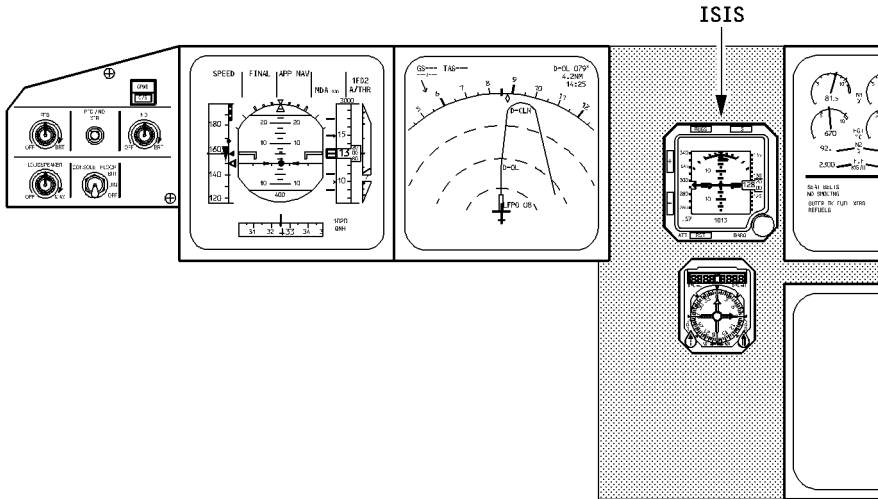


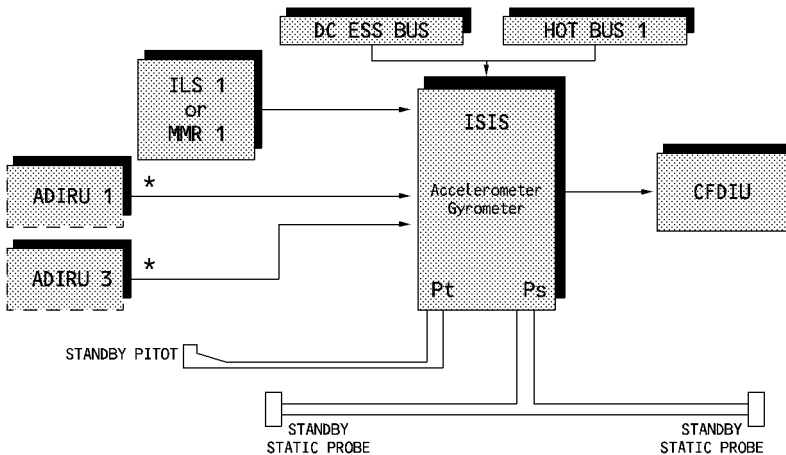
## INTRODUCTION

The Integrated Standby Instrument System (ISIS) provides a third source of information and display to the crew. It is mounted in the center of the instrument panel.



FFCS-01-3425-001-A100AA

## ARCHITECTURE



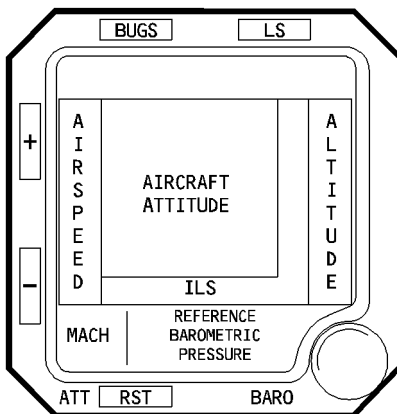
\* IF HEADING OPTION IS INSTALLED

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## GENERAL

The ISIS system displays the following information :

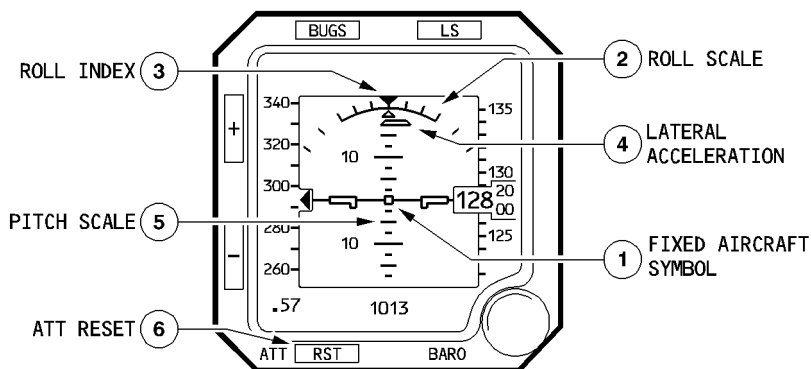
- attitude
- airspeed and mach
- altitude
- barometric pressure
- LS function
- bugs



FFCS-01-3425-002-A 100AA

## ATTITUDE

FFCS-01-3425-003-A100AA



### ① Fixed aircraft symbol

The fixed aircraft symbol is in black, and outlined in yellow.

### ② Roll scale

The roll scale is in white. The markers are at 0, 10, 20, 30, 45, 60 degrees of bank.

### ③ Roll index

The roll index is in yellow. It indicates the bank angle.

### ④ Lateral acceleration index

The trapezoidal index moves beneath the roll index. It represents the aircraft's lateral acceleration.

### ⑤ Pitch scale

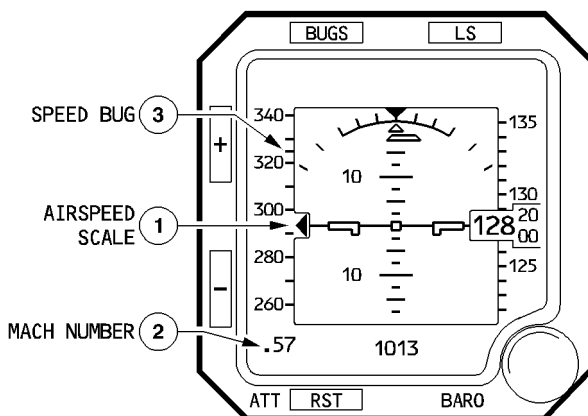
The pitch scale is in white. The scale shows markers every 2.5° between 30° nose up and 30° nose down. Beyond 30°, large red arrowheads (V-shaped) indicate that the attitude has become excessive and show the direction to follow in order to reduce it. The minimum pitch scale displayed is – 17.5° + 15° at 0° pitch.

### ⑥ ATT RST

The attitude indication can be reset by pressing this pushbutton for at least 2 seconds. During the reset time (approximately 20 seconds), the “ATT 10s” message is displayed on the screen. This pushbutton is used also to realign the system, if excessive aircraft movement is detected during the alignment phase.

## AIRSPEED

FFCS-01-3425-004-A100AB



### ①Airspeed scale

A white scale moves in front of a yellow triangle indicating the airspeed. The scale ranges from 5 kts to 250 kts with a mark every 5 kts, and from 250 kts to 520 kts with a mark every 10 kts.

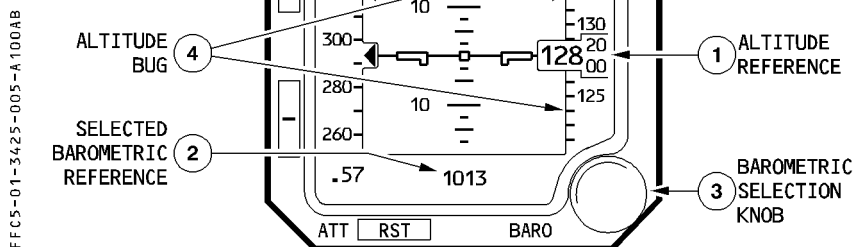
### ②Mach Number

The Mach number is displayed in green when greater than 0.5.

### ③Speed bug

When a speed bug is entered through the Bugs function, the corresponding speed mark is given by a cyan dash.

## ALTITUDE



### ① Altitude indication

The altitude indication is given as a white moving scale and a green digital readout on a gray background.

The altitude scale ranges from – 2000 feet to 50 000 feet every 100 feet, with altitude digital indications every 500 feet.

“NEG” appears in the window in white for negative altitudes.

The altitude box changes to cyan when it also corresponds to a bug value.

### ② Barometric reference

The barometric reference pressure is displayed in cyan in hectoPascal (hPa). It corresponds to either the selected barometric pressure or standard pressure. The barometric pressure ranges from 745 hPa to 1100 hPa.

### ③ Barometric selection knob

It enables to select a barometric pressure, setting a variation of 10 hPa per rotation of the knob.

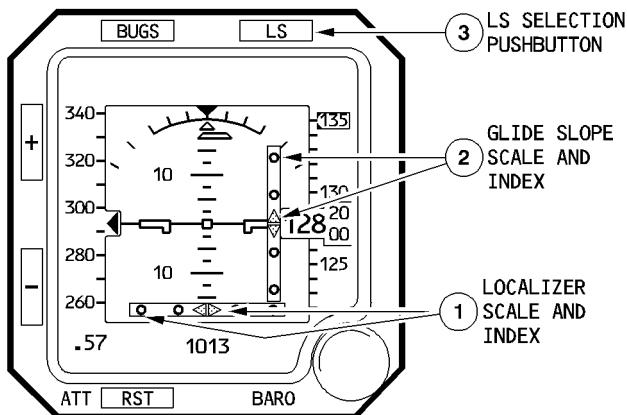
The standard barometric pressure can be selected by pressing the barometric knob. “STD” is then displayed in place of the pressure value.

Pressing the knob again will display the selected barometric pressure.

### ④ Altitude bug

When an altitude bug is entered through the bugs function, the corresponding altitude mark is indicated by a cyan dash, or a cyan box when the dash covers the digital indication on the scale.

## LANDING SYSTEM FUNCTION



### ① Localizer scale and index

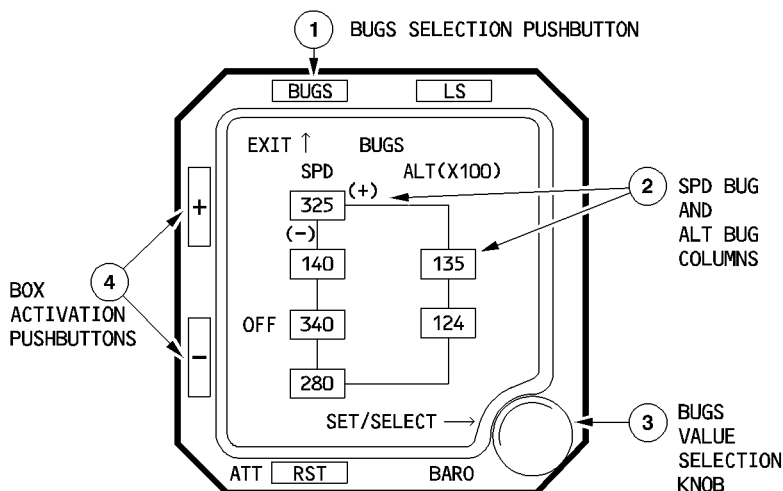
### ② Glide slope scale and index

The deviation scales appear when the LS pushbutton is pressed. The indexes appear when the Glide Slope and Localizer signals are valid and deviation scales are displayed.

### ③ LS selection pushbutton

Pressing the LS pushbutton will display the ILS scales. Pressing it again will de-select the ILS scales.

## BUGS FUNCTION



### ① Bug function selection pushbutton

Pressing the BUGS pushbutton will activate the Bugs function and display the bug values to be selected.

### ② SPD BUG and ALT BUG columns

The SPD bug column gives four speed values (in knots) that can be selected by the crew.  
The ALT bug column gives two altitude values ( $\times 100$  feet) to be selected by the crew.

### ③ Bugs value selection knob

It allows the bug value to be set by rotating the BARO knob. This value cannot be lower than 30 knots for a speed bug or a negative value for an altitude bug.

Pressing the BARO setting knob once a bug value box is activated will deselect the bug value. The "OFF" label comes on close to the activated box.

The entered values are memorised by the system when exiting the screen by pressing the BUGS pushbutton (1) or after 15 seconds without any pilot action.

### ④ "+" / "-" box activation buttons

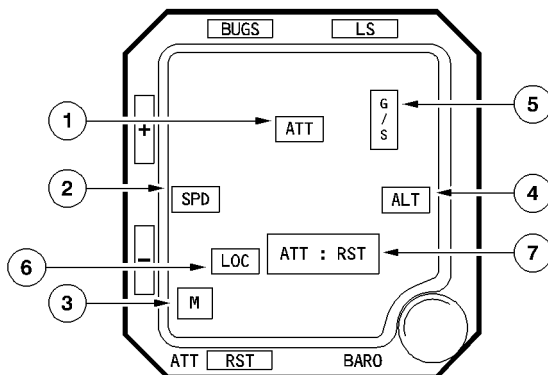
Access is made from one box to another by pressing the "+" or "-" pushbutton.

When a bug value is entered, access is made to the next box by pressing the "-" pushbutton. The box becomes active and flashes.

The "+" pushbutton can be used to return to a previous box.

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## FLAGS



### ① ATT flag (red)

When the attitude data is lost, the red flag ATT appears.

### ② SPD flag (red)

When the airspeed data is lost, the red flag SPD appears.

### ③ M flag (red)

When the mach number is lost, the red M flag appears.

### ④ ALT flag (red)

When the altitude data is lost, the red ALT flag appears.

### ⑤ G/S flag (red)

When the glide slope information is lost, the red G/S flag appears.

### ⑥ LOC flag (red)

When the localizer data is lost, the red LOC flag appears.

### ⑦ ATT : RST (amber)

When excessive aircraft movement is detected during the alignment phase, this message appears. In this case, press the ATT reset pushbutton to realign and recover the attitude indication.