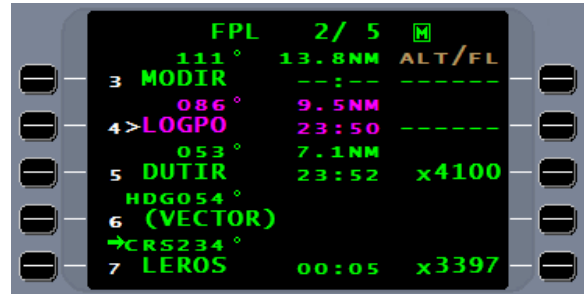
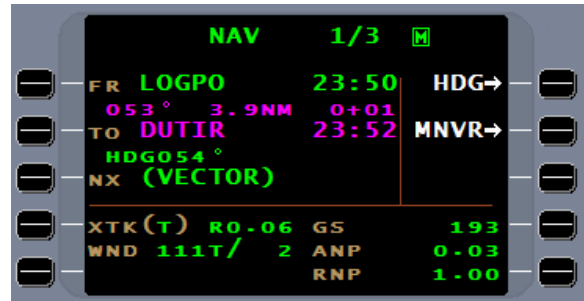


The recommended way to fly this arrival is described below. The Scenario is to an ILS advisory approach, but is the same procedure for enabled approaches.

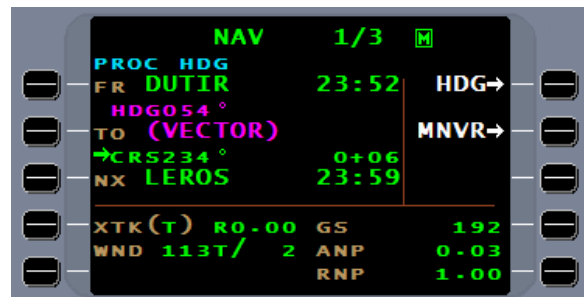
The flightplan shows a track to fix leg (TF) leg preceding the vector to manually terminated leg (VM), followed by a course to fix leg (CF). The arrival is correctly coded with the TF, VM, CF legs allowing for the FMS to control the turn to join the CF leg.



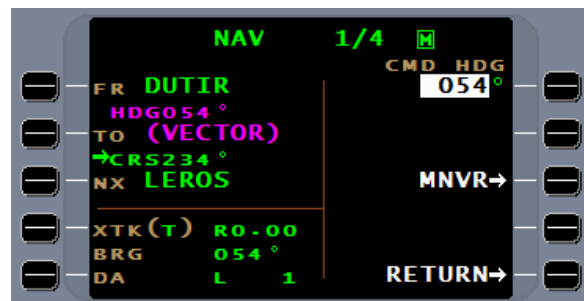
Fly the TF leg as depicted until crossing the TF leg terminator; in this case, **DUTIR**.



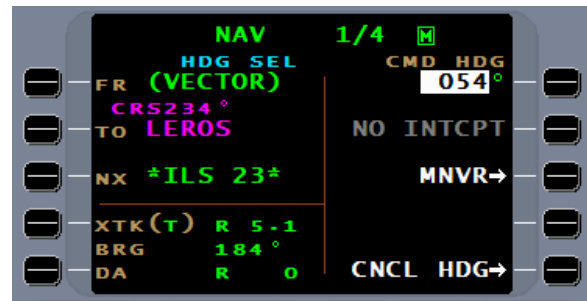
Upon sequencing to the VM leg...



...select command heading (CMD HDG) and press **ENTER**.

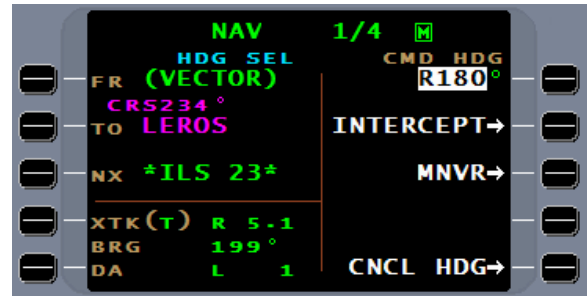


As soon as **ENTER** is pressed, the FMS will automatically sequence to the CF leg.

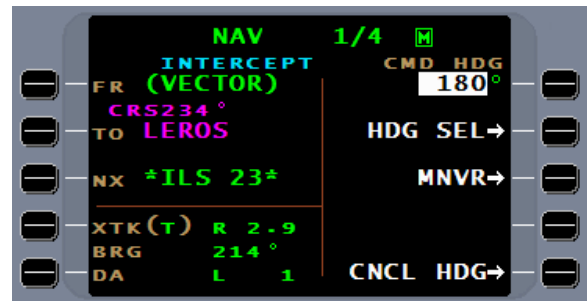


Now, use FMS **CMD HDG** to turn the aircraft to an intercept heading for the CF leg.

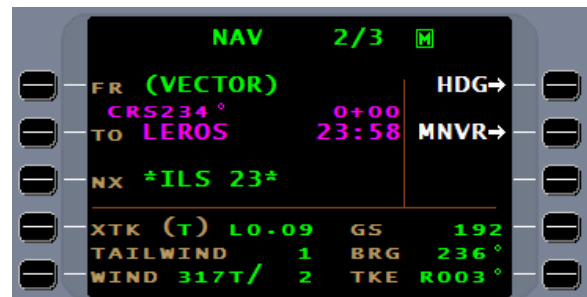
If the approach is flyable by the FMS, manually activate the approach at this time. Refer to the FMS Operator's Training Manual for flying Vector's to Final.



Press INTERCEPT when cleared and join the CF leg or final approach course.



Follow the CF leg to join the approach.



When selecting the arrival and the approach, a ***NO LINK*** may appear. In most cases the ***NO LINK*** should be deleted, but there are rarer scenarios where it should be retained.

