

to understand, however, that PBN systems, (with the exception of VOR/DME RNAV equipment) navigate by reference to true north and display magnetic course only for pilot reference. As such, a *properly functioning* PBN system, containing a *current and accurate navigational database*, should fly the correct ground track for any loaded instrument procedure, despite differences in displayed magnetic course that may be attributed to magnetic variation application. Should significant differences between the approach chart and the PBN system avionics' application of the navigation database arise, the published approach chart, supplemented by NOT-AMs, holds precedence.

(2) The course into a waypoint may not always be 180 degrees different from the course leaving the previous waypoint, due to the PBN system avionics' computation of geodesic paths, distance between waypoints, and differences in magnetic variation application. Variations in distances may also occur since PBN system distance-to-waypoint values are ATDs computed to the next waypoint and the DME values published on underlying procedures are slant-range distances measured to the station. This difference increases with aircraft altitude and proximity to the NAVAID.

(I) GPS Familiarization

Pilots should practice GPS approaches in visual meteorological conditions (VMC) until thoroughly proficient with all aspects of their equipment (receiver and installation) prior to attempting flight

in instrument meteorological conditions (IMC). Pilots should be proficient in the following areas:

- (1) Using the receiver autonomous integrity monitoring (RAIM) prediction function;
- (2) Inserting a DP into the flight plan, including setting terminal CDI sensitivity, if required, and the conditions under which terminal RAIM is available for departure;
- (3) Programming the destination airport;
- (4) Programming and flying the approaches (especially procedure turns and arcs);
- (5) Changing to another approach after selecting an approach;
- (6) Programming and flying "direct" missed approaches;
- (7) Programming and flying "routed" missed approaches;
- (8) Entering, flying, and exiting holding patterns, particularly on approaches with a second waypoint in the holding pattern;
- (9) Programming and flying a "route" from a holding pattern;
- (10) Programming and flying an approach with radar vectors to the intermediate segment;
- (11) Indication of the actions required for RAIM failure both before and after the FAWP; and
- (12) Programming a radial and distance from a VOR (often used in departure instructions).