

Collins EFIS Interface

The following features are only available to the operator when the FMS system is interfaced to a Collins C-14 EFIS, Pro Line 4 or compatible.

NOTE: For aircraft interfaces that support the two-way interface with the heading bug, the FMS is displayed or coupled to the Flight Director/Autopilot System. The EFIS heading bug should be monitored for proper values and reset as required.

Two-Way Interface with Heading Bug

This function allows the FMS to receive selected heading settings that are driven from the heading select knob. These will appear in the command heading window on the FMS. Conversely, when the FMS is in FMS HDG, any entry on the FMS will be received by the EFIS, and the heading bug will slew to that value. In either case the Flight Guidance System (FGS) will fly to these heading when NAV is engaged. This feature is NOT supported in the CRJ 700 aircraft interface.

Go-Around Function

When the pilot presses the Go-Around button, the current Approach will be canceled. If there are additional waypoints in the flight plan between the end of approach and the destination, then the TO waypoint becomes the first waypoint following the end of approach. This is then referred to as the Missed Approach Procedure.

The Creation and Use of ILS Approaches

ILS approaches may be defined and linked into a flight plan using the same procedures as VOR, RNV, VFR and TCN approaches. When ARM APPR is selected on the FMS, the ILS receiver is automatically tuned to the ILS frequency by the FMS, and the EFIS arms for capture. If the pilot arms APPR on the Flight Guidance System, the aircraft will transition from lateral and vertical FMS mode to Approach mode using the localizer and glideslope signals from the ILS receiver. If the pilot flies the approach with only NAV mode selected on the FGS then only lateral transitions will be made from FMS to Localizer.