



Figure 2-23 Selecting a Navigation Source

If the same VOR/LOC navigation source is selected on both PFDs, the navigation source annunciation turns amber on both displays (unless synchronized). Once the CDIs are synchronized (CDI SYNC turned on), they remain synchronized until the setting is turned off.

### Synchronizing the CDIs:

- 1) Select the 'Aux - System Setup 1' Page.
- 2) Press the **FMS** Knob to activate the cursor.
- 3) Turn the large **FMS** Knob to highlight the CDI On/Off datafield in the 'Synchronization' box.
- 4) Turn the small **FMS** Knob clockwise to 'On' or counterclockwise to 'Off'.

The system automatically switches from FMS to LOC navigation source and changes the CDI scaling accordingly when all of the following occur:

- A localizer or ILS approach has been loaded into the active flight plan
- The final approach fix (FAF) is the active leg, the FAF is less than 15 nm away, and the aircraft is moving toward the FAF
- A valid localizer frequency has been tuned
- The FMS CDI deviation is less than 1.2 times full-scale deflection

FMS steering guidance is still provided after the CDI automatically switches to LOC until LOC capture, up to the Final Approach Fix (FAF) for an ILS approach, or until FMS information becomes invalid. Activating a Vector-to-Final (VTF; see the Flight Management Section) also causes the CDI to switch to LOC navigation source; FMS steering guidance is not provided after this switch.

On some ILS approaches where the glideslope intercept point is at or in close proximity to the fix prior to the FAF (see Figure 2-24), it is possible to be above the glideslope when the navigation source automatically switches from FMS to LOC. The probability of this occurring varies based on air temperature.