

TMF

Offsets and Deviations



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Parallel Your Track

The need to parallel a track may be because of a request from ATC, or because of your need to offset to avoid some weather.

The GNS 430/530 will let you parallel your flight plan track, left or right, and up to 99 nm.



From the ACTIVE FLIGHT PLAN PAGE, press the **MENU** button.

Using the LARGE knob, scroll down . . .



. . . to the **Parallel Track?** Option and press the **ENT** button.



Using the small knob, select the number of miles. Press **ENT** and select "Right" or "Left", then **ENT**. Then press **Activate?**

On the ACTIVE FLIGHT PLAN page, the waypoints of your CURRENT track will have a **-P** to the right of them, indicating that they are parallel to the original track.



The original course line is now white and the offset course is magenta.



The offset/parallel is for the current leg only.



As you approach the end of the flight plan, a message will annunciate PTK END



At the end of the offset, the GNS

430/530 will return to the original flight plan track (A39 to TFD).

Should you wish to cancel the parallel track, press **FLP** and **MENU**



This will give you the **Cancel?...** option.

Press **ENT** and you're back to your normal flight plan.



Deviation Using the Cursor (+Map)



Perhaps you have weather on your GNS 430/530, or ATC wants you to deviate to avoid a skydiving activity.

On the Map, activate your cursor (press the small knob labeled "PUSH CRSR"). You can move your cursor on the map using the LARGE knob to move the cursor left and right and the small knob to move the cursor up and down. Point the cursor to the point you want to fly TO.

Press the  Direct key . . . and **ENT**



This creates a new waypoint called "+MAP". The FPL page indicates that you now flying DIRECT to +MAP.



Activate the cursor and place it over the next waypoint (the waypoint you want the +MAP waypoint to precede). In this case, **TUS**



Turn the small knob, and move it between the 9 and A. That's where you'll find "+MAP"
Press **ENT**



This inserts the +MAP waypoint in the flight plan, and you are now deviating/flying direct to +MAP . . . avoiding weather or skydivers, and then . . .



. . . direct to TUS.