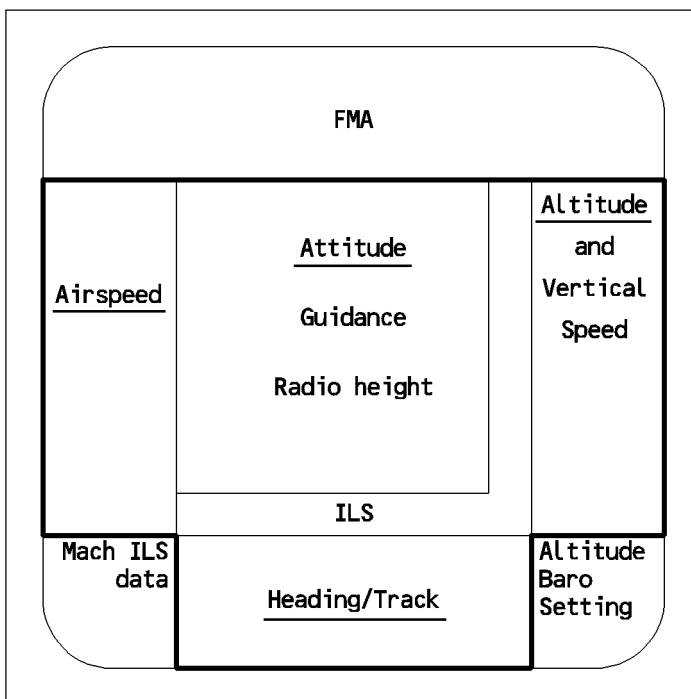


GENERAL

The Primary Flight Display gives the flight crew :

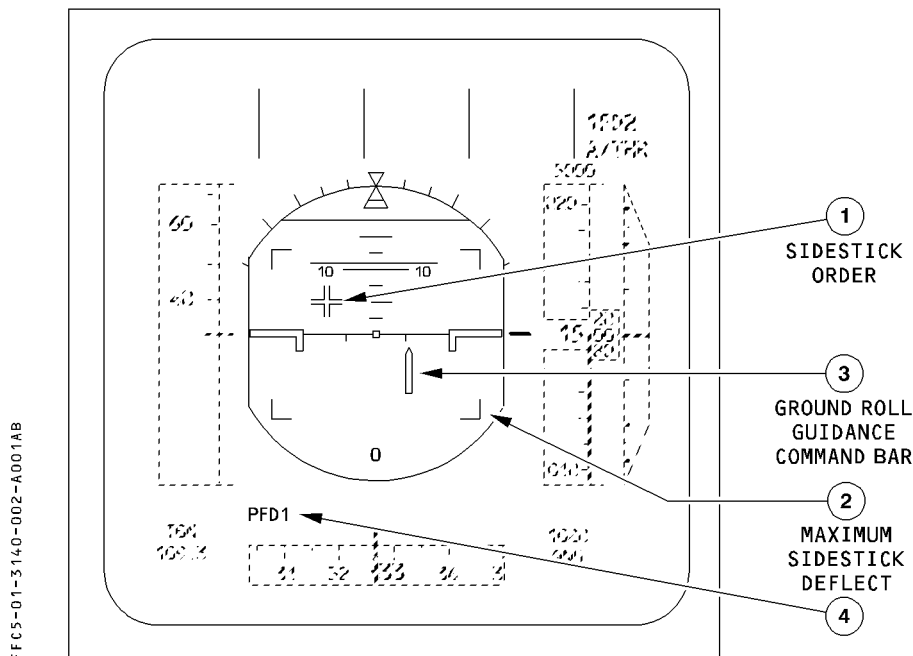
- Attitude and guidance information
- Airspeed
- Altitude (baro and radio) and vertical speed
- Heading and track
- FMGS modes (flight mode annunciator)
- Vertical and lateral deviations
- Radio navigation information (ILS, DME).



The FWC monitors main parameters such as attitude, heading, and altitude. See also “FLAGS AND MESSAGES DISPLAYED ON PFD” chapter.

Note : A grey background is displayed on speed, heading vertical speed and altitude PFD scales. In case the temperature in the PFDU exceeds a certain threshold this gray background is suppressed in order to avoid a DU overheat.

SPECIFIC GROUND INDICATIONS



① Sidestick order indication (white)

This is displayed, as soon as one engine is started.

It indicates the total of the pilot's and copilot's sidestick orders (shown here as left wing down, pitch up).

② Max Sidestick Deflection (white)

This is displayed, as soon as one engine is started.

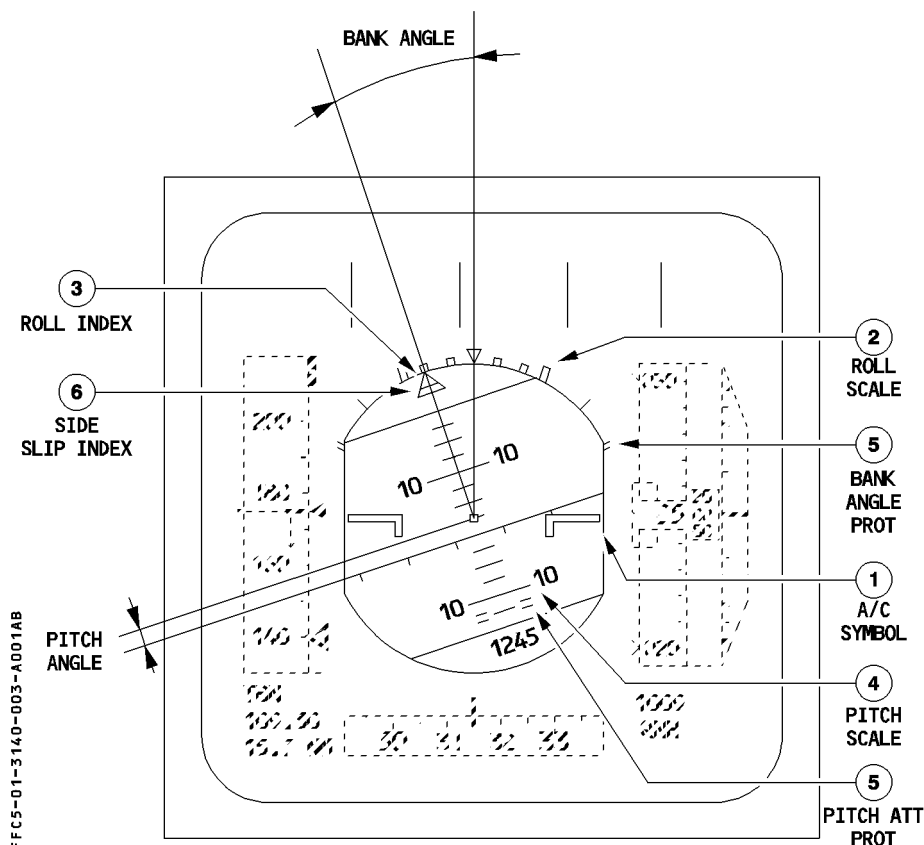
③ Ground Roll Guidance Command Bar (green)

This symbol is displayed when the aircraft is on the ground, or below 30 feet radio altitude, provided a localizer signal is available. It shows the flight director yaw orders, to keep the runway centerline.

④ PFD 1 (2 or 3) message (magenta)

The display indicates which DMC drives the PFD. It appears only during tests on ground.

ATTITUDE DATA



① Fixed Aircraft Symbol

This symbol is black, outlined in yellow.

② Roll Scale

This scale is white, and has markers at 0, 10, 20, 30, and 45 degrees of bank.

③ Roll Index (yellow)

This pointer indicates the bank angle. When the bank angle exceeds 45°, all the PFD symbols except those for attitude, speed, heading, altitude, and vertical speed disappear. The display returns to normal when the bank angle decreases below 40°.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40	P 4
		SEQ 001	REV 08

④ Pitch Scale (white)

This scale has markers every ten degrees between 80° nose up and 80° nose down (every 2.5° between 10° nose down and 30° nose up). When pitch angle exceeds 25° nose up or 13° nose down, all the PFD displays except attitude, speed, speed trend, heading, altitude, and vertical speed disappear. Beyond 30°, large red arrowheads indicate that the attitude has become excessive and show the direction to move the nose in order to reduce it. The display returns to normal when pitch angle becomes less than 22° nose up or 10° nose down.

⑤ Flight Control Protection Symbols

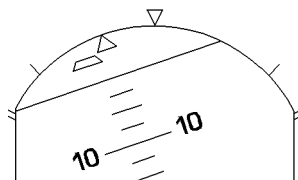
The display shows these symbols in green :

- on the roll scale at $\pm 67^\circ$ to mark the bank angle limits
- on the pitch scale at 15° nose down or 30° nose up to mark the pitch limits.

An amber $\times$ replaces these symbols if the corresponding protection is lost. (Refer to 1.27.30)

⑥ Sideslip Index (yellow)

This trapezoidal index moves beneath the roll index. On the ground it represents the lateral acceleration of the aircraft : in flight it shows sideslip (as furnished by ADIRS). One centimeter of displacement indicates 0.2g. The sideslip index is against its stop at 0.3g.



In case of engine failure at take-off or go-around, the sideslip index changes from yellow to blue.

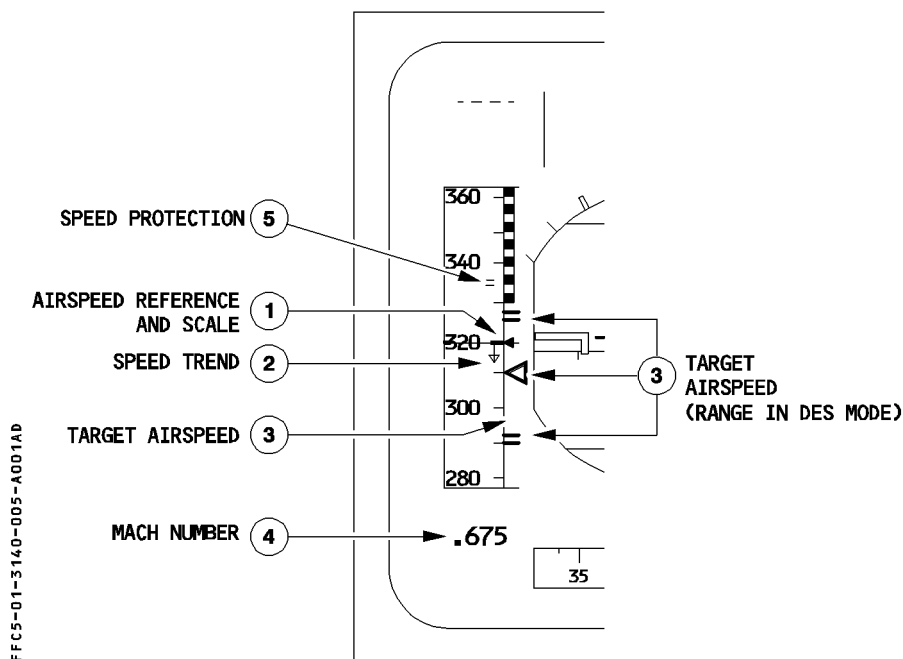
Note : The sideslip target is blue if :

- CONF 1, 2, or 3 is selected, and
- any ENG N1 > 80%, and
- the difference between the ENG N1's exceeds 30%.

In this case the sideslip index is called β target.

When this index is centered with the roll index, the sideslip equals the sideslip target for optimum aircraft performance.

AIRSPEED



① Actual Airspeed Reference Line and Scale

A white scale on a gray background moves in front of a fixed yellow reference line next to a yellow triangle to show airspeed. The minimum airspeed indication is 30 knots.

② Speed Trend (yellow)

This pointer starts at the speed symbol. The tip shows the speed the aircraft will reach in 10 seconds if its acceleration remains constant. The pointer appears only when it is greater than 2 knots and disappears when it is less than 1 knot.

It also disappears if the FMGCs fail.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40	P 6
		SEQ 001	REV 08

③ Target Airspeed (magenta or blue)

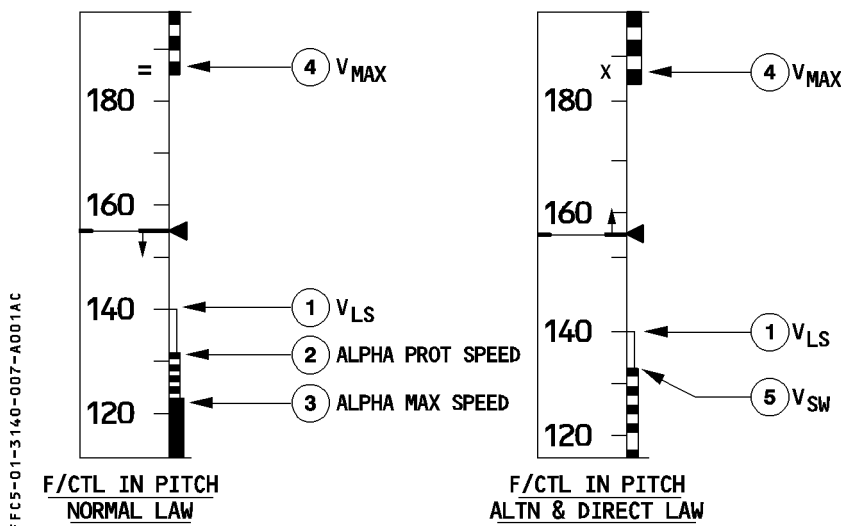
This symbol gives the target airspeed or the airspeed corresponding to the target Mach number. The target airspeed is the airspeed computed by FMGC in managed speed mode (magenta) or entered manually on the FCU for selected speed mode (blue). When the target speed is off the speed scale, its value is displayed as numbers below or above the speed scale.

④ Mach Number (green)

This is displayed when it is greater than 0.5 and the LS pushbutton is not selected on the EFIS control panel.

⑤ Speed Protection (green)

This symbol indicates the speed ($VMO + 4 \text{ kt}$ or $MMO + 0.006$) at which overspeed warning will occur. This symbol is not displayed in pitch alternate or direct law because the protection is not available. (Refer to 1.27.30)



① Minimum Selectable Speed (VLS)

The top of the amber strip along the speed scale indicates this speed. It represents the lowest selectable speed providing an appropriate margin to the stall speed. (Refer to 3.04.10)
VLS information is inhibited from touchdown until 1 second after liftoff.

② Alpha Protection Speed

The top of a black and amber strip along the speed scale indicates this speed.
It represents the speed corresponding to the angle of attack at which alpha protection becomes active (Refer to 1.27.20).
It is displayed when in pitch normal law.

③ Alpha Max Speed

The top of a red strip along the speed scale indicates this speed. It represents the speed corresponding to the maximum angle of attack that the aircraft can attain in pitch normal law (Refer to 1.27.20).
It is displayed when in pitch normal law.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD		1.31.40	P 8
			SEQ 001	REV 08

④ VMAX

The lower end of a red and black strip along the speed scale defines this speed.

It is the lowest of the following :

- VMO or the speed corresponding to MMO
- VLE
- VFE

(Refer to 3.04.10)

⑤ Stall Warning Speed (VSW)

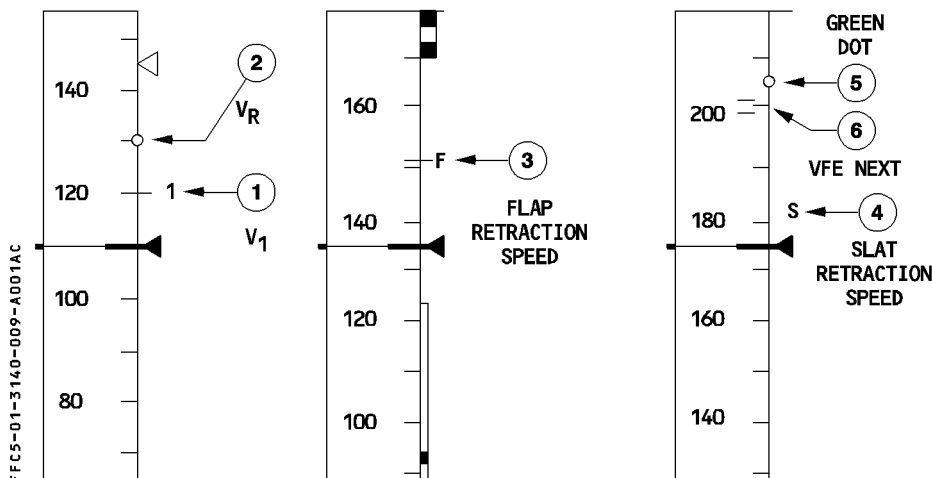
The top of a red and black strip along the speed scale defines this speed.

It is the speed corresponding to the stall warning. (Refer to 1.27.20)

VSW information is inhibited from touchdown until 5 seconds after liftoff.

It is displayed when operating in pitch alternate or pitch direct law.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD		1.31.40	P 9
			SEQ 001	REV 08



① Decision Speed : (V1)

This is a blue symbol (numeral one) that the crew inserts manually through the MCDU. When it is off the scale, the upper part of the scale shows it in numbers. It disappears after liftoff. (Refer to 3.04.10)

② Rotation speed : (VR)

This is a blue circle and corresponds to the value that the crew inserts manually through the MCDU. It appears during takeoff while on ground.

Note : V2 is represented by the target speed index during takeoff.
V2 is manually inserted by the crew through the MCDU.

③ Minimum Flap Retraction Speed

This is a green symbol (letter F). It appears when the flap selector is in position 3 or 2. (Refer to 3.04.10)

④ Minimum Slat Retraction Speed

Represented by a green symbol (letter S). It appears when flap selector is in position 1. (Refer to 3.04.10)

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40		P 10	
		SEQ 001		REV 08	

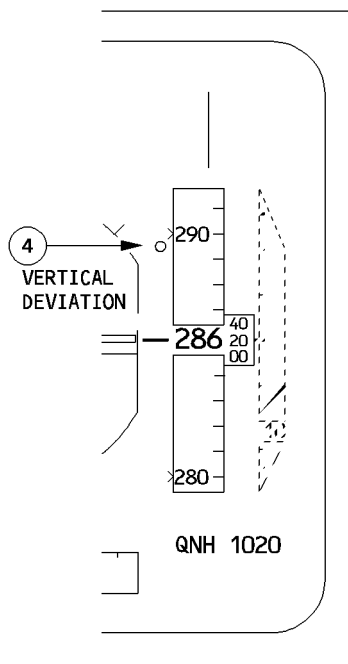
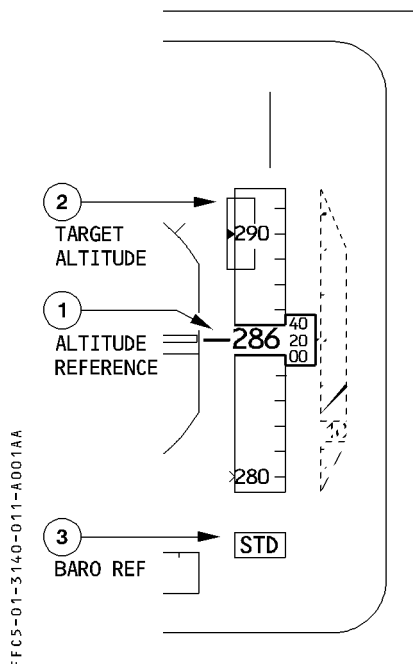
⑤ Green Dot (Engine-out operating speed in clean configuration)

This green dot appears when the aircraft is flying in the clean configuration.
It shows the speed corresponding to the best lift-to-drag ratio.

⑥ VFE NEXT

This symbol, an amber =, shows the VFE corresponding to the next flap lever position.
It appears when the aircraft altitude is below 20000 feet. (Refer to 3.04.10)

ALTITUDE



① Altitude Indication

This appears both as a white moving scale and as a green digital readout on a grey blackground. “NEG” appears in the window in white for negative altitudes. The altitude window changes from yellow to amber, if the aircraft deviates from the FCU-selected altitude or flight level.

On any approach for which an MDA (MDH) is entered in the FMGS, the altitude numbers change from green to amber, when the aircraft goes below the MDA (MDH).

② Target Altitude or Selected Flight Level Symbol (blue)

This symbol shows the FCU-selected altitude (if QNH baro reference is selected), or the selected flight level (if STD baro reference is selected.)

When the FMGC operates in the vertical managed mode, this symbol is in magenta, if it represents a flight plan altitude constraint that the FMGC will follow. If the target altitude or flight level is on the scale, the symbol is displayed and the numerical value appears inside the symbol.

If it is off the scale, the symbol is not displayed, and the numerical value appears above or under the scale.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40	P 12
		SEQ 100	REV 15

③ Barometric Reference

The display shows “STD”, or “QNH”, or “QFE”, and the numerical setting is in hectoPascals or inches of mercury.

It pulses when the pilot's selection is incorrect (STD not selected above transition altitude in climb or STD still selected in approach below transition level or 2500 feet radio height, if transition level is not available).

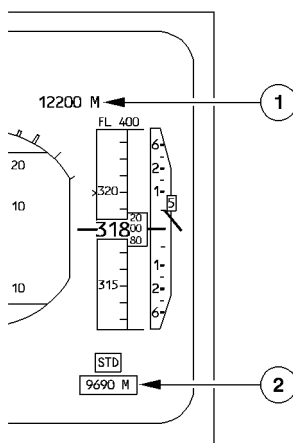
④ Vertical Deviation (magenta)

This symbol appears next to the altitude corresponding to the theoretical vertical profile, computed by the FMGC. It is displayed from the top of descent down to the final intercept altitude.

The pilot can read the VDEV directly from the altitude scale. The range is ± 500 feet. When the VDEV value exceeds ± 500 feet, the symbol stays at the range limit and the PROG page displays the exact value.

METRIC ALTITUDE INDICATIONS

If metric reference is selected on the FCU two additional symbols are displayed on PFD.



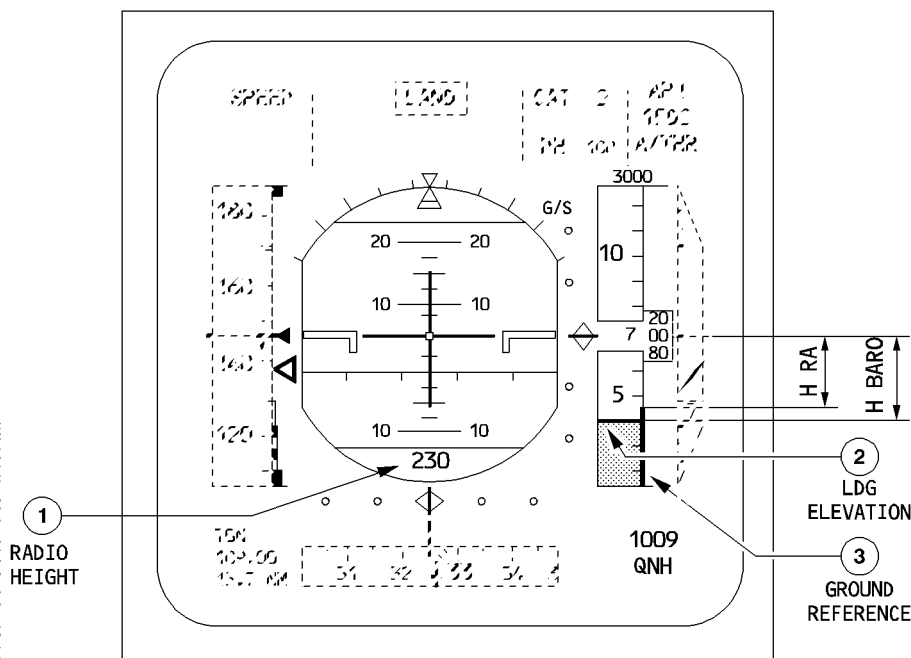
① Target altitude or selected flight level (magenta or blue)

The display shows the selected altitude value in meters.

② Altitude indication (green)

The display shows the actual aircraft altitude value in meters.

FFCS-01-3140-013-A105AA



① Radio Height

This quantity appears when it is less than 2500 feet.

– If a DH has been entered, the radio height appears :

- In green, when $DH + 100 \text{ feet} < RA < 2500 \text{ feet}$,
- In amber, when $RA < DH + 100 \text{ feet}$.

If “NO” is entered as the DH on the MCDU APPROACH page, 0 feet becomes a default value.

When the aircraft reaches the decision height selected on the MCDU, DH letters flash amber for three seconds, then stay in amber above the radio height indication.

– If no DH has been entered or if both FMGCs fail, the radio height appears :

- In green, when $400 \text{ feet} < RA < 2500 \text{ feet}$.
- In amber, when $RA \leq 400 \text{ feet}$.

The radio altitude indication changes every 10 feet down to 50 feet, then every 5 feet down to 10 feet, then every foot.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40 P 14	
		SEQ 100	REV 17

② Landing Elevation (blue)

The top of the brown surface on the altitude scale represents the landing elevation at the flight-planned destination.

It is displayed :

- during flight phases 7 and 8 and
- if the STD reference mode is not selected.

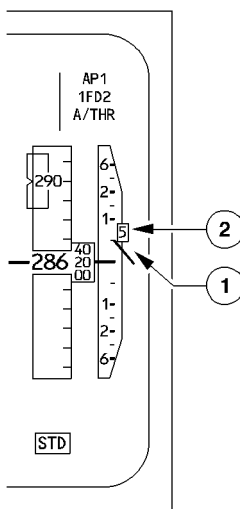
③ Ground reference

A red ribbon on the right of the altitude scale represents the field elevation. This ribbon, which is driven by the radio altimeter signal, is displayed below 570 feet.

It moves up, as does the lower line of the attitude sphere, with the altitude scale as the aircraft descends. When the aircraft has touched down, the top of this ribbon is at the middle of the altitude window.

VERTICAL SPEED

The displayed vertical speed information is normally inertial. If inertial data is not available, barometric information automatically replaces it. In this case, the window around the numerical value becomes amber.



① Analog pointer

This pointer, which is normally green, points to a white vertical speed scale displayed on a grey background and graduated at intervals of 500 ft/min.

If $V / S > 6000$ ft/min the pointer stays at the end of the scale.

② Digital indication

This number, normally in green, is the vertical speed in hundreds of feet per minute.

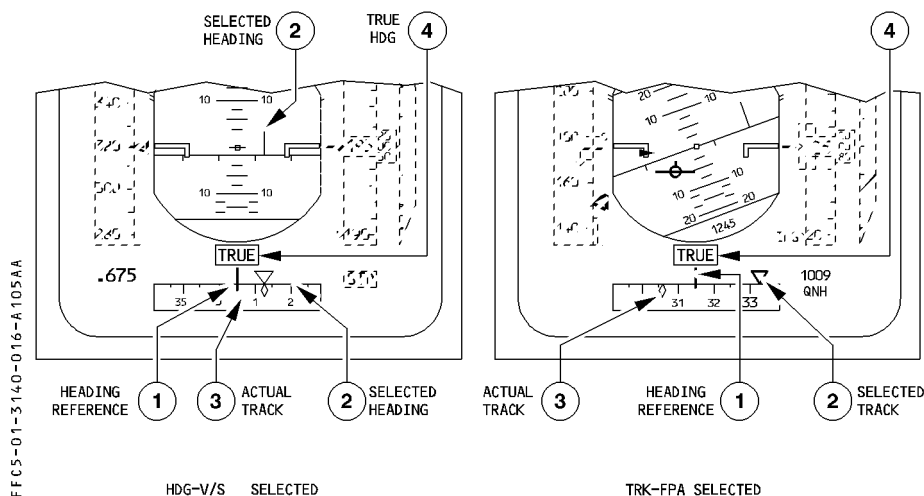
It disappears, if the vertical speed is less than 200 ft/min.

The analog pointer and the digital indication become amber, if :

- $V / S > 6000$ ft/min (climb or descent),
- $V / S > 2000$ ft/min during descent when $1000 \text{ feet} < RA < 2500$ feet, or
- $V / S > 1200$ ft/min during descent and $RA < 1000$ feet.

Note : For TCAS (Refer to 1.34.80).

HEADING



① Heading Reference Line and Scale

A white scale on a grey background moves in front of a fixed yellow reference line to show the actual magnetic heading.

② Selected Heading or Track Index (blue)

The pointer indicates the heading or track selected on the FCU HDG-TRK counter.

The index is replaced by digits on the right or left side of the scale, when the selected value is off the scale.

If the FD pushbutton is OFF, a second heading or track symbol appears on the horizon line and markers are displayed every 10°.

③ Actual Track Symbol

This symbol is a small green diamond.

	INDICATING/RECORDING SYSTEMS		1.31.40	P 17
	INDICATIONS ON PFD		SEQ 100	REV 17

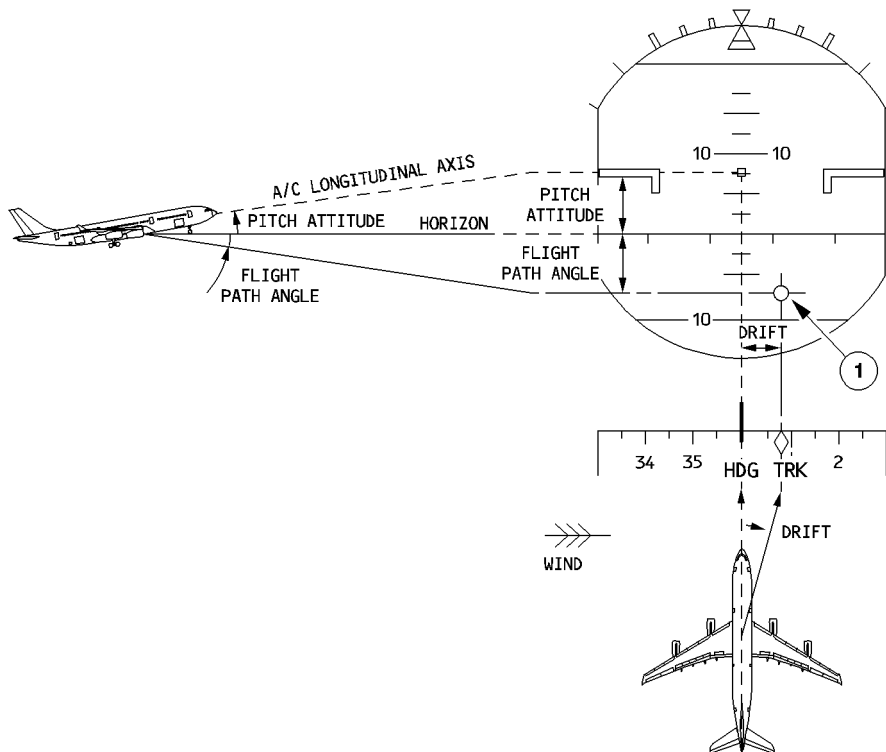
④ True heading (blue)

At high latitude above 82.5° North or 60.5° South (or entering the north, magnetic polar region latitude 73.5° N and longitude between 117.5° W and 92.5° W), the ADIRUs replace magnetic heading by true heading on the EFIS and DDRMI.

When the aircraft is close to these regions (latitude above 82° North or 60° South or approaching the north polar region : 73° N and longitude between 90° W and 120° W), the ADIRU causes the « SELECT TRUE REF » message to appear on the ND, thereby requesting a change in the north reference.

In true heading configuration at slats extension, « TRUE » will flash for 9 seconds then remain steady.

FLIGHT PATH VECTOR



FFCS-01-3140-018-A001AB

① Flight Path Vector (FPV)

This symbol appears when the pilot selects TRK/FPA on the FCU.

The flight path vector represents the lateral and vertical trajectory of the aircraft with respect to the ground.

- On the lateral scale it indicates the aircraft's track.
- On the vertical scale it indicates the aircraft's flight path angle.

Example : The aircraft flies a track of 009 (heading 360°, wind from west) and descends with a flight path angle of – 7.5°.

GUIDANCE

Two completely different flight director modes are available, each with its own characteristic symbols. The symbol displayed corresponds to the basic operating reference the pilot has selected. – either HDG V/S or TRK FPA.

In normal operation PFD1 displays FD1 orders.

If FD1 fails, PFD1 automatically displays FD2 orders, and on the PFD1 the FD2 indication in the right column of the FMA flashes for a few seconds.

The same applies for FD2 orders normally displayed on PFD2.

IF THE CREW HAS SELECTED HDG V/S TO BE THE BASIC REFERENCE :

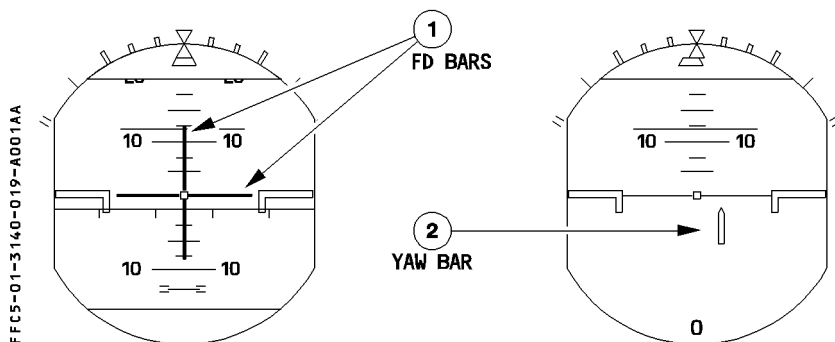
The PFD displays pitch and roll bars in green. They automatically move out of view at touchdown in ROLL OUT mode.

They flash for 10 seconds and then remain steady in the following conditions :

- reversion to the HDG V/S basic mode (manually or automatic)
- change of selected flight level when the autopilot is already engaged in ALT CAPTURE mode
- loss of LOC or G/S in LAND mode or loss of LAND mode
- at the first AP or FD engagement

The PFD displays a yaw bar in green below 30 feet radio altitude if a localizer signal is available:

- during takeoff (in RWY mode)
- upon landing (in FLARE and ROLL OUT mode).



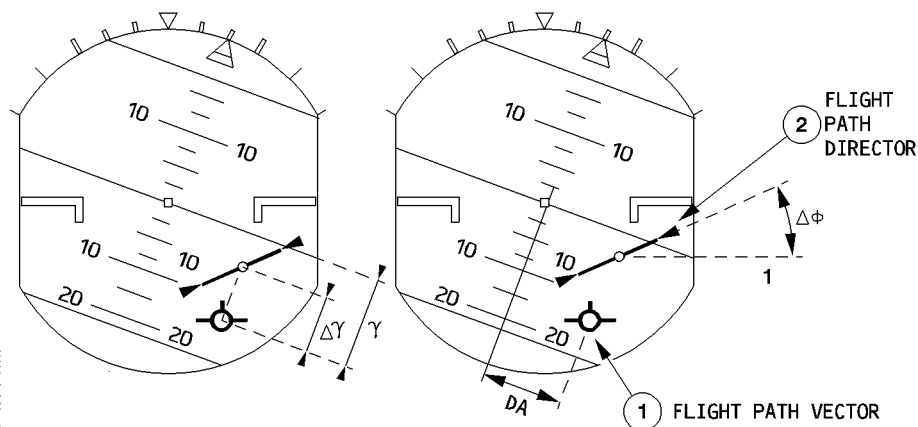
① FD Crossed Bars (green)

② Yaw Bar (green)

THE CREW HAS SELECTED TRK FPA AS THE BASIC REFERENCE :

An inertial flight path vector defines the aircraft's horizontal and vertical track, taking wind effect into account.

An associated flight path director symbol guides the flight crew onto the vertical and horizontal flight path targets.



γ REPRESENTS THE FLIGHT PATH ANGLE

DA REPRESENTS THE DRIFT ANGLE

$\Delta\gamma$ REPRESENTS THE DIFFERENCE BETWEEN THE ORDERED FLIGHT PATH ANGLE AND THE ACTUAL ONE

$\Delta\phi$ REPRESENTS THE DIFFERENCE BETWEEN THE ORDERED ROLL ANGLE AND THE ACTUAL ONE

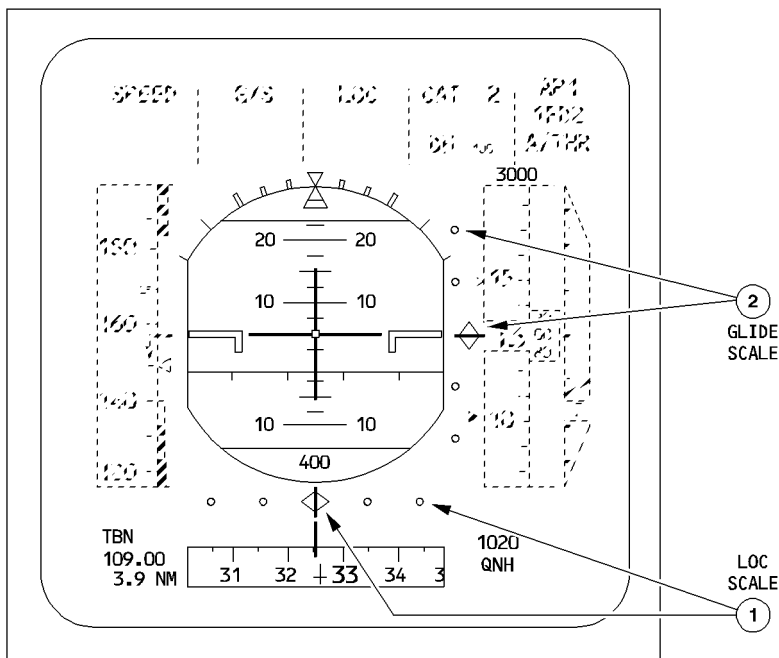
① Flight Path Vector (green)

② Flight Path Director (green)

FFCS-01-3140-020-A001AA

TRAJECTORY DEVIATION

ILS APPROACH



FFCS-01-3140-021-A001AA

① Localizer Deviation Scale and Index

② Glide Slope Deviation Scale and Index

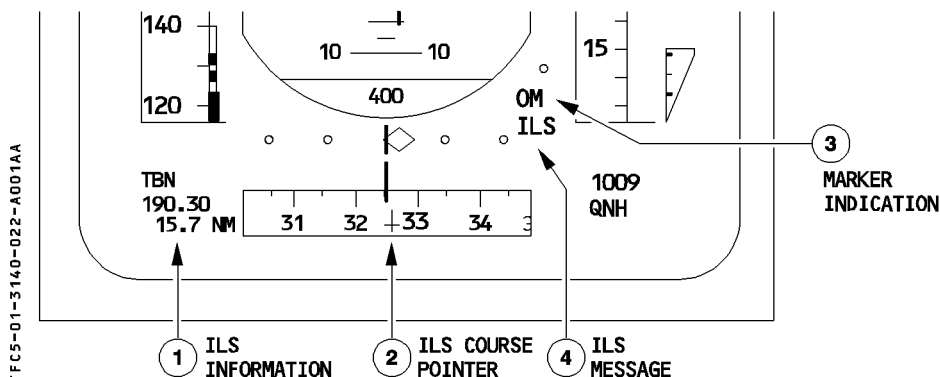
Deviation scales appear as soon as the flight crew pushes an LS pushbutton switch on the EFIS control panel. Deviation indexes appear when the glide slope and localizer signals are valid if deviation scales are displayed.

When a deviation index is out of the displayed range, only half a symbol appears at the end of the scale.

The LOC scale flashes and continues to flash if the deviation exceeds 1/4 dot for two seconds (above 15 feet RA). The glide scale flashes and continues to flash if the deviation exceeds one dot for two seconds (above 100 feet RA).

“LOC” and the glide scale half index symbols flash and continue to flash when the deviation exceeds two dots for two seconds.

One dot represents a deviation of $\pm 0.8^\circ$ on the localizer scale and $\pm 0.4^\circ$ on the glide slope scale.



① ILS information (magenta)

The following information appears on the PFD when the crew has selected an ILS frequency and course and pushed the LS pushbutton :

- ILS identification as decoded by the ILS receiver
- ILS frequency
- DME distance if the ILS has a DME

② ILS course Pointer (magenta)

This pointer appears on the PFD when the crew has selected an ILS frequency and course and pushed the LS pushbutton.

It is a dagger-shaped symbol on the heading scale.

The ILS course (numerical) appears in magenta on the right or the left side of the scale when it is outside the displayed range of headings.

③ Marker Indications

OM appears in cyan when aircraft flies over the outer marker

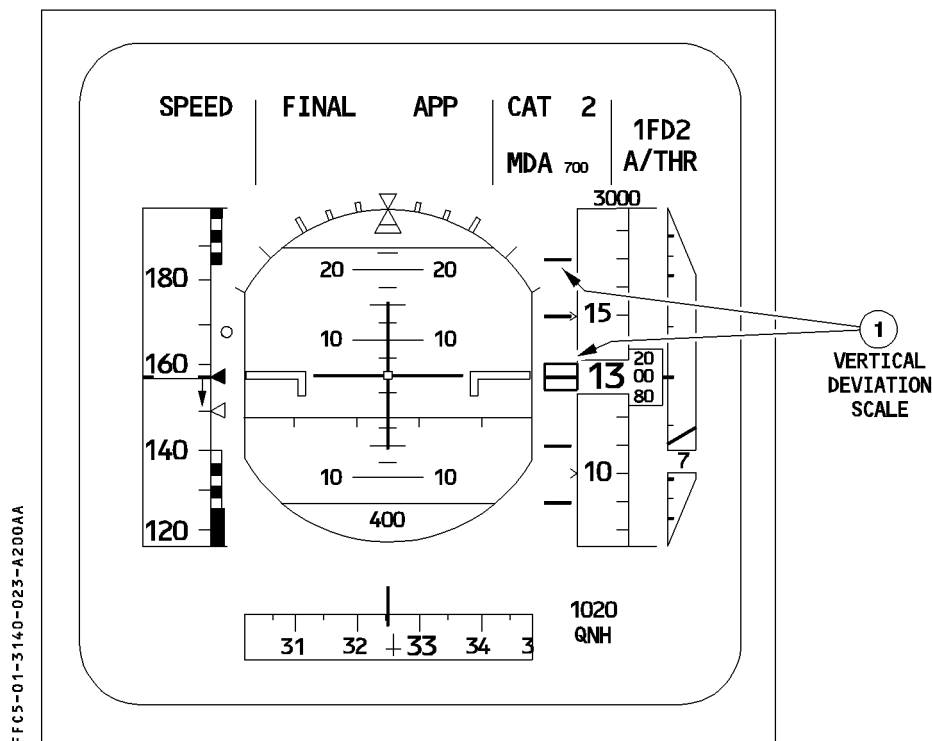
MM appears in amber when it flies over the middle marker

AWY appears in white when it flies over an airways marker beacon or the ILS inner marker.

④ ILS Message

This flashes amber when the APPR mode is armed and the ILS display is not selected.

NON PRECISION APPROACH



① Vertical Deviation Scale and Index

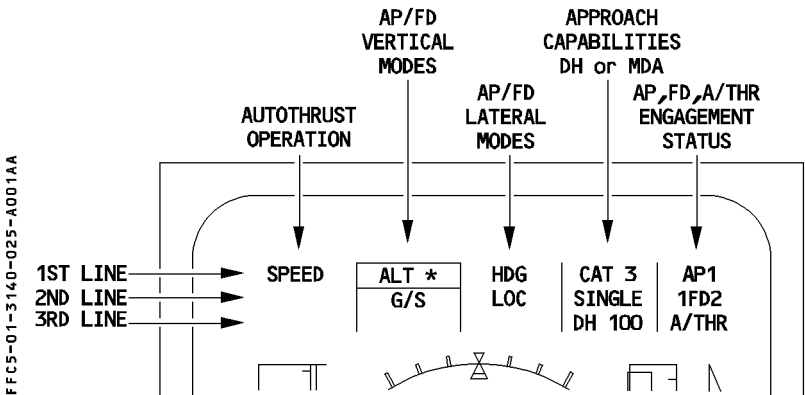
The vertical deviation scale and index appear when in approach phase and the FINAL mode is armed/engaged or a non precision approach has been entered. They are displayed until MDA has been reached. They give the vertical deviation with respect to the trajectory defined by the FMGC. Each index scale graduation represents 100 feet. Range limit is ± 200 feet.

Note : If LS pushbutton is pressed, glide deviation has priority over vertical deviation information.

RISING RUNWAY SYMBOL

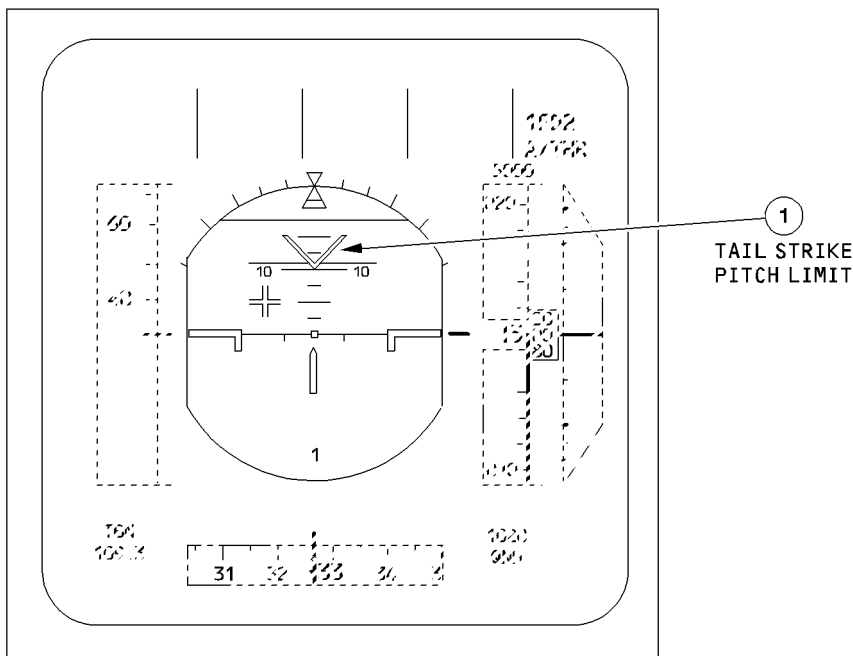
NOT APPLICABLE

FLIGHT MODE ANNUNCIATOR



For a detailed discussion of legends and messages that may appear during FMGS operations, see AFS chapter (Refer to 1.22.30).

TAIL STRIKE PITCH LIMIT INDICATOR



FFCS-01-3140-026-A 100AA

① Tail Strike Pitch Limit

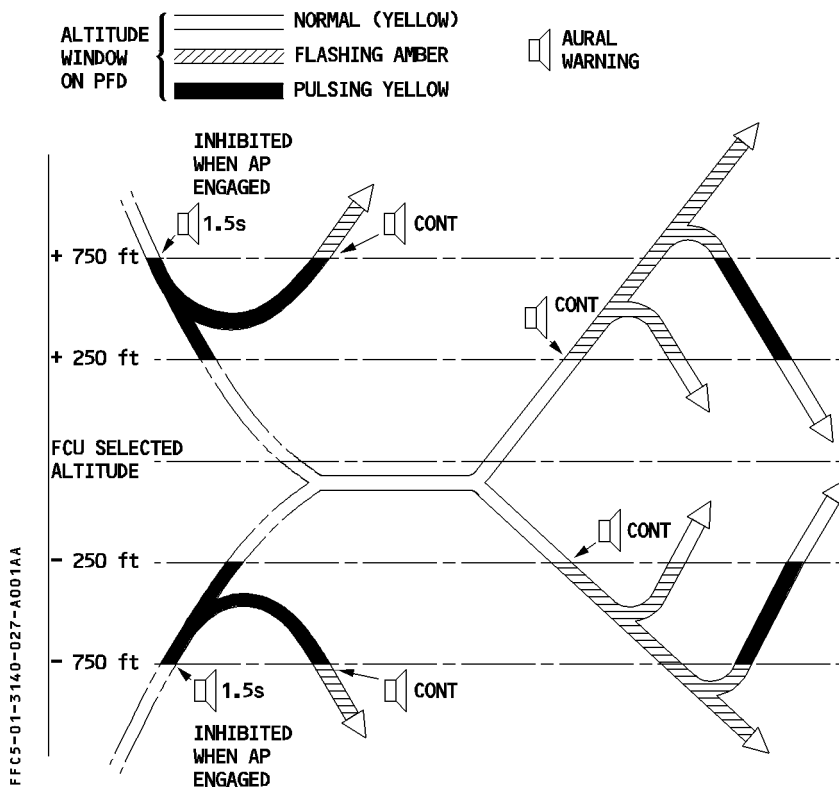
The pitch limit indicates the maximum pitch attitude to avoid the tail strike risk at takeoff and landing. During takeoff, the indication progresses from the pitch limit value with main landing gear compressed, to the pitch limit value with main landing gear extended. The indication is removed when the tail strike risk disappears.

During landing, the indication is a fixed value corresponding to the main landing gear compressed. The indication appears at 400 feet radio height.

ALTITUDE ALERT

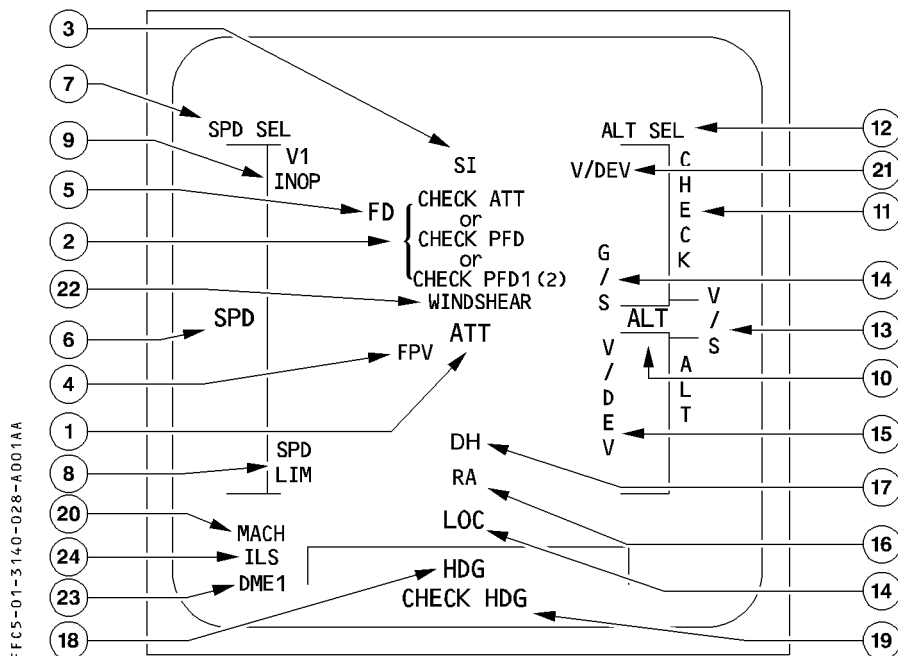
The FWC generates an altitude warning (C chord sound and altitude window of PFD pulsing yellow or flashing amber) when the aircraft approaches a preselected altitude or flight level or when it deviates from its selected altitude or flight level.

This warning results from a comparison between the altitude (ADIRS) and the preselected altitude displayed on FCU.



- The selection of a new altitude cancels the continuous C chord, as does the crew's pushing the EMER CANC pushbutton of the ECAM control panel or the pressing either MASTER WARN pushbutton.
- The selection of a new altitude stops the flashing of the altitude window.
- The altitude alert is inhibited :
 - when the slats are out with landing gear selected down, or
 - in approach after the aircraft captures the glide slope, or
 - when the landing gear is locked down.

FLAGS AND MESSAGES DISPLAYED ON PFD



① ATT Flag (red)

If the PFD loses all attitude data, its entire sphere is cleared to display the ATT flag.

② CHECK ATT or CHECK PFD or CHECK PFD1 (or 2) flag (amber)

“CHECK ATT” appears when there is a disagreement (of a least 5°) in the attitude information displayed by the two PFDs. The CHECK ATT flag appears on both PFDs, and a caution appears on the ECAM.

“CHECK PFD” appears when the DMC detects a disagreement between the two PFDs. The CHECK PFD flag appears on both PFDs.

“CHECK PFD 1(2)” appears when the DMC detects a disagreement between its own computation and its displayed information. The CHECK PFD 1(2) flag appears on the relevant PFD.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40 P 29	
		SEQ 100	REV 15

③ SI flag (red)

If the sideslip information is lost, the index disappears and a red SI flag appears.

④ FPV flag (red)

In TRK FPA mode, when the drift angle or flight path angle is not valid an FPV flag appears.

⑤ FD flag (red)

If both FMGCs fail, or if both FDs are disengaged and the FD pushbutton is on and the attitude is valid, a red FD flag appears.

⑥ SPD flag (red)

If speed information fails, a SPD flag replaces the speed scale.

⑦ SPD SEL flag (red)

If selected speed information fails, a SPD SEL flag appears.

⑧ SPD LIM flag (red)

This flag appears when both FMGCs (flight envelope part) are inoperative, or in case of SFCC dual flap/slat channel failure.

In this case, the following PFD information is lost : VLS, S, F, Green Dot, Vtrend, Vmax, VFE next, VSW.

In case only Vmax or VLS is lost, the flag comes up on the PFD but the remaining valid information still appears.

⑨ V1 INOP flag (red)

When the V1 signal is not valid, a V1 INOP flag replaces the digital value.

⑩ ALT flag (red)

If altitude information fails, the ALT flag replaces the altitude scale.

⑪ CHECK ALT flag (amber)

The CHECK ALT flag appears, as does an ECAM caution, if the difference between the two PFDs altitude indications is greater than 250 feet when QNH is selected or 500 feet when STD is selected. The caution and the flag disappears when the pilot's and the copilot's barometer or references are different.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40	P 30
		SEQ 001	REV 08

⑫ ALT SEL flag (red)

If selected altitude information fails, an ALT SEL flag appears.

⑬ V/S flag (red)

If vertical-speed information fails, the V/S flag replaces the vertical speed scale.

⑭ LOC and G/S flags (red)

If the localizer or glide slope receiver fails, a LOC or G/S flag appears on the deviation scale.

⑮ V/DEV flag (red)

If vertical deviation information fails and the ILS pushbutton is not pressed, a V/DEV flag replaces the V/DEV scale.

⑯ RA flag (red)

If both radio altimeter fail this flag appears in place of the radio height indication when aircraft altitude is below the transition altitude. The ground reference indication (red ribbon) will disappear.

⑰ DH flag (amber)

A DH flag appears when the aircraft reaches the selected DH.

⑱ HDG flag (red)

If the heading information fails, the HDG flag replaces the heading scale.

⑲ CHECK HDG flag (amber)

The CHECK HDG flag appears, as does an ECAM caution, if there is a discrepancy (5°) between pilots's and copilot's heading indications.

⑳ MACH flag (red)

This flag appears if the Mach data fails.

㉑ V/DEV (amber)

At the top of the glide scale this message flashes when APP NAV or FINAL modes are armed or engaged and the LS pushbutton is selected.

	INDICATING/RECORDING SYSTEMS INDICATIONS ON PFD	1.31.40	P 31
		SEQ 100	REV 09

②② WINDSHEAR (red) or W/S AHEAD (red or amber) warnings

WINDSHEAR	:	Reactive windshear warning. Displayed, when a windshear is detected by the FMGC. The detection function is available : – at takeoff, from 3 seconds after lift off up to 1300 feet RA – at landing, from 1300 feet RA down to 50 feet RA provided the aircraft is not in clean configuration. It remains displayed at least 15 seconds after windshear detection. Associated with an aural “WINDSHEAR” warning repeated 3 times.
W/S AHEAD	:	Predictive windshear warning. Displayed when a windshear alert is generated by the predictive windshear system below 1500 feet RA. The color depends on alert level. 3 different alert levels according to windshear strength and proximity exist :

Alert Level	Aural Warning	PFD	ND (refer to 1.31.45)
Warning (Landing)	«GO AROUND WINDSHEAR AHEAD»	W/S AHEAD (red)	Windshear icon
Warning (Takeoff)	«WINDSHEAR AHEAD» (twice)	W/SAHEAD (red)	Windshear icon
Caution	«MONITOR RADAR DISPLAY»	W/S AHEAD (amber)	Windshear icon
Advisory	Nil	Nil	Windshear icon

Note : 1. All flags except SI, V1 INOP, DME 1 (which are steady) flash for 9 seconds then are steady.
DH flag flashes for 3 seconds then is steady.
2. For TCAS (Refer to 1.34.80).

②③ DME 1 flag (red)

When DME distance is not available, a DME 1 (on PFD 1) or DME 2 (on PFD 2) replaces the DME distance indication.