

FPL Approach Type Designator in FMS

- What does "SITU" acronym mean? SITU isn't an acronym, it's an abbreviation for „Situation“
The tutorial refers to a "sandwich" in the FPL near to the destination. What is its purpose?.
- Regarding the "sandwich". I assume you are referring to the double entry of the IAF, separated by a little **designator, which indicates the type of the approach**.
- "R" = RNAV APCH, "I" = ILS APCH, "D" = VOR DME APCH. (see screenshots below).
Expl.: a VOR APCH onto Rwy 28L would be displayed like this in the FPL: 'D28L'
- **Everything above the designator belongs to the "normal" part of the routing (or the STAR in most cases), everything below & including the approach type designator, belongs to the transition onto the approach.** Hint: You can display this approach segment by hitting FPL->MENU PAGE 2/2->APPR PLAN 2/5 up to APPR PLAN 5/5.



- The "sandwich" consists of IAF (METMA), followed by the **Appr Type Designator (*R23L*)**, and again the IAF (METMA) to finish it off.



- „sandwich“: IAF FF20 – **Appr.Type Designator *D20*** – IAF FF20



- IAF CI06 – **ApprType Designator *I06*** – IAF CI06

- Is this flight planning detail (the "Sandwich") peculiar to the Q400? How does it make the planning more safe or better otherwise ?

Yes, as far as I know, there is no other aircraft, that has these kind of sandwiches in their FPL. Also, I'm not really sure about the exact benefits of this method.

All I know is that the **FMS is programmed in such a way to determine the base leg automatically** and upon reaching it, it will **activate the APPR mode on the NAV page by itself.**

The activation of the APPR mode causes the FMS to:

1. Draw an extended centerline.
2. Arming the Go-Around-Modes, bringing up the "MISD APPCH" on the NAV 1page and making the plane responsive to the GA button. (Pressing one of those would cause the FMS to skip the route disco between the "RW__*" waypoint („ RW06* " in the last pic.) & execute the MISS APPR Proc.)
3. **Reduce the RNP when passing the FAF, which is crucial for some RNAV APPR.**

The **sandwich kind of serves as a "barrier" between STAR and final segment** or, in other words, **between normal FMS NAV operation and the NAV APPR Mode.**

Therefore, my assumption would be that the advantage of having these sandwiches in the FPL is to help the pilots understand which mode the FMS is currently operating in and when it will switch into APPR mode.