

CITATION X

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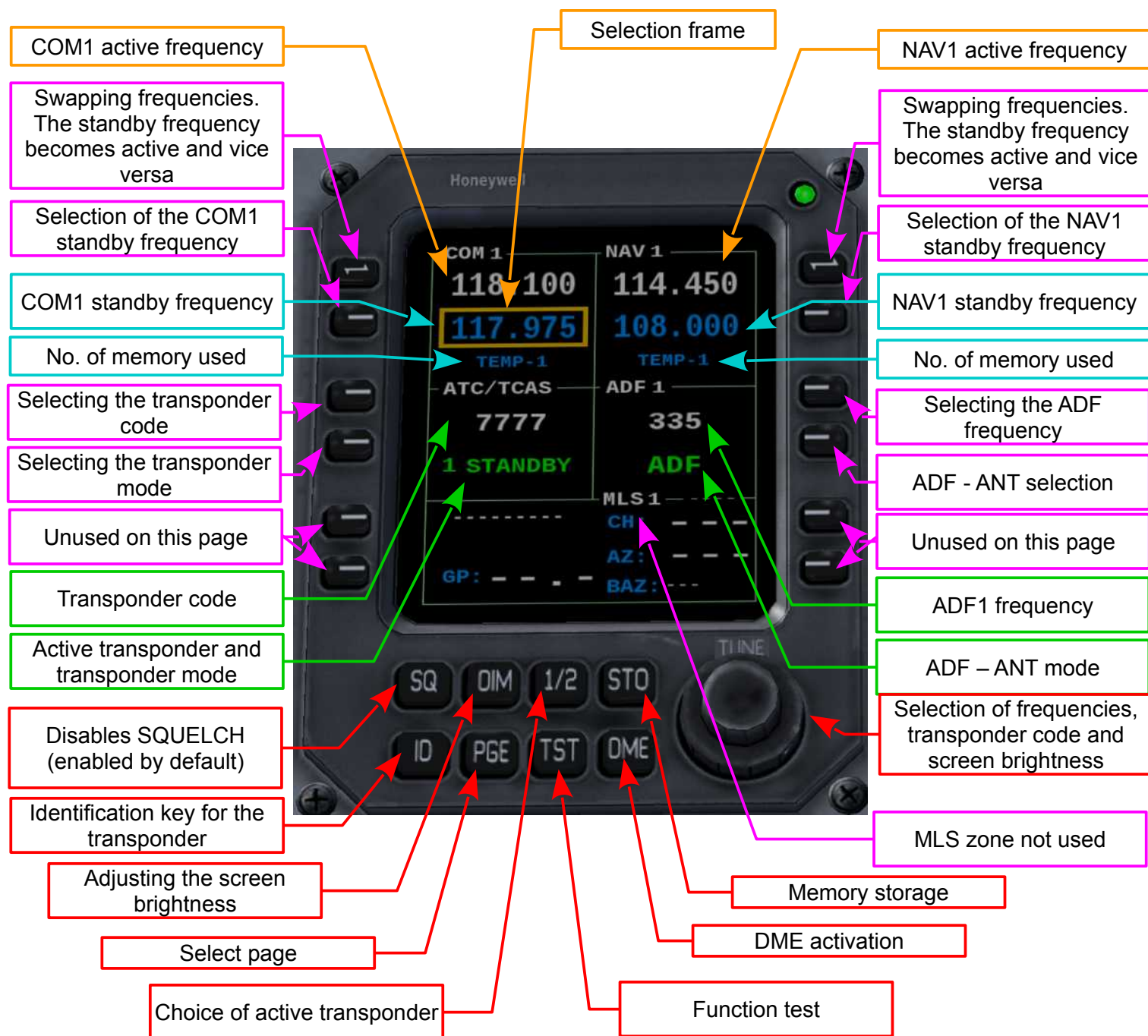
RMU

There are 2 RMUs (Radio Management Units) located on the central console.



The RMU allows the selection of communications (COM) and navigation (NAV and ADF) frequencies. It is also responsible for selecting the transponder channels and its operating mode. It also managed the MLS (Microwave Landing System) but this was abandoned in favor of the GPS / WAAS system.

Description of page 1 (main page)



Selection of COM frequencies

1 - Press this button to bring the frame to the COM1 standby frequency

2 - Select the desired frequency using the two TUNE buttons



Frequency has been changed

TEMP-1 means that no frequencies are stored in memory



By pressing this button, the standby frequency we have just modified becomes the active frequency and vice versa



By pressing the STO button, the standby frequency is stored in memory.

The display changed from TEMP to MEMORY. The 1 indicates that the frequency is stored in memory 1.





As the new 120 MHz frequency is not in memory, the indicator returns to TEMP. The number 2 indicates that the memory bank already contains a frequency and that place 2 is available.

Pressing the STO key will store this frequency in the 2nd place in the memory bank.



The frequency of 120 Mhz is now stored in the 2nd place in the memory bank. MEMORY - 2 is displayed on the RMU screen

The RMU1 memory bank is capable of storing 12 COM frequencies and 12 NAV frequencies. Ditto for the RMU2.

Pressing the PGE (page) button displays the frequencies already stored in memory.



By pressing the PGE key a second time, we return to the RMU main screen.

Enter the frequency of 122 MHz in standby. This frequency does not exist in memory, TEMP - 3 is displayed and indicates that the 3rd place is available



Pressing the STO (store) key will store this frequency in memory.

MEMORY - 3 is displayed



When the bank is full with its 12 memories, it is no longer possible to add more and the indication FULL appears



Memory management



Pressing the PGE key displays the memories page

We will insert a frequency in place 3 between that of 120 Mhz and that of 122 Mhz.



Let's press key 2, preceding the one to which we want to insert our new frequency

An amber frame indicates our choice

Let's press the key in front of the INSERT indication



Select the frequency of 121 Mhz using the TUNE buttons

The frequency of 121 Mhz entered in 3rd place.

The INSERT indication has changed color indicating that we are in "insert" mode



Pressing the INSERT key again exits the "Insert" mode.

The display then returns to its original color



If the memory bank is full, it is no longer possible to insert a new memory and the indication FULL appears and INSERT returns to white



The MORE key is used to display the second page of memories when they exceed the number of 6.

Let's go back to the main page after pressing the PGE key.

The 121 Mhz frequency
has replaced the 122 Mhz
frequency in 3rd place



Pressing this key allows us
to check that the frequency
122 MHz has indeed
moved to 4th place



Let's go back to the memory display page (by pressing the PGE key).



Pressing the DELETE button will erase the selected memory, here 122 MHz



The 122 MHz frequency has been deleted from the memory bank.



Pressing the PGE key takes us back to the main page

NAV frequency management



Pressing the standby button on the NAV1 module allows us to manage the NAV frequencies

NAV frequencies are managed identically to COM frequencies, including the memory bank.

Transponder (ATC/TCAS)



The modes are:
STANDBY
ATC ON
ATC ALT
TA ONLY
TA/RA



With this configuration,
transponder 2 (co-pilot) is
active. The 1 (that of the
pilot) is therefore
necessarily in STANDBY
and its code cannot be
changed.

Pressing this key switches
the active transponder
from pilot to co-pilot.



ADF frequency management



This key activates the change of ADF frequencies

Select the ADF frequency using the TUNE buttons



The operating mode is changed using this key.
Modes available:
ADF
ANT (antenna)

Tests

The tests page is accessible via the TST button



PAST stands for Pilot Activated Self-Test

The 1st test is started automatically



The test passed



Second test



All tests have passed

Pressing the TST button again takes you back to the main page

Adjusting the screen brightness

The DIM button allows the
TUNE knobs (either one)
to adjust the screen
brightness

From the minimum ...



to the maximum



DME (Distance Measuring Equipment)



LGL's VOR (115,000 MHz) does not have a DME.

As a result, nothing appears in the display area of the DME.





CN's VOR (110.950 MHz) has a DME.

The DME identifier (CN) is displayed here as well as its distance from the aircraft if it is within the reception area.





Dashes appear on the display as long as the aircraft is outside the DME reception area.



Here, the VOR has a DME. The VOR identifier (CN) is therefore displayed. If the VOR does not have a DME, nothing is displayed.

Pressing the DME button for the first time displays the DME screen.



It's also possible to program a VOR and a DME different from the VOR.
Here we are tracking LGL's VOR (115,000 Mhz) while it is the distance from CN's DME (110,950 Mhz) that is displayed on the top of the PFD screen.

The DME frequency change is done first by repatriating the selection frame using this key.

Then using the two frequency selection buttons.



The DME indication (in yellow) appears when the DME is different from the programmed VOR.



When the NAV-FMS selector is in NAV1 mode (active pilot RMU) and the DME frequencies are identical on the 2 RMUs, the DME frequency on the co-pilot's RMU appears in orange to indicate that the selected DME is already active.

Ditto for NAV2 (co-pilot RMU active) and frequency selection on the pilot's RMU.

TACAN (TACTical Air Navigation)

This is the military version of civilian VOR-DMEs. On the RMUs they are displayed in the form of channels instead of frequencies.



The display is in the form of channels. The last letter can only be X or Y.

Pressing the DME button twice switches between the DME display and the TACAN display.



The channel change is done using the TUNE rotary knobs. The large one changes the 2 digits on the left, the small one the last digit and the last letter.



As with the DME, the channel indication turns orange if the channels are identical on both RMUs, depending on the NAV1 or NAV2 selection.



A third press on the DME button returns to the standard RMU display.