Here are the steps for the VASI approaches.

- Turn off Autopilot—this is important. Aircraft may crash trying to return to settings previously saved by the autopilot.
- Set Zoom to 1.50 ... View/Options.
- Go to the "World/Weather" page in FS to set the weather conditions: Click the "Clear All Weather" button.

- Get your Nav Trainer airborne from any airport, and then trim it out to 75 kts. straight and level, with one notch of flaps set in.
  Headings and altitudes don't matter now because you will set them in later for each approach.
- Set the Nav-2 to the localizer frequency shown in the table, and set the VOR-2 OBS to the heading in the table.
- If a head wind is indicated in the table, go to "World/Weather" and set in the appropriate wind numbers.
- Go to "World/Map View" to set in your latitude and longitude, heading and altitude information for each approach.
- Save the FS Program, marking it as your default so that it will return to these conditions the next time you open FS.

- Start planned descent rate (based on ground speed) at the OM even if VASI/PAPI lights are not yet visible.
  Descend at 400 fpm for 75 kts ground speed.
- Fly and enjoy! Don't let the red-over-white VASI indication slip away.

- Trim for 75 kts., if necessary, with the digital elevator trim.
- Scan all flight instruments during the descent; don't let the airspeed wander from 75 kts.
- Pay close attention to the RPMs, keeping them where they belong.

- Press "Shift-Enter" to raise view of ground, if needed and "Shift-Backspace" to lower view. -- FSX Differs
- Record the engine RPM in the table for the stabilized descent down the glide path.
- To repeat a flight, press "Ctrl – ;" to return to its beginning point.

<table>
<thead>
<tr>
<th>City</th>
<th>Rwy</th>
<th>TDZE ft.</th>
<th>N. Lat.</th>
<th>W. Long.</th>
<th>Set This Head Wind</th>
<th>Intercept Altitude</th>
<th>Heading</th>
<th>Loc. MHz</th>
<th>Ident</th>
<th>VASI</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Schnectady – KSCH</td>
<td>4</td>
<td>338</td>
<td>42° 42.4'</td>
<td>74° 1.6'</td>
<td>– –</td>
<td>2000</td>
<td>040°</td>
<td>109.7</td>
<td>I-SCH</td>
<td>VASI</td>
</tr>
<tr>
<td>2. Providence – KPVD</td>
<td>23</td>
<td>50</td>
<td>41° 52.0’</td>
<td>71° 18.4’</td>
<td>– –</td>
<td>1900</td>
<td>227°</td>
<td>109.3</td>
<td>I-ARJ</td>
<td>VASI</td>
</tr>
<tr>
<td>3. Worcester – KORH</td>
<td>29</td>
<td>991</td>
<td>42° 15.3’</td>
<td>71° 38.7</td>
<td>305° @ 15 kts.</td>
<td>2700</td>
<td>292°</td>
<td>110.9</td>
<td>I-EKW</td>
<td>VASI</td>
</tr>
<tr>
<td>5. Boston – KBOS</td>
<td>4R</td>
<td>18</td>
<td>42° 12.0’</td>
<td>71° 5.2’</td>
<td>– –</td>
<td>1800</td>
<td>036°</td>
<td>110.3</td>
<td>I-BOS</td>
<td>PAPI</td>
</tr>
<tr>
<td>6. Keene – KEEN</td>
<td>2</td>
<td>488</td>
<td>42° 42.75’</td>
<td>72° 17.0’</td>
<td>035° @ 20 kts.</td>
<td>2600</td>
<td>023°</td>
<td>108.9</td>
<td>I-EEN</td>
<td>PAPI</td>
</tr>
</tbody>
</table>