

TMF

Entering Flight Plans



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TMF

ENTERING A SIMPLE VFR FLIGHT PLAN

Press the FPL (flight plan) button



Enough satellites have been found to determine that you are at Santa Maria Public



Airport, CA, so its identifier, KSMX, has been automatically added.

Push the small knob (labeled "PUSH CRSR") to activate the cursor.



The first letter defaults to "K". Using the small and large knobs, enter your destination. In this case, it's KPRB (Paso Robles, CA).

Note that you are on the “ACTIVE FLIGHT PLAN” page, or FLP page 1 of 2.



You plan to fly this route in the future, so you’ll want to save it.

Press the **MENU** button and the menu appears. Activate the cursor, and select

Copy Flight Plan? – then press **ENT**



This option box will appear:



To accept **Yes?**, press **ENT**

When you are ready to depart KPRB, you can quickly load the flight plan back to KSMX.



Press the **FPL** button, and then using the small knob, turn it a click clockwise. Now you are in the FLIGHT PLAN CATALOG or FLP page 2 of 2.



Activate the cursor and highlight the desired Flight Plan (#2),

KSMX / KPRB

You must first *Activate* the flight plan. Press the **MENU** button and using the big knob highlight

Activate Flight Plan?

Invert Flight Plan?

Create New Flight Plan?

Crossfill?

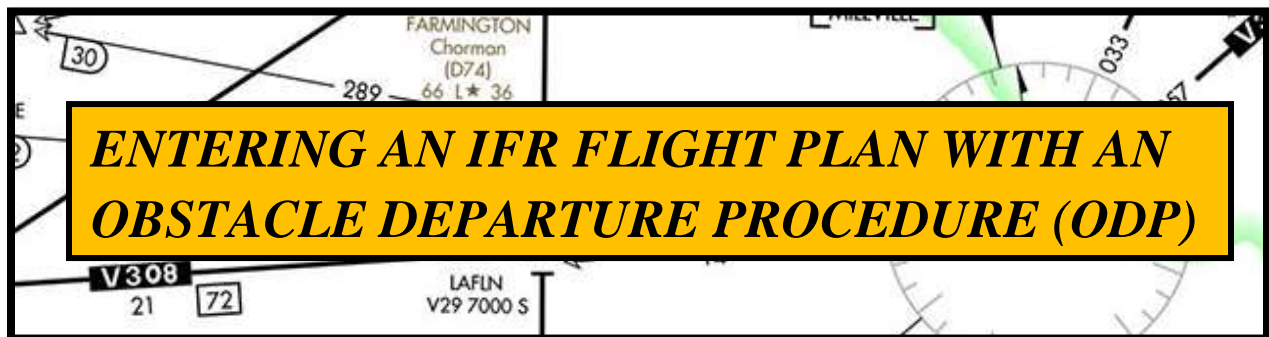
Copy Flight Plan?

Activate Flight Plan? , and then press **ENT**

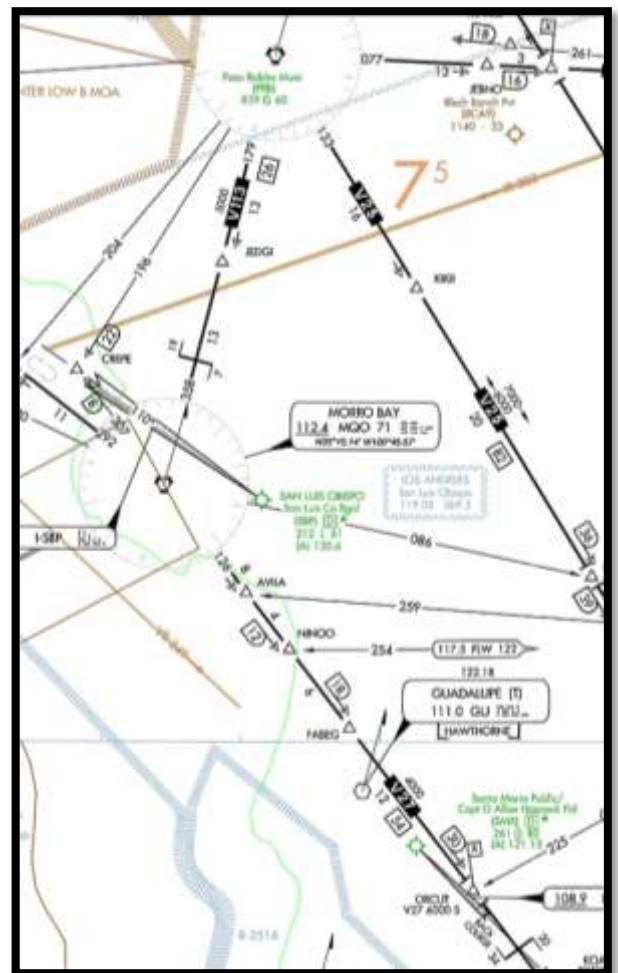
Press the **MENU** button again, and highlight

Invert Flight Plan? . Press **ENT** . You are

ready to return to KSMX.



The KSMX weather is IFR, so you have filed IFR to KPRB via FABEG V27 MQO V113 PRB KPRB. When you call for your clearance, Santa Maria Ground Control issues the following clearance: Cleared to Paso Robles via the Obstacle Departure Procedure, Morro Bay, Paso Robles. Unlike SIDs, ODPs are not in the PROCEDURES database.



SANTA MARIA, CA

SANTA MARIA PUB/CAPT G ALLAN HANCOCK
FLD (SMX)

AMDT 6 12124 (FAA)

TAKEOFF MINIMUMS: **Rwy 20**, NA-obstacles. **Rwy 12**,
400-2¼ w/min. climb of 287' per NM to 1500 or std. w/
min. climb of 388' per NM to 1200.

DEPARTURE PROCEDURE: **Rwy 2**, climbing left turn;
Rwy 12, climbing left turn (do not exceed 230 KIAS
until established northwest bound to GLJ VOR). **Rwy
30**, climb heading 294°.

All aircraft: climb direct GLJ VOR, then continue climb
to airway MEA via GLJ R-300 to intercept MQO R-137
to MQO VORTAC. Cross MQO VORTAC at or above
MEA/MCA for assigned route of flight.

NOTE: **Rwy 2**, trees beginning 541' from DEP, 152' right

No matter which
runway we use for
takeoff, all aircraft
are to climb direct
to the Guadalupe
VOR (GLJ), then
via the GLJ 300°
radial to intercept
the Morro Bay
VOR (MQO) 137°
radial to MQO
VORTAC.



Enter the flight plan:
KSMX, GLJ, MQO, PRB, KPRB



Using the large knob, highlight the
point in the flight plan that you want
your radial/radial intersection to
PRECEED. In this case, highlight

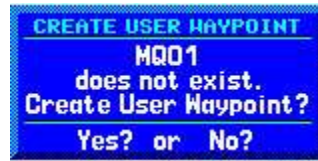
MQO

Turn the small knob one click
clockwise and enter the name of
your "User Waypoint".



Let's call the User Waypoint **MQ01** or any other name of five characters or less – just as long as it is not in the Garmin/Jeppesen database.

Since MQ01 is new to the database, the following screen appears:



Highlight **Yes?** and press **ENT**. This opens the USER Waypoint page (USR).



Create? is highlighted (the cursor starts there), but you don't want to create it yet. Using the large knob, move the cursor and highlight the top **REF WPT** box. If GLJ is not there, use the small and large knobs to enter it. From this point, the cursor is advanced to **RAD** by pressing **ENT**.



Enter **300.0** in the **RAD** box. (NOTE: The Garmin may change your entry by 1/10th of a degree. That's acceptable). Press **ENT**, which advances the cursor to the **DIS** box. Accept the value (do not modify it) by pressing **ENT**.

If MQ0 is not in the 2nd **REF WPT** box, enter it and press **ENT** – advancing to the 2nd **RAD** box. Enter **137.0** and press **ENT** which highlights the **POSITION** box (Latitude / Longitude). Accept the value (do not modify) by pressing **ENT** which highlights **Create?**. Press **ENT** to create the new user waypoint.



The flight plan now reads KSMX, GLJ, **MQ01**, then MQ0, PRB, KPRB.

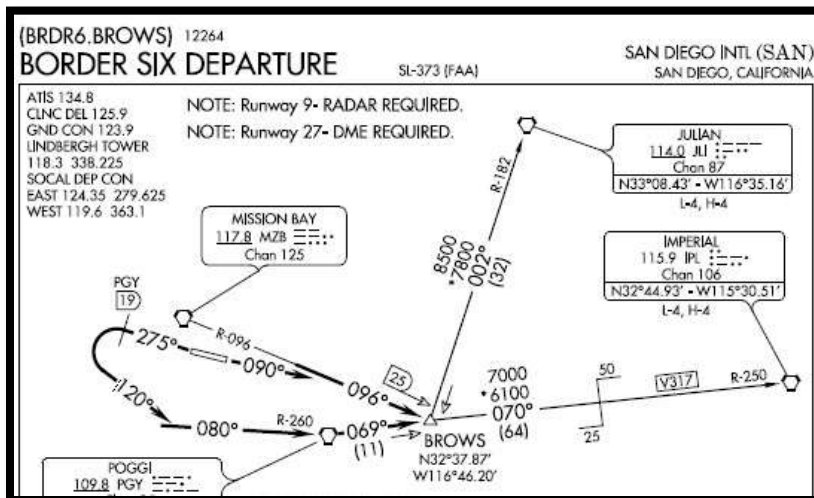
Press the “FPL” button to return to the NAV page MAP (NAV page 2 of 7).



ALTERNATE / FALLBACK WAYS TO FLY AN ODP

#1, using two VORs. If you have problems programming your GNS 430/530, you could fall back to the old fashioned way by using the GNS’ VOR and the aircraft’s other VOR. (300 degrees Guadalupe (GLJ) outbound and 317 degrees Morro Bay (MQO) inbound).

#2, using a VOR and the 430/530 GPS and OBS. Instead of using the MQO VOR in the GNS, you could use the OBS feature. With MQO as the “TO” waypoint, press OBS, and put 317 in the CDI/HIS. When the CDI/HIS centers, follow that course inbound to MQO. When crossing MQO, don’t forget to press the **OBS** button to put the 430/50 back in the GPS navigation mode.



**ENTERING AN IFR
FLIGHT PLAN
WITH A
PUBLISHED SID***



At San Diego (KSAN), you've called clearance delivery for an IFR clearance to Palm Springs (KPSP). You are cleared via the BORDER SIX DEPARTURE, Julian transition, Thermal (TRM) to Palm Springs (KPSP).



Press the **PROC** button, and highlight **Select Departure?**, then press **ENT**. This displays the Departure Menu.



*Screen shots were taken using the Garmin simulator. The BRDR5 departure is in the simulator's database.

Select the departure runway, in this case, choose **RW27** and **ENT**

Highlight the **BRDR6** and **ENT**





Select **Load?** and **ENT**



The ACTIVE FLIGHT PLAN shows that a SID has been loaded, for a runway 27 departure, JLI transition.

JLI	005° _M	31.9 _n _m
Enroute		
TRM	024° _M	36.2 _n _m
KPSP	292° _M	21.1 _n _m

Note the cyan **Enroute** below JLI. At JLI, the **to waypoint** will switch from JLI to TRM.