

## Functional Description

### Elite iGATE G512



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section	page	2 of 20
	version	1.2

## Table of Contents

<b><u>1 General</u></b>	<b>4</b>
<b><u>1.1 Introduction</u></b>	<b>4</b>
<b><u>1.2 Trainer certification</u></b>	<b>4</b>
<b><u>1.3 Flight modeling</u></b>	<b>4</b>
<b><u>1.3.1 Aerodynamic and Performance</u></b>	<b>4</b>
1.3.1.1 Wind effects	5
1.3.1.2 Atmosphere	5
1.3.1.3 Ground Handling	5
1.3.1.4 Take-Off and Climb-Out	5
1.3.1.5 Stalls	5
1.3.1.6 Landing	5
1.3.1.7 Instrument Responses	5
<b><u>1.4 Physical dimensions</u></b>	<b>5</b>
<b><u>1.5 Trainer computer(s)</u></b>	<b>6</b>
<b><u>1.6 Navigation computing</u></b>	<b>6</b>
<b><u>2 Trainer Systems</u></b>	<b>7</b>
<b><u>2.1 Visual system</u></b>	<b>7</b>
<b><u>2.2 Instructor station</u></b>	<b>7</b>
2.2.1 Initial Position	7
2.2.2 Weather Page	7
2.2.3 Control Page	8
2.2.4 MAP Page	8
2.2.5 Visual Control Page	8
2.2.5.1 Weather Page / Visual Scene	8
2.2.6 Failure description	8
2.2.6.1 Engine	8
2.2.6.2 Electric & Instruments	9
2.2.6.3 Gear / Flaps	9
<b><u>2.3 Approach / Profile MAP</u></b>	<b>10</b>
2.3.1 Auto Lesson	10
2.3.2 Record / Replay	11
2.3.3 Snapshot	11
2.3.4 Communication System	11
<b><u>2.4 Avionics / Radio System Simulation</u></b>	<b>11</b>
2.4.1 General	11
2.4.2 Audio System	11
2.4.3 VHF Navigation / Communication System	11
2.4.4 Marker Beacon System	11
2.4.5 DME System	11
2.4.6 Transponder System	11
2.4.7 ADF System	12
<b><u>2.5 Aircraft types available</u></b>	<b>12</b>
<b><u>3 Documentation</u></b>	<b>12</b>

<b>Elite iGate G512</b>		February 2009
©Flight Simulators Limited - UK		
section	page	3 of 20
	version	1.2

<a href="#"><u>4 Training</u></a> .....	12
<a href="#"><u>5 Spare Parts</u></a> .....	12
<a href="#"><u>6 Screen Shots Instructor Station</u></a> .....	13
<a href="#"><u>6.1 Configuration Page</u></a> .....	13
<a href="#"><u>6.2 Control Page</u></a> .....	14
<a href="#"><u>6.3 Malfunction Page</u></a> .....	14
<a href="#"><u>6.4 Navigation Modification Page</u></a> .....	15
<a href="#"><u>6.5 Metar Page</u></a> .....	16
<a href="#"><u>6.6 Meteo Clouds &amp; Visibility Page</u></a> .....	17
<a href="#"><u>6.7 Meteo Wind &amp; Turbulence Page</u></a> .....	17
<a href="#"><u>6.8 Map Page</u></a> .....	18
<a href="#"><u>6.9 iGate G512</u></a> .....	19

<b>Elite iGate G512</b>		February 2009
©Flight Simulators Limited - UK		
section	page	4 of 20
	version	1.2

# 1 General

## 1.1 Introduction

iGATE is an acronym for "integrated General Aviation Training Environment." It is integrated, meaning that all required digital devices, hardware components and software interface as an integral part of one system. This is not a new concept as older analogue electromechanical trainers manufactured in the 70's and 80's were powered by a single electrical source.

The uniqueness is that iGATE trainers with their digital components combine several new technologies to provide a simulator with state-of-the-art flight dynamics for several types of aircraft, and other training capabilities at a single training station. A station that can be used on a desktop or used in an enclosed cockpit environment.

## 1.2 Trainer certification

The iGATE G512 can be upgraded toward JAR STD 3A FNPT I or FNPT II. In case of an upgrade, the G512 will be modified with a control loading unit, mock up and a Qualification Test Guide to assure the quality at any time. All Software changes which are related to the certification are implemented as well.

## 1.3 Flight modeling

The iGATE's precise aerodynamic flight modelling assures that each aircraft's flight characteristics are predictable and expected. iGATE combines aircraft known "book" data with data collected from actual aircraft flight tests to form the foundation of each flight model. The lengthy design process yields an acceptable flight model only after numerous cycles of testing, refinement, and re-testing.

### 1.3.1 Aerodynamic and Performance

The aerodynamic flight simulation will widely reproduce the flight characteristics of above mentioned Aircraft.

The simulation of the flight performance is based upon a math model which has been constantly improved during the last ten years. Full consideration is given to all variable surfaces and their effects. Simulation includes:

- ◆ Variation of aeroplane longitudinal, lateral and directional stability with altitude, airspeed and gross weight
- ◆ Single engine Characteristics for one engine out is simulated (asymmetric thrust effects)
- ◆ Stall characteristics
- ◆ Ground handling characteristics
- ◆ Attitude Indicator has a range, Pitch +50° / -30°, Bank +/- 90° (Training of unusual attitudes)

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section	page	5 of 20
	version	1.2

### **1.3.1.1 Wind effects**

The effect of wind from any direction, at speeds from zero to sixty knots is realistically simulated and controlled by the instructor. The wind shows the correct effect on the ground track display during in-flight operation.

### **1.3.1.2 Atmosphere**

Variation of temperature, pressure and density with altitude does follow the ISA standard model.

### **1.3.1.3 Ground Handling**

Simulation includes turning effects due to rudders, brakes and nose wheel steering, representative flare and touch down effects. Also asymmetric thrust effects are simulated.

### **1.3.1.4 Take-Off and Climb-Out**

With parking brake set and applied power, proper air plane pitch effects are simulated. During take-off, heading control can be accomplished via the use of nose wheel steering and/or rudder.

### **1.3.1.5 Stalls**

There is full representation of the "**approach to Stall**" and the recovery from it. Stall is simulated by cockpit instruments and associated flight characteristics.

The influence of airplane attitude, gross weight, configuration and altitude is also simulated.

### **1.3.1.6 Landing**

The following is simulated during the landing phase:

- ◆ Rate of descent versus speed, power setting and wind conditions
- ◆ Control approach response
- ◆ Stall speeds in the approach and landing configuration
- ◆ Ground roll and deceleration

Ground effects (including wind effects) and air to ground transients are simulated to the best available data, representative of the in-ground effect characteristics of the actual flight.

### **1.3.1.7 Instrument Responses**

Instrument responses to actual air plane responses reflect, but are not limited to:

- ◆ Aeroplane slip and rate of turn
- ◆ Rate of turn, as a function of bank angle and airspeed
- ◆ Attitude, altitude, rate of climb and trim changes with gear position and flap setting changes
- ◆ Pitch attitude, as a function of gross weight and airspeed

## **1.4 Physical dimensions**

The trainer iGATE G512 dimensions are (w/h/d) 1.4 m x 0.46 m x 0.72 m. The weight is approximately 50kg.

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section	page	6 of 20
	version	1.2

## **1.5 Trainer computer(s)**

All computing is performed with standard Windows based PC computers.

In case of an external Visual System, a TCP/IP connection is used between the Computers.

## **1.6 Navigation computing**

Navigation database and navigation computing is based on WGS84 system.

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section	page	7 of 20
	version	1.2

## 2 Trainer Systems

### 2.1 Visual system

An external Visual system RealView or GenView is optionally available for the following areas: Switzerland (Real View), Western Europe, USA, Australia, New Zealand, India, China, Turkey, South America and South Africa.

The visual display database allows to fly in the virtual world with accurate digital elevation models (DEM) and vector data accurately depicting rivers, lakes, highways, railroads and built up areas. In addition, every airport environment is highly rendered with runway designators, appropriate runway lighting, approach light systems and properly lighted generic taxiways. Inherent to the DEM is a fully programmable dynamic weather system that further enhances the realism of flight by providing 3-D obstructions to visibility, cloud coverage and several transition zones or layers for IFR, MVFR, SVFR or VFR on top. While utilizing actual downloadable METAR reports, it is possible to create a real-time flight experience and save the most challenging weather scenarios for recurrent training.

### 2.2 Instructor station

The instructor has access to the following pages, where he can also edit the relevant parameters via Keyboard and/or Mouse input.

- ◆ Initial Position
- ◆ Weather / Atmospheric Conditions
- ◆ Aircraft Conditions
- ◆ Map Page (Displays Airports and facilities for quick selection)
- ◆ Visual Control
- ◆ METAR Page
- ◆ Malfunction Page
- ◆ Control Page
- ◆ Configuration Page

#### 2.2.1 Initial Position

The Initial Position (map page) gives the Instructor access to predefined positions on ground as well as in the air with defined aircraft loading, Cockpit Instrument settings, weather conditions and malfunctions.

#### 2.2.2 Weather Page

The weather page contains information concerning the atmospheric conditions in the simulated environment. Parameters such as sea level temperature, sea level pressure, wind speed and direction, air turbulence, etc. are variable and the instructor has the possibility to modify these by inserting the desired values using the mouse. ISA standard day parameters are default values. All conditions can be saved and stored within a time frame where changes occur.

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section		page 8 of 20
		version 1.2

Variable limits are as follows:

- ◆ Sea Level Temp. -55°C to +55°C
- ◆ Sea Level Pressure 28.00 to 31.00 in./Hg (also displays in HPA)
- ◆ Wind Direction 0° to 359°
- ◆ Wind Speed 0 to 60 knots
- ◆ Wind turbulence level 1 to 12
- ◆ Pressure Altitude -1000 ft to aeroplanes ceiling

### 2.2.3 Control Page

The control page displays those parameters which apply to the simulated air plane. The instructor is able to modify certain parameters and where applicable, those changes automatically update related parameters affected by the change.

*Parameters which are changeable by the Instructor:*

- ◆ ZERO FUEL WEIGHT
- ◆ LEFT USABLE FUEL
- ◆ RIGHT USABLE FUEL
- ◆ LOAD

### 2.2.4 MAP Page

The map Page contains all facilities and airports, based on Navigational Databases. The instructor is able to select the Runway, reposition the air plane to any map position and also to modify all facilities.

### 2.2.5 Visual Control Page

The Visual Control Page contains all the means to set up the Visual Scene. It features high resolution runways and taxiways and a complete approach light system including PAPI/VASI, EFAS and REIL – systems.

Fog, haze, cloud layers and day to night transition allow to create realistic weather situations. The positions of sun and moon are calculated from the current time and date. The Visual System such as the RealView™ or GenView™ is an option to the iGATE G512.

#### 2.2.5.1 Weather Page / Visual Scene

The Weather page is used to set weather conditions for the visual scene.

*Parameters which are changeable by the Instructor:*

- ◆ Visibility
- ◆ Cloud Layer definition height and depth (up to three layers)
- ◆ Cloud type few sct bcn ovc

Pre-selected Weather conditions can be saved and stored.

### 2.2.6 Failure description

#### 2.2.6.1 Engine

Engine power loss                      selectable time frame between 0 and 99 min



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section		page 9 of 20
		version 1.2

Oil pressure as above

Oil temperature as above

Cylinder temp. as above

Engine power loss as above

Oil pressure as above

Oil temp. as above

Cylinder temp as above

#### **2.2.6.2 Electric & Instruments**

Attitude Indicators as above

Directional Gyro as above

HSI as above

Vertical Speed as above

Airspeed Indicator as above

Turn/bank coordinator as above

Vacuum pump as above

Static system as above

Pitot freeze as above

Pitot & drain freeze as above

Electrical system as above

Nav1 receiver as above

CDI/LOC selectable time frame between 0 and 99 min

GS as above

Nav2 receiver as above

CDI/LOC as above

GS as above

DME as above

ADF receiver as above

ADF antenna as above

Transponder as above

#### **2.2.6.3 Gear / Flaps**

Gear as above

Flaps as above

The malfunction page displays all armed and failed instruments. The Instructor is able to clear any malfunction individually and also clear all malfunctions with one input.

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section	page	10 of 20
	version	1.2

## 2.3 Approach / Profile MAP

The **Approach / Profile MAP** displays the geographical area, in respect to latitude and longitude, with all navigational aids displayed that are present in the NAV DATA BASE. The following data's are displayed on the same page:

- ◆ aeroplane position (lat., long.)
- ◆ aeroplane heading
- ◆ aeroplane altitude
- ◆ indicated airspeed
- ◆ aeroplane track
- ◆ Transponder code and mode

The area map is used to follow the air plane over an area selectable from 1.0 to 300 NM. zoom range. The NAV Aids are displayed as Symbols and the identifier are also visible on screen. To prevent the map from becoming too cluttered, it is possible to switch off NAV facilities according to the selected zoom level.

The following instructor controllable functions are available on the Map page:

- ◆ MAP SCALE 1.0 to 300 NM
- ◆ After the aeroplane flies past the area map boundary, it will hold the previous selected map scale
- ◆ TRACK ERASE This clears the current track and will begin a new one
- ◆ RADIAL/BEARING DISPLAYS This feature will enable the instructor to read the Radial or Bearing of the flight of NAV AIDS (ILS, VOR, NDB, etc.) from the map
- ◆ SWITCH TO PROFILE VIEW When selected, the area map will automatically display aeroplane speed, Flaps position, Gear position, Altitude and deviation to Glide Slope. The profile view is scalable

The **Profile view** displays the ILS capture area and shows both vertical and horizontal track relative to the glide slope and localizer position. It shows the air plane position in relationship of the selected ILS. Also, all associated marker beacons are displayed on both approach plans.

In relationship to the glide slope and localizer, the air plane's altitude and position is indicated as line on both approach plans. Along the bottom of the approach profile the map range is been displayed.

The following information is also displayed:

- ◆ Distance to touchdown in NM or KM
- ◆ Aeroplane height in feet above ground level, IAS, HDG
- ◆ Localizer deviation
- ◆ Glide slope deviation (half- and full deflection)

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section		page 11 of 20
		version 1.2

### **2.3.1 Auto Lesson**

Duplication of mission for all trainees. Trainee can be confronted with a well defined training scenario. A utility is available for easy set up of these lessons.

### **2.3.2 Record / Replay**

Part of the lesson can be recorded and replayed for debriefing purposes. The maximum recording time is 60 minutes.

### **2.3.3 Snapshot**

This will create a file with all map related parameters, which can saved or printed for debriefing purposes.

### **2.3.4 Communication System**

An external Intercom is available at customer request.

## **2.4 Avionics / Radio System Simulation**

### **2.4.1 General**

All avionics operate as they would in the actual air plane, except as explained in this section.

- ◆ Audio Panel (Software only)
- ◆ NAV/COM Receiver (Bendix/King KX 165 - 25)
- ◆ ADF Receiver (Bendix/King KR 87)
- ◆ DME Display/Control (Bendix/King KDI 572)
- ◆ GPS Receiver (Trimble 2000 Approach Plus)
- ◆ Marker Beacon Receiver (Bendix/King KR 21)

### **2.4.2 Audio System**

The audio control system simulates NAV, COMM, ADF, Marker Audio and Intercom.

### **2.4.3 VHF Navigation / Communication System**

The KX 165 - 25 operates as in the actual air plane with the exception that the COMM part does only display the Frequency and has no effect on communication between Instructor and pilot. An ATIS System is installed.

### **2.4.4 Marker Beacon System**

The KR 21 marker beacon receiver simulates the aural outputs distributed to the respective audio systems.

### **2.4.5 DME System**

The DME system simulates according to the approved airplane data. The Distance Measuring system provides digital readout of slant distance to a DME or VOR/TACAN ground facility.

<b>Elite iGate G512</b>		February 2009
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section		page 12 of 20
		version 1.2

### **2.4.6 Transponder System**

The KT 71 Transponder reply light illuminates when the IDENT button is pressed, after release of this button it extinguishes after approx. 10 seconds. The Transponder mode and code is display in the instructors map page.

### **2.4.7 ADF System**

The ADF system simulates according to the approved airplane data.

## **2.5 Aircraft types available**

Currently the following aircraft configurations are available for the iGATE G1000 PTT:

- ◆ Cessna C172R
- ◆ Cessna C172RG
- ◆ Beech Baron B58
- ◆ Beech Bonanza A36
- ◆ Beech Duchess 76
- ◆ Beech King Air B200
- ◆ Piper Seneca III
- ◆ Piper Arrow
- ◆ Piper Arrow IV
- ◆ Piper Archer III

## **3 Documentation**

- ◆ Software operating manual

## **4 Training**

- ◆ Basic 1-day Instructor training at our workshops included
- ◆ Basic 1-day Hardware maintenance training at our workshops included

## **5 Spare Parts**

Spare parts include heading bug module (Avionics Panel).

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section		page 13 of 20
		version 1.2

## 6 Screen Shots Instructor Station

### 6.1 Configuration Page

General settings	Aircraft Information	Instrument Configuration
<b>SET</b> Stick : Standard <b>Hardware Configuration</b> User panel <b>SET</b> Computer <b>SET</b> <b>Controls</b> Calibration <b>SET</b> Dampening Pitch 0.00 Roll 0.00 <b>SAVE</b> Yaw 0.00 <b>Units</b> Weight LBS <b>KG</b> Fuel LITRE <b>US G</b> <b>IMP G</b> <b>Color for Digits</b> <b>RED</b> <b>YELLOW</b>	<b>NEW ACFT MODULE</b> Aircraft module Mooney.pho <b>AIRCRAFT DATA BELOW IS FOR INFORMATION PURPOSES ONLY. THESE VALUES ARE PART OF THE AIRCRAFT CONFIGURATION AND CANNOT BE CHANGED BY THE USER.</b> Various Aircraft Mooney M20J (v8) Engines 1 Rated power 200 HP Propeller Constant speed Service ceiling 18000 ft Gear Retractable Gross weight 1244 kg Empty weight 862 kg Usable fuel 64.0 US gal = 174.1 kg Speed Never exceed speed 196 kts Best single engine rate of climb --- kts Minimum single engine control speed --- kts Maximum structural cruising speed 174 kts Zero flaps stalling speed 58 kts Flaps extended stalling speed 54 kts Maximum speed for flaps extended 112 kts Maximum speed for gear extended 132 kts Maximum speed for gear operation 107 kts <b>Sounds</b> Intro <b>ON</b> Idents 100 Engine <b>ON</b> 100 Flaps <b>ON</b> 100 Gear <b>ON</b> 100 ATC <b>ON</b> 100	<b>SAVE</b> Resolution Mooney M20J, 1024 x 768 Altimeters Standard Fuel boost/Pitot switch No external switch Fuel selector No external selector External Avionics Non-digital Avionics

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Menu

Elite iGate G512		February 2009
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section		page 14 of 20
		version 1.2

## 6.2 Control Page

<b>Visual Control</b> Time of Day UTC 23:30 00:04 LMT Date Day 15 Month 07 Preset Level of Detail LOW MEDIUM HIGH	<b>Visual Detail</b> Light System Basic Detailed Airport Lights ON Approach Light System ON Runway Lights ON Touch Down Light System ON Centerline Lights ON VASI/PAPI ON REIL / EFAS ON Objects Minor Roads ON Major Roads ON Railroads ON Rivers ON Taxiways ON	<b>Aircraft</b> mag HDG 207 ° true ALT 4000 ft MSL IAS 180 kts Registration No. HB-ICAG Set Engines on at startup ON Yaw Control Enabled	<b>Load / Fuel</b> Empty 862 kg Load 160 kg Main Fuel L 30.0 US Gal = 82 kg R 30.0 US Gal = 82 kg Aux Fuel L -- US Gal = -- kg R -- US Gal = -- kg Total weight 1185 kg Gross weight 1244 kg	<b>ATC</b> ATC Scenario LOAD <b>Aircraft State</b> State SAVE LOAD <b>Facilities</b> ADF Fluctuation +/-
--	---	--	--	---

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Time Flown 0:00:00 **CONTROL PAGE** Menu

## 6.3 Malfunction Page

<b>Instruments / Systems</b> Individual Instrument Failures Freeze Gradual Between (min.) Arm AI 05 07 Arm DG 00 00 Arm VSI 00 00 Arm ALT 25 36 Arm ASI 00 00 Arm TC 00 00 System Failures Vacuum Arm 00 00 Static Arm 00 00 Pitot Freeze (Dynamic) Arm 00 00 Pitot & Drain Freeze Arm 00 00 Electric System Arm 00 00	<b>Receivers / Gear / Flaps</b> Receiver Failures Immediate Timed Between (min.) NAV 1 Arm RED Arm 00 00 Arm CDI LOC 00 00 Arm GS 00 00 NAV 2 Arm RED Arm 00 00 Arm CDI LOC 00 00 Arm GS 00 00 DME Arm 00 00 ADF Arm 00 00 Antenna Arm 00 00 XPDR Arm 00 00 Gear / Flaps Failures Arm Gear Arm 00 00 Arm Flaps Arm 00 00	<b>Engines</b> Engine Failures Immediate Timed Between (min.) Engine Arm 00 00 Engine Power Loss Arm 00 00 Power 100 % Auxiliaries Oil Press Arm 00 00 Oil Temp Arm 00 00 Oil Temp Arm 00 00	<b>Random Failures</b> Random Failures Instruments Between (min.) Arm 00 00 Systems Between (min.) Arm 00 00 Receivers Between (min.) Arm 00 00 Gear / Flaps Between (min.) Arm 00 00 Engines Between (min.) Arm 00 00
--	---	---	---

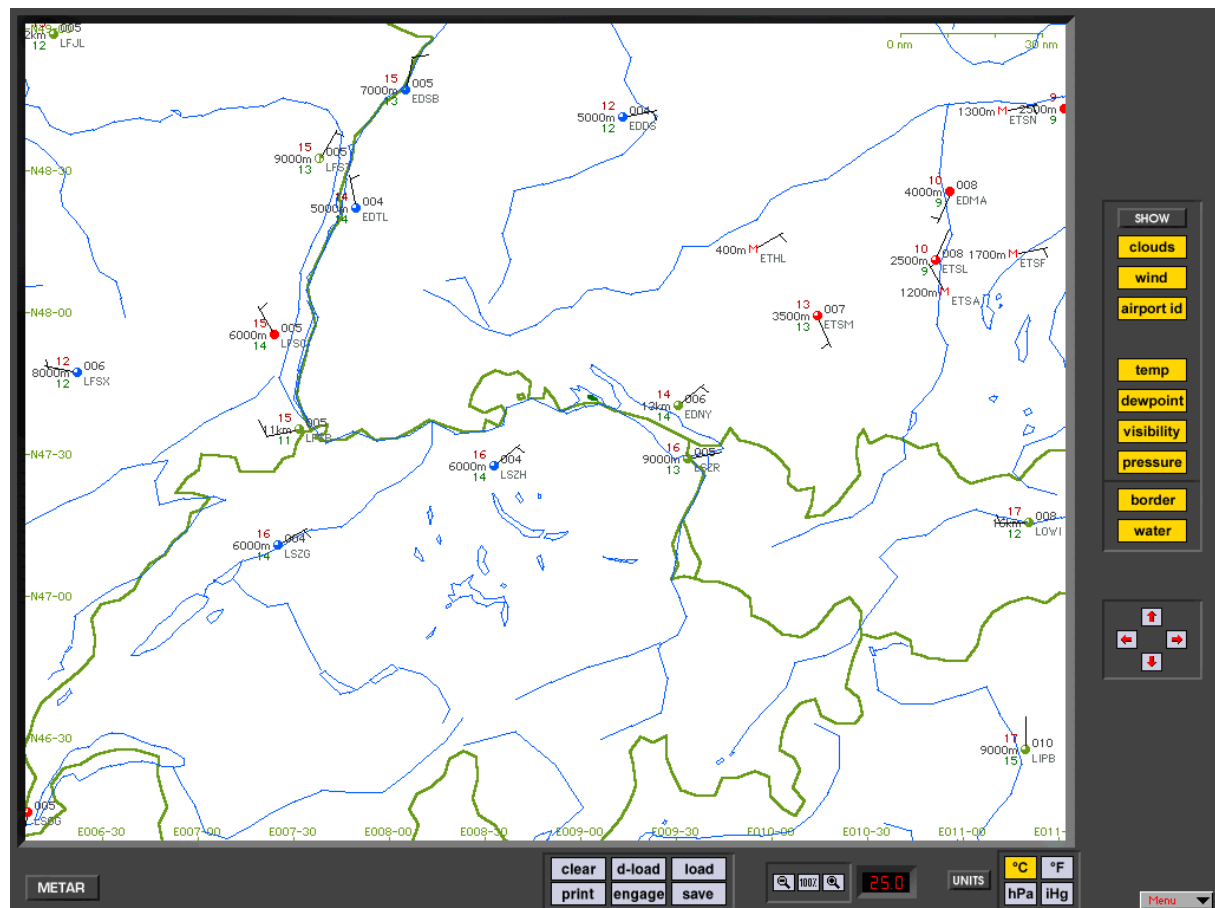
Failure State SAVE LOAD  
Failure Reset to ARM1  
Clear all failures  
Ref. Failure Time 00 min. RESET  
**MALFUNCTIONS PAGE** © 1989-2000 by Initiative Computing AG, Switzerland Menu



Elite iGate G512		February 2009
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section	page	16 of 20
	version	1.2

## 6.5 Metar Page

connect FSTD to Internet to download hourly METAR updates





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section	page	17 of 20
	version	1.2

## 6.6 Meteo Clouds & Visibility Page

Weather for Visual				Actual Weather at current position			
<b>Cloud Layer 1</b> Cloud Coverage: SKC FEW SCT <b>BKN</b> OVC Between (min.) Top (ft MSL) From: --- To: --- 000 000 Base (ft MSL) From: 15000 To: 15000 000 000 Transitionzone: YES				<b>Cloud Layer 1</b> Cloud Coverage: <b>BKN</b> Top: --- ft MSL Base: 15000 ft MSL Transitionzone: <b>NO</b>			
<b>Cloud Layer 2</b> Cloud Coverage: SKC FEW <b>SCT</b> BKN OVC Between (min.) Top (ft MSL) From: --- To: --- 000 000 Base (ft MSL) From: 10000 To: 10000 000 000 Transitionzone: YES				<b>Cloud Layer 2</b> Cloud Coverage: <b>SCT</b> Top: --- ft MSL Base: 10000 ft MSL Transitionzone: <b>NO</b>			
<b>Cloud Layer 3</b> Cloud Coverage: SKC <b>FEW</b> SCT BKN OVC Between (min.) Top (ft MSL) From: --- To: --- 000 000 Base (ft MSL) From: 5000 To: 5000 000 000 Transitionzone: YES				<b>Cloud Layer 3</b> Cloud Coverage: <b>FEW</b> Top: --- ft MSL Base: 5000 ft MSL Transitionzone: <b>NO</b>			
Visibility (sm) From: 2 1/4 To: 30 000 000 (m) 3625 50000 Precision Non Prec CAVOK Precision Non Prec CAVOK				Visibility: 30 sm 50000 m			
Meteo state: SAVE Meteo: RESET LOAD Time intervals: RESET Ref. Meteo Time: 000 min. RESET				METAR: SAVE WIND D-LOAD LOAD ENGAGE CLEAR <b>METEO PAGE</b> © 1989-2000 by Initiative Computing AG, Switzerland			

## 6.7 Meteo Wind & Turbulence Page

Weather for Visual				Actual Weather at current position			
<b>Wind 10000 ft MSL and Above</b> Direction (° Mag.) From: 060 To: 340 000 000 Speed (kts) From: 0 To: 60 000 000 Turbulence From: 0 To: 0 000 000				<b>Wind 10000 ft MSL and Above</b> Wind direction (Mag.): 340 ° Speed: 60 kts Turbulence: 0			
<b>Wind from 5000 ft MSL to 10000 ft MSL</b> Direction (° Mag.) From: 050 To: 290 000 000 Speed (kts) From: 4 To: 10 000 000 Turbulence From: 1 To: 3 000 000				<b>Wind from 5000 ft MSL to 10000 ft MSL</b> Wind direction (Mag.): 290 ° Speed: 10 kts Turbulence: 3			
<b>Wind from Ground to 5000 ft MSL</b> Direction (° Mag.) From: 050 To: 190 000 000 Speed (kts) From: 2 To: 4 000 000 Turbulence From: 2 To: 4 000 000				<b>Wind from Ground to 5000 ft MSL</b> Wind direction (Mag.): 190 ° Speed: 4 kts Turbulence: 4			
QNH (hPa) From: 10.15 To: 10.11 000 000 (°Hg) 30.00 29.85				QNH (hPa): 10.11 hPa 29.85 °Hg			
Temperature (°C ISA) From: -8 To: -12 000 000				Temperature (ISA): -12 °C = OAT: -5 °C 23 °F			
Meteo state: SAVE Meteo: RESET LOAD Time intervals: RESET Ref. Meteo Time: 000 min. RESET				METAR: SAVE CLOUDS D-LOAD LOAD ENGAGE CLEAR <b>METEO PAGE</b> © 1989-2000 by Initiative Computing AG, Switzerland			

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section		page 18 of 20
		version 1.2

## 6.8 Map Page



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section		page 19 of 20
		version 1.2

## 6.9 iGate G512



Elite iGate G512		February 2009
©Flight Simulators Limited - UK		
section		page 20 of 20
		version 1.2

