(145) FMS (UNIVERSAL) / (135) DUAL FMS - ADJUSTMENT/TEST

EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL

1. General

   A. This section gives the procedures to do the operational test of the Flight Management System.

   B. The procedures in this section are given in the sequence below. The tasks identified with (♦) are part of the Scheduled Maintenance Requirements Document (SMRD).

TASK NUMBER	*DESCRIPTION*	*EFFECTIVITY*
34-62-00-700-801-A	DUAL FMS - OPERATIONAL TEST	AIRCRAFT WITH FMS UNIVERSAL
34-62-00-700-802-A	SINGLE FMS - OPERATIONAL TEST	AIRCRAFT WITH FMS UNIVERSAL

TASK 34-62-00-700-801-A
EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL

2. DUAL FMS - OPERATIONAL TEST

A. General

(1) This task gives the procedures to do the operational test of the Dual Flight Management System.

(2) It is possible that you cannot read the Liquid Crystal Display at temperatures of less than -20°C. If necessary, preheat the cockpit as given in TASK 21-00-00-860-804-A.

B. References

REFERENCE	*DESIGNATION*
AMM 43-15-00/1	-
AMM SDS 23-81-00/1	
AMM SDS 34-21-00/1	
AMM SDS 34-32-00/1	
AMM SDS 34-51-00/1	
AMM SDS 34-52-00/1	
AMM SDS 34-62-00/1	
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE
AMM TASK 34-62-00-400-801-A/200	DUAL FMS NAVIGATION DATA BASE - LOADING

C. Zones and Accesses

ZONE	*PANEL/DOOR*	*LOCATION*
223		Cockpit
224		Cockpit

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Cockpit

I. Preparation

SUBTASK 841-004-A

(1) Aircraft on the ground.

(2) Energize the aircraft with the external DC Power Supply (AMM TASK 20-40-01-860-801-A/200).

(3) Make sure that the systems below are serviceable and on:

- Radio Management System (AMM SDS 23-81-00/1).
- ADC System (AMM 43-15-00/1).
- AHRS (AMM SDS 34-21-00/1).
- VOR/ILS/GS/MB (AMM SDS 34-32-00/1).
- DME System (AMM SDS 34-51-00/1).
- Transponder System (AMM SDS 34-52-00/1).
- Dual FMS (AMM SDS 34-62-00/1).

J. Test Procedure (Figure 501) (Figure 502) (Figure 503) (Figure 504)

SUBTASK 710-004-A

NOTE: For the GPS tests, the aircraft must be outside the hangar and the antenna must have a clear unobstructed view of the sky.

(1) Do the Dual FMS self-test as follows:

(a) On the DC-550 panels, push the FMS key to select FMS1 on MFD1 and FMS2 on MFD2.

Result:

1 On the MFDs, the selected FMSs are shown.

(b) On the RMUs, push the PGE function key.

Result:

1 The SYSTEM 1 PAGE MENU page is shown.

(c) Push the NAV MEMORY line key.

Result:

1 On the upper right corner of the page, FMS ENABLE must be shown.

NOTE: If FMS DISABLED is shown, push the TRANSFER (flip-flop) key to select FMS ENABLED.

(d) Push the RADIOS key to go back to the RADIOS page.

(e) On the two CDUs, push the PWR/DIM key to energize the FMS systems.

Result:

1 The systems come on and a self-test of the two navigation computers is started.

2 On the two CDU displays, a self-test page will be displayed with the results of each test performance.

Make sure that all tests show a PASS condition.

3 At the end of the self-tests, if all tests are successfully completed, a copyright page then an INIT 1/1 page will be shown on the two displays.

(f) On the two CDUs, push the MSG key.

Result:

1 On the MESSAGE page, no FAIL messages or DEMONSTRATION MODE message are shown.

Position Uncertain message will be normal until the system is initialized.

NOTE: If any FAIL message is shown, refer to the message table for possible causes (Refer to the Operations Manual).

(g) On the two CDUs, push the MSG key again to go back to the INIT 1/1 page.

(h) On the two INIT 1/1 pages, put the cursor on the ID field, type the identifier of the airport reference point for the local airfield, and push the ENTER key.

Result:

1 The latitude and longitude for the entered field will be shown.

(i) On the two INIT 1/1 pages, push ENTER or the (5L) ACCEPT line selector key to the Initialize position.

Result:

1 The systems will accept the position and the cursor will move to the DATE field.

If the date is correct, push the ENTER key. If it is not, enter the date in the DDMMYY format and push the ENTER key.

2 The cursors will move to the UTC field.

(j) On the two INIT 1/1 pages, push the ENTER key to accept or enter with the correct UTC time (HH:MM:SS format) directly, then push ENTER.

Result:

1 The cursors will move to the ACCEPT line select location.

(k) On the two CDUs, push ENTER or the ACCEPT line select key.

Result:

1 With the initialization page (INIT 1/1) on view, make sure that:

- The NAV DATABASE date is current.
  If the date is expired, update the data base (AMM TASK 34-62-00-400-801-A/200).
- FMC VER (FMC software version) must match the version approved for the installation in the Airplane Flight Manual or other approved documentation.

(2) Do the check of the ADC/DME/VOR sensors as follows:

(a) On the two CDUs, push the DATA key two times to show the DATA 2/4 page (sensor summary page).

Result:

1 On the Data 2/4 pages, the status of the individual dual navigation sensors installed is shown.

(b) On the two CDUs, push the ADC line select key [2R].

Result:

1 The status and data from the air data sensor will be shown.

NOTE: ADC1 must be selected with FMS1 and ADC2 must be selected with FMS2.

2 System status must be NORMAL (D) to indicate that the FMS receives air data and that the sensor is deselected.

3 The TAS field will be dashed or not shown in most installations.

4 Make sure that the BARO ALT displayed matches the local barometric altitude.

(c) Push the SELECT ADC line select key (4R) in the two CDUs to select the ADCs.

Result:

1 The status of the systems change from NORMAL (D) to NORMAL.

(d) Open the ADC1 circuit breaker.

Result:

1 ADC2 will also be selected with FMS1.

(e) Open the ADC2 circuit breaker.

Result:

1 The status changes to FAILED in the two systems.

(f) Close the ADC1 circuit breaker.

Result:

1 The status changes from FAILED to NORMAL and ADC1 will be selected with FMS1 and FMS2.

(g) Close the ADC2 circuit breaker.

Result:

1 ADC2 will be selected with FMS2 and ADC1 will be selected with FMS1.

(h) Push the RETURN key then the 3R key in the two CDUs to select the DMEs.

Result:

1 The CDU shows the DME 1/1 page and the NORMAL (D) status.

(i) On the two RMUs, push the DME select keys.

Result:

1 The DME status changes from NORMAL (D) to NORMAL.

(j) Push the RETURN key then the VOR key in the two CDUs.

Result:

1 The CDU shows the VOR 1/1 page and the NORMAL (D) status.

(k) On the RMUs, select a VOR frequency.

Result:

1 The selected VOR frequencies are shown on the CDUs.

(l) Push the RETURN (5R) key on the two CDUs, then push 2L (GPS2) on CDU1 and 1L (GPS1) on CDU2.

Result:

1 GPS2 is selected with FMS1.

2 GPS1 is selected with FMS2.

(m) Go back to the normal selection (FMS1 with GPS1 and FMS2 with GPS2) then push the RETURN (5R) key on the two CDUs.

Result:

1 The CDUs return to the DATA 2/4 page.

NOTE: For the GPS tests, the aircraft must be outside the hangar and the antenna must have a clear unobstructed view of the sky.

(n) On the two CDUs, push the line select key for GPS1 to show the GPS1 1/4 page.

Result:

1 The GPS sensor must show the NAV mode after some time.

NOTE: If the GPS unit was not installed and operated recently, it can take up to 30 minutes for the sensor to go from ACQ (acquisition mode) to NAV mode. This is the time for the system to get the necessary almanac data. There will be no indication that the almanac data is downloaded.
If the GPS unit was operated recently, it must show the NAV mode in a few minutes.

2 In the NAV mode, the #SATS field will show how many satellites are received.

3 The INTEG field will show the GPS integrity status and the GPS integrity annunciator must be off, unless ALARM is shown.

(3) Do the check of the RMU, Joystick, and XFILL Interface as follows:

(a) Push the TUNE key on the two CDUs.

Result:

1 The CDU shows the TUNE 1/1 page and the COM1 window for frequency selection.

2 The active frequency is the same as shown on RMU1.

(b) On the CDU, select a new communication frequency, then push the ENTER key.

Result:

1 The new frequency selected is shown as the active frequency on the CDU and on the related RMU.

(c) Push the COM2 (1R) key in the two CDUs.

Result:

1 On the CDU, the frequency selection COM2 window is shown with the active frequency highlighted.

(d) On the CDU, select a new communication frequency, then push the ENTER key.

Result:

1 The new frequency selected is shown as active frequency on the CDU and on the related RMU.

(e) For each system, create a Flight Plan as follows:

1 On the CDU, push the FPL key.
- The CDU shows a FPL 1/1 page with the cursor on an empty field and ready to accept waypoint number 2. Waypoint number 1 will be prefilled with the airport entered in the initialization process.

2 Type an identifier for the waypoint and push the ENTER key.
- The Latitude and Longitude of the waypoint are shown.

3 Push the ACCEPT (5L) key.
- On the MFD, flight plan wpt1-wpt2 is shown and a new waypoint can be inserted.

4 Do steps 2 and 3 above to insert a new waypoint.

5 Push the MENU function key.
- The CDU shows the FPL MENU 1/2 page.

6 Push the STORE FLP (1R) key.
- The CDU shows the PLT RTE page and the cursor is on the NAME field.

7 Type a name for the plan, then push the ENTER key.
- The flight plan is stored in the FMSs.
- On the PLT RTE 1/1 page, the plan name is shown.

(f) Push the FPL function key on CDU1.

Result:

1 The flight plan is shown on CDU1.

(g) Push the MENU function key on CDU1.

Result:

1 The FPL MENU 1/2 page is shown.

(h) Push the DELETE FPL line select key (5L) twice.

Result:

1 The flight plan is deleted on MFD1 and CDU1.

(i) Push the XFILL line select key (5R) on CDU1.

Result:

1 The flight plan transfer option from FMS2 to FMS1 is shown.

(j) On CDU1, push the FROM FMS 2 line select key (2R).

Result:

1 The flight plan is copied then it is shown on MFD1. The same plan is shown on MFD2.

(k) Do the steps above from (f) thru (j) for FMS2, that is, delete the FMS2 flight plan and copy the flight plan from FMS1 to FMS2.

(l) On MFD1, select the JOYSTICK function on the menu.

(m) On the STALL PROTECTION panel, move the joystick.

Result:

1 On MFD1, the designator moves if the MAP format is selected.

2 On MFD1, the flight plan moves if the FLT PLAN format is selected.

(n) On MFD1, successively push the SKIP key.

Result:

1 The designator reference changes for each skip action.

(o) Add a new waypoint to the flight plan as follows:

1 On CDU1, push the FPL function key to access the FPL page.

2 Use the line select keys to put the cursor on the waypoint which will follow the new waypoint.

3 Use the joystick to put the designator at the desire location where the new waypoint will be inserted and push the ENTER key on MFD1.
Each positioning of the joystick followed by a pressure on the MFD ENTER key defines a new waypoint.

4 On CDU1, push the LIST function key and make sure that new waypoint (1<R1>) was created.

5 To enter the new point, type its related number and push the ENTER key
- On MFD1, the new waypoint is shown on the flight plan.
- On the CDU1 FLP page, the new waypoint is added.

(p) Do the steps above from (l) to (o) for MFD2 and CDU2.

(q) Push the PWR/DIM key, then the OFF (5R) key, then the CONFIRM/OFF (1R) key.

Result:

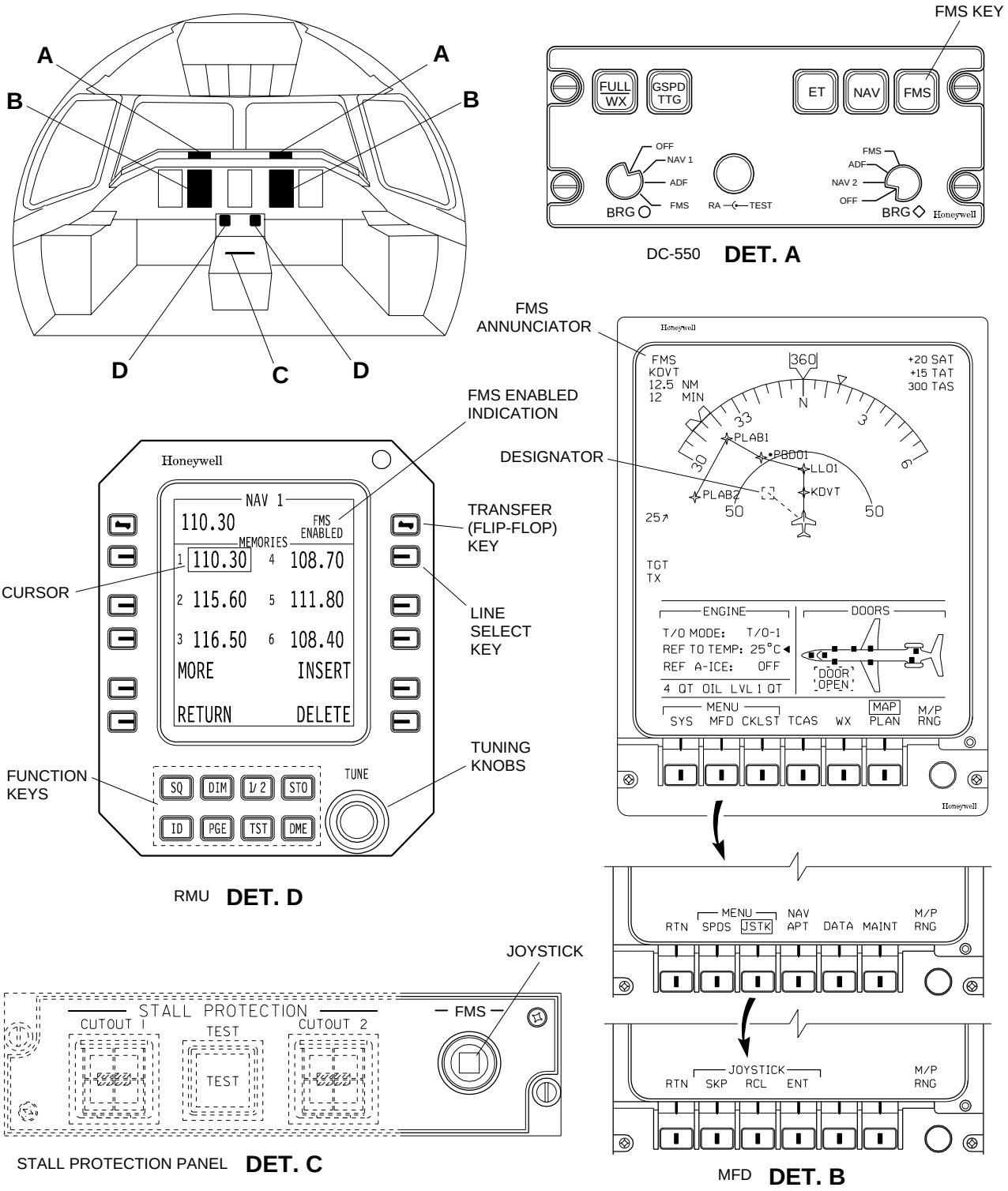
1 The system is turned off.

K. Follow-on

SUBTASK 842-004-A

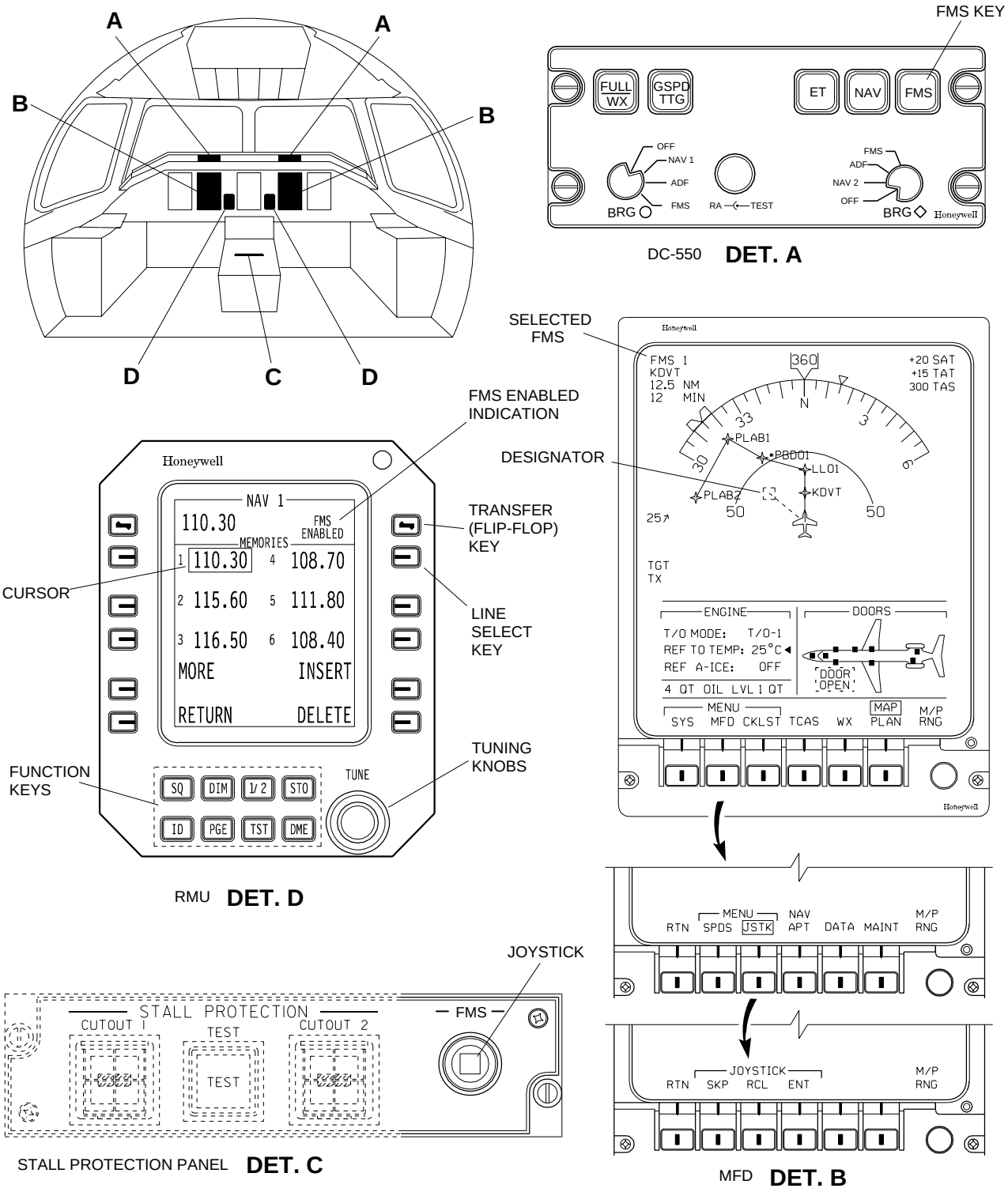
(1) Deenergize the aircraft (AMM TASK 20-40-01-860-801-A/200).

EFFECTIVITY: AIRCRAFT WITH RMU INSTALLED ON CONTROL PEDESTAL
Dual FMS Operational Test - Control and Displays
Figure 501



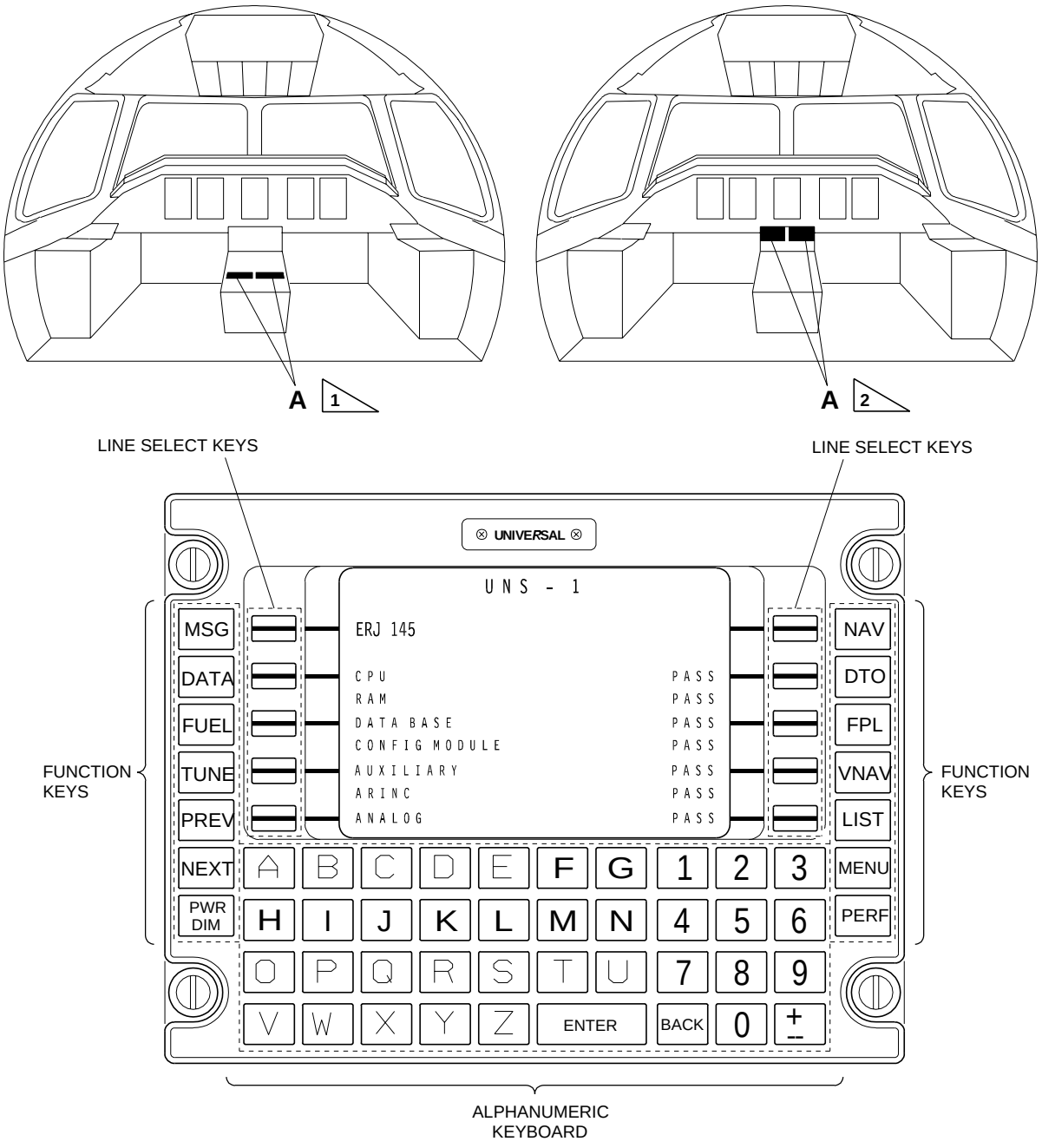
145AMM340332.MCE

EFFECTIVITY: AIRCRAFT WITH RMU INSTALLED ON MAIN INSTRUMENT PANEL
Dual FMS Operational Test - Control and Displays
Figure 502



145AMM340271.MCE A

EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL
Dual FMS Operational Test - CDU
Figure 503



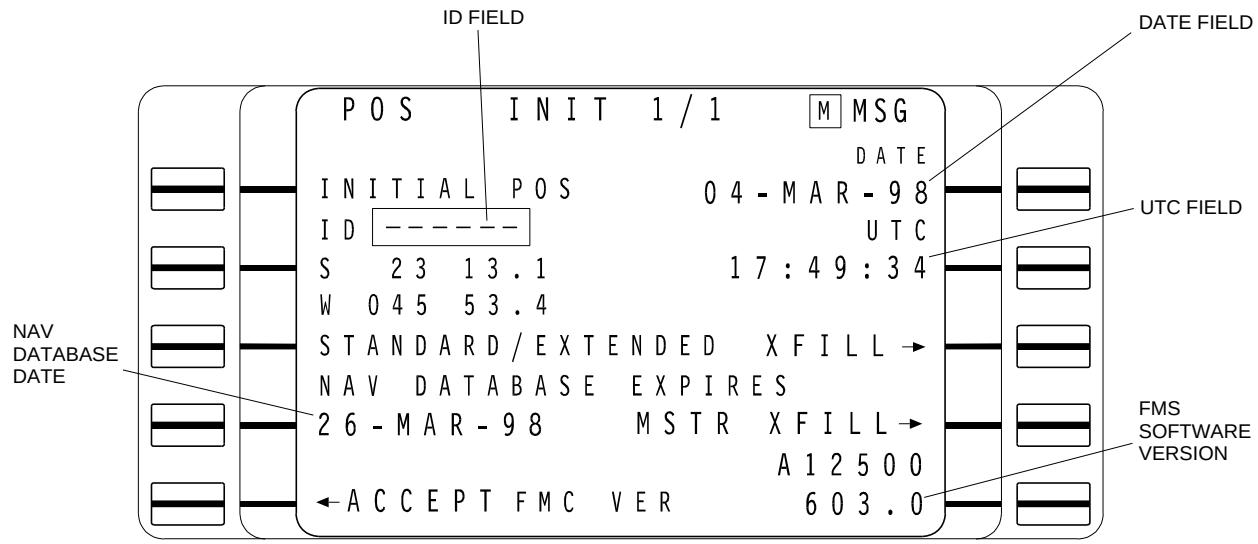
DET. A

1 AIRCRAFT WITH FMS CDUS INSTALLED ON CONTROL PEDESTAL AFT PANEL.

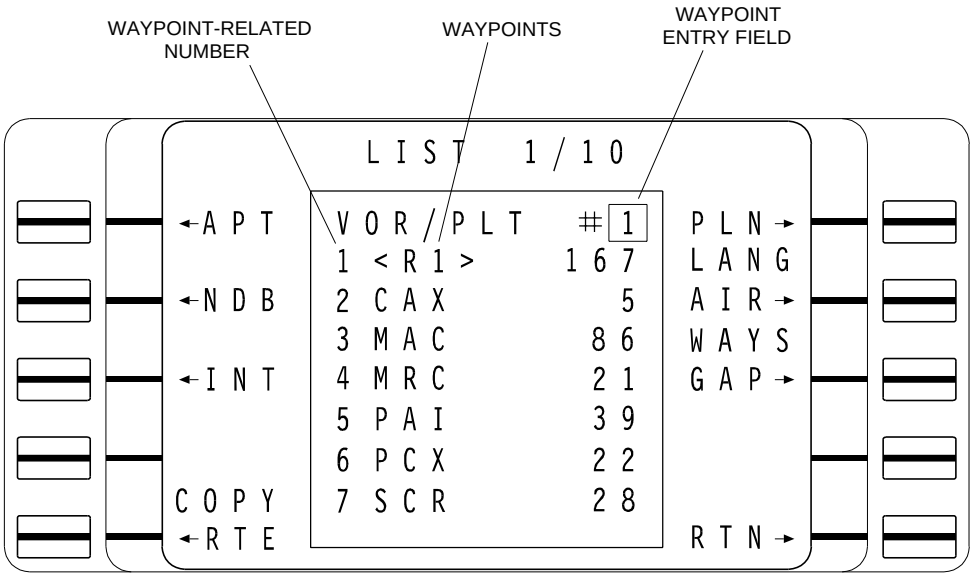
2 AIRCRAFT WITH FMS CDUS INSTALLED ON CONTROL PEDESTAL FORWARD PANEL.

145AMM340270.MCE B

EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL
Dual FMS Operational Test - Displays
Figure 504



INIT 1/1 PAGE



LIST PAGE

145AMM340272.MCE

TASK 34-62-00-700-802-A
EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL

3. SINGLE FMS - OPERATIONAL TEST

A. General

(1) This task gives the procedures to do the operational test of the flight management system.

(2) It is possible that you cannot read the Liquid Crystal Display at temperatures of less than -20°C. If necessary, preheat the cockpit as given in TASK 21-00-00-860-804-A.

B. References

REFERENCE	*DESIGNATION*
AMM 43-15-00/1	-
AMM SDS 23-81-00/1	
AMM SDS 34-21-00/1	
AMM SDS 34-32-00/1	
AMM SDS 34-51-00/1	
AMM SDS 34-52-00/1	
AMM SDS 34-62-00/1	
AMM TASK 20-40-01-860-801-A/200	ENERGIZATION OF THE AIRCRAFT WITH AN EXTERNAL POWER SOURCE
AMM TASK 34-62-00-400-802-A/200	SINGLE FMS NAVIGATION DATA BASE - LOADING

C. Zones and Accesses

ZONE	*PANEL/DOOR*	*LOCATION*
223		Cockpit
224		Cockpit

D. Tools and Equipment

Not Applicable

E. Auxiliary Items

Not Applicable

F. Consumable Materials

Not Applicable

G. Expandable Parts

Not Applicable

H. Persons Recommended

QTY	*FUNCTION*	*PLACE*
1	Does the task	Cockpit

I. Preparation

SUBTASK 841-005-A

(1) Aircraft on the ground.

(2) Energize the aircraft with the external DC Power Supply (AMM TASK 20-40-01-860-801-A/200).

(3) Make sure that the systems below are serviceable and on:

- Radio Management System (AMM SDS 23-81-00/1).
- ADC System (AMM 43-15-00/1).
- AHRS (AMM SDS 34-21-00/1).
- VOR/ILS/GS/MB (AMM SDS 34-32-00/1).
- DME System (AMM SDS 34-51-00/1).
- Transponder System (AMM SDS 34-52-00/1).
- FMS (Universal) (AMM SDS 34-62-00/1).

J. Test Procedure (Figure 505) (Figure 506) (Figure 507) (Figure 508)

SUBTASK 710-005-A

NOTE: For the GPS tests, the aircraft must be outside the hangar and the antenna must have a clear unobstructed view of the sky.

(1) Do the FMS self-test as follows:

(a) On the DC-550 panels, push the FMS key to select FMS on the MFD1.
Result:
1 On the MFD1, the FMS annunciator is shown.

(b) On the RMU1, push the PGE function key.
Result:
1 The SYSTEM 1 PAGE MENU page is shown.

(c) On the RMU1, push the NAV MEMORY line key.
Result:
1 On the upper right corner of the page, FMS ENABLE must be shown.

NOTE: If FMS DISABLED is shown, push the TRANSFER (flip-flop) key to select FMS ENABLED.

(d) On the RMU1, push the RADIOS key to go back to the RADIOS page.

(e) On the CDU, push the PWR/DIM key to energize the FMS system.
Result:
1 The system comes on and a self-test of the navigation computer is started.
2 On the CDU display, a self-test page will be displayed with the results of each test performance.

Make sure that all tests show a PASS condition.

3 At the end of the self-tests, if all tests are successfully completed, a copyright page then an INIT 1/1 page will be shown on the display.

(f) On the CDU, push the MSG key.

Result:

1 On the MESSAGE page, no FAIL messages or DEMONSTRATION MODE message are shown.

Position Uncertain message will be normal until the system is initialized.

NOTE: If any FAIL message is shown, refer to the message table for possible causes (Refer to the Operations Manual).

(g) On the CDU, push the MSG key again to go back to the INIT 1/1 page.

(h) On the INIT 1/1 page, put the cursor on the ID field, type the identifier of the airport reference point for the local airfield, and push the ENTER key.

Result:

1 The latitude and longitude for the entered field will be shown.

(i) On the INIT 1/1 page, push ENTER or the ACCEPT line selector key (5L) to the Initialize position.

Result:

1 The system will accept the position and the cursor will move to the DATE field.

If the date is correct, push the ENTER key. If it is not, enter the date in the DDMMYY format and push the ENTER key.

2 The cursor will move to the UTC field.

(j) On the INIT 1/1 page, push the ENTER key to accept or enter with the correct UTC time (HH:MM:SS format) directly, then push ENTER.

Result:

1 The cursor will move to the ACCEPT line select location.

(k) On the CDU, push ENTER or the ACCEPT line select key (5L).

Result:

1 With the initialization page (INIT 1/1) on view, make sure that:

- The NAV DATABASE date is current.
  If the date is expired, update the data base (AMM TASK 34-62-00-400-802-A/200).
- FMC VER (FMC software version) must match the version approved for the installation in the Airplane Flight Manual or other approved documentation.

(2) Do the check of the ADC/DME/VOR sensors as follows:

(a) On the CDU, push the DATA key two times to show the DATA 2/4 page (sensor summary page).

Result:

1 On the Data 2/4 page, the status of the individual navigation sensors installed is shown.

(b) On the CDU, push the ADC line select key (2R).

Result:

1 The status and data from the air data sensor will be shown.

2 System status must be NORMAL (D) to indicate that the FMS receives air data and that the sensor is deselected.

3 The TAS field will be dashed or not shown in most installations.

4 Make sure that the BARO ALT displayed matches the local barometric altitude.

(c) On the CDU, push the SELECT ADC line select key (4R) to select the ADC.

Result:

1 The status of the system change from NORMAL (D) to NORMAL.

(d) Open the ADC1 circuit breaker (Location Tip: ESSENTIAL DC BUS 1/NAV/ADC1).

Result:

1 ADC2 will be selected with FMS.

(e) Open the ADC2 circuit breaker (Location Tip: DC BUS 2/NAV/ADC2).

Result:

1 The status changes to FAIL in the system.

(f) Close the ADC2 circuit breaker.

Result:

1 The status changes from FAILED to NORMAL and ADC2 will be selected with FMS.

(g) Close the ADC1 circuit breaker.

Result:

1 ADC1 will be selected with FMS.

(h) On the CDU, push the RETURN key then the DME line select key (3R) to select the DME.

Result:

1 The CDU shows the DME 1/1 page and the NORMAL (D) status.

(i) On the CDU , push the SELECT DME line select key (4R).

Result:

1 The DME status changes from NORMAL (D) to NORMAL.

(j) On the CDU, push the RETURN key then the VOR line select key (4R).

Result:

1 The CDU shows the VOR 1/1 page and the NORMAL (D) status.

(k) On the RMU1, select a VOR frequency.

Result:

1 On the CDU, the selected VOR frequency is shown.

(l) On the CDU, push the RETURN key then GPS1 line select key to show the GPS1 1/4 page.

Result:

1 The GPS sensor must show the NAV mode after some time.

NOTE: If the GPS unit was not installed and operated recently, it can take up to 30 minutes for the sensor to go from ACQ (acquisition mode) to NAV mode. This is the time for the system to get the necessary almanac data. There will be no indication that the almanac data is downloaded.
If the GPS unit was operated recently, it must show the NAV mode in a few minutes.

2 In the NAV mode, the #SATS field will show how many satellites are received.

3 The INTEG field will show the GPS integrity status and the GPS integrity annunciator must be off, unless ALARM is shown.

(3) Do the check of the RMU and the Joystick as follows:

(a) Push the TUNE key on the CDU.

Result:

1 The CDU shows the TUNE 1/1 page and the COM1 window for frequency selection.

2 The active frequency is the same as shown on RMU1.

(b) On the CDU, select a new communication frequency, then push the ENTER key.

Result:

1 The new frequency selected is shown as the active frequency on the CDU and on the RMU1.

(c) On the CDU, push the COM2 line select key (1R).

Result:

1 On the CDU, the frequency selection COM2 window is shown with the active frequency highlighted.

(d) On the CDU, select a new communication frequency, then push the ENTER key.

Result:

1 The new frequency selected is shown as active frequency on the CDU and on the RMU2.

(e) Create a Flight Plan as follows:

1 On the CDU, push the FPL key.
- The CDU shows a FPL 1/1 page with the cursor on an empty field and ready to accept waypoint number 2. Waypoint number 1 will be prefilled with the airport entered in the initialization process.

2 Type an identifier for the waypoint and push the ENTER key.
- The Latitude and Longitude of the waypoint are shown.

3 On the CDU, push the ACCEPT line select key (5L).
- On the MFD, flight plan wpt1-wpt2 is shown and a new waypoint can be inserted.

4 Do steps 2 and 3 above to insert a new waypoint.

5 On the CDU, push the MENU function key.
- The CDU shows the FPL MENU 1/2 page.

6 On the CDU, push the STORE FLP (1R) key.
- The CDU shows the PLT RTE page and the cursor is on the NAME field.

7 Type a name for the plan, then push the ENTER key.
- The flight plan is stored in the FMS.
- On the PLT RTE 1/1 page, the plan name is shown.

(f) On the CDU, push the FPL function key.
Result:

1 The flight plan is shown on the CDU.

(g) On the CDU, push the MENU function key.
Result:

1 The FPL MENU 1/2 page is shown.

(h) On the CDU, push the DELETE FPL line select key (5L) twice.
Result:

1 On the MFD1 and CDU , the flight plan is deleted.

(i) On MFD1, select the JOYSTICK function on the menu.

(j) On the STALL PROTECTION panel, move the joystick.
Result:

1 On MFD1, the designator moves if the MAP format is selected.

2 On MFD1, the flight plan moves if the FLT PLAN format is selected.

(k) On MFD1, successively push the SKIP key.
Result:

1 The designator reference changes for each skip action.

(l) Add a new waypoint to the flight plan as follows:

1 On CDU, push the FPL function key to access the FPL page.

2 Use the line select keys to put the cursor on the waypoint which will follow the new waypoint.

3 Use the joystick to put the designator at the desire location where the new waypoint will be inserted and push the ENTER key on MFD1.
Each positioning of the joystick followed by a pressure on the MFD ENTER key defines a new waypoint.

4 On CDU, push the LIST function key and make sure that new waypoint (1<R1>) was created.

5 To enter the new point, type its related number and push the ENTER key:
- On MFD1, the new waypoint is shown on the flight plan.
- On the CDU FLP page, the new waypoint is added.

(m) Push the PWR/DIM key, then the OFF (5R) key, then the CONFIRM/OFF (1R) key.

Result:

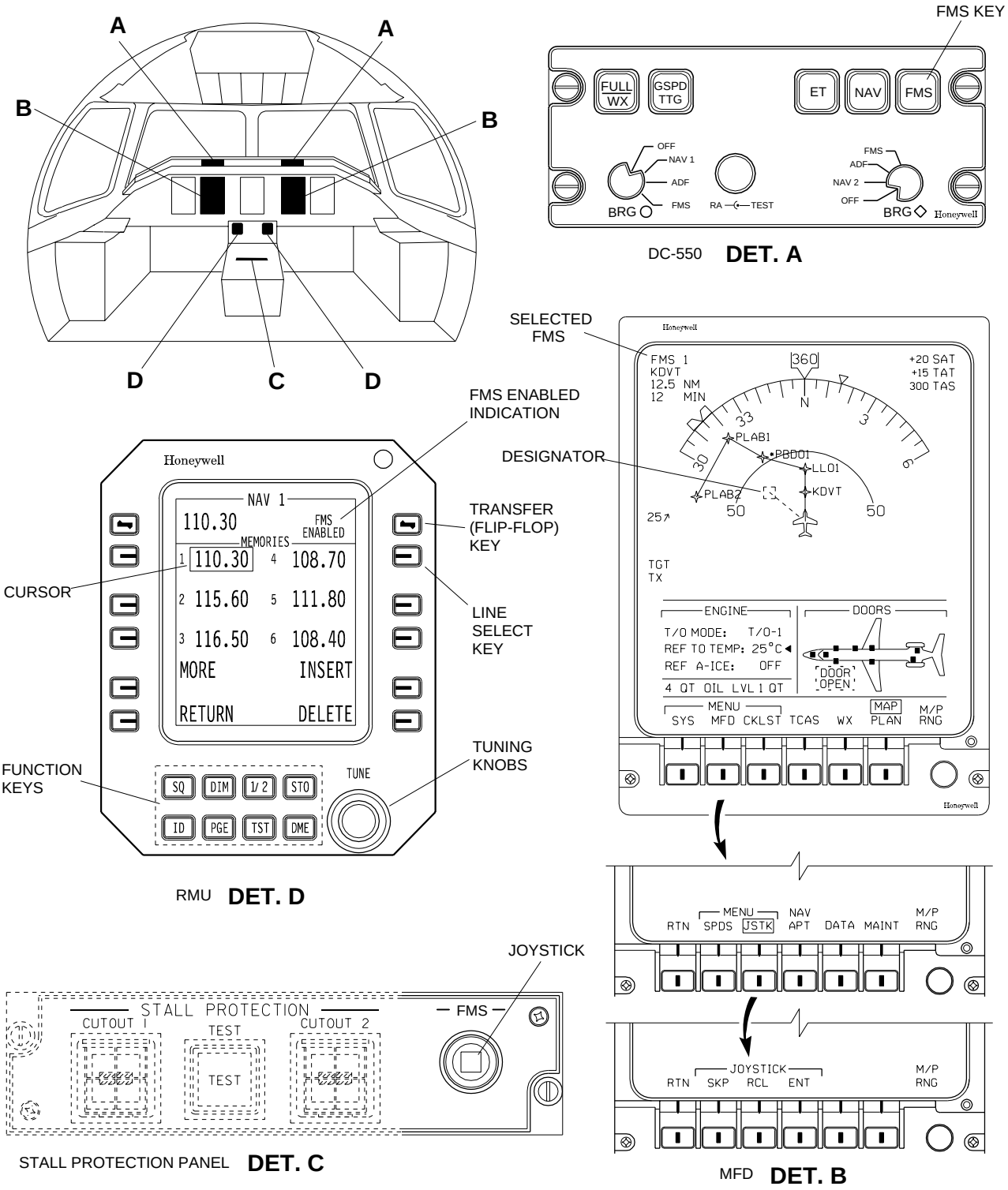
1 The system is turned off.

K. Follow-on

SUBTASK 842-005-A

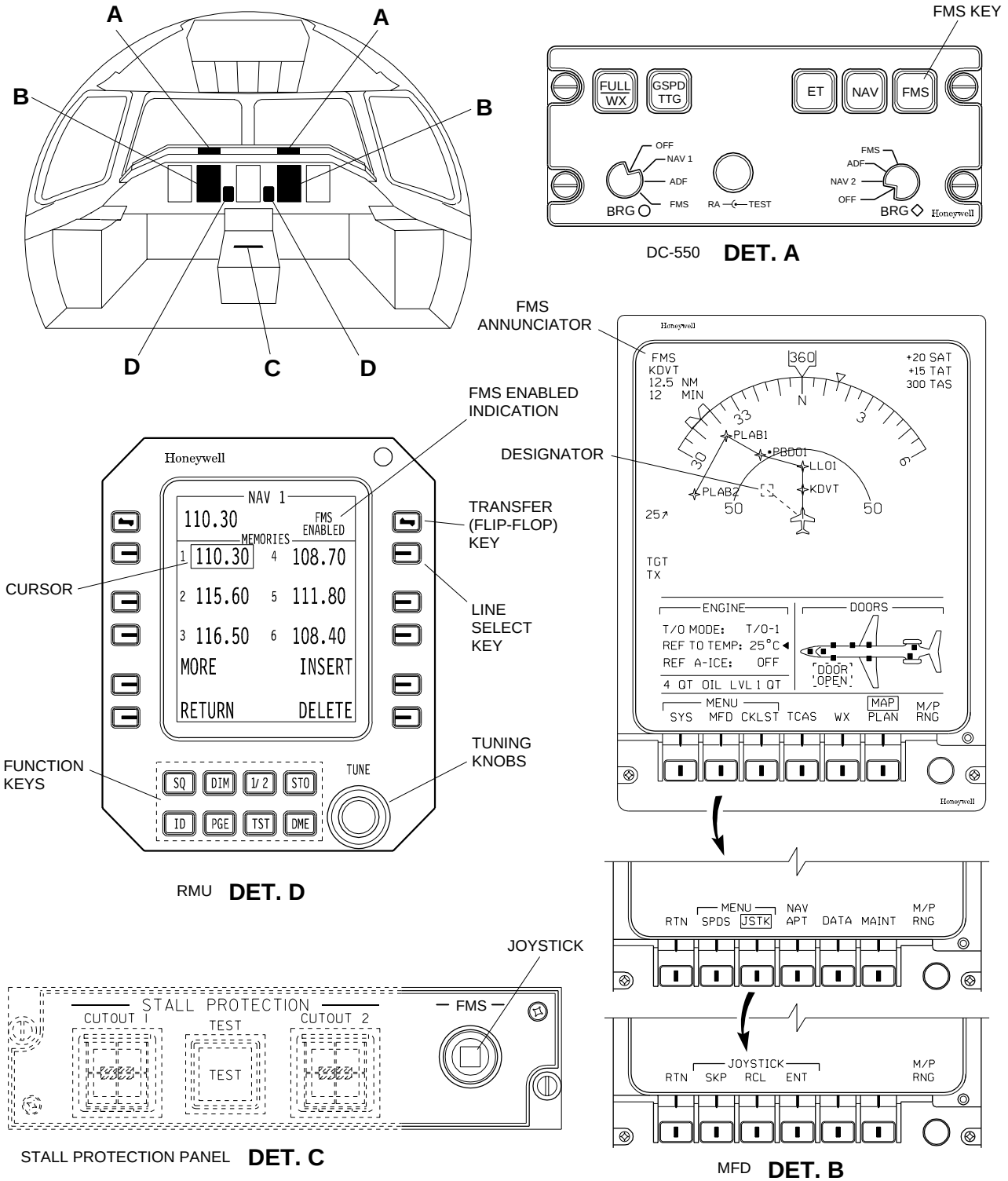
(1) Deenergize the aircraft (AMM TASK 20-40-01-860-801-A/200).

EFFECTIVITY: AIRCRAFT WITH RMU INSTALLED ON CONTROL PEDESTAL
Single FMS Operational Test - Control and Displays
Figure 505



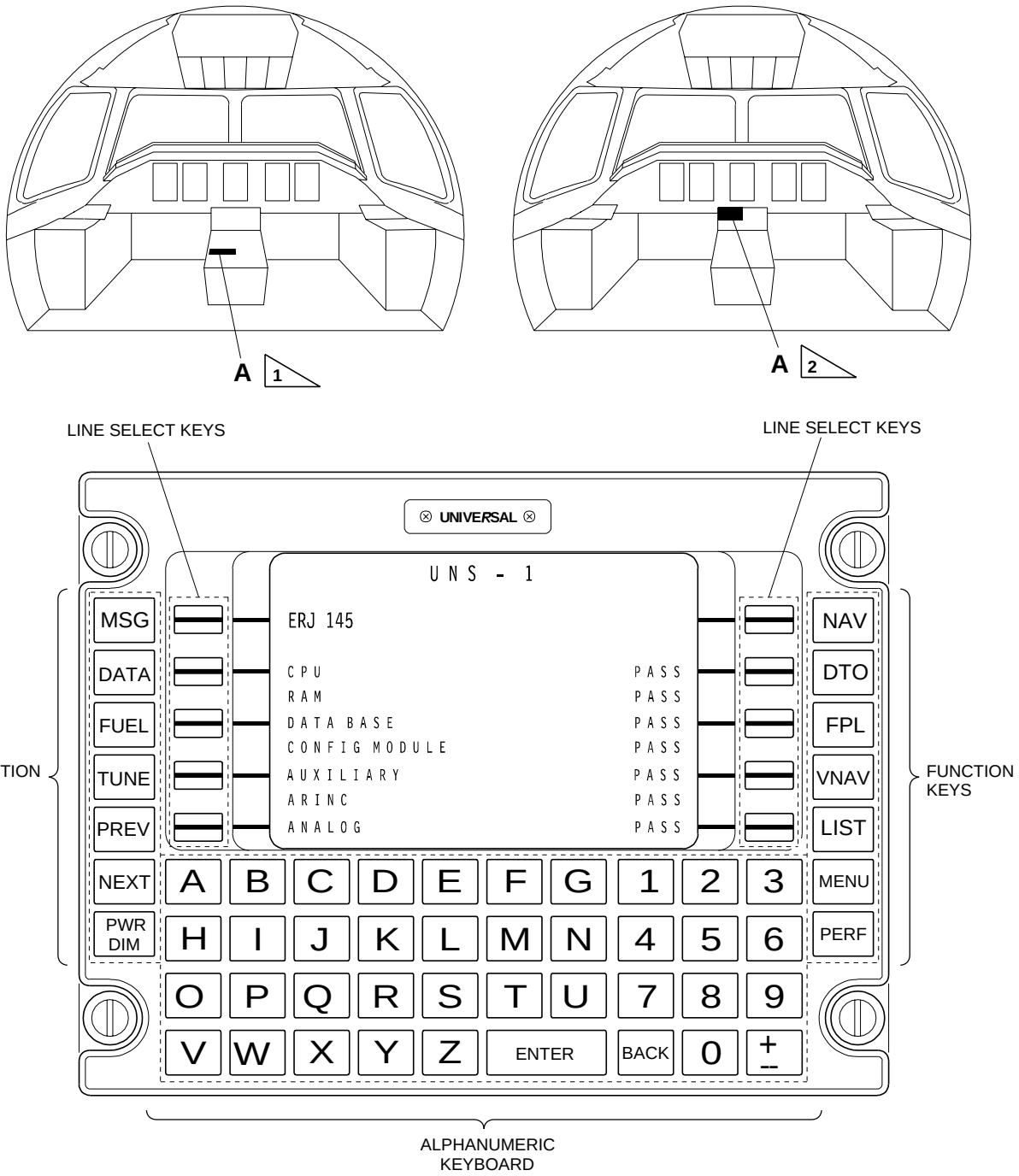
145AMM340331.MCE

EFFECTIVITY: AIRCRAFT WITH RMU INSTALLED ON MAIN INSTRUMENT PANEL
Single FMS Operational Test - Control and Displays
Figure 506



145AMM340306.MCE A

EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL
Single FMS Operational Test - CDU
Figure 507



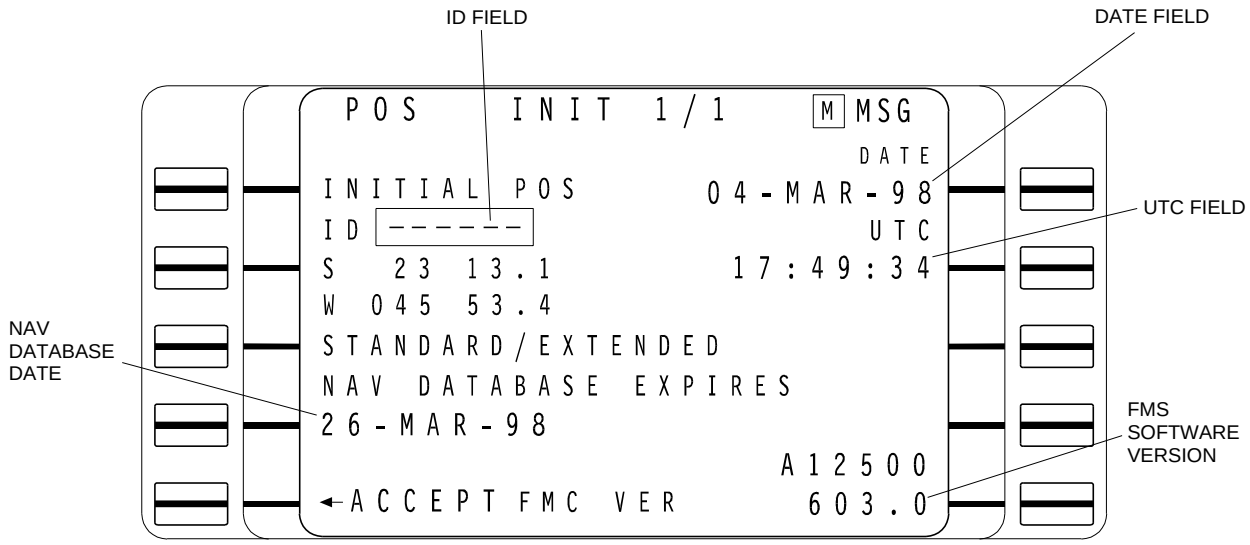
DET. A

1 AIRCRAFT WITH FMS CDU INSTALLED ON CONTROL PEDESTAL AFT PANEL.

2 AIRCRAFT WITH FMS CDU INSTALLED ON CONTROL PEDESTAL FORWARD PANEL.

145AMM340304.MCE B

EFFECTIVITY: AIRCRAFT WITH FMS UNIVERSAL
Single FMS Operational Test - Displays
Figure 508



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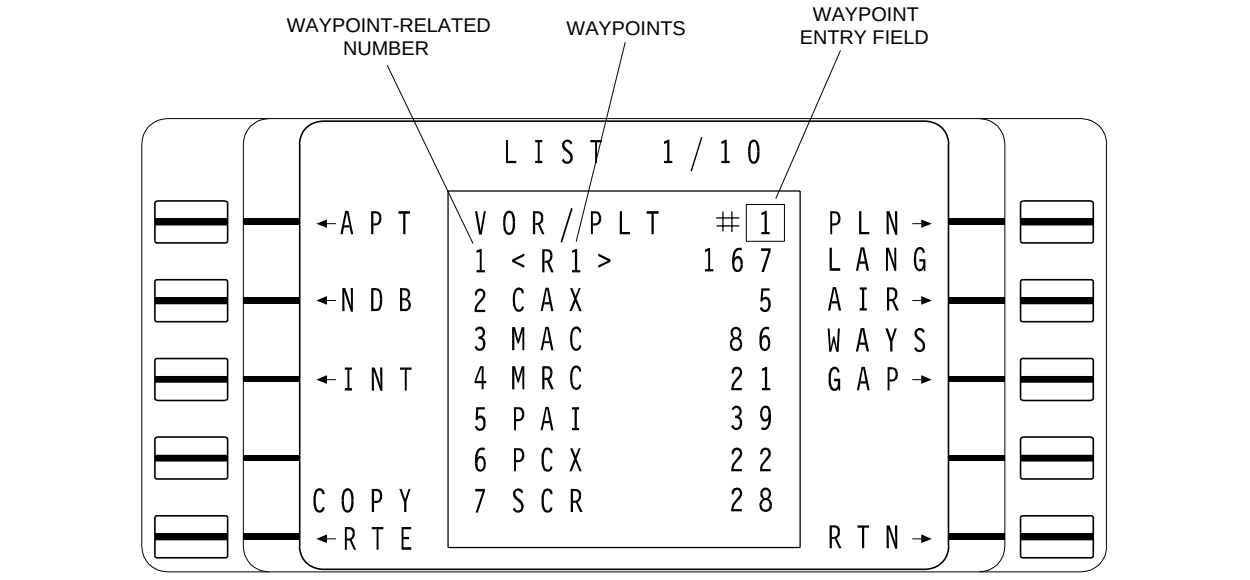

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