

\*GS mode may be entered from either ATT or ALT mode, from either above or below the glideslope.

\*Capture of the glideslope depends upon satisfying conditions which will complete the arming sequence. After arming, capture will occur just before glideslope interception so as to rotate smoothly to interception. This “anticipative capture” point is determined by the rate of closure satisfying a computer equation. In order for the GS mode to arm, the following conditions must exist simultaneously:

1. No. 1 NAV radio channeled to localizer frequency.
2. Localizer deviation must be less than 90 percent either side of center.
3. A valid localizer signal (no flag).
4. A valid glideslope signal (no flag).
5. APR mode selected.

\*When these conditions are met the GS annunciator will illuminate in conjunction with the active pitch mode annunciator indicating glideslope is armed.

\*When “anticipative capturing” occurs, the active pitch mode annunciator will extinguish leaving only the illuminated GS annunciator to indicate that transition to the glideslope signal has occurred.

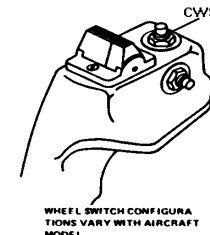
\*The GS mode may be deactivated by selection of any other pitch mode (ALT, ATT) but automatic recapture of the glideslope may occur in ALT or ATT modes.

#### NOTES

The NAV mode should be used when executing a holding pattern on the localizer to prevent automatic glideslope coupling.

When radio receiver is tuned to a localizer frequency, the coupler will operate with localizer (APR) dynamics in the NAV mode.

\*CWS MODE (Pitch Sync) - The system is equipped with a control wheel steering switch located on the horn of the pilot’s control wheel. When depressed, this switch will disengage the roll and pitch servos to allow manual maneuvering.

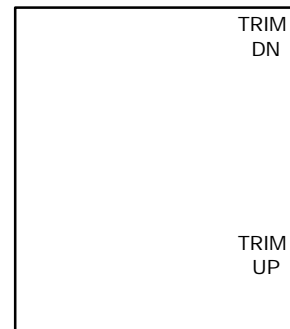


\*When released the system will re-engage in the lateral (roll) mode previously in use.

\*If the autopilot is in ALT mode the system will synchronize to the indicated altitude present upon release of the CWS switch.

\*If the Autopilot is in the ATT mode the system will synchronize to the pitch attitude present at the time of release.

#### CENTURY 2000 WITH TRIM PROMPTING



The Century 2000 may be ordered as a Trim Prompting autopilot. This means automatic control (autotrim) of the elevator trim is not available on these system. When the autopilot displays a flashing TRIM UP or TRIM DOWN on the annunciator, the pilot should manually move the trim control of his aircraft in the direction indicated on the autopilot. When the autopilot determines that the trim condition is satisfied, the trim lamp on the annunciator will extinguish and the pilot should stop his trim

action. There are 2 degrees of trim prompting. For a small trim error the trim prompt will flash approximately once each second. A large trim error will cause the prompt to flash approximately 3 times per second. A large error not corrected for a period of approximately 2 minutes will sound an alert for 5 seconds. The alert will repeat every 2 minutes until the large error is corrected.