide is not designed to be a step-by-step operational instructional guide on the operation of ELITE® software or hardware, nor is it intended to be a complete user guide of the Garmin® GNS 430W GPS system.

ELITE® highly recommends users of the ELITE software and GNS 430W control module download the entire Garmin 400W Series Pilot's Guide and Reference free of charge at:

http://www8.garmin.com/manuals/GNS430W_PilotsGuideandReference_190-00356-00_.pdf.

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INSTALLATION

SYSTEM COMPONENTS

Your new ELITE® V8.5 should include the following components:

- ELITE® V8.5 Installation & User's Guide
- ELITE® GNS 430W control module
- One USB cable
- One WiBu key
- ELITE® V8.5 software DVD
- ELITE® software box (not shown)
- ELITE® software Quick Start Installation Guide (not shown)
- Control module mounting kit (Velcro or rubber feet, not shown)

If you are missing any of the above components, contact ELITE® Customer Service at 407-277-7700 or 800-557-7590.

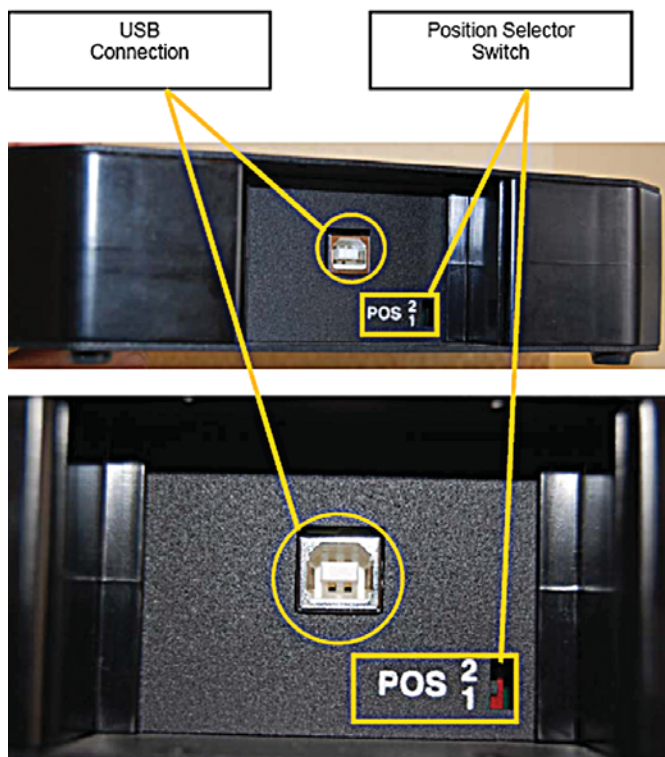


SUPPLEMENTS

After following the software instructions provided in the ELITE® Quick Start Installation you will install the GNS 430W control module. The “doghouse” shaped end of the USB cable will plug in the back of the control module as shown.

Before plugging the flat end into your computer’s USB port or USB hub, ensure the selector switch is in the DOWN or POS 1. The selector switch is reserved for future enhancements however it must remain in POS 1 for complete functionality.

With your computer powered ON, once the flat end of the USB cable is inserted into the USB plug on your computer or USB hub, follow the on-screen instructions carefully so that the necessary AP 4000 drivers are installed.



OPERATION DESCRIPTION



1. COM Power/Volume
2. VLOC Volume
3. COM Flip-flop
4. VLOC Flip-flop
5. CLR (clear)
6. Direct-to
7. RNG (map range)
8. MENU
9. ENT (enter)
10. Small left knob (tunes kHz) & push to activate cursor
11. Large left knob (tunes MHz)
12. CDI Selector
13. OBS Selector
14. MSG (message)
15. FPL (flight plan)
16. PROC (procedures)
17. Large right knob (selects page groups)
18. Small right knob (selects pages within groups) & push to activate cursor, and to select alpha numeric.



The ELITE® GNS 430W control module is laid out exactly as the actual GNS 430W with the exception of the center color LCD display. In order to keep costs low, ELITE® displays the GNS 430W within the cockpit display of the software. Full GNS 430W functionality remains intact.

In as much as the ELITE® V8.5 software suite is designed primarily as an instrument trainer for both flight schools and the home user, there are certain limitations within the control module. The ELITE version of the GNS 430W does NOT provide optional displays and programming such as GDL49 Weather Datalink, GDL69/69AXM Satellite Datalink or XM Satellite radio, TAWS or GPWS terrain alerts.

LEFT-HAND KEYS AND KNOBS

The COM Power/Volume knob controls unit power and communications radio volume. Press momentarily to disable the automatic squelch mode.

The VLOC Volume knob controls audio volume for the selected VOR/Localizer frequency. Press momentarily to enable or disable the ident tone.

The large left knob is used to tune the megahertz (mHz) value of the standby frequency for the COM transceiver or the VLOC receiver, whichever is currently selected by the tuning cursor.



The small left knob is used to tune the kilohertz (kHz) value of the standby frequency for the COM transceiver or the VLOC receiver, whichever is currently selected by the tuning cursor. Press this knob momentarily to toggle the tuning cursor between the COM and VLOC frequency fields.

The COM Flip-flop button is used to swap the active and standby COM frequencies. Press and hold to select the emergency frequency of 121.500.

The VLOC Flip-flop button is used to swap the active and standby VLOC frequencies.

BOTTOM ROW KEYS



The CDI button is used to toggle which navigation source (GPS or VLOC) drives the external HSI or CDI.

The OBS button is used to select either manual or automatic sequencing of waypoints. Pressing the OBS button selects OBS mode which retains the current ‘active to’ waypoint as the navigation reference even after passing the waypoint. In other words, it prevents sequencing to the next waypoint. Pressing the OBS button again returns the unit to normal operation with automatic waypoint sequencing. When OBS mode is selected, the pilot may set the desired course to or from a waypoint by using the “Select OBS Course” pop-up window or an external OBS selector on the HSI or CDI.

The MSG button is used to view system messages and pilot alerts such as warnings, and requirements.

The FPL button allows the pilot to create, edit, activate, invert flight plans as well as access approaches, departures and arrivals. The closest point to a flight plan feature is also available by pushing the FPL button.

SUPPLEMENTS

The PROC button allows the pilot to select and delete approaches, departures and arrivals from the flight plan. When using a flight plan, all available departure or arrival procedures are suggested automatically. Otherwise, the pilot may select the desired airport followed by the desired departure or arrival procedure.

RIGHT-HAND KEYS AND KNOBS

The RNG button allows the pilot to select the desired map range in nautical miles. Press the UP arrow side of the button to zoom out to a larger area or press the DOWN arrow to zoom in to a smaller area.



The Direct-To button allows access to the direct-to function, which allows the pilot to enter a destination waypoint and establishes a direct course to the selected destination. This course is indicated by a magenta line from the aircraft to the destination waypoint.

The MENU button displays a specific list of operational options. This options list allows the pilot to access additional features or make settings changes as they relate to the currently displayed page.

The CLR button is used to erase information, remove map detailing or to cancel and entry. Pushing the CLR button and holding for a few seconds will immediately display the default NAV page.

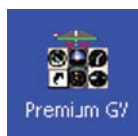
The large right knob is used to select between the various page groups such as NAV, WPT, AUX, or NRST. With the on-screen cursor enabled, the knob allows the pilot to move the cursor around the page. The knob is also used to move the target pointer right (clockwise) or left (counter clockwise) when the map panning function is active.

The small right knob is used to select between the various pages within the page groups of NAV, WPT, AUX or NRST. Push the knob momentarily to display the on-screen cursor. The cursor allows the pilot to enter data and/or make a selection from a list of options. The knob is also used to move the target pointer up (clockwise) or down (counter clockwise) when the map panning function is active.

GENERAL OPERATION

POWER ON

To power on the ELITE GNS 430W module you must first load and run the ELITE® program. Click on the appropriate ELITE® icon to start the ELITE® program.



Once the program loads and the desired aircraft is selected the aircraft master switch and avionics master switch (if equipped) must be turned on.

Turn the COM Power/Volume knob clockwise to turn on the unit power and set the desired transceiver volume.

A welcome page will appear briefly while the unit performs a self-test, followed by the display of several brief pages relating to obstacle, terrain, airport data, etc. are self-tested to ensure proper operation.



Once the unit's self-test is completed, the Database Confirmation Page is displayed, showing the effective and expiration dates of the navigation database. Note: The database dates shown will NOT reflect the current Jeppesen Navigational Database cycle. Your current NOS or Jeppesen charts may not reflect the ELITE® database within the simulator. Press the ENT key to acknowledge the Database Page and proceed to the Instrument Panel Self-test page.



The Instrument Panel Self-test Page allows the pilot to verify the ELITE® 430W is communicating properly with the in-panel flight instruments—just as in the actual aircraft. Compare on-screen indications with the information depicted on the flight instruments such as the CDI/HSI, RMI (if equipped) and/or external annunciators. After verifying the proper operation of the flight instruments, push the ENT key to display the Satellite Status Page.



When the Satellite Status Page is displayed, keep in mind the number and position of depicted satellites is simulated and does not reflect current satellite position. The Satellite Status Page is for trainer use only and should not be considered live, current data.

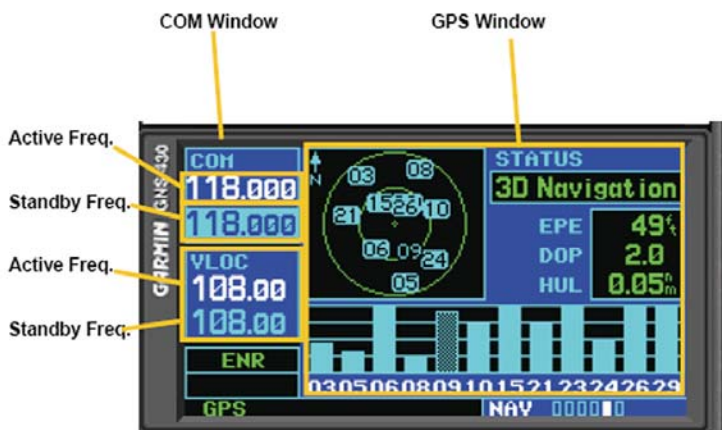


Note: The number and position of depicted satellites may be displayed differently after each subsequent use of the ELITE® trainer. This is in no way indicative of a defective or faulty program.

SCREEN LAYOUT

The ELITE 430W's display screen is divided into three distinct "windows" or areas. The left 1/4 of the display screen provides a COM window with active and standby frequencies as well as the VLOC with both standby and active frequencies. The active frequency is displayed in white characters while the standby frequencies are shaded blue.

The right 3/4 of the display consists of a GPS window which shows the various navigation, waypoint information and settings pages.

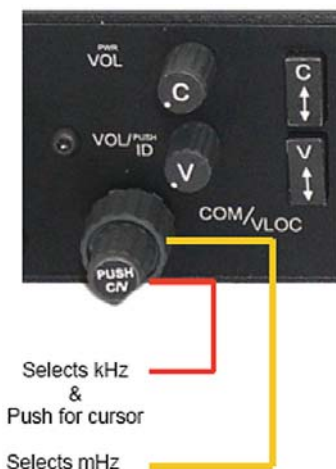


Each unique screen of information is referred to as a page. Pages are generally selected using the small and large right knobs, with the cursor removed from the GPS window. Review the next several pages for details on the arrangement of the GNS 430W's main pages.



CURSORS AND FREQUENCY SELECTION

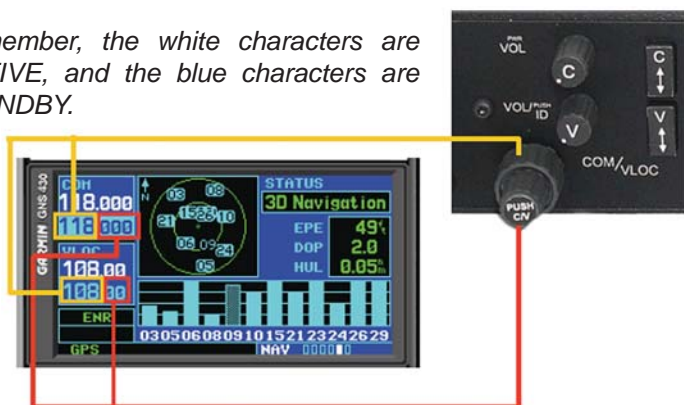
There are two separate cursors: a tuning cursor and a GPS window cursor. The turning cursor is used to select either the standby COM or VLOC frequency. If desired, press the small left knob to move the tuning cursor to the VLOC window. Then, use the small and large left knobs to select the desired frequency. The COM Flip-flop and the VLOC Flip-flop keys are used to activate the desired frequency.



If the turning cursor is not currently in the desired window such as COM or VLOC, press the small left knob marked "PUSH C/V" momentarily. Turn the large left knob to dial in the desired MHz value. For example, to select 118.700, use the large left knob to select 118 portion. Turn the small inner knob to select the desired kHz value, such as .700 in our example of 118.700.

To activate the desired frequency, press the COMM Flip-flop key for COM frequencies, or the VLOC Flip-flop key for VLOC frequencies.

Remember, the white characters are ACTIVE, and the blue characters are STANDBY.

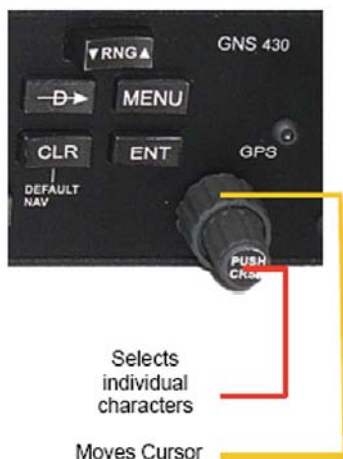


DATA ENTRY AND MAIN PAGE GROUPS

Data is entered into the 430W by using the large and small right knobs. The large right knob is used to move the cursor around a page. The small right knob is used to select individual characters for the highlighted cursor location.

The GNS 430W's main pages are divided into four separate page groups: NAV, WPT, AUX and NRST. Each group is composed of multiple pages. The page groups are selected using the large right knob. The individual pages are selected using the small right knob.

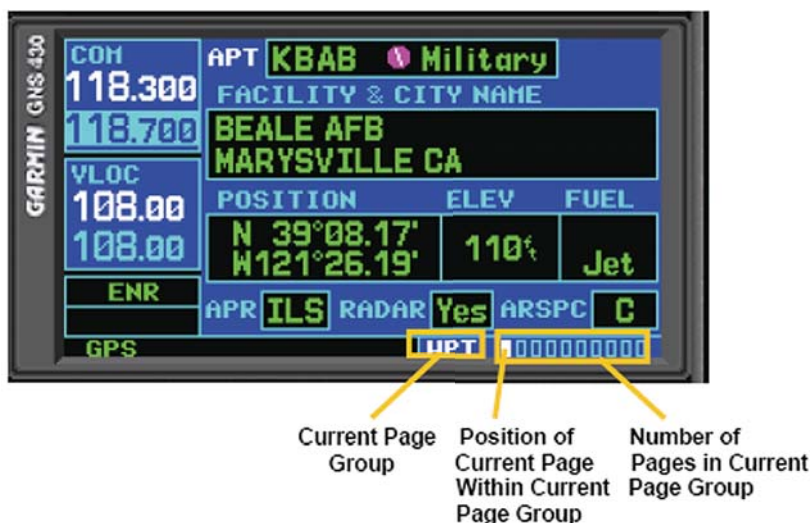
The bottom right corner of the screen indicated which page group is currently being displayed, the number of screens available within that group, and the placement of the current screen within that group indicated by a white square icon.



To select the desired page within a group of pages, turn the small right knob.

In the example below, the current Page Group is WPT (selected by the large right knob) and have page one of 10 selected. (Selected by the small right knob)

To select the desired page group, press and hold the CLR button to select the default NAV page. Turn the large right knob to select the desired page group.



NAV PAGE GROUP

The NAV Page Group includes six pages.



Default NAV



Map



NAV/COM



Position



Satellite Status



VNAV

WPT PAGE

The WPT Page Group includes ten pages.



Airport Location



Airport Runway Environment



Airport Frequencies



Airport Approach



Airport Arrival Procedure



Airport Departure Procedure



Intersection



NDB



VOR



User-Defined Waypoints

AUX PAGE GROUP

The WPT Page Group includes ten pages.



Flight Planning



Utility



Setup 1



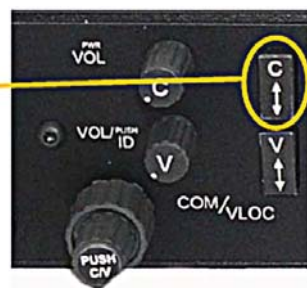
Setup 2

Note: The flight plan pages are selected by pressing the FPL button and using the small right knob to select the desired page.

AUX PAGE GROUP

The NRST Pages consists of eight pages. To access an element push the small right knob to highlight the desired element followed by the ENT button. When the word “Done?” is flashing, push the ENT button again to activate. You may also select an airport’s tower frequency by turning the big right knob and highlighting the appropriate frequency. Push ENT to load the frequency. Push ENT again when the word “Done?” is highlighted. Use the COM Flip-flop to switch from the standby to active mode.







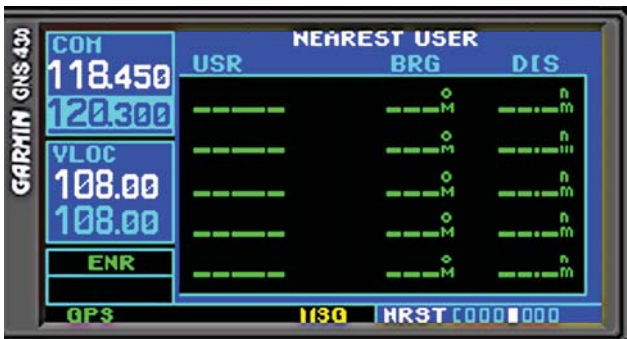
Nearest Intersections
(Can utilize the Direct-To feature)



Nearest NDBs
(Can utilize the Direct-To feature)



Nearest VORs
(Can utilize the auto-tune feature)



Nearest USER waypoints
(Can utilize the Direct-To feature)



Nearest ARTCC
(Can utilize the auto-tune feature)



Nearest FSS
(Can utilize the auto-tune feature)



Nearest Airspace
(Can utilize the Direct-To feature)

FLIGHT PLANS

CREATING A NEW FLIGHT PLAN

1. Press the FPL button.



2. Turn the small right knob to display the Flight Plan Catalog.
3. Turn the large right knob to highlight "Create New Flight Plan?" and select ENT.



4. A blank Flight Plan page appears. Using the big and small right knobs, enter the identifier of the departure waypoint and push the ENT key.





5. Repeat all the steps in step 4 above to enter additional waypoint data.
6. After all waypoint data has been entered, press the small right knob to return to the Flight Plan Catalog page.

SELECTING A DIRECT-TO DESTINATION



Press the Direct-To button. The Select Direct-To Waypoint page appears with the waypoint identifier field highlighted.



Use the small and large right knobs to enter the identifier of the desired destination waypoint. The destination waypoint can be an airport, fix, navaid (VORTAC, NDB) or a user-defined waypoint.



Push the ENT button to confirm your selection. The word "Activate" will be highlighted in flashing white. Push the ENT button again to activate the Direct-To function.

SELECTING A DIRECT-TO DESTINATION FROM THE MAP PAGE



Select the MAP page from the NAV Page Group.



Press the small right knob to display the Group panning cursor. (Arrow) Turn the right & left knobs to position the cursor at the desired location.



Press the Direct-To button over the desired location.



Press the ENT button once to select. “Activate” will be highlighted in flashing white.



Push the ENT button again to activate the waypoint route and to navigate to the selected waypoint. The route of flight will be drawn with a solid magenta line from the current position to the selected waypoint.

VIEWING AIRPORT INFORMATION



Turn the large right knob to select the WPT Page Group. WPT appears in the lower right corner of the screen.



Turn the small right knob to select the desired page, in this example, runway information.



Push the small right knob to highlight the various runways.





Turn the small right knob to the selected runway. Push the ENT button. The primary tower frequency will be flashing with green highlighting. Press ENT to autotune the frequency in the COM standby mode. Use the COM Flip-flop to make the frequency active.



AUTO TUNE A FREQUENCY FROM A LIST



Select an airport using the right large and small knobs.



Turn the small right knob to the third page of the WPT page.



Push the right small knob to activate the cursor.



Turning the right large knob, scroll through to the desired frequency.

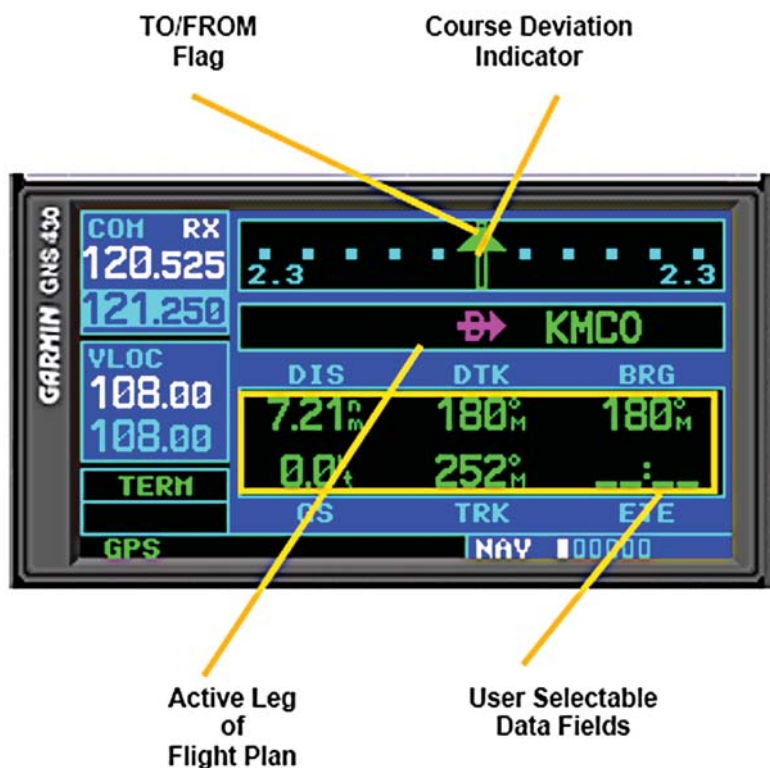


Press the ENT button which will move the selected frequency into the COM standby box



Press the COM Flip-flip button to make the frequency active. Note the "RX" in the COM box which indicates the COM receiver is receiving audio.

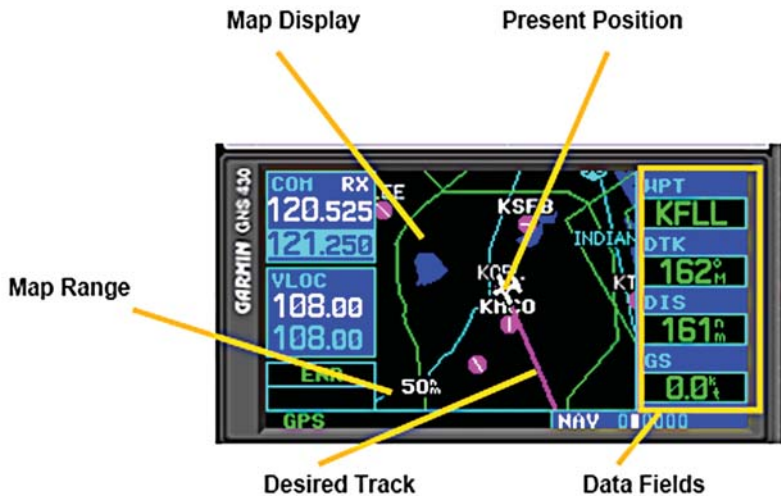
DEFAULT NAV PAGE



The following symbols are used on the Default NAV page below the CDI to depict the active leg of a flight plan or a Direct-to:

- | | | | |
|--|---|--|----------------------|
| | Course to a Waypoint, or Desired Course between Two Waypoints | | Vectors-To-Final |
| | Direct-To a Waypoint | | Right Procedure Turn |
| | Left-hand Holding Pattern | | Left Procedure Turn |
| | Right-hand Holding Pattern | | DME Arc to the left |
| | DME Arc to the left | | DME Arc to the right |

MAP PAGE



The following symbols are used on the MAP Page which depict airports, nav aids, intersections and heliports:



	Airport with hard surface runway(s); Primary runway shown		Intersection
	Airport with soft surface runway(s) only		VORTAC
	Private Airfield		TACAN
	VOR		NDB
	VOR/DME		Locator Outer Marker
	DME		
	Locator		
	Heliport		

BOTTOM ROW ANNUNCIATORS AND MESSAGES



CDI/RAIM Modes

- APCH
- ENR
- TERM
- OCEN

Integrity Warnings

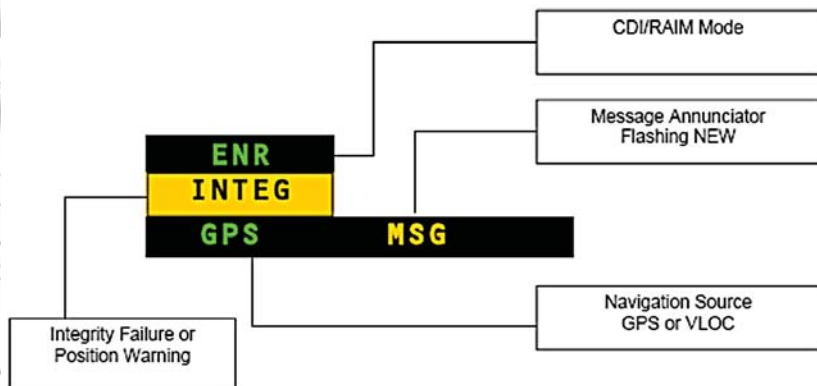
- WARN
- RAIM

NAV Source

- GPS
- VLOC

Message Annunciator

- Flashing MSG=NEW
- Steady MSG=OLD
- Blank=No messages



APPROACHES

The first step in flying an approach is you must first have an active direct-to or an active flight plan which ends at an airport with a published approach.

1. Push the PROC button to display the procedures page.
2. Turn the large right knob and highlight "Select Approach?" followed by pushing the ENT button.



3. A window will be displayed on top of the primary display showing all the available procedures. Turn the large right knob to move the highlight bar to the desired procedure and push the ENT button.



- A second window will be displayed showing all the available transitions. Turn the large right knob to move the white highlight bar to the desired transition waypoint and push the ENT button.



- Turn the large right knob to highlight “Load?” or “Activate?” and push the ENT key. Selecting “Load?” will add the procedure into the active flight plan and allow uninterrupted navigation and reserve the approach for quick activation when needed. Selecting “Activate?” overrides the enroute portion of the active flight plan proceeding directly to the approach portion.



6. For non-GPS approved approaches, a window will be displayed reminding the pilot that GPS guidance on such an approach is ONLY for monitoring only and the use of the VLOC receiver portion of the GNS 430 and the external CDI or HSI for primary navigation and course guidance. To confirm this reminder window you must highlight “Yes” and push the ENT button.



7. Push the CDI button to select VLOC which will assign VLOC guidance to the CDI/HSI. On the Flight Mode Annunciator and verify “VLOC” is illuminated white. You do NOT want to see the green GPS illuminated.



8. Once the approach is loaded, the entire approach procedure will be displayed including waypoints, fixes, holds, etc.



9. For additional details, push the small right knob to move the highlight bar on the particular aspect of the approach. The word "Done?" will be highlighted in white. Push the "ENT" which will return to the Active Flight Plan page.



Not all approaches are approved for GPS use. As of now, most larger airports have published RNAV/GPS approaches with many replacing the old NDB approach procedures by “GPS overlays”. As an approach is selected, there may be “ILS 09L” or “RNAV 09L” with “GPS” noted to the right. If an approach with “GPS” is available and selected, the approach procedure can be flown using the GPS receiver.



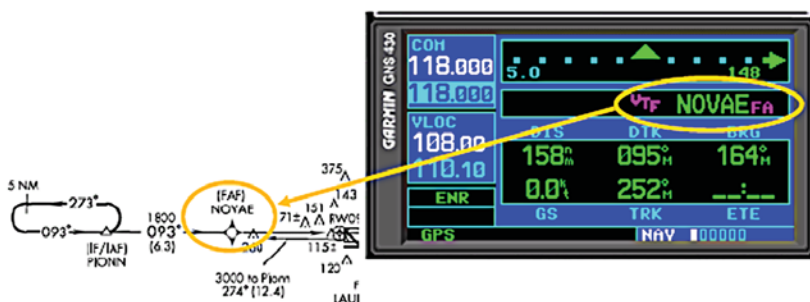
PORT LAUDERDALE, FLORIDA		AL-44 (FAN)		PORT LAUDERDALE, FLORIDA	
WAAK C 4990Z WGA	APP CES 0931	0123 7 9	NAV 100 200	PORT LAUDERDALE, FLORIDA	PORT LAUDERDALE, FLORIDA
<p>FOR IMMEDIATE RELEASE: Increase in all cases resulting in RVR 5000, INAV visibility 4000, and RVR 5000. For non-precision RVR systems, INAV/INAV NA below 1500 (1500) or above 1500 (1500) DVC/DVC 200-200 NA. Visibility reduction by 1000 ft NA.</p>			<p>FOR IMMEDIATE RELEASE: Increase in all cases resulting in RVR 5000, INAV visibility 4000, and RVR 5000. For non-precision RVR systems, INAV/INAV NA below 1500 (1500) or above 1500 (1500) DVC/DVC 200-200 NA. Visibility reduction by 1000 ft NA.</p>		
ATIS 156.0	SEAS APP COM 133.775 266.8	PORT LAUDERDALE TOWER 118.3 257.8	GNB COM 121.4	CINC DEL 128.4	

ACTIVATING AN APPROACH WITH VECTORS-TO-FINAL

When utilizing the “Activate Vector-To-Final” mode, this mode allows to activate the final course segment of the approach. This mode assumes ATC will give you vectors to the final approach course and guides you to intercept the final approach fix before reaching the Final Approach Fix.



1. With the desired approach loaded in the active flight plan, push the PROC button to display the procedures page.
2. Turn the large right knob to highlight “Activate Vector-To-Final?”
3. Push the ENT key.
4. The Default NAV page will be displayed providing course guidance, distance, bearing, ground speed, and estimated time enroute.



FLYING THE APPROACH

Due to the wide range of available approach procedures, the specific steps presented in this guide will vary according to the approach selected. It is suggested to keep the following guidelines in mind when flying an approach using ELITE® and the GNS 430W control module.

- The ELITE® 430W is designed to compliment your printed simulator approach plates and improve your situational awareness during simulated flight. Nevertheless, you must always fly the approach as it is depicted on the approach plate.
- You will generally select the destination airport as the last waypoint in the active flight plan or by using the Direct-to button. By doing so, the desired waypoint will automatically appear when choosing the “Select Approach?” mode from the procedures page. Otherwise, you must first choose an airport followed by the approach procedure.
- When a ground based ILS approach is loaded, the desired frequency is automatically placed in the standby position in the VLOC window. Push the VLOC Flip-flop key to move the frequency into the active position.
- If the VLOC receiver is to be used for the approach, make sure you switch the external CDI/HSI to “VLOC” by pushing the CDI button.
- An “Auto ILS CDI” setting provides automatic switching to “VLOC” as the final approach course is intercepted. When the ILS approach is activated and the correct frequency is in the VLOC window, the unit

will automatically switch when within 1.2 nautical miles left or right of the approach course. However, this switching can take place anywhere from 2.0 to 15.0 nautical miles from the Final Approach Fix. To avoid abrupt CDI changes the switching occurs gradually. This automatic switchover does not occur automatically when configured for the KAP140 autopilot system as Auto ILS CDI Selection is prohibited by limitations within the KAP140.

- As progress is made to the next waypoint, a waypoint alert message such as “NEXT DTK 120° “ will appear in the lower-right corner of the display.
- During the approach, alerts will advise course changes with standard-rate turns such as “TURN TO 195°” will appear in the lower right corner of the display.
- For GPS approaches, RAIM will monitor satellite conditions and alert using the word “INTEG” at the bottom left corner of the display if protection limits can not be maintained. Should the “INTEG” alert occur, the GPS receiver should not be used as the primary navigation source. You must revert to an alternate navigation source such as an ILS.
- LPV, LNAV+V, and L/NAV approaches will automatically downgrade to LNAV if GPS integrity can not be maintained. There is no need to switch guidance by other navigation equipment unless GPS LNAV is unacceptable or integrity degrades further.

- Within 31 nautical miles of the destination airport, the CDI scaling will transition from 2.0nm ENR mode 1.0nm terminal or TERM mode. In addition, when leaving a departure airport, CDI scaling will transition from 1.0nm to 2.0nm when 30 miles out. GPS-based approaches will see a second transition when within 2.0nm of the FAF scaling from 1.0nm to full scale deflection. (approach mode, or “LNAV, LNAV+V, L/LNAV, OR LPV”)
- A “RT to xxx⁰ x S” or “LT to xxx⁰ x S will appear in the lower right corner to alert when you are at a safe distance to initiate the procedure turn. the procedure turn is displayed on the map page, however guidance through the turn is not provided except through the roll mode of steering-equipped autopilots.
- Alerts for proper holding pattern entry such as “HOLD DIRECT” are displayed in the lower right corner of the display. Waypoint sequencing is automatically suspended (indicated by “SUSP” in the lower left center of the display) at the holding waypoint. Push the OBS button again to return to automatic waypoint sequencing. For course reversals, waypoint sequencing is suspended for one circuit around the holding pattern only, after which it will return to automatic waypoint sequencing.
- The CDI will guide you through a DME arc. You will need to keep the needle centered as you fly along the arc.
- As you cross the MAP, “SUSP” will appear in the lower left center of the display indicating that automatic sequencing of waypoints

is suspended at the MAP and a FROM indication will appear on the CDI/HSI.

FLYING THE MISSED APPROACH PROCEDURE

- After crossing the MAP, push the OBS button. The next waypoint in the approach is automatically displayed as the destination waypoint.
- Follow the published missed approach procedures as depicted on the approach plate including climb and heading instructions.
- An alert message in the lower right corner of the display will suggest entry procedures for entering the holding pattern such as teardrop, parallel or direct. As the holding pattern is flown, an automatic time appears on the default NAV page. The timer will automatically reset on the outbound side of the hold when abeam the hold waypoint. The timer will once again reset as the inbound turn is begun within approximately 30° of the inbound course.
- The GPS will provide course guidance ONLY on the inbound side of the holding pattern. Guidance is provided along the entire holding pattern if roll-steering autopilot systems are used.
- When leaving the holding pattern to fly the approach again or another approach push the PROC key to “Select Approach?” or “Activate Approach?” as previously discussed. You may use the direct-to button to select another destination.

ANNUNCIATION	FUNCTIONAL DESCRIPTION
LPV	Lateral Precision with Vertical Guidance Approach. Fly to LPV minimums. A yellow background indicates the approach is safe to continue but a downgrade to LNAV may occur.
L/VNAV	Lateral Navigation and Vertical Navigation approach. Fly to LNAV/VNAV minimums.
LNAV+V	Non-precision GPS approach with advisory vertical guidance. Some LNAV/VNAV approaches are not yet marked in the database and will show up as LNAV+V. If the approach plate shows the approach as LNAV/VNAV, it can be flown to LNAV/VNAV minimums.
MAPR	Indicates the system is providing missed approach integrity and CDI full-scale deflection +/- 0.3nm.
ENR	Indicates the system is in en-route mode. CDI full-scale deflection is 2.0nm or current CDI scale selection whichever is smaller.
TERM	Indicates the system is in terminal mode, CDI full-scale deflection is 1.0nm or current CDI scale whichever is smaller.
DPRT	Indicates the system is using non-precision approach integrity.
OCN	Oceanic mode, full-scale deflection is 2.0nm
LOW ALT	For LNAV+V, LNAV/VNAV, or LPV approaches, indicates aircraft's estimated altitude is lower than the final approach waypoint by more than 50 meters.

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