



12.5.7 Precipitation (PRECIP) Data

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Graphical data is overlaid on the map indicating the rainfall detected by ground based radar for a specific area. The colors indicating increasing levels of rainfall progresses from light green for light rainfall to red for heavy rainfall. Review the Limitations section in the front of this guide for the limitations that apply to the Connext data. Rainfall data is color coded as follows:



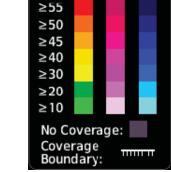


Figure 12-82 Connext PRECIP Weather Map Display and Legend

The "No Coverage" color indicates that no data is available for that area, and rainfall in that area is unknown.

When weather data is received, the airborne system will display that data for 20 minutes. If no new data has been received for a given area, the rainfall will be removed after 20 minutes and the area will revert back to the "No Coverage" color.

The Connext Weather Function is based on a ground-to-air data link and requires that the appropriate ground systems are broadcasting weather data and the aircraft is within reception range of the Ground Broadcast Transceiver (GBT).

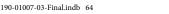
Animating Precipitation Data 12.5.7.1

NOTE: Animated Precipitation functionality is available in software version 6.00 and later.

When Precipitation Data is enabled for display and more than two Precipitation images have been received by the GTN, the Precipitation display can be animated on the Connext Weather page. As new Precipitation images are

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received, the GTN will automatically store them for future animation. The GTN can animate up to six Precipitation images from oldest to newest, showing each for one second and the newest for two seconds.

1. While viewing the Connext Weather page with Precipitation enabled for display, press the Play PRCP key to start the Precipitation animation.

2. Touch the **Stop PRCP** key to stop the Precipitation animation. The animation will also stop when leaving the page or turning off Precipitation on the Connext weather page.

12.5.8 Lightning

Lightning data shows the approximate location of cloud-to-ground lightning strikes. A strike icon represents a strike that has occurred within a two kilometer (1.08 NM) region. The exact location of the lightning strike is not displayed. Only cloud to ground strikes are reported in the US and extreme southern Canada (cloud to cloud strikes are not reported).



Figure 12-83 Connext Data Link Lightning and Legend

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12.5.9 Infrared Satellite Data

Getting Started Infrared Satellite data is available over North America and Europe and depicts cloud top temperatures from satellite imagery. Brighter cloud top colors indicate cooler temperatures occurring at higher altitudes. Information is updated every half hour.

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Figure 12-84 Connext Infrared Satellite Data Map Display and Legend

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12.5.10 METARs



NOTE: Atmospheric pressure reported for METARs is given in hectopascals (hPa), except in the United States, where it is reported in inches of mercury (in Hg). Temperatures are reported in Celsius.

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NOTE: METAR information is only displayed within the installed aviation database service area.

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METAR (METeorological Aerodrome Report), known as an Aviation Routine Weather Report, is the standard format for current weather observations. METARs are generally updated hourly, but some site are more frequent. Special updates are done as conditions warrant. METARs typically contain information about the temperature, dew point, wind, precipitation, cloud cover, cloud heights, visibility, and barometric pressure. They can also contain information on precipitation amounts, lightning, and other critical data. METARs are shown as colored flags at airports that provide them.

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METAR Symbol	Description
•	VFR (ceiling greater than 3000 ft. AGL and visibility greater than five miles)
•	Marginal VFR (ceiling 1000–3000 ft. AGL and/or visibility three to five miles)
<u>~</u>	IFR (ceiling 500 to below 1000 ft. AGL and/or visibility one mile to less than three miles)
•	Low IFR (ceiling below 500 ft. AGL or visibility less than one mile)
₩_	Unknown

Table 12-7 METAR Symbols





Figure 12-85 Connext Weather - Graphic METARs and Legend

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12.5.11 PIREPs

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Pilot Weather Reports (PIREPs) provide timely weather information for a particular route of flight. When significant weather conditions are reported or forecast, Air Traffic Control (ATC) facilities are required to solicit PIREPs. A PIREP may contain non-forecast adverse weather conditions, such as low inflight visibility, icing conditions, wind shear, and turbulence. PIREPs are issued as either Routine (UA) or Urgent (UUA).



Figure 12-86 Connext Weather - PIREPs

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Figure 12-87 Connext Weather - PIREPs Legend

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12.5.12 Winds Aloft

Winds Aloft data shows the forecast wind speed and direction at the surface and at selected altitudes. Altitudes can be selected in 3000 foot increments from the surface up to 42,000 feet MSL. Pressing the **WX Aloft ALT +** or **–** soft keys steps down or up in 3,000 foot increments.

Winds Aloft
Legend

Winds Aloft
State less
Set of less
Back

Winds Aloft
Symbol

Winds Aloft
Altitude Selection

Figure 12-88 Connext Weather - Winds Aloft



Figure 12-89 Connext Weather - Winds Aloft Legend

Winds Aloft Altitude

The Winds Aloft Altitude option allows you to select the altitude for the Winds Aloft weather product. Altitude can be selected in 3,000 foot increments from the surface up to 42,000 feet MSL.

Pressing the **WX Aloft ALT** + or – soft keys steps down or up in 3,000 foot increments. In the figure shown above, 6,000 feet is selected and Winds Aloft data is shown for winds reported at an altitude of 6,000 feet.

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12.5.13 SIGMETs and AIRMETs

SIGMETs (SIGnificant METeorological Information) and AIRMETs (AIRmen's METeorological Information) are broadcast for potentially hazardous weather Getting considered of importance to aircraft. A Convective SIGMET is issued for Audio & hazardous convective weather. A localized SIGMET is a significant weather Xpdr Ctrl condition occurring at a localized geographical position.



Figure 12-90 Connext Weather Page - AIRMETs/SIGMETs

When enabled, SIGMET/AIRMETs advise the pilot of potentially hazardous weather. SIGMETs are directed to all aircraft. AIRMETs are intended for light aircraft. SIGMET/AIRMET data covers icing, turbulence, dust, and volcanic ash as issued by the National Weather Service. The update rate is selected in the Connext Settings Menu.



Figure 12-91 Connext Weather - AIRMETs/SIGMETs Detail and Legend

When enabled, the following AIRMETs are available for display:

- Icing
- Turbulence
- IFR conditions Symbols
 - Mountain obscuration
- Appendix • Surface winds

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12.6 FIS-B Weather

The Flight Information Services (FIS-B) function is capable of displaying text and graphic weather information with GDL 88 installations. No subscription for FIS-B services is required with the GDL 88.

The FIS-B Function is a graphic weather display capable of displaying graphical weather information on UAT equipped installations. Graphical data is overlaid on the map indicating the rainfall detected by ground based radar for a specific area. Colors are used to identify the different NEXRAD echo intensities (reflectivity) measured in dBZ (decibels of Z). "Reflectivity" (designated by the letter Z) is the amount of transmitted power returned to the radar receiver. The dBZ values increase as returned signal strength increases. Precipitation intensity is displayed using colors corresponding to the dBZ values. Review the Limitations section in the front of this guide for the limitations that apply to the FIS-B data. An example of how rainfall data is color coded follows:

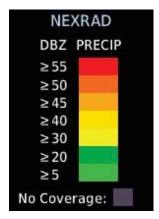


Figure 12-92 FIS-B Weather Precipitation Legend

A cyan checkerboard pattern indicates that no data is available for that area, and rainfall in that area is unknown.

The FIS-B Function is based on a ground-to-air data link and requires that the appropriate ground systems are broadcasting weather data and the aircraft is within reception range of the Ground Broadcast Transceiver (GBT).

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Figure 12-93 FIS-B Weather Functional Diagram

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Weather Product	Expiration Time (Minutes)	Transmission Interval (Minutes)	Update Interval (Minutes)
CONUS NEXRAD	60	15	15
Regional NEXRAD	30	2.5	5
AIRMETs	60	5	As Available (Typically 20 minutes)
SIGMETs	60	5	As Available (Typically 20 minutes), then at 15 minute intervals for 1 hour
METARs	90	5	1 minute (where available), As Available otherwise (Typically ≤ 20 minutes)
Winds and Temperatures Aloft	90 or at the end of the valid period	10	12 hours
Pilot Weather Report (PIREP) (Blue - Regular, Yellow - Urgent)	90	10	As available (Typically 20 minutes)
TAFs	60	10	8 hours
TFRs	60	10	20
NOTAMs	60	10	As available (Typically 20 minutes)

Table 12-8 FIS-B Weather Products and Aging



WARNING: Do not use the indicated data link weather product age to determine the age of the weather information shown by the data link weather product. Due to time delays inherent in gathering and processing weather data for data link transmission, the weather information shown by the data link weather product may be significantly older than the indicated weather product age.

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12.6.1 **FIS-B Operation**

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Weather data reception time is shown in the upper right corner of the screen. An indicated time shows if the aircraft is currently within reception coverage of a ground station with weather broadcast capabilities. The ground system determines the weather coverage area and extent of data that is transmitted by each ground station. The GDL 88 can display weather from multiple ground stations.

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1. From the Home page, touch the **Weather** key on the Home



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page and then touch the FIS-B Weather key (if necessary).



Figure 12-94 FIS-B Weather Page (NEXRAD Key Shown)

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Touch NEXRAD

Key To Select Off, CONUS, Regional, or Combined **NEXRAD**

NOTAM On/Off Display Key

2. While viewing the FIS-B weather page, touch the **Menu** key to configure the Data Link Weather page.



Weather Overlay Map Orientation

Figure 12-95 FIS-B Weather Data Link Menu

Once you selected what items you want to display, touch **BACK** to return to the FIS-B Weather page.

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Touch Keys To

Select Weather

Product.

Product. Green Bar

Indicates Selected

Touch Legend Key

To Display Legend

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12.6.2 FIS-B NEXRAD

WSR-88D weather surveillance radar or NEXRAD (NEXt generation RADar) is a Doppler radar system that has greatly improved the detection of meteorological events such as thunderstorms, tornadoes, and hurricanes. An extensive network of NEXRAD stations provides almost complete radar coverage of the continental United States, Alaska, and Hawaii. The unobstructed range of each NEXRAD is 124 nautical miles.

NEXRAD Abnormalities 12.6.2.1

There are possible abnormalities regarding displayed NEXRAD images. Some, but not all, causes of abnormal displayed information include:

- Ground Clutter
- Strobes and spurious radar data
- Sun strobes, when the radar antenna points directly at the sun
- Military aircraft deploy metallic dust which can cause alterations in radar scans
- Interference from buildings or mountains, which may cause shadows
- Scheduled maintenance may put a radar off-line

12.6.2.2 **NEXRAD Limitations**

Certain limitations exist regarding the NEXRAD radar displays. Some, but not all, are listed for the user's awareness:

• The Regional NEXRAD "pixels" are 1.5 minutes (1.5 nautical miles = 2.78 km) wide by 1 minute (1 nautical miles = 1.852 km) tall. The CONUS NEXRAD "pixels" are 7.5 minutes (7.5 nautical miles = 13.89 km) wide by 5 minutes (5 nautical miles = 9.26 km) wide. Above 60 degrees of latitude the Regional NEXRAD "pixels" are 3 minutes/nautical miles. CONUS NEXRAD is not available above 60 degrees of latitude. The intensity level reflected by the pixel will be the highest level sampled within the area covered by each pixel.

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Colors are used to identify the different NEXRAD echo intensities (reflectivity)

measured in dBZ (decibels of Z). "Reflectivity" is the amount of transmitted power returned to the radar receiver. Reflectivity (designated by the letter Z) covers a

wide range of signals (from very weak to very strong). So, a more convenient number for calculations and comparison, a decibel (or logarithmic) scale (dBZ),

is used. The dBZ values increase as the strength of the signal returned to the

When enabled, NEXRAD weather information is shown. Composite data from all of the NEXRAD radar sites in the United States is shown. This data is

composed of the maximum reflectivity from the individual radar sweeps. The display of the information is color-coded to indicate the weather level severity.

The NEXRAD option has selections of Regional, CONUS, or Combined

NEXRAD. CONUS NEXRAD includes a composite of available NEXRAD radar imagery across the 48 states. Regional NEXRAD is a composite of available

NEXRAD radar imagery in a local area, showing a more detailed image than CONUS NEXRAD. FIS-B weather data reception requires line-of-site

communication between the receiver and the ADS-B ground station. Incomplete

Regional and/or CONUS NEXRAD imagery displayed on the MAP and FIS-B Weather Pages of the affected products is an indicator of poor FIS-B reception.

Any area in the continental United States (CONUS) or Alaska where the

Reception will improve in some affected areas as the FAA completes the

NextGen ADS-B ground station infrastructure. However, due to line-of-sight broadcast characteristics, operators with properly installed and functioning

equipment may still receive incomplete FIS-B data when signal reception is limited by the distance from ground stations combined with a low altitude.

distance from ADS-B ground stations, or the combined effect of distance and low altitude, is sufficiently great may cause poor reception. A good source of

Refer to the legend for a description of the color code.

http://www.faa.gov/nextgen/flashmap/



12.6.2.3 **NEXRAD Intensity**

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12.6.2.4 **NEXRAD**

radar increases.

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information for ground station coverage can be found at:

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The example below displays an area where FIS-B data is degraded due to poor reception:



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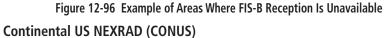
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The Display CONUS NEXRAD selection shows NEXRAD radar information for the entire continental United States. CONUS NEXRAD data is updated every 15 minutes.

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Figure 12-97 Weather Page With CONUS Displayed

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Regional Selected On NEXRAD Key

Regional NEXRAD

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The Regional NEXRAD selection shows regional NEXRAD radar information within 500 NM of the aircraft location.

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Out Of Regional NEXRAD Coverage

Out Of Regional NEXRAD Coverage

Within Regional NEXRAD Area But Coverage Not Available

Figure 12-98 Weather Page With Regional NEXRAD Displayed



Combined NEXRAD

Regional NEXRAD data and CONUS NEXRAD data are shown together. The two types of NEXRAD are separated by a white stippled border. This boundary is updated whenever new Regional or CONUS NEXRAD data is received. The radius of the boundary is fixed at 150 NM.



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Out Of Regional NEXRAD Coverage

Regional NEXRAD Boundary Shown

NEXRAD Weather Shown

NEXRAD Weather Shown

NEXRAD Weather Shown

Selected On NEXRAD Key

Figure 12-99 Weather Page With Combined NEXRAD Displayed

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Selecting NEXRAD in the FIS-B Weather Menu



- 1. While viewing the FIS-B weather page, touch the **Menu** key to select the NEXRAD choice.
- Touch the **NEXRAD** key to select Off, Regional, CONUS, or Combined NEXRAD.

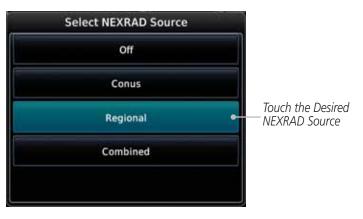


Figure 12-100 NEXRAD Source Selection





3. Touch the **Back** key to return to the FIS-B Weather Menu.

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Animating NEXRAD FIS-B



NOTE: Animated NEXRAD functionality is available in software version 6.00 and later.

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When Regional or CONUS NEXRAD is enabled for display and more than two NEXRAD images have been received by the GTN, the NEXRAD display can be animated on the FIS-B Weather page. As new NEXRAD images are received, the GTN will automatically store them for future animation. The GTN can animate up to six NEXRAD images from oldest to newest, showing each for one second and the newest for two seconds.



NOTE: CONUS/Regional Combined NEXRAD cannot be animated. CONUS and Regional NEXRAD can only be animated when displayed individually.

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TFR Detail

Touch TFR Symbol To View Details

Touch TFR Symbol

To View Details





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 While viewing the FIS-B Weather page with NEXRAD enabled for display, press the **Play NXRD** key to start the NEXRAD animation.

2. Touch the **Stop NXRD** key to stop the NEXRAD animation. The animation will also stop when leaving the page or turning off NEXRAD on the FIS-B weather page.

12.6.3 FIS-B TFRs

Temporary Flight Restrictions (TFRs) provide detailed information for local short term restrictions. The update rate is approximately every 20 minutes.



Figure 12-101 FIS-B TFR Legend

1. Touch a TFR symbol on the Weather page to view details.

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Figure 12-102 FIS-B TFR Detail

2. Touch the **Back** key to return to the Weather display.

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12.6.4 **FIS-B METARs**

When enabled, graphic METARs (METeorological Aviation Reports) are shown as colored flags at airports that provide METAR reports. Press the **METARs** key to enable or disable METARs. Refer to the Legend for a description of the color code. The update rate is every five minutes.

METAR Symbol	Description
•	VFR (ceiling greater than 3000 ft. AGL and visibility greater than five miles)
▼	Marginal VFR (ceiling 1000–3000 ft. AGL and/or visibility three to five miles)
<u>~</u>	IFR (ceiling 500 to below 1000 ft. AGL and/or visibility one mile to less than three miles)
•	Low IFR (ceiling below 500 ft. AGL or visibility less than one mile)
₩.	Unknown

Table 12-9 METAR Symbols

1. While viewing the FIS-B weather page, touch the **Menu** key to select the METAR choice. Touch an airport symbol for more METAR detail.



Figure 12-103 METARS

2. Touch the **METAR** key to toggle METARS on or off.

Touch the **Back** key to return to the FIS-B Weather page.

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12.6.5 FIS-B PIREPs

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Pilot Weather Reports (PIREPs) provide timely weather information. When significant weather conditions are reported or forecast, Air Traffic Control (ATC) facilities are required to solicit PIREPs. A PIREP may contain non-forecast adverse weather conditions, such as low in-flight visibility, icing conditions, wind shear, and turbulence. PIREPs are issued as either Routine (UA) or Urgent (UUA). The update rate is approximately every 20 minutes.

1. While viewing the FIS-B weather page, touch the **Menu** key to select the PIREP choice.

2. Touch the **PIREP** key to toggle PIREPs on or off.



Figure 12-104 Weather Display With PIREP Information Active

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PIREP Details

3. Touch a weather information symbol to view details for that item.

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Figure 12-105 PIREP Information Detail

5. Touch the **PIREP** key again to turn it off.



4. Touch the **Back** key to remove the detailed information.

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12.6.6 **FIS-B Winds and Temperatures Aloft**

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Winds and Temperatures Aloft data shows the forecast wind speed, direction, and Temperature at selected altitudes. Altitudes can be selected in increments from the 1,000 feet up to 53,000 feet. The update rate is every 12 hours.

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1. While viewing the Data Link Weather menu, touch the **Wind/** Temp Aloft key.

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Figure 12-106 Winds Aloft





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3. Touch the **Wind/Temp Aloft** key again to turn it off.

Touch the **WX Aloft ALT** — or + keys to increase or decrease the reporting altitude of the winds aloft in increments. The

selected altitude is shown in a window above the altitude keys.





Figure 12-107 FIS-B Winds Aloft Legend

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FIS-B SIGMETs and AIRMETs 12.6.7

SIGMETs (SIGnificant METerological Information) and AIRMETs (AIRmen's METerological Information) are broadcast for potentially hazardous weather considered of importance to aircraft. The update rate is approximately every 20 minutes.



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Figure 12-108 FIS-B SIGMET/AIRMET Legend

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1. While viewing the FIS-B Weather menu, touch the **SIGMET/ AIRMET** key.

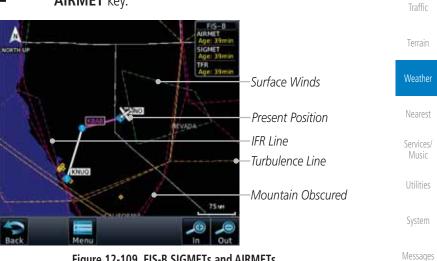


Figure 12-109 FIS-B SIGMETs and AIRMETs

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2. Touch a SIGMET/AIRMET line to view details. Touch the **Back** key to return to the Weather display.



Figure 12-110 SIGMET and AIRMET Details

3. Touch the **SIGMET/AIRMET** key again to turn it off.



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13 **NEAREST**

The Nearest function provides detailed information for the 25 nearest airports, VORs, NDBs, Intersections and User waypoints within 200 NM of your current position. In addition, the Nearest pages include the five nearest Flight Service Station (FSS) and center (ARTCC/FIR) points of communication and alert you to any Special Use (SUA) or Controlled Airspace you may be in or near.

Function Title

Function Title

Nearest Waypoint Types

Arrange Waypoint Types

Figure 13-1 Nearest Page



Figure 13-2 Nearest Page Functional Map

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(







13.1 Select a Nearest Page

Getting Started The available waypoint types are shown on the Nearest page. Touch the key to display the nearest 25 waypoint types (FSS and ARTCC will display up to five items). Not all 25 nearest waypoints can be displayed on the corresponding Nearest page at one time. The Nearest page displays detailed information for five nearest items.

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1. On the Home page, touch the **Nearest** key.

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4. To navigate Direct-To the waypoint you're viewing, press the **Direct-To** key. The waypoint will be loaded into the Waypoint window of the Direct-To function.

Touch the desired waypoint type (Airport, VOR, etc.) and then

touch the **Up** and **Down** keys on the lower right of the display to navigate through the list of available items. You can also

touch an item on the list and drag your finger to scroll the

Touch the highlighted item to view more detailed

5. Touch the **Activate** key to navigate directly to that waypoint.

13.2 Nearest Airport

list.

information.

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The Nearest Airport Page displays the identifier, symbol, bearing and distance, and the length of the longest runway for the 25 nearest airports (within 200 NM of your present position).

The Nearest Airport Page can be configured to exclude shorter runways or

undesirable runway surface types, so that the corresponding airports do not appear on the list. You may wish to use this feature to exclude seaplane bases, heliports, or runway lengths which would be difficult or impossible to land upon.

See *System - Setup - Nearest Airport Criteria* for information about configuring the Nearest Airport display criteria.

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Nearest Airport

260

/ 037

• 089



KSQI

C73

3H5

C55

C82

Dixon Mun Charles R. W.



Airport

Identifier

1. While viewing the Nearest function, touch the **Airport** key. A list of the nearest 25 airports within 200 NM will be listed.

115

6500FT

UNKNOWN

UNKNOWN

2640rt

UNKNOWN

2000FT

VOR 3899FT

Distance APPR / RWY

O. Oren

18.4_{NM}

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Started

Scroll Bar Indicate

More Items On The List

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Figure 13-3 Nearest Airport



2. Touch the **Up** and **Down** keys to scroll through the list.

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(

3. Touch the **Airport Identifier** key to show the Waypoint Info page for the selected airport.

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Figure 13-4 Nearest Airport Waypoint Info

4. Touch one of the tabs (Map, Procedures, Runways, etc.) on the sides of the display for more information about the selected airport.

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13.3 **Nearest Intersection (INT)**

The Nearest Intersection Page displays the identifier, symbol, bearing and distance to the 25 nearest intersections (within 200 NM of your present position).

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Started

1. While viewing the Nearest function, touch the **INT** key. A list of the nearest 25 Intersections within 200 NM will be listed.



Figure 13-5 Nearest Intersection List

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Touch the **Up** and **Down** keys to scroll through the list.



Figure 13-6 Scrolling Down the Nearest Intersection List

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13.9m

BRG:





JITSA

1

GR LKS USA

3. Touch the **Intersection Identifier** key to show the Waypoint Info page for the selected Intersection.

N 41°32.75°

W089*09.30

30.1mm 329°

Figure 13-7 Nearest Intersection Waypoint Detail

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Distance & Bearing

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13.4 Nearest VOR

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Xpdr Ctrl

The Nearest VOR Page displays the identifier, symbol, bearing and distance to the 25 nearest VORs (within 200 NM of your present position). For each VOR listed, the Nearest VOR Page also indicates the frequency and may be used to quickly tune the Nav radio to the nearby VOR (GTN 750 only).

Com/Nav

Touch the VOR Frequency key to place the frequency in the standby field of the Nav window. Touch the **Nav** Active window to flip/flop the Nav frequencies.

FPL 👨

1. While viewing the Nearest function, touch the **VOR** key. A list of the nearest 25 VORs within 200 NM will be listed.



Figure 13-8 Nearest VOR List and Information

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2. Touch the **Up** and **Down** keys to scroll through the list.

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Touch the VOR Identifier key to show the Waypoint Info page for the selected VOR.



Figure 13-9 Nearest VOR Waypoint Information

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4. Touch the **Frequency** key on this page or from the Nearest VOR List page to place the selected frequency into the Nav Standby window.



Figure 13-10 Nearest VOR Frequency Entry

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13.5 Nearest NDB

The Nearest NDB Page displays the identifier, symbol, bearing, distance and frequency to the 25 nearest NDBs (within 200 NM of your present position).

Audio & Xpdr Ctrl

Getting

Started



1. While viewing the Nearest function, touch the **NDB** key. A list of the nearest 25 NDBs within 200 NM will be listed.



Figure 13-11 Nearest NDB

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2. Touch the **Up** and **Down** keys to scroll through the list.

Terrain **DTG**

3. Touch the **NDB Identifier** key to show the Waypoint Info page for the selected NDB.



Figure 13-12 Nearest NDB Waypoint Information

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13.6 Nearest User Waypoint

The Nearest User Waypoint Page displays the name, bearing and distance to the 25 nearest user waypoints (within 200 NM of your present position).

Utary Waginer While viewing the Nearest function, touch the **User Waypoint** key. A list of the nearest 25 User waypoints within 200 NM will be listed.



Figure 13-13 Nearest User Waypoint



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2. Touch the **Up** and **Down** keys to scroll through the list.

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. Touch the **User Identifier** key to show the Waypoint Info page for the selected User waypoint.



Figure 13-14 Nearest User Waypoint Information

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Nearest Airspace 13.7

Getting

The Nearest Airspace Page, alerts you to as many as 25 controlled or special use airspaces near or in your flight path. Alerts are provided according to the following conditions:

Audio & Xpdr Ctrl

If your projected course will take you inside an airspace within the next ten minutes, the alert message "AIRSPACE ALERT - Airspace entry in less than 10 minutes" appears. The Nearest Airspace Page shows the airspace as "Airspace Ahead."

If you are within two nautical miles of an airspace and your current course will take you inside, the message "AIRSPACE ALERT - Within 2nm of airspace" appears. The Nearest Airspace Page shows the air-

Direct-To

space as "Airspace Within 2 NM."

Proc

If you are within two nautical miles of an airspace and your current course will take you inside in less than 10 minutes, the message "AIR-SPACE ALERT - Airspace within 2nm and entry in less than 10 minutes" appears. The Nearest Airspace Page shows the airspace as "Ahead < 2 NM."

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If you have entered an airspace, the message "AIRSPACE ALERT -Inside Airspace" appears. The Nearest Airspace Page shows "Inside of airspace."

Weather

Note that the airspace alerts are based on three-dimensional data (latitude, longitude and altitude) to avoid nuisance alerts. The alert boundaries for controlled airspace are also sectorized to provide complete information on any nearby airspace. Once one of the described conditions exists, the message annunciator flashes, alerting you of an airspace message (if airspace alert messages are enabled). See System-Alerts to set the Arrival Alert Proximity, Airspace Type, and Altitude Buffer values.

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NOTE: The Airspace Alert setting does not alter the depiction of airspace, or change the Smart Airspace setting for the main map page.

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Figure 13-15 Airspace Sectors



1. While viewing the Nearest function, touch the **Airspace** key. A list of the nearest 25 Airspaces within 200 NM along the aircraft flight path will be listed, depending on the airspace types and values set by the user.



Figure 13-16 Nearest Airspace List



Airspace

Name

2. Touch the **Up** and **Down** keys to scroll through the list.

3. Touch the **Airspace Identifier** key to show the Waypoint Info page for the selected Airspace.

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Figure 13-17 Nearest Airspace Waypoint Information

Nearest Airspace Page displays the airspace name, status ("AIRSPACE ALERT - inside Airspace", "AIRSPACE ALERT - Airspace entry in less than 10 minutes",

etc.), and a time to entry (if applicable). By selecting any airspace name listed on the Nearest Airspace Page, additional details are provided — including

controlling agency, communication frequencies and floor/ceiling limits.

Once you have been provided an airspace alert message, detailed information concerning the specific airspace is provided on the Nearest Airspace Page. The

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13.8 Nearest ARTCC

The Nearest ARTCC page displays the facility name, bearing to, distance, and frequency to the five nearest Air Route Traffic Control Center (ARTCC) points of communication (within 200 NM of your present position). For each ARTCC listed, the Nearest ARTCC page also indicates the frequency(s) and may be used to quickly tune the COM transceiver to the center's frequency.

Touch the ARTCC Frequency key to place the frequency in the standby field of the COM window. Touch the **COM** Active window to flip/flop the Com frequencies (GTN 750 only).

1

ARTCC

Name and

Information

1. While viewing the Nearest function, touch the **ARTCC** key. A list of the nearest five ARTCCs within 200 NM will be listed.

ARTCC Frequency Key Miami Multiple With Multiple FREO Frequencies Available Miami Multiple FREO ARTCC Frequency Miami 132.45 002" 74.5 MM Key Miami / 232" 85.0 m FREO Miami Multiple FREO

Figure 13-18 Nearest ARTCC



2. Touch the **Up** and **Down** keys to scroll through the list as needed.

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The Frequency category will show "Multiple" keys if multiple frequencies are available. Touch the **Multiple FREQ** key to display the frequencies.



(

Figure 13-19 Nearest ARTCC Multiple Frequency List

 Touch the key for the desired frequency to place the selected frequency into the Com Standby window.

Terrain Touch To Flip/Flop Active And Standby Frequencies 136.97 IDENT Weather Selected ARTCC •135.17 Frequency Inserted Nearest ARTCC Into Standby Window Miami Multiple 1 029° FREQ Services/ Music Selected ARTCC Multiple Miami Multiple Frequency List Key FREO Utilities Miami 132.45 355° System Miami Multiple FREO 232" Messages Miami Multiple -311° 96.0 MM FREO Symbols

Figure 13-20 Selected ARTCC Frequency From List

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Nearest Flight Service Station (FSS) 13.9

The Nearest Flight Service Station (FSS) Page displays the facility name, bearing to, distance, and frequency to the five nearest FSS points of communication (within 200 NM of your present position). For each FSS listed, the Nearest FSS Page also indicates the frequency(s) and may be used to quickly tune the COM transceiver to the FSS's frequency.

Getting

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Touch the FSS Frequency key to place the frequency in the standby field of the COM window. Touch the COM Active window to flip/flop the Com frequencies (GTN 750 only). Receive-only frequencies are noted with a white "RX."

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Nearest



1. While viewing the Nearest function, touch the **FSS** key. A list of the nearest five FSSs within 200 NM will be listed.

FSS Name

and

Information

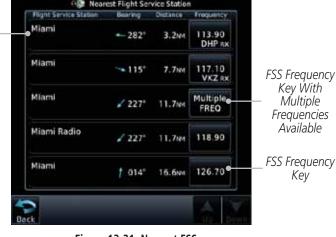


Figure 13-21 Nearest FSS



Touch the **Up** and **Down** keys to scroll through the list, if necessary.

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The Frequency key will show "Multiple FREQ" if multiple frequencies are available. Touch the Multiple FREQ key to display the frequencies.



Figure 13-22 Nearest FSS Multiple Frequency List

. Touch the key for the desired frequency to place the selected frequency into the Com Standby window.



122.20



Figure 13-23 Selected FSS Frequency From List

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13.10 Nearest Weather Frequency (WX Freq)

The Nearest WX FREQ function displays facility name, bearing to, distance, and frequency for the nearest 25 Automatic Terminal Information Service (ATIS), Automated Service Observing System (ASOS), and Automated Weather Observing Station (AWOS) weather reporting stations within 200 NM.

514 mx 1940 1. While viewing the Nearest function, touch the **WX FREQ** key. A list of the nearest 25 Weather stations within 200 NM will be listed.



Figure 13-24 Nearest Weather Station



(

Touch the **Up** and **Down** keys to scroll through the list, as needed.



3. Touch the key for the desired frequency to place the selected frequency into the Com Standby window.

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◍

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Figure 13-25 Nearest Weather Station Selected Frequency

4. Touch the **Weather Station Identifier** key to show the Waypoint Info page for the selected Weather station.



Figure 13-26 Nearest Weather Station Waypoint Information

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Identifier,

Type, and

Name

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14 SERVICES/MUSIC

The Services function is available when certain optional features are installed and enabled. The key will be labeled as Music when only the Music feature is enabled. Music is provided through SiriusXM Satellite Radio. The GSR 56 is an Iridium® satellite transceiver that supports voice telephone calls, aircraft position reporting, and world wide weather products.

While viewing the Home page, touch the **Services** key to view the Services page.

Touch To Use Phone Services

Touch To Setup Position Reporting

While viewing the Home page, touch the **Services** key to view the Services have the Services and the Services have the Services and the Services have the

Figure 14-1 Services Page

Status

Volume

Automatic Reporting

Time Period

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Add

Name

Existing Contact

Edit

Delete

Call

Message

Phone Number

Email Address

Save Contact

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Figure 14-2 Services Functional Diagram

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Outbox

Status

Phone Number

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Suppression

Off

On

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14.1

Music



NOTE: Refer to the Weather Section for information about SiriusXM

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Weather products.

The optional SiriusXM Satellite Radio entertainment feature of the GDL 69A Data Link Receiver is available for the pilot's and passengers' enjoyment. The GDL 69A can receive SiriusXM Satellite Radio entertainment services at any altitude throughout the Continental U.S. Entertainment audio is not available on the GDL 69 Data Link Receiver.

SiriusXM Satellite Radio offers a variety of radio programming over long distances without having to constantly search for new stations. Based on signals from satellites, coverage far exceeds land-based transmissions. SiriusXM Satellite Radio services are subscription-based. For more information on specific service packages, visit http://www.garmin.com/xm/.

Audio entertainment is available through the SiriusXM Satellite Radio Service when activated in the optional installation of the GDL 69A. The GTN unit serves as the display and control head for your remotely mounted GDL 69A. When enabled, the SiriusXM Satellite Radio audio entertainment is accessible in the Music function.

The information on the SiriusXM Satellite Radio display is composed of four areas: the Active Channel, Available Channels, Category of the highlighted channel, and the Volume setting. The Active Channel window shows the Channel Name and Number, Artist, Song Title, and Category.

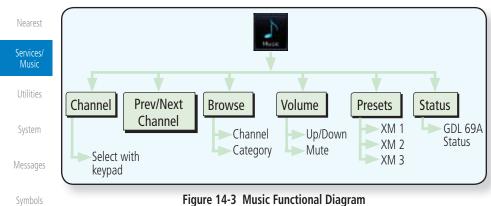


Figure 14-3 Music Functional Diagram

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Activating SiriusXM Satellite Radio Services 14.2

The service is activated by providing SiriusXM Satellite Radio with either one or two coded IDs, depending on the equipment. Either the Audio Radio ID or the Data Radio ID, or both, must be provided to SiriusXM Satellite Radio to activate the entertainment subscription. The SiriusXM Satellite Radio Activation Instructions are included with the GDL 69A (also available at www.garmin. com, P/N 190-00355-04).

It is not required to activate both the entertainment and weather service subscriptions with the GDL 69A. Either or both services can be activated. SiriusXM Satellite Radio uses one or both of the coded IDs to send an activation signal that, when received by the GDL 69A, allows it to play entertainment programming.

These IDs are located:

- On the label on the back of the Data Link Receiver
- On the Music Menu

Contact the installer if the Data Radio ID and the Audio Radio ID cannot be located.



NOTE: Refer to the GDL 69/69A SiriusXM Satellite Radio Activation Instructions (190-00355-04) for further information.

Contact SiriusXM Satellite Radio through the e-mail address listed on their web site (www.xmradio.com) or by the customer service phone number listed on the web site (1-800-985-9200).

2. Follow the instructions provided.

If SiriusXM weather services have not been activated, all the weather product boxes are cleared on the XM Information Page and a yellow Activation Required message is displayed in the center of the Weather Data Link Page (Map Page Group). The Service Class refers to the groupings of weather products available for subscription.

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14.3 Music Operation

The GTN 7XX provides control for enjoying SiriusXM Satellite Radio audio entertainment in the aircraft. The Music function allows selecting music categories and specific channels, as well as saving category and channel selections as presets for quick recall. The music volume level may also be managed.



Figure 14-4 Main Music Display

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(

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Nearest

NOTE: The Music Configuration function can be set so that when there is radio reception or intercom conversation, the music level is dropped to a low, or background level. When the radio or intercom traffic ceases, the level gradually returns to normal.

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14.3.1 Browsing Channels and Categories

The Category window displays the currently selected category of audio. Categories of channels, such as Jazz, Rock, or News, can be selected to list the available channels for a type of music or other contents.

1. While viewing the Music page, touch the **Browse** key and then touch the desired channel to select it.



Figure 14-5 Music Channels

2. Touch the **Category** key to activate Category selection and then touch the desired **Category** to select it.

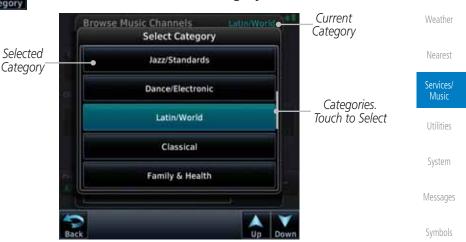


Figure 14-6 Music Categories

3. The current category will be shown at the top of the display.

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14.3.2 Selecting an SiriusXM Satellite Radio Channel by Number

Channels may be selected directly in the selected category using the numeric keypad.



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1. While viewing the main Music page, touch the **Channel** key. The Channel Number selection page will appear.





2. Use the numeric keys to enter the number for the desired channel and then touch the **Enter** key.



Figure 14-8 Selecting Music Channels with the Numeric Keypad

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SiriusXM Satellite Radio Volume 14.3.3

The Volume control allows you to set the audio volume level, as well as mute the audio.

Bar Graph Showing Volume Level

Music Volume

.....

1. While viewing the Music page, touch the **Volume** key.

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Touch To Raise

The Volume

Touch To Toggle Mute

Direct-To

Proc





volume.

Touch To Lower

The Volume

Touch the **Up** or **Down** Volume keys to adjust the radio volume.

4. Touch **MUTE** again or the **Volume** key to unmute the radio

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Volume

Touch **MUTE** to toggle muting of the radio volume.





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Selected Preset Channel

Touch To Recall

Selected Preset

SiriusXM Satellite Radio Channel Presets 14.3.4

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The Music Menu allows you to store the Active Channel into a selected preset position for easy later recall. A delay of several seconds can occur when setting or recalling a preset.

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Touch To Select Bank of Presets (XM 1, XM 2, or XM 3)



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1. While viewing the desired channel, select the preset bank for saving the preset (XM 1, XM 2, or XM 3) by touching the **Presets** key until the desire bank is shown.

Touch the desired Preset key and hold it for three seconds.

Services/ Music

14.3.4.2 **Recalling a Preset**

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1. Touch the **Presets** key to select the preset bank (XM 1, XM 2, or XM 3).

2. Touch the desired Preset key.

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14.3.5 GDL 69/69A Data Link Receiver **Troubleshooting**

Some quick troubleshooting steps listed below can be performed to find the possible cause of a failure.

Getting

• Ensure the owner/operator of the aircraft in which the Data Link Receiver is installed has subscribed to SiriusXM Satellite Radio

Audio & Xpdr Ctrl

• Ensure the SiriusXM Satellite Radio subscription has been activated

• Perform a quick check of the circuit breakers to ensure that power is applied to the Data Link Receiver

FPL

For troubleshooting purposes, check the Menu on the Music Page or the GDL 69 Box on the System - External LRUs Page for Data Link Receiver (GDL 69/69A) status, serial number, and software version number.

Direct-To Proc

It may take several minutes for all subscribed data to become available after power-up.

Charts

Text Color Description White Subscribed Not Subscribed Grey

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Table 14-1 Product Status

Green

1. Touch the **Status** key on the Music page to display the GDL 69/69A Status.

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Figure 14-11 GDL 69 Status Page

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Level

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The GDL status information is provided on this page.

Touch the **Menu** key to display the GDL Status Menu.

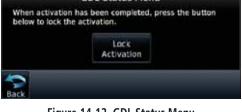


Figure 14-12 GDL Status Menu

4. Touch the **Lock Activation** key if this is for the initial subscription or a change in the subscription. Touch the **OK** key to continue the operation.



Figure 14-13 Lock Activation



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Iridium Phone Operation (Optional)

Optional satellite telephone operation is available through the Iridium® satellite system that is interfaced through the Garmin GSR 56.



Figure 14-14 Services Phone Page

14.4.1 Status

(

The Status section shows the Call Time, Phone Status, and Call Suppression selected. The Call Time value shows the length of the call time for the current call using the Iridium phone. Phone Status shows the current operating status of the Iridium phone.

Status	Description
Idle	The Iridium phone is not using the GSR 56 for communicating at this time.
Initializing	The GSR 56 and its driver are currently initializing.
Connected	The GSR 56 is connected to the called number.
Connecting Call	The GSR 56 is in the process of connecting to the called number.
Changing Volume	The volume level on the GSR 56 is changing.
Busy	The phone is in use by another service and the call may not be made.
Dialing	The GSR 56 is dialing the called number.
Incoming Call	A call is being made to the GSR 56.
Hanging Up	The GSR 56 is disconnecting from the current call.
Unavailable	The GSR 56 is currently not usable by the Iridium phone system.

Table 14-2 Iridium Phone Status

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14.4.2 Making a Phone Call

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1. While viewing the Iridium Phone page, touch **Phone**, select a phone number, or select one from Contacts.

Touch To Select
Number From
Existing Contacts

Touch To Select Phone
Number

Touch To

Delete Previous
Character
Touch To Move

Touch To Move Cursor

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Enter

Figure 14-15 Making a Phone Call

2. Touch **Enter** to accept the selected number.

3. Touch the Call key.

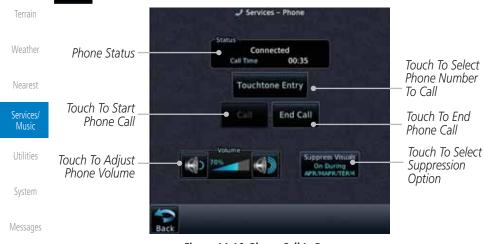


Figure 14-16 Phone Call In Progress

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Touchtone Entry

4. To make a direct call with a keypad, touch the **Touchtone Entry** key.

Touchtone Entry

1 2 3

ABC DEF

4 5 6

MNO

7 8 9

TUV 9

WXYZ

* 0 #

Figure 14-17 Touchtone Entry Pad

End Call

(

5. After completing the call, touch the **End Call** key.

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14.4.3 **Answering a Phone Call**

An incoming phone call will generate a pop-up announcing the call. When a call is accepted, the pop-up will show that the call is connected and the cumulative call time will be shown.

> 1. When an incoming call is available, touch the **Enter** key or the **ANSWER** key to answer the call. Or, press the **Ignore** key to not answer the call and hang up.





2. After a called is accepted and connected, the connection time will be shown on the pop-up. Touch the ATT soft key to attenuate the call volume; touching it again will return to normal volume. Touch the **HANG UP** soft key to end the call.





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14.4.4 Suppress Visuals

Call Suppression controls calling when use of the Iridium phone system is allowed.

NOTE: The "Suppress Visuals" setting only affects the visual indication of an incoming call/text. It does not inhibit the phone ringer or incoming SMS chime. Garmin recommends that you inhibit the audio from the GSR 56 unless a phone call is active.

Status	Description
Off	Call Suppression is turned off. Calls may be transmitted and received through the Iridium phone.
On	Call Suppression is turned on. The incoming call pop-up will not be shown. The call may still be answered on the phone page. Outgoing calls are not affected.
On During APR/ MAPR/TERM	Call Suppression is turned on during Approach, Missed Approach, and Terminal operations. The incoming call pop-up will not be shown. The call may still be answered on the phone page. Outgoing calls are not affected.

Table 14-3 Call Suppression

On During APR HAPE/TERM While viewing the Iridium Phone page, touch the **Suppression** key.

2. Touch the desired Call Suppression type.



Figure 14-19 Select Call/SMS Suppression

3. Or, press **Back** to return to the Phone page without making a selection.

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14.4.5 Phone Volume

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Use the Phone Volume controls to adjust the loudness of the phone calls you hear. Volume controls will only be available when the Idle, Connected, or Changing Volume states are displayed.

Adjusting the Phone Volume with the Soft Keys

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1. While viewing the Iridium Phone page, touch the **VOL** keys to adjust the phone volume.





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Volume Touch To Touch To Increase Volume Reduce Volume

Phone Volume Level Bar Graph

Figure 14-20 Select Soft Keys for Phone Volume Adjustment

2. The phone volume level is shown as a bar graph.

14.4.6 **SMS Text Operation**

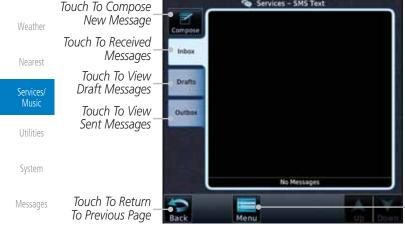
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Send and receive text messages through the GSR 56 phone connection.

1. While viewing the Services page, touch the **SMS Text** key.





Touch To View SMS Text Menu

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Figure 14-21 SMS Text Page

Select Compose, Inbox, Drafts, or Outbox.

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SMS Text Messaging Menu 14.4.6.1

The SMS Text Messaging Menu allows you to sort, mark, or delete messages and select call suppression.

> Time Address

Figure 14-22 SMS Text Messaging Menu

Address

Touch the **Time** key to sort messages by Time or the **Address** key to sort by Address.

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2. Touch the **Suppression** key and then touch the call suppression choice. The current choice will be shown on the Suppression key.

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3. While viewing the Inbox, Drafts, or Outbox, touch the Mark **All As Read** to tag the messages as having been read.

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4. Touch the **Delete All Messages** to delete the messages in the viewed category.

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14.4.6.2 **Composing a SMS Text Message**

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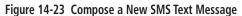
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While viewing the SMS Text page, touch the **Compose** key.





2. Touch the **To** window to select the recipient. Select either a Phone Number or E-mail Address.

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Touch the failed message. Touch the **Send Again** key to resend the message. Touch the **Delete** key to delete the message.

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7/9/2015 2:08:29 PM







Figure 14-26 Resend a Failed SMS Text Message

14.4.7 Position Reporting

Position Reporting is a system which collects system variables and transmits them over the Iridium[®] satellite at a given interval through the GSR 56.



Report Status

Automatic

Reporting

Touch To Enable

(

1. While viewing the Services page, touch the **Position Reports** key.

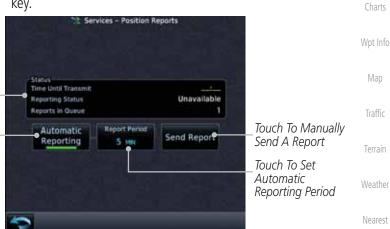


Figure 14-27 Services Position Reporting



Touch the **Automatic Reporting** key to enable Automatic Reporting.



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3. After Automatic Reporting is enabled, touch the **Report Period** key to set the Reporting Period.

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4. Select the Report Period with the keypad and press **Enter**.

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5. When Automatic Reporting is disabled, touch the **Send Report** key to manually send a report.

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14.4.7.1 Status

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The Status window shows the time until the next data transmission and the status of the reporting system.

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NOTE: The GSR 56 does not report its serial number until 90 seconds after power up of the GTN. As a result, for that period, the product info for the GSR 56 will show "Waiting."

14.4.7.2 Position Reporting Status

The Time Until Transmit field is a countdown timer that shows the time until the next data transmission. This field is blank when the aircraft is on the ground. Position Reporting will be enabled when the aircraft is in the air.

Status	Description	
Idle	The reporting system is not using the GSR 56 for reporting at this time.	
Initializing	The GSR 56 and its driver are currently initializing.	
Transferring	A position report is currently being transmitted.	
Unavailable	The GSR 56 is currently not usable by the reporting system.	

Table 14-4 Position Reporting Status



Figure 14-28 Position Reporting Status



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14.4.8 Contacts

The Phone Book may hold up to 128 entries. A phone number may be entered and dialed without saving it to the Phone Book. Note that it is necessary to dial a "1," the area code, and then the number.

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14.4.8.1 Creating a Contact



Touch To Add

Contact

Existing Contacts

1. While viewing the Services page, touch the **Contacts** key.

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Touch To Search

Contact List

Touch To Edit

Contact

Add Contact

Email Address

Save Contact

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Figure 14-30 Add a New Contact

Figure 14-29 Contact List

2. Touch the **Add** key to add a new contact.

Touch To Add Contact Name

Touch To Add Contact Phone Number

Touch To Add Contact Email Address

Touch To Save Contact



3. Use the keypad to enter the information for each item and then touch the **Save Contact** key.

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14.4.8.2 Using a Contact

1. While viewing the Contacts page, touch an existing contact.



Figure 14-31 Using the Contact List

2. Touch the desired function for the selected Contact.



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GARMIN UTILITIES 15

The Utilities page provides a group of features that will support your flight planning to make them easier and more efficient. The Vertical Calculator (VCALC) calculates the time to begin descent and vertical speed required to reach a desired altitude at the chosen location. The Flight Timers feature provides a number of timer types to assist in monitoring your time in flight. RAIM Prediction predicts if GPS coverage is available for your current location or at a specified waypoint at any time and date. RAIM performs checks to ensure that the GTN unit has adequate satellite geometry during your flight. The Trip Planning feature allows the pilot to view desired track (DTK), distance (DIS), estimated time en route (ETE), en route safe altitude (ESA) and estimated time of arrival (ETA) information for a direct-to, point-to-point between two specified waypoints or for any programmed flight plan. The Fuel Planning feature will display fuel conditions along the active direct-to or flight plan when equipped with fuel flow (FF) and/or fuel on board (FOB) sensors. The DALT/ TAS/Winds feature performs calculations about Altitude, Airspeed, and Winds. The Scheduled Messages function allows you to create scheduled messages by Message, Type, and setting a Timer. The Checklists function provides a built-in method of reviewing your aircraft checklist. The Clean Screen function will lock



Figure 15-1 Utilities Home Page

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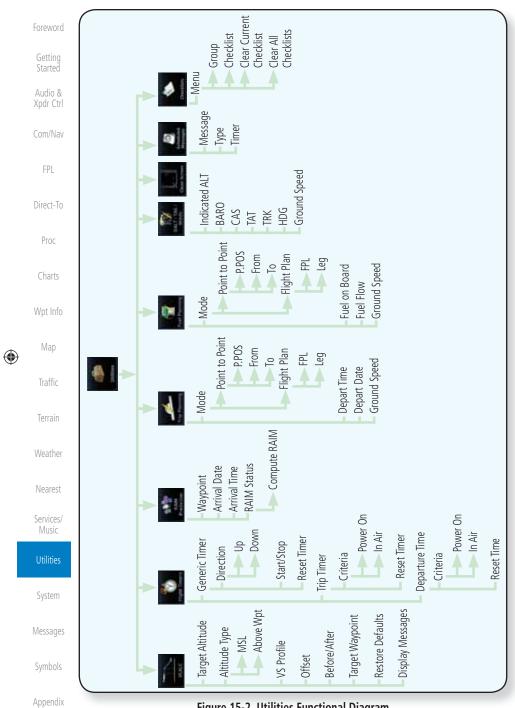


Figure 15-2 Utilities Functional Diagram

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15.1 Vertical Calculator (VCALC)

The Vertical Calculator (VCALC) function allows you to create a three-dimensional profile which guides you from your present position and altitude to a final (target) altitude at a specified location. This is helpful when you'd like to descend to a certain altitude near an airport. Once the profile is defined, message alerts and additional data can be configured on the Map Page to keep you informed of your progress.

Figure 15-3 VCALC Target

VCALC is inhibited in the following conditions:

- Groundspeed is less than 35 knots
- No active flight plan or direct-to destination
- SUSP mode
- Vectors-to-Final mode
- VLOC mode
- After the FAF on an approach



WARNING: Do not use VCALC messages as the only means of either avoiding terrain/obstacles or following ATC guidance. VCALC provides advisory information only and must be used in concert with all other available navigation data sources.

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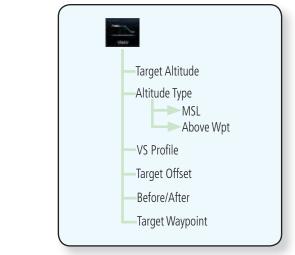


Figure 15-4 VCALC Page Functional Diagram

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1. From the Utilities page, touch VCALC.

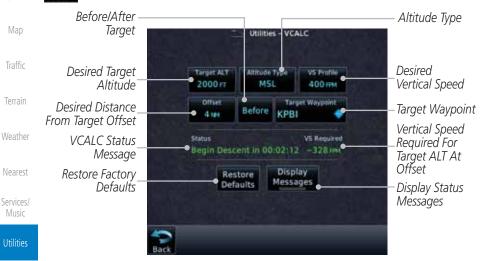


Figure 15-5 VCALC Page

2. Select the VCALC items as necessary to set up parameters for the next waypoint. Touch the **Back** key when finished.

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Selected

Altitude

Target Altitude 15.1.1

This sets the desired ending altitude for the VCALC setup.

7300 FT

1. While viewing the VCALC page, touch **Target ALT**.

Target Altitude Backspace 01700 Key 2 3 Numeric 6 Keypad 8 9 0 Enter



2. Use the numeric keypad to select the desired Target Altitude and then touch the **Enter** key.

Altitude Type 15.1.2

This value selects the altitude reference that will be used for VCALC calculations.

1. While viewing the VCALC page, touch **Altitude Type**.



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2. Touching the **Altitude Type** key will toggle between MSL and Above WPT. "Above WPT" is only available for waypoints that are airports.

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15.1.3 Vertical Speed (VS) Profile

This value sets the desired vertical speed.

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VS Profile 200FM 1. While viewing the VCALC page, touch **VS Profile**.

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Figure 15-7 Select VCALC Vertical Speed

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2. Use the numeric keypad to select the desired Vertical Speed and then touch the **Enter** key.



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Offset

Target Offset 15.1.4

The Target Offset is a pilot-selected distance value that represents the geographical location where you wish to arrive at the target altitude. This distance is measured from the Target Waypoint and, in a separate data field on the VCALC page, designated as either before or after the Target Waypoint.

Target Offset

2

5

8

3

9

Enter

Use the numeric keypad to select the desired Target Offset and

1. While viewing the VCALC page, touch the **Offset** key. O. ONM

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Key

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key.

This setting designates whether the offset distance defines a point before you reach the target reference waypoint or after you reach the waypoint. The "After" selection is not available for the last waypoint in a flight plan.

Figure 15-8 Select VCALC Target Offset

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Touching the **Before/After** key will toggle between Before and After the Target Waypoint.

1. While viewing the VCALC page, touch the **Before/After**

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15.1.6 **Target Waypoint**

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Select the waypoint in the flight plan that will be used for planning a descent. When using a flight plan, the target waypoint is a reference that can be specified from the waypoints contained in the flight plan. By default, the last waypoint in the flight plan is selected.

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1. While viewing the VCALC page, touch **Target Waypoint**.





2. A list of the remaining waypoints in the flight plan will be shown. Touch the desired waypoint to select it as the Target Waypoint.





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15.1.7 Display VCALC Messages

Selecting **Display Messages** will allow the display of messages about the VCALC function when they occur. With **Display Messages** not selected, VCALC messages will not be displayed.

Display Messages 1. While viewing the VCALC page, touch **Display Messages** to toggle the display of VCALC messages in the Message function.

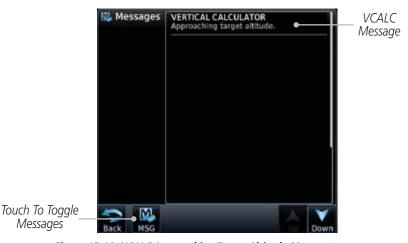


Figure 15-10 VCALC Approaching Target Altitude Message



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2. Touch the **MSG** key to toggle the display of available messages.

15.1.8 Restore VCALC Defaults

While viewing the VCALC page menu, touching the **Restore Defaults** key will reset all of the VCALC values back to their default values. The Target Waypoint will not be changed.

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15.2 Flight Timers

The Flight Timers function provides count up/down timers, plus automatic recording of departure time, and total trip time. Departure and total trip time recording can be configured to run either any time unit power is on, or only when your ground speed exceeds the in-air threshold set by the installer (for example, 30 knots). A flexible Generic Timer is available for general timing needs.

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NOTE: When a count up timer is used, the preset value has no function.

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1. While viewing the Utilities page, touch the **Flight Timers** key.

Start/Stop Generic Timer Reset or Preset Timer Charts Selected Counter Wpt Info Stop Up Direction 00:00:06 Preset Select Preset Reset 00:00:00 Elapsed Timer Time Time Reset Timer Traffic Reset 01:35:36 Power On Timer Select Departure Time Terrain Criteria For (Local Time) Timer Start 19:59 LC Power On Set Departure Time Weather To Current Local Time Of Timer Start Nearest

Figure 15-11 Utility Flight Timers Page

- 2. If the Generic Timer Direction counter is set to "Up," the Reset Timer key will be shown and when touched will return the timer to 00:00:00. If the Direction counter is set to "Down," the Preset Timer key will be shown and the key will return the timer to the Preset time value.
- 3. Touch each key as desired to set up timer operation.

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RAIM Prediction 15.3

RAIM Prediction predicts if GPS coverage is available for your current location or at a specified waypoint at any time and date. RAIM performs checks to ensure that the GTN unit has adequate satellite geometry during your flight. RAIM availability is near 100% in Oceanic, En Route and Terminal phases of flight. Because the FAA's TSO requirements for non-precision approaches specify significantly better satellite coverage than other flight phases, RAIM may not be available when flying some approaches. The GTN unit automatically monitors RAIM during approach operations and warns you if RAIM is not available. In such cases, use a non-GPS based approach. RAIM prediction helps you plan for a pending flight to confirm GPS operation during an approach.

RAIM prediction only predicts the availability of Fault Detection (FD) integrity in the absence of SBAS corrections. It cannot predict the availability of LPV or L/VNAV approaches. The FAA provides a NOTAM service for LPV approach availability.

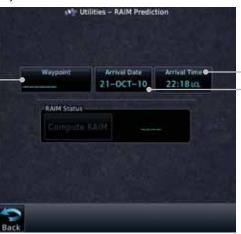


Touch To Select

Destination

Waypoint

1. While viewing the Utilities page, touch the **RAIM Prediction** key.





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Figure 15-12 Utility RAIM Prediction Page



Touch the **Waypoint** key and select the waypoint for RAIM Prediction.

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Touch the **Arrival Date** key and select the date of arrival at the selected waypoint.

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Touch the Arrival Time key and select the local time of expected arrival at the selected waypoint.

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When the Waypoint, Arrival Date, and Arrival Time values have been entered, touch the **Compute RAIM** key to determine if RAIM is available.



RAIM Prediction Result



Figure 15-13 RAIM Prediction Completed

The GTN 7XX allows the pilot to view desired track (DTK), distance (DIS),

estimated time en route (ETE), en route safe altitude (ESA) and estimated time of arrival (ETA) information for a direct-to, point-to-point between two specified

waypoints or for any programmed flight plan. This item also displays the sunrise/sunset times for your destination waypoint (for the selected departure

date). All times are based on the time set in System-Setup. For trip planning

inputs: departure time and date are manually entered, while ground speed can

The trip statistics are calculated based on the selected starting and ending

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be provided by sensor data, if selected.

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waypoints and the trip planning inputs. In Flight Plan mode with a stored flight plan selected, and the entire flight plan (CUM) selected, the waypoints are the starting and ending waypoints of the selected flight plan.

In Flight Plan mode with a stored flight plan selected, and a specific leg selected, the waypoints are the endpoints of the selected leg.

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In Point-To-Point mode these are manually selected waypoints (if there is an active flight plan, these default to the endpoints of the active leg).

Some of the calculated trip statistics are dashed when the selected leg of the active flight plan has already been flown.

• Desired Track (DTK) - DTK is shown as nnn° and is the desired track between the selected waypoints. It is dashed unless only a single leg is selected.

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• Distance (DIS) - The distance is shown in tenths of units up to 99.9, and

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• Estimated time en route (ETE) - ETE is shown as hours:minutes until less than an hour, then it is shown as minutes:seconds.

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• Estimated time of arrival (ETA) - ETA is shown as hours:minutes and is the local time at the destination.

Prod

- If in Point-To-Point mode then the ETA is the ETE added to the

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departure time.

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- If a flight plan other than the active flight plan is selected it shows the ETA by adding to the departure time all of the ETEs of the legs up to and including the selected leg. If the entire flight plan is selected, then the ETA is calculated as if the last leg of the flight plan was selected.

- If the active flight plan is selected the ETA reflects the current position

of the aircraft and the current leg being flown. The ETA is calculated by adding to the current time the ETEs of the current leg up to and

including the selected leg. If the entire flight plan is selected, then the ETA is calculated as if the last leg of the flight plan was selected.

• Destination sunrise and sunset times - These times are shown as

NOTE: The capability of using Sensor Data for the trip planning functions

• En Route safe altitude (ESA) - The ESA is shown as nnnnnFT.

hours:minutes and are the local time at the destination.

is available in SW Versions 2.00, 4.10, and later.

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in whole units up to 9999.

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15.4.1 Point-To-Point Mode

The Trip Planning Point-to-Point mode shows trip calculations between two selected points: either two waypoints from the database or from your present position to a selected waypoint.

Audio & Xpdr Ctrl

Getting



1. While viewing the Utilities page, touch the **Trip Planning** key.

Com/Nav



2. Touch the **Mode** key to toggle to Point-to-Point.

FPL

Direct-To

Proc



 Touch the P.POS key to toggle between using your present position as the From waypoint when selected or a waypoint selected from the database when P.POS is deselected. If P.POS is selected, the Lat/Lon of the present position will be shown in the From position.

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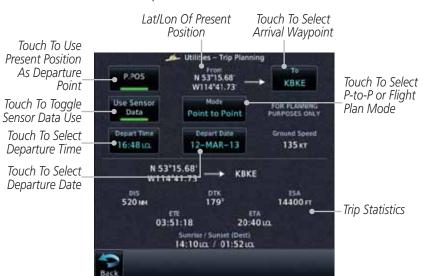


Figure 15-14 Utility Trip Planning Page (Point-To-Point Mode) - Sensor Data Used

System

4. If **P.POS** is not selected for the From point, touch the **From** key and then use the keypad to select a waypoint from the database and touch **Enter**.

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Figure 15-15 Selecting a From Waypoint



5. Touch the **To** key and then use the keypad to select a waypoint from the database for the destination waypoint and touch **Enter**.



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Selected Departure Time

Touch To Select Departure Time —

6. Touch the **Depart Time** key and then use the keypad to select the departure time (local time at From waypoint) and touch **Enter**.

Departure Time

8

3

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Figure 15-16 Selecting Departure Time





7. Touch the **Depart Date** key and then the Departure Date page to select the departure year, month, and day and then touch **Enter**.

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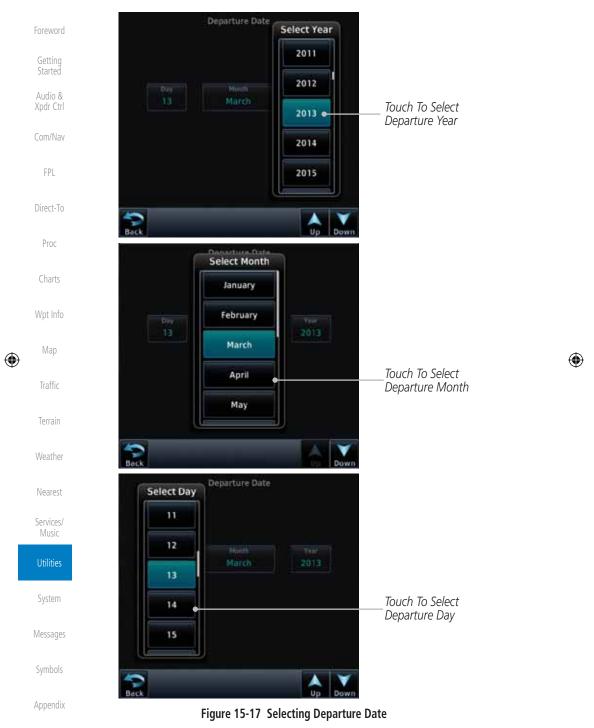
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Enter



GARMIN.



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8. Touch the **Ground Speed** key and then the keypad to select the average ground speed for the trip and touch **Enter**.

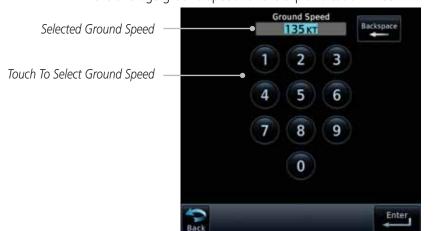


Figure 15-18 Selecting Expected Average Ground Speed

Compute Data

(

9. After completing the Trip Planning selections, the trip statistics will be shown in the lower half of the display.



Figure 15-19 Utility Trip Planning Page With Computed Data (Point-To-Point Mode)

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Figure 15-20 Utility Trip Planning Page With Computed Data (Point-To-Point Mode) - Use Sensor Data Selected

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NOTE: When Local Time is selected in the Setup-Date/Time feature, Sunrise/Sunset calculations in the Trip Planning feature are based on the From waypoint time zone. For instance, a flight plan originating in the Pacific time zone and ending in the Central time zone would show Sunset/Sunrise times at the destination in Pacific time. This potential offset does not occur when UTC time is used.

(

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Flight Plan Mode 15.4.2

The Trip Planning Flight Plan mode shows trip calculations between two legs of the flight plan or the cumulative flight plan.

Fiight Plan

13-MAR-13

DTK:

Sunrise / Sunset (Dest) 13:54 LCL / 01:40 LCL

Flight Plan Leg

Ground Speed

135 KT

13000 FT

KBKE → KTWF

KTW

23:01 LG.

Foreword

Getting Started

1. Touch the **Mode** key to select Flight Plan mode, if required. oint to Point Touch To Select

Active FPL

01:29:51

Use Sensor

Data

21:32 in.

Prev

DIS 202 NM

Audio & Xpdr Ctrl

Com/Nav

Touch To Select Flight Plan From Catalog Select To Toggle

Touch To Select P-to-P or Flight

FPL

Sensor Data Use Touch To Select Departure Time

Touch To Select

Plan Mode

Proc

Direct-To

Touch To Select Departure Date Expected Average Ground Speed

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2. Touch the **Flight Plan** key to select the flight plan.

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Select Flight Plan Touch To Select Flight Plan (Active KBKE / KPUC (Active) FPL Shown) KBKE / KPUC KMIA / KAGS KSPG / KJKA KSVN / KRDU Touch To Scroll List

Figure 15-22 Select Flight Plan

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nreword

KBKE → KTWF

Getting Started Touch the **Leg** key to select the flight plan leg. If the "Cumulative" selection is chosen, statistics will relate to the entire flight plan.

Audio & Xpdr Ctrl

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Touch To Select Flight Plan Leg (Cumulative FPL Shown)





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4. Touch the **Depart Time** key and then use the keypad to select the departure time (local time at From waypoint) and touch **Enter**.



6. Touch the **Ground Speed** key and then the keypad to select the average ground speed for the trip and touch **Enter**.



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Active FPL

01:29:51

202 MM



Statistics for the current flight plan leg are displayed in the lower half of the display.

K8KE → KTWF

23:01 m

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Direct-To

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Trip Statistics

Xpdr Ctrl Data Flight Plan Depart Time Depart Date Ground Speed Com/Nav 21:32 ici 12-MAR-13 Touch To View Statistics For FPL Prev KTWF Next FPL Leg DTK 133° 13000 FT

Touch To View Statistics For Previous FPL Leg

Figure 15-24 Utility Trip Planning Page Computed Data View (Flight Plan Mode)

Sunrise / Sunset (Dest) 13:55 to. / 01:39 to.



Figure 15-25 Utility Trip Planning Page Computed Data View (Flight Plan Mode) -**Use Sensor Data Selected**

System

Next

(

8. Touch the **Next** key to view statistics for the next leg in the flight plan.

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Fuel Planning 15.5

Getting

Audio &

Xpdr Ctrl

Fuel Planning — This item displays fuel conditions along the active direct-to or flight plan. You may manually enter fuel flow, ground speed (GS) and fuel on board figures for planning purposes. Fuel planning figures can be displayed not only for the currently active flight plan or direct-to, but also point-to-point between two specified waypoints and for any programmed flight plan.

Com/Nav

FPL

Fuel on board and fuel flow may be manually entered in the unit start-up sequence and used to recalculate fuel on board as it is consumed. When fuel flow or fuel on board is manually entered, the figures are retained the next time you view the page (with fuel on board continuously recalculated).

Direct-To Proc



NOTE: The capability of using Sensor Data for the trip planning functions is available in SW Versions 2.00, 4.10, and later.

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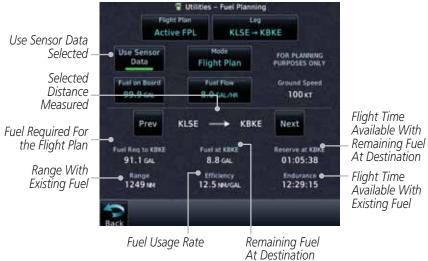


Figure 15-26 Utility Fuel Planning Page (Flight Plan Mode) - Use Sensor Data Selected

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15.5.1 Point-To-Point Mode

The Fuel Planning Point-to-Point mode shows fuel calculations between two selected points: either two waypoints from the database or from your present position to a selected waypoint.

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Audio & Xpdr Ctrl

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1. While viewing the Utilities page, touch the **Fuel Planning** key.

2. Touch the **Mode** key to toggle to Point-to-Point.

P.POS

int to Point

3. Touch the **P.POS** key to toggle between using your present position as the From waypoint when selected or a waypoint selected from the database when **P.POS** is deselected. If **P.POS** is selected, the Lat/Lon of the present position will be shown in the From position.

Lat/Lon Of Present Touch To Select **Position** Arrival Waypoint Touch To Use Present Position As Departure P.POS Touch To Select KSLE Point P-to-P or Flight Use Sensor Use Sensor Data Plan Mode Data Point to Point Selected Fuel on Board Fuel Flow **Ground Speed** 96.0 GAL 8.2 GALME 100 KT Fuel Reg to KBKE Fuel at KRKE Reserve at KBKE Fuel Statistics 18.2 GAL 09:29:28 77.8 GAL Efficiency 12.2 MAVGAL Endurance 11:42:26 Range 1171 NM

Figure 15-27 Utility Trip Planning Page (Point-To-Point Mode) - Use Sensor Data Selected

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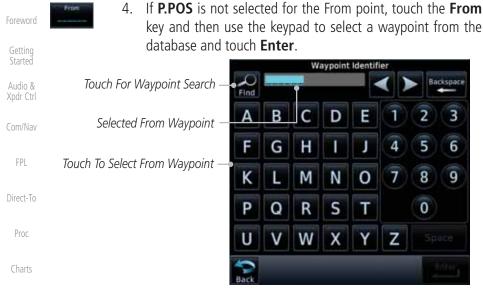


Figure 15-28 Selecting the From Waypoint



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Terrain

5. Touch the **To** key and then use the keypad to select a waypoint from the database for the destination waypoint and touch **Enter**.

6. Touch the **Fuel on Board** key and then use the keypad to select the current amount of fuel on board and touch **Enter**.



Figure 15-29 Selecting Current Fuel On Board

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7. Touch the **Fuel Flow** key and then use the keypad to select the average fuel flow and touch Enter.

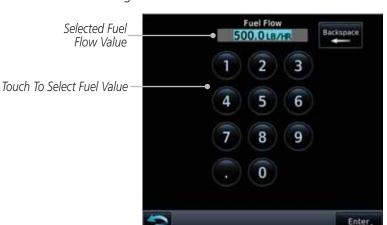


Figure 15-30 Selecting Fuel Flow

(

8. Touch the **Ground Speed** key and then the keypad to select the average ground speed for the trip and touch **Enter**.

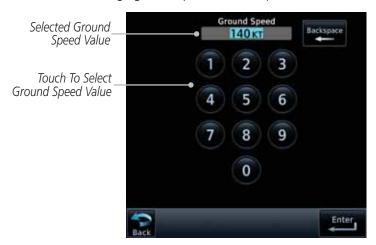


Figure 15-31 Selecting Ground Speed

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15.5.2 Flight Plan Mode

The Fuel Planning Flight Plan mode shows fuel calculations between two legs of the flight plan or the cumulative flight plan.

Point to Point

Getting Started

Audio &

1. Touch the **Mode** key to select Flight Plan mode, if required.



(

Traffic

Figure 15-32 Utility Fuel Planning Page (Flight Plan Mode)

2. Touch the **Flight Plan** key to select the flight plan.



Figure 15-33 Select Flight Plan

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Touch the Leg key to select the flight plan leg. If the "Cumulative" selection is chosen, statistics will relate to the entire flight plan.



Touch To Select Flight Plan Leg (Cumulative FPL Shown)

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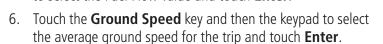


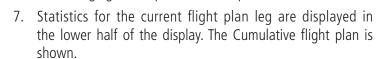




Figure 15-34 Select Flight Plan Leg







8. Touch the **Previous** and **Next** keys to view statistics for the previous and next legs in the flight plan.

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15.6 DALT/TAS/Winds

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Density Alt / TAS / Winds — indicates the theoretical altitude at which your aircraft performs depending upon several variables, including indicated altitude (Indicated ALT), barometric pressure (BARO) and total air temperature (TAT; the temperature, including the heating effect of speed, read on a standard outside temperature gauge). This item computes true airspeed (TAS) and density altitude, based upon the factors above. Also, this feature determines winds aloft — the wind direction and speed — and a head wind/tail wind component, based on true airspeed, aircraft heading (HDG) and ground speed. When a FADC provides pressure altitude and the Use Sensor Data option is selected, the Baro key will not be present in the edit mode and the Baro indication will not be shown in computed results.

Touch To Select Baro Pressure



Figure 15-35 Utility DALT/TAS/Winds Page Using Indicated Altitude and Not Using Sensor Data

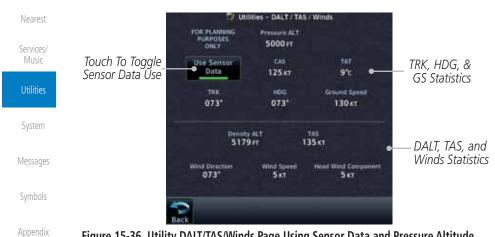


Figure 15-36 Utility DALT/TAS/Winds Page Using Sensor Data and Pressure Altitude

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Utilities - DALT / TAS / W

trdicated ALT

8990FT

CAS

132 KT

359

21 KT

Data

359

359

10999 FT



Touch To Select

Indicated Altitude

Touch To Toggle

Sensor Data Use

Touch To Select

Touch To Select

Heading Value

Track Value



NOTE: The capability of using Sensor Data for the trip planning functions is available in SW Versions 2.00, 4.10, and later.

Touch To Select Baro Pressure

TAS 156 KT

BARD

29.92 m

135 KT

Wind Comp 21 kT

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Touch To Select

Calibrated Air

Touch To Select

Total Air Temp

Touch To Select

Ground Speed

DALT, TAS, and

Winds Statistics

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(

Touch the **Indicated ALT** key and then the keypad to select the Indicated Altitude and then touch Enter.

Map

Selected 08000 FT Indicated Altitude Value 2 3 Touch To Select Indicated 5 6 Altitude Value 8 9 0 Enter

Level

Touch To

Select Above Or Below Sea

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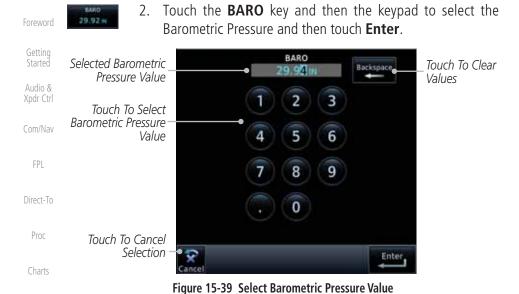
Figure 15-38 Select Indicated Altitude Value

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3. Touch the **CAS** key and then the keypad to select the Calibrated



Figure 15-40 Select Calculated Air Speed Value

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Touch the **TAT** key and then the keypad to select the Total Air Temperature and touch Enter.

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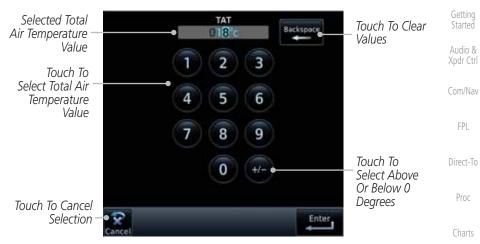


Figure 15-41 Select Total Air Temperature Value

TRK

2

8

0

Selected Track

Touch To Select Track Angle

Touch To Cancel

Selection

Angle Value

Value

Touch the **TRK** key and then the keypad to select the Track Angle and then touch **Enter**.

3

6

9

Enter

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Touch To Clear Traffic Terrain

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Figure 15-42 Select Track Angle Value

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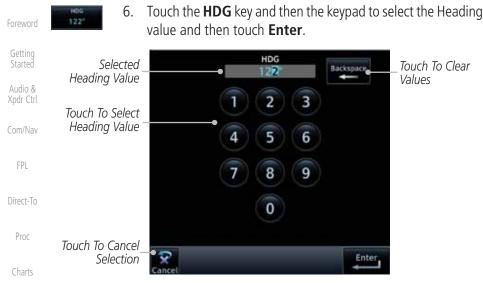


Figure 15-43 Select Heading Value

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7. Touch the **Ground Speed** key and then the keypad to select the average ground speed for the trip and then touch **Enter**.

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Clean Screen Mode 15.7

The Clean Screen mode makes the touchscreen inactive so the display can be manually cleaned. The front bezel, keypad, and display can be cleaned with a microfiber cloth or with a soft cotton cloth dampened with clean water. DO NOT use any chemical cleaning agents. Care should be taken to avoid scratching the surface of the display.



1. While viewing the Utilities page group, touch the Clean **Screen** key to start Screen Cleaning Mode.



Touch To Clean Screen



HOME

(

2. Touch the **HOME** key to exit Screen Cleaning Mode.



Figure 15-45 Screen Cleaning Mode

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15.8 Scheduled Messages

The Scheduled Messages utility displays reminder messages (such as "Change oil", "Switch fuel tanks", "Overhaul", etc.). One-time, periodic, and event-based messages are allowed. One-time messages appear once the timer expires and reappear each time the GTN-series unit is powered on, until the message is deleted. Periodic messages automatically reset to the original timer value, once the message is displayed. Event-based messages do not use a timer, but rather a specific date and time.



NOTE: This feature is available in SW Versions 5.00, and later.

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While viewing the Utilities page group, touch the **Scheduled** Messages key to start the Scheduled Messages function.

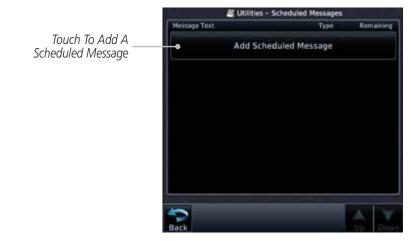


Figure 15-46 Scheduled Messages Page

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Touch the **Message** selection and enter the desired message to be displayed. Touch the **Type** selection to choose the message type. Touch the **Timer** selection to set the countdown time for the message to be displayed.

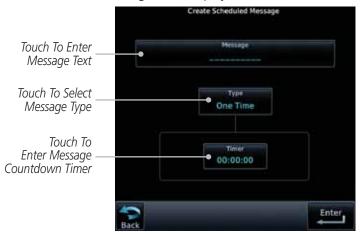


Figure 15-47 Create a Scheduled Message

2. After completing the selections, touch the **Enter** key.



Figure 15-48 Sample Scheduled Message

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Checklists 15.9

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The Checklists function provides a built-in method of reviewing your aircraft checklist. Checklists are created using the Garmin Checklist Editor software (available online) and stored on the data card as "chklist.ace." As each Checklist is completed, you can advance to the next one in order. In the Checklist Menu, you can access any Checklist, or group of Checklists, and clear the current or all Checklists.

Com/Nav



NOTE: This feature is available in SW Versions 5.10, and later. In software version 6.00 and later, the installer may configure the title of this feature to be Task Lists or Checklists.

Direct-To

FPL

Checklists Menu 15.9.1

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1. While viewing the Utilities page group, touch the **Checklists** key to start the Checklists function.

2. Touch the **Menu** key to select an option from the Checklist Menu.



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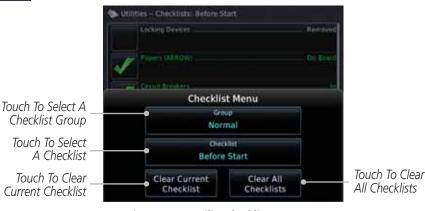


Figure 15-49 Utility Checklist Menu

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Figure 15-50 Select a Checklist from the Checklist Menu

Viewing Checklists 15.9.2



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1. While viewing the Utilities function, touch the **Checklist** key. Use the existing Checklists in the order provided or touch the Menu key to select another checklist.

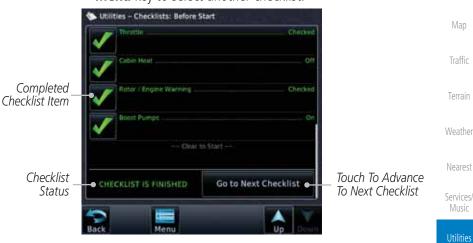


Figure 15-51 Checklist Completion

2. After completing the Checklist, touch **Go to Next Checklist**, **Menu**, or **Back** to exit the Checklist function.

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NOTE: All checklists are cleared after a power cycle.

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The System function allows you to change unit settings, customize operation to your preferences, and check on the operation of your unit. The System pages cover System Status, Database Info and transfer, GPS Status, External LRUs, Setup, Alerts, Units, Audio, Backlight control function, and Connext Setup.

Figure 16-1 System Home Page

System page, touch the **Back** key.

Touch the desired key to reach that function. To return to the

1. From the Home page, touch the **System** key.

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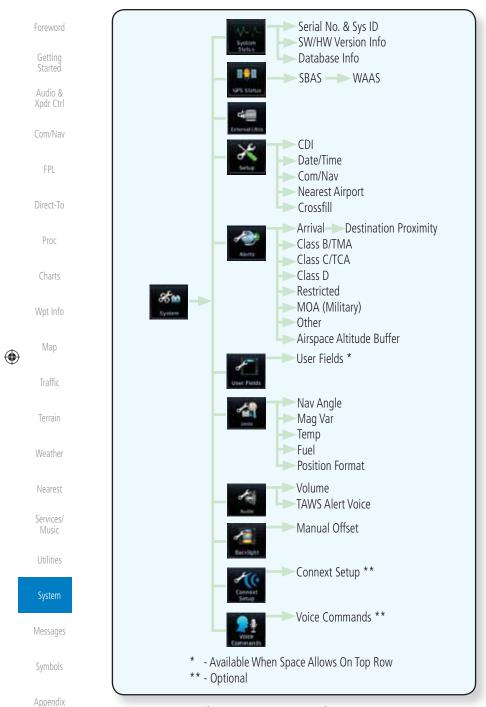


Figure 16-2 System Function Summary

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System Status 16.1

The System status page of the System function provides information about the GTN unit and the equipment attached to it. This information is useful if it is necessary to contact Customer Service. The System Status page shows the System ID and serial number for the GTN unit, hardware and software versions, as well as a list of the installed databases.

Serial # & System ID **Software Versions Database Info** Current Standby Conflicts

Figure 16-3 System Status Functional Diagram

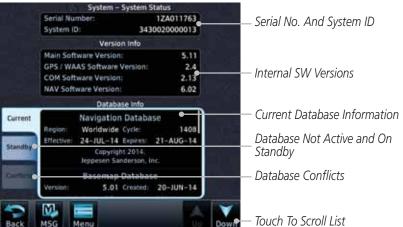


Figure 16-4 System Function System Status Page Description

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1. While viewing the System page, touch **System Status**.

Getting Started 2. Use the **Up** and **Down** arrow keys as needed to view the Database Information.

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3. Touch the **Back** key to return to the System page.

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16.1.1 Serial Number and System ID

The System Status section shows the unit Serial Number and the System ID.

16.1.2 Version Information

The software versions of the GTN unit are displayed. This information is useful when contacting Customer Support.

The Database Information section lists the name of the database, its version,

and expiration date for the currently used databases, and also contains the Database SYNC function. Standby databases are listed for databases not currently

used, but available on the data card. Database conflicts will be shown in the

16.1.3 Database Information

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Conflicts section.

NOTE: The data contained in the terrain and obstacle databases comes from government and private agencies. Garmin accurately processes and cross-validates the data, but cannot guarantee the accuracy and completeness of the data.

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• **Terrain** – The terrain database contains terrain mapping data. It is updated periodically and has no expiration date. Approximately one minute is required to verify the rotorcraft terrain database on start up.

The following databases are stored on Supplemental Data Cards provided by

• **Obstacles** – The obstacles database contains data for obstacles, such as towers, that pose a potential hazard to aircraft. Obstacles 200 feet and higher are included in the obstacle database. The rotorcraft database includes all reported obstacles regardless of height. It is very important to note that not all obstacles are necessarily charted and therefore may not be contained in the obstacle database. This database is updated on a 56-day cycle. Obstacles will still be shown after the database has expired.

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Several obstacle database options are available. Obstacle databases created for GTN software version 5.10 or later include all power lines or only HOT lines depending on the type of obstacle database installed. Hazardous Obstacle Transmission (HOT) Lines are those power lines that are co-located with other FAA-identified obstacles. The installed obstacle database type can be verified on the System Status page. Power line data is available for the contiguous United States as well as small parts of Canada and Mexico.

• **SafeTaxi** – The SafeTaxi database contains detailed airport diagrams for selected airports. These diagrams aid in following ground control instructions by accurately displaying the aircraft position on the map in relation to taxiways, ramps, runways, terminals, and services. This database is updated on a 56-day cycle. SafeTaxi will still be shown after it has expired.

- **FliteCharts** The FliteCharts database contains procedure charts for the United States only. This database is updated on a 28-day cycle. If not updated within 180 days of the expiration date, FliteCharts no longer functions.
- Basemap The Basemap database contains land and water data, such as roads, boundaries, rivers, and lakes.
- **Aviation** The Navigation database is updated on a 28 day cycle. Navigation database updates are provided by Garmin and may be downloaded from the Garmin web site "http://fly.garmin.com" or from Jeppesen at "http://www.jeppdirect.com/Garmin" onto a Garmin provided Supplemental Datacard. Contact Garmin at http://fly.garmin.com for navigation database updates and update kits.
- **Charts** The optional ChartView database is updated on a 14 day cycle. The ChartView database is provided directly from Jeppesen. Contact Jeppesen (www.jeppesen.com) for ChartView subscription and update information.



NOTE: Do not use SafeTaxi or Chartview functions as the basis for ground maneuvering. SafeTaxi and Chartview functions do not comply with the requirements of AC 20-159 and are not qualified to be used as an airport moving map display (AMMD). SafeTaxi and Chartview are to be used by the flight crew to orient themselves on the airport surface to improve pilot situational awareness during ground operations.

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	Foreword	Database Name	Function	Where Stored	Update Cycle	Provider	Notes
·	Getting Started Audio & Xpdr Ctrl Com/Nav	Aviation	Airport, NAVAID, Waypoint, and Airspace information	Internal memory	28 days	fly.garmin.com	Updates installed via SD card and copied into internal memory. For helicopter applications an Aviation database that includes additional heliports is available.
	Direct-To	SafeTaxi	Airport surface diagrams	Internal memory	56 days	fly.garmin.com	Updates installed via SD card and copied into internal memory
	Proc	Terrain	Topographic map, Terrain/TAWS	SD card	As required	fly.garmin.com	Systems using HTAWS require a 2.5 arcsecond database.
	Charts Wpt Info	Obstacle	Obstacle information for map, and TAWS	Internal memory	56 days	fly.garmin.com	Updates installed via SD card and copied into internal memory.
	Мар						Databases that include HOT lines and power lines are available for use
	Traffic Terrain						with GTN software version 5.10, or later. For helicopter applications, Obstacle databases that include additional
	Weather Nearest						low height obstacles and power lines are available.
	Services/ Music	Basemap	Boundary and road information	Internal Memory	As required	fly.garmin.com	Updates installed via SD card and copied into internal memory
	Utilities	FliteCharts	FAA-published terminal procedures	SD card	28 days	fly.garmin.com	Disables 180 days after expiration date.
	System Messages	ChartView	Jeppesen terminal procedures	SD card	14 days	Contact Jeppesen	Optional feature that requires Garmin dealer enablement. Disables 70 days after expiration date.

Table 16-1 Database List

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16.1.3.1 Database Info

The Database Info page shows the Current databases, databases on Standby on the SD card for future use, and database conflicts. Current databases show all databases that are currently being used. Standby databases are loaded onto the card, but are not being used. Database conflicts are shown and can be resolved in the Conflicts tab.

Database SYNC allows the GTN to synchronize databases from a single unit. The pilot only needs to update a single database card and the new databases are automatically SYNC'd through the units connected in the cockpit and configured for Database Syncing.

Database SYNC is supported by these database types:

Database Sync Operation

Navigation

Obstacle

16.1.3.2

SafeTaxi

Airport Directory

Chartview (when support is added by Jeppesen)

FliteCharts

Basemap

When Database SYNC is enabled in the LRUs and a database card is inserted that is created for Database SYNC, the GTN will coordinate with the other LRUs in the cockpit to determine which unit has the newest databases. Once the determination has occurred, the connected LRUs will begin to transfer the databases. This process may take several minutes. The status of the database transfers to a unit can be viewed on the System Status page under the "Standby" tab. The GTN will display the source of the received databases (in this example: "Database SYNC - GTN #2"). If a database transfer is pending, completed, or not authorized, the status will also be indicated.

When the transfer is complete, if there are new and current databases to be used, and if the aircraft is stopped and has yet to takeoff, the pilot will be prompted with the option to restart the unit that has the new databases transferred to it. During the restart process, the unit will prompt you to update (transfer from the card to the unit's memory) to the newer databases so they can be used.

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NOTE: This feature is available in SW Versions 5.10, and later.

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NOTE: When a database card is inserted into a GTN that does not support certain types of databases (charts in a GTN 6XX or an airport directory in any GTN), the GTN is still capable of SYNCing the database to other LRUs that do support that database.

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NOTE: Restarting the GTN must only be performed when the aircraft is on the ground as navigation and communication from the restarted unit will be lost for a period of time.

1. With the GTN turned off, insert the database card.

- Turn the GTN on. The Database SYNC will occur automatically in the background. During the Database SYNC process, normal operation of the GTN is not affected.
- On the System Status page, touch the **Standby** tab to view the transfer process.

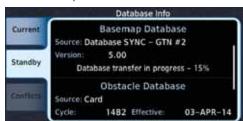


Figure 16-5 Database Transfer In Process



Figure 16-6 Database Pending

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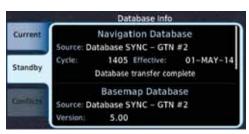


Figure 16-7 Database Transfer Complete

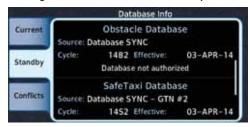


Figure 16-8 Database Transfer Not Authorized

- 4. Once all of the database transfers have completed, if the GTN determines that at least one of the newly transferred databases is effective and the aircraft is on the ground and stopped prior to a flight, a pop-up and confirmation will be presented to restart the GTN. No pop-up will appear if the aircraft is moving or has been in the air since the GTN was turned on.
- 5. Touch **Yes** to continue updating the database.



Figure 16-9 System Restart - Step 1

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System Restart

Active navigation data will be lost. Confirm restart.

Touch **OK** to complete the restart process. Following the

restart, the pilot will be prompted to update to the effective databases (just like when a new database card is inserted).



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Figure 16-10 System Restart - Step 2

WARNING: The unit will reset and all GPS navigation and moving map functions may be lost while the unit regains GPS position. Communication functions will be lost for a few seconds while the unit resets. Additionally, if the user selects to update databases at that point, the ability to interact with the GMA 35 audio panel, or change com frequencies will be lost until all databases are updated.

7. When the unit restarts, the pilot will be prompted to update the GTN to the newly transferred databases.

16.1.3.3 Database Sync Setup

When the GTN installer option is turned on to allow Database SYNC, the pilot controls are available to turn Database SYNC on or off (Database SYNC is turned on by default).

To change the Database SYNC preference:

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 While viewing the System Status page, touch the Menu key and then touch the Database SYNC key to enable or disable the Database SYNC feature. Once the feature is enabled, Database SYNC will occur automatically when a card is inserted into the GTN.



Figure 16-11 Database Sync from System Status Menu

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ОК

Touch **OK** at the prompt to confirm the enabling of Database SYNC.



Figure 16-12 Prompt to Continue Database Transfer

16.1.3.4 Standby Databases

The GTN supports a standby copy of each database, allowing the pilot to preload the next cycle without losing the active cycle. The GTN will automatically treat any received database (via SD card or Database SYNC) as the standby database until it is activated by the pilot. The standby databases are listed on the System Status page.

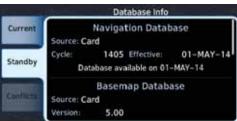


Figure 16-13 Database Standby Display

The GTN will use Database SYNC in the background to SYNC the standby database with other LRUs in the cockpit. As a result, when the standby database becomes effective, the pilot will be prompted on all LRUs to update to the new database.

If a the standby database is out of date or not yet effective, the pilot will not be prompted to update to that database until it becomes effective. This prevents the pilot from accidentally overwriting the effective, active database.

If the pilot does actually want to overwrite the active database with a not yet effective or out of date database, they can do so by pressing and holding the small right knob while applying power to the GTN.

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16.1.3.5 **Resolving Database Conflicts**

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If the GTN determines that there are multiple LRUs with the newest cycle of a database, but they have different regions or types of that database (i.e.; Fixedwing vs. Rotorcraft navigation database, different regions of the navigation database, or different obstacle database types) then a database conflict will occur. When a database conflict occurs, that database will not be SYNC'd until the pilot resolves the conflict. Initiate the resolve conflicts function on the unit that has the databases to send to the other units.

> 1. Touch the **Conflicts** tab, and then touch **Resolve Conflicts** on the LRU with the desired databases.



Figure 16-14 Database Conflicts

2. Touch **OK** at the prompt to continue conflict resolution.



Figure 16-15 Confirm Conflict Resolution



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Once touched, the desired database will be SYNC'd to the other LRUs and "Initiated" will be displayed on the Resolve Conflicts field.



Figure 16-16 Database Conflicts Resolved (Initiated)

16.2 GPS Status

16.2.1 GPS Status Page

The GPS Status Page provides a visual reference of GPS receiver functions, including current satellite coverage, GPS receiver status, position accuracy, and displays your present position (in latitude and longitude) and altitude. The GPS Status Page also displays the current UTC time at the top right of the page.

The Satellite Status Page is helpful in troubleshooting weak (or missing) signal levels due to poor satellite coverage or installation problems. You may wish to refer to this page occasionally to monitor GPS receiver performance and establish a normal pattern for system operation. Should problems occur at a later date, you may find it helpful to have an established baseline from which to compare.



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1. While viewing the System page, touch **GPS Status**.

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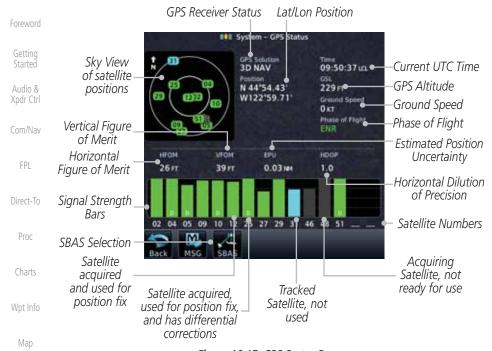


Figure 16-17 GPS Status Page

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Index 16-14 2. If desired, touch the **SBAS** key to select an SBAS provider. The SBAS list is based on the Aviation database.

Touch the key for the desired SBAS provider.



Figure 16-18 SBAS Provider List

4. Touch the **Back** key to return to the System Status page.

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As the GPS receiver locks onto satellites, a signal strength bar appears for each satellite in view, with the appropriate satellite number (01-32, SBAS satellites will have higher numbers) underneath each bar. The progress of satellite acquisition is shown in the following stages:

O O		
Graph Symbol	Description	
No signal strength bars	The receiver is looking for the satellites indicated.	
Grey signal strength bars	The receiver has found the satellite(s) and is collecting data.	
Yellow signal strength bars	The receiver has collected the necessary data but the satellite is not being used in the position solution as it has been excluded.	
Cross-hatch cyan signal strength bars	The receiver has found the satellite(s) but it has been excluded by the FDE program as a faulty satellite.	
Solid cyan signal strength bars	The receiver has collected the necessary data, but is not using the satellite in the position solution.	
Solid green signal strength bars	The receiver has collected the necessary data and the satellite is being used in the position solution.	
D	The "D" character inside the bars indicates differential corrections (e.g. WAAS) are being used for that satellite.	

Table 16-2 Signal Strength Bar Graph Description

The Time and other data may not be displayed until the unit has acquired enough satellites for a fix.

The sky view display at the left of the page shows the satellites currently in view as well as their respective positions. The outer circle of the sky view represents the horizon (with north at the top of the circle); the inner circle represents 45° above the horizon and the center point shows the position directly overhead.

Each satellite has a 30-second data transmission that must be collected (hollow signal strength bar) before the satellite may be used for navigation (solid signal strength bar). Once the GPS receiver has determined your position, the GTN unit indicates your position, altitude, track and ground speed. The GPS receiver status field also displays the following messages under the appropriate conditions:

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Foreword	GPS Signal Message	Description
Getting Started Audio & Xpdr Ctrl	Acquiring	The GPS receiver is acquiring satellites for navigation. In this mode, the receiver uses satellite orbital data (collected continuously from the satellites) and last known position to determine the satellites that should be in view.
Com/Nav	3D Nav	The GPS receiver is in 3D navigation mode and computes altitude using satellite data.
FPL Direct-To	3D Diff Nav	The GPS receiver is in 3D navigation mode and differential corrections are being used.
Proc	LOI	The "LOI" (Loss Of Integrity) annunciator (bottom left corner of the screen) indicates that satellite coverage is insufficient to pass built-in integrity monitoring
Charts		tests.

Table 16-3 GPS Signal Messages

Estimated Position Uncertainty (EPU). HFOM and VFOM represent the 95%

confidence levels in horizontal and vertical accuracy. The lowest numbers are

the best accuracy and the highest numbers are worse. EPU is the horizontal position error estimated by the Fault Detection and Exclusion (FDE) algorithm,

The GPS Status Page also indicates the accuracy of the position fix, using Horizontal Figure of Merit (HFOM), Vertical Figure of Merit (VFOM), and

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NOTE: Operating outside of an SBAS service area with SBAS enabled may cause elevated EPU values to be displayed on the satellite status page. Regardless of the EPU value displayed, the LOI annunciation is the controlling indication for determining the integrity of the GPS navigation solution.

NOTE: The FDE Prediction program is used to predict FDE availability.

This program must be used prior to all oceanic or remote area flights for all operators using the GTN as a primary means of navigation under FAR

parts 91, 121, 125, and 135. The FDE program is part of the GTN trainer, available for download from the GTN product information page on Garmin's

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If the GTN has not been operated for a period of six months or more, acquiring satellite data to establish almanac and satellite orbit information can take 5 to 10 minutes.

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The Time and other data may not be displayed until the unit has acquired enough satellites for a fix.

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Map



16.2.2 Satellite-Based Augmentation System (SBAS)

SBAS is a system that supports wide area, or regional, augmentation through the use of additional satellite broadcast messages. WAAS, EGNOS, and MSAS are known SBAS providers.

At the time of printing, SBAS providers support the following areas:

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MSAS provides SBAS service for Japan only.

states, and most of Central America.

web site, www.garmin.com.



Africa.

1. While viewing the System page, touch **GPS Status**.

• WAAS provides SBAS service for Alaska, Canada, the 48 contiguous

• EGNOS provides SBAS service for most of Europe and parts of North



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2. If desired, touch the **SBAS** key to select an SBAS provider. The SBAS list is based on the Aviation database.

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Touch the key for the desired SBAS provider.



Figure 16-19 SBAS Selection Page

The Circle of Uncertainty depicts an area where the ownship location is

guaranteed to be when the aircraft location cannot be accurately determined.

The area of the Circle of Uncertainty becomes larger as GPS horizontal accuracy degrades and smaller as it improves. The Circle of Uncertainty is shown only

when the aircraft is on the ground. The Circle of Uncertainty area is transparent

4. Touch the **Back** key to return to the System Status page.

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16.2.3 **Circle of Uncertainty**

so that features within it may still be seen.

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Area Within The Circle Of Uncertainty Ownship Symbol

Figure 16-20 Circle of Uncertainty

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External LRUs 16.3

The External LRU page displays the external equipment connected to the GTN and their connection status.

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While viewing the System page, touch the **External LRUs** key.

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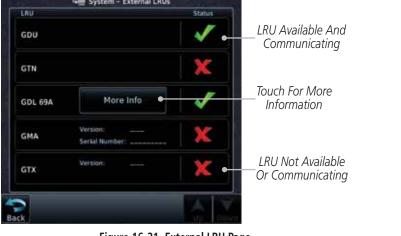


Figure 16-21 External LRU Page



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When more information is available about the listed units, touch the **More Info** key to view the information.

Terrain

Weather

16.3.1 GDL 69 (and GDL 69A) Status

The GDL 69 Status page displays the serial numbers for the Data Radio for the GDL 69/69A and the Audio Radio for the GDL 69A. Subscription status displays the level of service available for your particular subscription. The Weather

Products section lists the products available for your particular subscription.

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1. While viewing the External LRUs page, touch **More Info** for the GDL 69 LRU.

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Figure 16-22 GDL 69/69A Status Page

2. Touch the **Menu** key to display the GDL 69 Status Menu.



Figure 16-23 GDL Status Menu

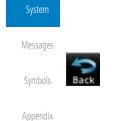
3. Touch the **Lock Activation** key if this is for the initial subscription or a change in the subscription. Touch the **OK** key to continue the operation.



Figure 16-24 Lock Activation

4. Touch the **Back** key to return to the System page.

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GDL 88 Status 16.3.2

The GDL 88 Status page displays information about the status of the GDL 88.

Status	Description	
On	Application is on/running. Required ownship input data is available and meets the performance criteria.	
Available to Run	Application is configured. Required input data is available and meets the performance criteria. This state represents that the ASA Application is manually or automatically selected off.	
Unavailable – Fault	Required Input data is not available due to a failure or the ASA Application process is failed.	
Unavailable to Run	Required Input data is available but does not meet the performance criteria or is not available due to Non-Computed Data (NCD) conditions.	

Table 16-4 Traffic Application Status

Internal or External GPS Source

SIGMET

Winds/Temp Aloft

TAF

Мар

GDL 88 SW Version

and Serial Number

Weather Product

Enable/Disable

FIS-B Weather

Traffic Status

Legend

Touch To

Minutes From

Last Ground

Time In

Uplink

FIS-B

Weather

Products

AIRMET

METAR Graphical NEXRAD CONUS

NEXRAD Regional

While viewing the External LRUs page, touch **More Info** for the GDL 88 LRU.

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Serial Number: 22W000021

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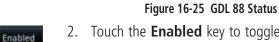
Weather

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Surface (SURF)

orne Alerts (CSA) On

2. Touch the **Enabled** key to toggle whether FIS-B Weather is enabled/disabled for use.

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16.3.3 GSR 56 Status

The GSR 56 Status page displays information about the status of the GSR 56.

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1. While viewing the External LRUs page, touch **More Info** for the GSR 56 LRU.

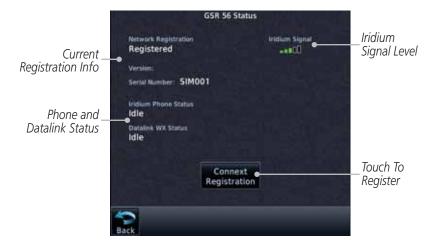


Figure 16-26 GSR 56 Status

Traffic Connext
Registration

2. Touch the **Connext Registration** key to display the Connext Registration display.



Figure 16-27 Connext Registration Page

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16.4 Setup

System Setup allows setting the time convention, Com channel spacing, crossfilling to a second GTN or GNS unit, and Nearest Airport search filtering.

> CDI CDI Scale ILS CDI Capture Date/Time Local Offset Time Format Nearest Airport Runway Surface Min Rwy Length Com/Nav Com Channel Spacing 25.0 kHz 8.33 kHz Reverse Frequency Lookup Crossfill

Figure 16-28 System Setup Functions

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Figure 16-29 System Setup Page

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2. After making the desired selections, touch the **Back** key to return to the Setup page.

16.4.1 Date/Time

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Services/ Music The Date/Time setting provides selection of time format (local or UTC; 12-or 24-hour). UTC (also called "GMT" or "Zulu") date and time are calculated directly from the GPS satellites' signals and cannot be changed.



Figure 16-30 System Date and Time Setup



- . While viewing the System Setup page, touch **Local Offset** to set the time offset for local time.
- 2. Use the keypad to select the desired local offset and then touch **Enter**.
- 3. While viewing the System Setup page, touch the **Time Format** key to select local 12 hour, local 24 hour, or UTC time.

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Figure 16-31 Select System Time Format

4. Touch the key for the desired time format.

16.4.2 **Com Channel Spacing**

Com transceiver channel spacing may be selected between 8.33 kHz and 25.0 kHz.



16.4.3

While viewing the System Setup page, touch **Channel Spacing** to toggle between 8.33 kHz and 25.0 kHz channel spacing.

Reverse Frequency Look-Up The identifier and frequency type will be shown for the selected Com and Nav frequencies for the nearest stations that are in the database when the unit is receiving a valid position input. Station Identifiers with a "+" sign will have more

stations associated with this frequency than just the type displayed. While viewing the System Setup page, touch the **Reverse**

Airport Identifier and Type Shown For Fregs In Database.

The "+" Sign Indicates More Stations **Associated** With This Frequency



Figure 16-32 Reverse Frequency Lookup Selected

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16.4.4 Nearest Airport Criteria

Nearest Airport Criteria defines the surface type and minimum runway length used when determining the 25 nearest airports to display on the Nearest Airport Page. A minimum runway length and/or surface type may be entered to prevent airports with small runways, or runways that do not have an appropriate surface, from being displayed. The default settings are "0 feet (or meters)" for runway length and "any" for runway surface type.

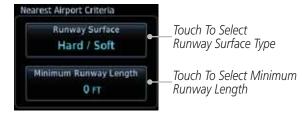


Figure 16-33 Select Nearest Airport Criteria

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While viewing the System Setup page, touch Runway Surface to display the options. Touch the desired surface type.

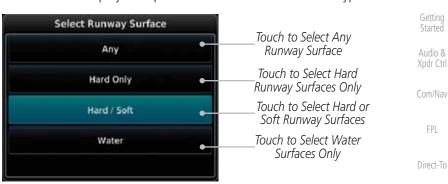


Figure 16-34 Nearest Airport Runway Surface Type

(

Touch Minimum Runway Length to display the keypad for selecting the minimum runway length. Select the desired minimum runway length with the numeric keypad. A selection of "0" will allow any length.

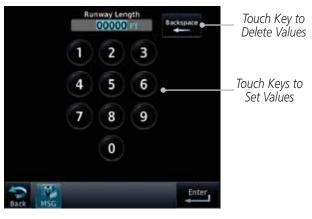


Figure 16-35 Nearest Airport Runway Length



3. After selecting the runway length, touch the **Enter** key to save the entered values or touch the **Back** key to return to the System Setup page without saving a value.



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16.4.5 Crossfill

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Dual units may be interfaced to crossfill information between the two units. This option will not be available unless dual units are configured.

Audio &

When Crossfill is turned on with one GTN, it is automatically turned on in the other GTN. Some items are always crossfilled regardless of the crossfill setting; others are dependent on the crossfill setting.

Com/Nav

The GTN can be can also be interfaced with the GNS 400W/500W units. The GTN can automatically send the Active Flight Plan and active Direct-To course to the GNS unit. The GTN User Waypoints can be manually sent to the GNS unit. The GNS unit can manually send its User Waypoints to the GTN unit.

Direct-To

Waypoint names longer than six characters, or duplicates, sent from the GTN unit to the GNS unit will replace some characters with a "+" sign, while leaving significant characters to aid in identification (such as, USR003 becomes US+003).

Proc



NOTE: Upon crossfill being activated, the GTNs may take up to 10 seconds to crossfill the flight plans. The pilot must verify the flight plan in each unit prior to use. The GTN and GNS units must have databases with the same cycle.

Wpt Info



NOTE: When GPS navigation is lost in either unit, crossfilling may not be available until GPS is restored in both units. Crossfilling will resume once the flightplan is changed on one of the units or crossfill is re-enabled.

Traffic

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NOTE: If two GTN 7XX units are crossfilled, then the same type (ChartView or FlightCharts) and version (cycle number and effective dates) for the chart database must be installed on both units in order for the correct chart to be overlaid on the main map page.

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16.4.5.1 GTN-to-GTN Crossfilling

This data is always crossfilled:

Services/ Music

- User waypoints
- Flight plan catalog

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- Alerts (traffic pop-up acknowledgement, missed approach waypoint popup acknowledgement, altitude leg pop-up acknowledgement)
- External sensors (transponder status and commands, synchro heading)

Messages • System setup:

- User-defined NAV frequencies to store favorites

Symbols - Date/Time convention

- Nearest airport criteria

- Units (Nav angle, Distance/Speed, etc.)

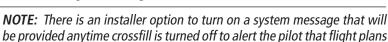
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- User-defined COM frequencies to store favorites
- CDI Scale setting
- ILS CDI Capture setting



This data is crossfilled only if crossfill is turned on by the pilot:

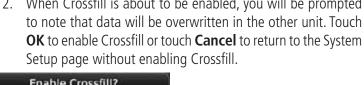
• Active navigation (flight plan)

are not being crossfilled.

or

1. While viewing the System Setup page, touch the **Crossfill** key to toggle between Enabled and Disabled Crossfill.

2. When Crossfill is about to be enabled, you will be prompted Setup page without enabling Crossfill.





Touch OK to Enable Crossfill With Dual Units



16.4.5.2 **GTN-GNS Crossfilling**

- GTN to GNS Active flight plans, active direct-to, User waypoints
- GNS to GTN User waypoints

1. While viewing the System Setup page, touch the **GNS Crossfill Settings** key to reach the GNS Crossfill settings.



Figure 16-37 GTN-GNS Crossfill Selection

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NOTE: When the active flight plan on the GTN contains legs or features that are not supported by the GNS, those legs will not be crossfilled and will not be present in the active flight plan on the GNS.

Audio &

Auto GNS Crowshill

Touch Auto GNS Crossfill to enable Crossfill and send the Active Flight Plans and the active Direct-To course to the GNS unit.

Com/Nav

nts

3. Touch the Transfer User Waypoints key to transfer the User Waypoints from the GTN unit to the connected GNS unit.



_Transfer Of User Waypoints In Progress

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Figure 16-38 GTN-GNS Crossfill

16.4.6 CDI Scale Selection

Traffic

The CDI source and ILS CDI Capture type may be selected manually or automatically. The selected CDI Scale will be reflected in the annunciation bar at the bottom of the display.

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CDI Scale Selection allows you to define the scale for the course deviation indicator (both on the GTN unit's on-screen CDI and the external CDI). The scale values represent full scale deflection for the CDI to either side. The default setting is "Auto". At this setting, the CDI scale is set to 2.0 NM during the "en route" phase of flight. Within 31 NM (terminal area) of your destination airport, the CDI scale linearly ramps down to 1.0 NM over a distance of 1 NM. Likewise, when leaving your departure airport the CDI scale is set to 1.0 NM and gradually ramps up to 2 NM beyond 30 NM (from the departure airport). During GPS approach operations the CDI scale gradually transitions down to an angular CDI scale. At 2.0 NM before the final approach fix (FAF), CDI scaling is tightened from 1.0 NM to the angular full scale deflection (typically the angular full-scale deflection is 2.0°, but will be as defined for the approach).

If a lower CDI scale setting is selected (i.e., 1.0 or 0.3 NM), the higher scale settings are not selected during ANY phase of flight. For example, if 1.0 NM is selected, the GTN unit uses this for en route and terminal phases and ramps down further during an approach. Note that the Horizontal Alarm (HAL) protection

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limits listed below follow the selected CDI scale, unless corresponding flight phases call for lower HAL. For example, if the 1.0 NM CDI setting is selected, full-scale deflection during approach will still follow the approach CDI scale settings.

CDI Scale	Horizontal Alarm Limit
Auto (oceanic)	2.0 NM
±2.0 NM or Auto (en route)	2.0 NM
±1.0 NM or Auto (terminal)	1.0 NM
±0.3 NM or Auto (approach)	0.3 NM

Table 16-5 CDI Scale and Horizontal Alarm Limits

An "auto" ILS CDI selection allows the GTN unit to automatically switch the external CDI from the GPS receiver to the VLOC receiver, when intercepting the final approach course. Or, select "manual" to manually switch the external CDI connection, as needed (using the **CDI** key). If the unit is installed with a KAP140/KFC225 autopilot, automatic switching will not take place.

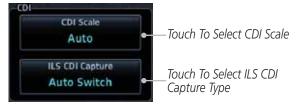


Figure 16-39 CDI Selection

1. While viewing the System Setup page, touch the **CDI Scale** key to allow automatic selection or to choose a CDI Scale manually.

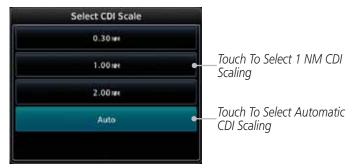


Figure 16-40 CDI Scale Selection

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Touch the ILS CDI Capture key to select automatic or manual.
 This feature enables the unit to automatically switch from GPS to VLOC on an ILS approach. See Procedures-ILS Approaches for more detail on ILS approaches.

16.5 Alerts Settings

The Alerts Setup page controls two functions: Arrival Alerts and Airspace Alerts. Arrival Alerts, when active, will generate a message when the aircraft is within the selected proximity of the destination. Airspace Alerts generate a message and filtering of the Nearest Airspace list. The altitude component of Airspace Alerts are dependent on both aircraft and airspace altitude and the values set for the Altitude Buffer.

Touch to Select Distance Values Arrival 15.0 m Class B / TMA Class C / TCA Class D Selected Airspace MOA (Military) Restricted Other Type (green bar) Altitude Buffer Airspace 200 FT Altitude Buffer

Figure 16-41 Alerts Setup Page

- 1. While viewing the System page, touch the **Alerts** key.
- 2. Touch the **Arrival** key to toggle activation. A green bar will appear when it is active.

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Selected Proximity Value



3. Touch the **Proximity** key to set the Proximity distance values. A numeric keypad will appear. Select the desired values and then touch **Enter**.

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Touch To Cancel



4. Touch the **Altitude Buffer** key to set the buffer altitude value. A numeric keypad will appear. Select the desired value and then touch **Enter**.



Figure 16-43 Airspace Alert Altitude Buffer Selection

5. Touch the Airspace type keys to toggle activation. A green bar will appear when it is active.

System

NOTE: The Airspace Alert setting does not alter the depiction of airspace, or change the Smart Airspace setting for the main map page.

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NOTE: Airspace alerts for Prohibited airspace cannot be disabled.

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16.6 **Units Settings**

The Units Setup page allows you to select the conventions for the various units that are displayed.

Units Type	Units Values	
Altitude/Vertical Speed	Feet(FT/FPM), Meters (M/MPS)	
Distance/Speed	Nautical Miles (NM/KT), Kilometers (KM/KPH), Statue Miles (SM/MPH)	
Fuel	Gallons (GAL), Imperial Gallons (IG), Kilograms (KG), Liters (LT), or Pounds (LB)	
Nav Angle	Magnetic (°), True (°T), User (°u)	
Magnetic Variation	Enter numeric value, E or W	
Position Format	LAT/LON, MGRS, UTM	
Pressure	Inches of Mercury (IN), Hectopascals (HPA), Millibars (MB)	
Temperature	Celsius (°C) or Fahrenheit (°F)	

Table 16-6 System Units Setup

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Setup Units 16.6.1

Use these settings to set the units for values displayed in the unit operation.

1. While viewing the System page, touch the **Units** key.



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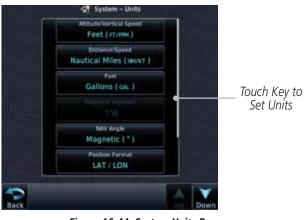


Figure 16-44 System Units Page

Touch the key for the desired units. A window with a list of unit values will appear. Touch the desired value on the list.

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Set Units







Figure 16-45 Setup Units Selection Windows

Back

3. After making the desired selections, touch the **Back** key to return to the Setup page.

16.6.2 Setting a User-Configured (Manual) Nav Angle

There are three variation (heading) options: Magnetic, True, and User. If "Magnetic" is selected, all track, course and heading information is corrected to the magnetic variation computed by the GPS receiver. The "True" setting references all information to true north. The "User" selection allows the pilot to enter values between 0° and 179° E or W.

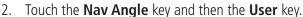


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NOTE: When changing the Nav angle, the DTK on the Flight Plan page for an approach does not change until that approach is reloaded.

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1. While viewing the System page, touch **Units** key.



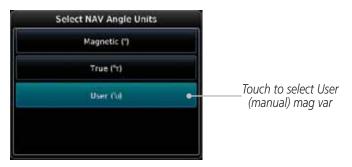


Figure 16-46 Nav Angle Selections

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3. After User is selected, touch the **Magnetic Variation** key to set the value.



Figure 16-47 Magnetic Variation is Available for Editing

4. Touch the keys on the numeric keypad to set the Magnetic Variation and then touch **Enter**.

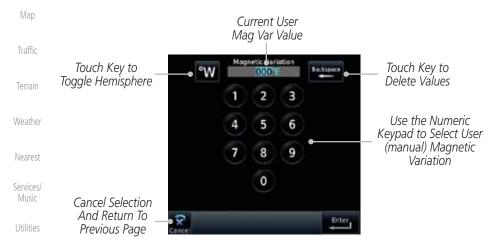


Figure 16-48 Numeric Keypad for Setting Manual Magnetic Variation

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5. The User Nav Angle value will be used for all angular values. Remember to change the value when traveling to an area requiring another value.



ion Format

Selected User (manual)

Magnetic Variation

Figure 16-49 User (Manual) Magnetic Variation

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16.6.3 **Position Format Selection**

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There are three Position Formats available: Lat/Lon, the Military Grid Reference System (MGRS), and the Universal Transverse Mercator (UTM) grid system. The format selected will be shown in all locations where position information is shown.

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NOTE: The Position Format Selection function is available in SW Versions 4.10, and later.



Figure 16-50 MGRS Position Format Shown On Waypoint Info Page

100 km Square Identifier Grid Easting Numeric Location Designator T MK 36048 65198 Northing Numeric Location Figure 16-51 MGRS Position Format Detail Latitude Band Easting Value Grid Zone



Figure 16-52 UTM Position Format Detail





















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- 1. While viewing the System page, touch **Units** key.
- 2. Touch the **Position Format** key.



Figure 16-53 Position Format Selection

3. Touch the desired Position format.

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User Fields 16.7

Getting

The User Fields selection allows you to configure the data field type shown at the top of the display in the center fields when they are not occupied by controls for an audio panel or transponder. The data shown in each field may be selected from a list after touching the desired field.

Audio & Xpdr Ctrl Com/Nav



NOTE: Data Field Types that use the term "Destination" refer to the final destination in the flight plan.

FPL



NOTE: ETE to Destination is not available when a procedure is loaded and there are waypoints in the Enroute section of the flight plan.

Direct-To

Proc



1. While viewing the System page, touch the **User Fields** key, then touch an available field in the top of the display.

Terrain Page Assigned Charts To Field Touch To Select Field Wpt Info

> Touch To Select Category (Data, Function, or Page). Data selected in this case.







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List of

Data Types

Available

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Figure 16-54 User Fields Selection

2. Touch the **Data**, **Function**, or **Page** tab to display a list of available selections. A list of information types will be displayed.

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Touch the **Up** or **Down** keys or touch the display and drag your finger to scroll through the list. Touch the desired item to select it or touch the **Back** key to cancel selection.

Field Type List. Touch To Select Data Field



Figure 16-55 Map Data Field Type Selections

The options available are shown in the following tables. Selections available vary depending on installed equipment.

Data Field Type		
ACTV WPT - Active Waypoint	MSA - Minimum Safe Altitude	
B/D APT - BRG/DIS from Dest APT 1	OAT (static) - Static Air Temperature	
BRG - Bearing to Current Waypoint	OAT (total) - Total Air Temperature	
DIS - Distance to Current Waypoint	RAD ALT - Radar Altimeter	
DIS to Dest - Distance to Destination ²	Time - Current Time	
DTK - Desired Track	Time to TOD - Time to Top of Descent	
ESA - Enroute Safe Altitude	TKE - Track Angle Error	
ETA - Estimated Time of Arrival	TRK - Track	
ETA at Dest - ETA at Destination	Trip Timer - Timer Display	
ETE - Estimated Time Enroute	VOR/LOC - Tuned VOR/LOC Info	
ETE to Dest - ETE to Destination	VSR - Vertical Speed Required	
Fuel Flow - Total Fuel Flow	Wind - Wind Speed and Direction	
GS - GPS Ground Speed	XTK - Cross Track Error	
GSL - GPS Altitude	OFF - Do Not Display Data Field	
Generic Timer - Timer Display		

Table 16-7 Data User Field Selections

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Fuel PLAN - Fuel Planning Page

SCHED MSG - Scheduled Messages

Trip PLAN - Trip Planning Page

VCALC - VCALC Page
User FREQ - User Frequencies

WPT INFO - Waypoint Information

Weather - Weather Page

CNXT WX - Connext WX Page

FIS-B WX - FIS-B Weather Page

Stormscope - Stormscope Page

WX Radar - Weather Radar Page

Sirius XM WX - Sirius XM WX Page

OFF - Do Not Display Page Field

Note 1: B/D APT is the straight line distance.

Note 2: Dist to DEST is the distance along the flight plan.

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Function Field Type

CDI - Course Deviation Indicator Passenger Address - PA Toggle
Flap Override - Flap Override¹ Playback - Play Last Recording
GPWS Inhibit - GPWS Inhibit¹ TAWS Inhibit - TAWS Inhibit
G/S Inhibit¹ Gen Timer - Generic Timer Control

HTAWS RP Mode - HTAWS RP Mode² WX RDR Controls - Weather Radar
Controls

OBS/Suspend/Unsuspend Button OFF - Do Not Display Data Field
On Scene - "On Scene" Mode Toggle

Table 16-8 Function User Field Selections

Map Page Field Type

Charts

Wpt Info

Note 1: With TAWS-A enabled.

Note 2: With HTAWS enabled.

Charts - Charts Page

Flight Plan - Flight Plan Page

Map - Map Page

Nearest - Nearest Page

NEAR APT - Nearest Airport Page

PROC - Procedures Page

Approach - Approach Page

Arrival - Arrival Page

Departure - Departure Page

Services - Services Page

Traffic - Traffic Page

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Checklist - Checklist Page

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Table 16-9 Page User Field Selections

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16.8 Audio

The Audio Settings allows the adjustment of the volume the click sound when controls are touched.

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1. While viewing the System page, touch **Audio** key.

62%

HTAWS Alert Voice

Male

Voice Call Out value.

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Direct-To
Touch To Select

Touch The Arrow

Keys To Adjust Click Volume

Voice Call Outs

(Optional)

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Touch To Select

Voice (TAWS Only)

2. Touch the Arrow keys to adjust the Key Click Volume.

Female

Figure 16-56 System Audio Selection

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3. Touch the **Male** or **Female** key to select the audio voice type.

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NOTE: VCOs are available down to 100 feet above terrain when HTAWS is installed and use GSL above terrain to generate callouts (no radar altimeter required). If a radar altimeter is interfaced to the GTN, alerts are available down to 50 feet and the height above terrain from the radar altimeter is used to generate the callouts.

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5. Touch the **MAX Voice Callout** key to select the value.

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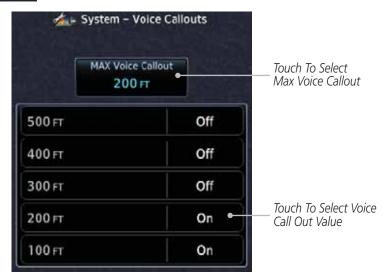


Figure 16-57 Select Voice Call Out Value

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Map

6. Touch **Back** when complete.



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16.9 Backlight Settings

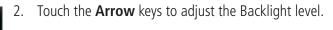
The backlighting of the display and bezel keys can be adjusted automatically or manually. The default setting (automatic backlighting adjustment) uses photocell technology to automatically adjust for ambient lighting conditions. Photocell calibration curves are pre-configured to optimize display appearance through a broad range of cockpit lighting conditions. A manual offset creates a deviation form the normal curve. Manual adjustments may be made from +100% to -10%. The negative adjustment is limited to prevent the backlight from being accidently decreasing the backlight to the point where the display of information could not be seen.

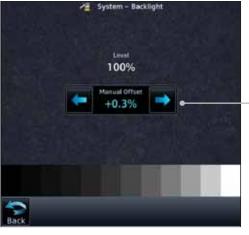
The backlight offset function is not available when a dimmer input is active. The GTN is capable of accepting lighting inputs from the built-in photocell, aircraft dimmer bus, or both. If the lighting is not satisfactory, contact the installer to adjust the curves.

Manual backlighting adjustment can be accomplished using the existing instrument panel dimmer bus or the following procedures.

1

1. While viewing the System page, touch the **Backlight** key.





Touch The Arrow Keys For Manual Offset

Figure 16-58 Backlight Level Selection

3. After making the desired selections, touch the **Back** key to return to the System page.

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Connext Setup - GSR 56 16.10

This page provides information about the GSR 56 and the Connext Registration page. See section 16.3.3 GSR 56 Status for more details.

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Getting



1. While viewing the System page, touch **Connext Setup** to access the GSR 56 LRU Status page.

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Touch **Connext Registration** to set up the Connext account. Follow the information provided in 16.3.3 GSR 56 Status.

> * Setup - Flight Stream 210 2.00

> > Manage

Paired Devices

16.11 **Connext Setup - Flight Stream 210**

10:c6:fc:03:40:00

Direct-To The GTN can interface with the Flight Stream 210 Bluetooth transceiver. Using the Flight Stream 210 and the GTN, flight plans can be sent and received Proc over Bluetooth. In addition, GPS position is provided from the GTN and attitude can be forwarded from a connected GDU. The GTN can also configure the Flight Charts Stream's Bluetooth.

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Touch To Set

Name

The Bluetooth

NOTE: Turning Flight Plan imports off will remove the ability of the GTN to receive flight plans from the Flight Stream 210. This could be used if there are repeated erroneous attempts by a portable device application

Figure 16-59 Connext Setup for Flight Stream 210

to send flight plans to the GTN.

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Touch To Enable Flight Plan Import

Touch To Manage

Paired Devices







16.11.1 Operation

Data output from the GTN and Flight Stream 210 occurs automatically and requires no pilot action (such as, flight plan, GPS position, and attitude). Additionally, ADS-B traffic and weather can be output from the Flight Stream when connected to a GDL 88 and XM WX and SiriusXM satellite radio information can output when connected a GDL 69.

From the Connext Setup page, the pilot can enable/disable flight plan importing, change the Flight Stream Bluetooth name, and manage paired devices.

The device status indicates if the portable device is connected and communicating with the Flight Stream. The "Auto-Reconnect" setting determines if the Flight Stream will automatically connect to up to four devices when in range. When this setting is disabled, the pilot must initiate the connection from the device. Removing a device from this page by pressing "Remove" will require the device to be paired again before transferring data.



NOTE: If the pairing is removed from either device (portable device or GTN) it must be removed on the other device before a new pairing to that same device is established again. Essentially, pairing must be removed on both devices before repairing.

Touch To Automatically
Connect To The Device
When In Range
The Device
The Device

Device Is
Connected And
Communicating

Auto
Jacob's Phone
Reconnect
Remove

Device Is
Connected Or
Communicating

Figure 16-60 Managing Paired Devices

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16.11.2 Pairing a Device

New devices can only be paired with the Flight Stream when it is in "Pairing Mode". The Flight Stream will be in pairing mode when the GTN is navigated to the Connext Setup page and/or the Manage Paired Devices page. The pairing must be initiated by the portable device. Pop-ups displayed on the portable device and GTN will be displayed to confirm the pairing.



Figure 16-61 Confirm Pairing With A New Device

Selecting "Manage Paired Devices" opens a page that lists all of devices paired to the Flight Stream 210.

16.12 Connext Setup – GMA 35c

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NOTE: This feature is available in software version 6.00 or later.

The GTN can interface with the GMA 35c Bluetooth audio panel. Using the GMA 35c and the GTN, audio or telephone calls from a portable device can be streamed over Bluetooth to the GMA. The GTN can also configure the Bluetooth functions of the GMA 35c.



Figure 16-62 Connext Setup for GMA 35c

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From the Connext Setup page, the pilot can enable/disable Bluetooth, change the GMA 35c Bluetooth name, and manage paired devices. On the Paired Devices page, the device status indicates if the portable device is connected and communicating with the GMA 35c. Only one portable device can be connected to the GMA 35c at a time. To connect a different device when one is already connected, the existing connection must be ended by removing the portable device pairing from the GMA 35c or by disconnecting or disabling Bluetooth on the portable device. Removing a device from this page by pressing "Remove" will require the device to be paired again before streaming audio.



NOTE: If the pairing is removed from either device (portable device or GMA) it must be removed on the other device before a new pairing to that same device is established again. Essentially, pairing must be removed on both devices before repairing.

New devices can only be paired with the GMA 35c when it is in "Pairing Mode". The GMA will be in pairing mode when on the Connext Setup page or the Manage Paired Devices page. The pairing must be initiated by the portable device. A pop-up will be displayed on the portable device to confirm the pairing.

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16.13 Voice Command

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Com/Nav



NOTE: This feature is available in software version 6.00, or later.

The Voice Command page allows controlling the voice command function and viewing the voice command status and recent commands. Voice Commands are only available when connected to a compatible Garmin audio panel and when enabled by the installer.





Figure 16-63 Voice Command Setup

Traffic



Valce Community

Weather

Nearest

Terrain



 While viewing the System page, touch the Voice Commands key.

- 2. Touch the **Voice Commands** key to toggle activation. A green bar will appear when Voice commands are active.
- 3. Touch the **Command History** key to open a list of recently spoken commands.

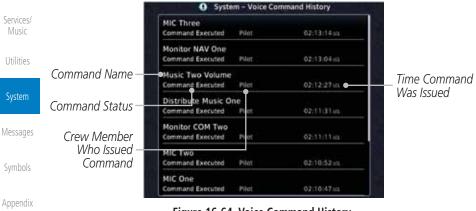


Figure 16-64 Voice Command History

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When a Message has been issued by the unit, the Message (MSG) key/annunciator in the lower left of the display will blink. Touch the MSG key to view the messages. After viewing the messages, touch the Back key to return to the previously viewed page. The Messages provide an aid to troubleshooting system operation.

System messages are not crossfilled between GTN units. Each GTN will display messages based on data received by that unit. This may result in duplication of messages between units, however the pilot should view messages on both GTN units when more than one is installed to ensure all messages are received.

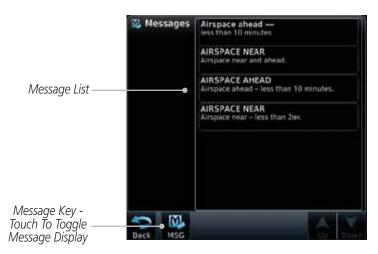


Figure 17-1 Message Display

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl	ABORT APPROACH - GPS approach no longer available.	This message is triggered outside the MAP if the GTN system can no longer	Initiate a climb to the MSA or other published safe altitude, abort the approach, and execute a non-GPS based approach.
	Com/Nav FPL Direct-To		provide approach level of service. Vertical guidance will be removed from the external CDI/HSI display.	·
	Proc Charts	AIRSPACE ALERT - Inside airspace.	The aircraft inside an airspace type for which alerts are configured.	No action is necessary; message is informational only.
	Wpt Info	AIRSPACE ALERT - Airspace within 2 nm and entry	The aircraft is within 2 nm and predicted to enter an airspace type,	No action is necessary; message is informational only.
(Map Traffic	in less than 10 minutes.	within 10 minutes, for which alerts are configured.	
	Terrain	AIRSPACE ALERT - Airspace entry	The aircraft is predicted to enter an airspace type, within 10 minutes,	No action is necessary; message is informational only.
	Weather Nearest	in less than 10 minutes.	for which alerts are configured.	
	Services/ Music	AIRSPACE ALERT - Within 2 nm of airspace.	The aircraft is within 2nm of an airspace type for which alerts are configured.	No action is necessary; message is informational only.
	System Messages	APR GUIDANCE AVAILABLE - Press "Enable APR Output" before selecting APR on	The GTN is configured for KAP140/KFC225 autopilot, and approach guidance is now available.	Press the "Enable APR Output" key on the GTN, this will cause the autopilot to go into ROL mode. Engage the autopilot into approach mode. See section 6.14
	Symbols	autopilot.		for additional information.

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Message	Description	Action	Foreword
APPROACH DOWNGRADE -	Approach has been downgraded from	Continue to fly the approach using published LNAV minimums.	Getting Started
Approach downgraded. Use LNAV minima.	LPV or LNAV/VNAV, to an LNAV approach. Vertical guidance		Audio & Xpdr Ctrl
LIV W IIIIIII	will be removed from the external CDI/HSI		Com/Nav FPL
ADDDOAGUNOT	display.	Al	FFL
APPROACH NOT ACTIVE -	GPS approach could not transition to active (e.g., the GTN is on	Abort the approach, and execute a non-GPS based approach.	Direct-To
Do not continue GPS approach.	an approach and did not have the required		Proc
	HPL/VPL to get into at least LNAV, so is still in		Charts
	TERM).		Wpt Info
AUDIO PANEL - Audio panel needs	The GMA 35 is reporting to the GTN	Contact dealer for service.	Мар
service.	that it needs service. The audio panel may		Traffic
	continue to function.		Terrain
AUDIO PANEL - Audio panel is	The GTN is configured for Garmin audio panel	Remove power from the GMA 35 audio panel by pulling the circuit	Weather
inoperative or connection to GTN	control (GMA 35) and the GTN cannot	breaker labeled "Audio." The pilot will be able to communicate with	Nearest
is lost.	communicate with the GMA 35. No control	the Com 2 radio. Contact dealer for service.	Services/ Music
	of the GMA 35 will be possible.		Utilities
CDI SOURCE - Select appropriate	Aircraft is on a GPS approach but CDI is set	Select the appropriate CDI source for approach.	System
CDI source for approach.	to VLOC, or aircraft is on VLOC approach and		Messages
approach.	CDI is set to GPS and aircraft is less than 2		Symbols
	nm from the FAF.		Appendix

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Foreword Message Description		Description	Action	
	Getting Started Audio & Xpdr Ctrl Com/Nav	CDI/HSI FLAG - Main lateral/ vertical flag on CDI/HSI is inoperative.	The Main Lateral Superflag or Main Vertical Superflag output has been turned off due to an over- current condition.	Verify course guidance is valid and correct by crosschecking with the GTN on-screen CDI and other navigational equipment. Contact dealer for service.
	FPL Direct-To Proc	COM RADIO - Com radio needs service.	The com radio is reporting that it needs service. The com radio may continue to function.	Cycle the power to the COM radio. Contact dealer for service.
A	Charts Wpt Info	COM RADIO - Com radio may be inoperative.	The com radio is not communicating properly with the system.	Press and hold the volume knob or the external com remote transfer (COM RMT XFR) switch, if installed — this will force the com radio to 121.5 MHz. Contact dealer for service.
•	Traffic Terrain Weather Nearest	COM RADIO - Com overtemp or undervoltage. Reducing transmitter power.	Com radio is in overtemp or undervoltage mode and transmitting power has been reduced to prevent damage to the com radio. Radio range will be reduced.	Decrease length of com transmissions, decrease cabin temperature and increase cabin airflow (especially near the GTN). Check aircraft voltage and reduce electrical load as necessary. Contact dealer for service if this message persists.
	Services/ Music Utilities System	COM RADIO - Com locked to 121.5 MHz. Hold remote com transfer key to exit.	Com radio is locked to 121.5 MHz.	The external com remote transfer (COM RMT XFR) switch has been held and the com radio is tuned to 121.5. To exit this mode, hold the com remote transfer (COM RMT XFR) switch for two seconds.

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Message	Description	Action	Foreword
CONFIGURATION - Terrain/TAWS configuration is invalid. GTN needs service.	TAWS is inoperative due to a configuration problem with the GTN. This message will be accompanied by a TER FAIL annunciation.	Contact dealer for service.	Getting Started Audio & Xpdr Ctrl Com/Nav
CONFIGURATION MODULE - GTN configuration module needs service.	The GTN cannot communicate with its configuration module. The GTN may still have a valid configuration.	Contact dealer for service.	FPL Direct-To Proc
COOLING - GTN overtemp. Reducing backlight brightness.	Backlight brightness has been reduced due to high display temperatures. The backlight level will remain high enough to be visible in daylight conditions.	Decrease cabin temperature and increase cabin airflow (especially near the GTN). Contact dealer for service if this message persists.	Charts Wpt Info Map Traffic
COOLING FAN - The cooling fan has failed.	The GTN cooling fan is powered, but it is not turning at the desired RPM.	Decrease cabin temperature and increase cabin airflow (especially near the GTN) to prevent damage to the unit. Contact dealer for service.	Terrain Weather Nearest
CROSSFILL ERROR - Crossfill is inoperative. See CRG for crossfilled items.	Crossfill is not working due to loss of communication with other GTN or due to one GTN needing service.	See section 16.4.1.4 for a list of crossfilled items that will no longer be crossfilled. Contact dealer for service.	Services/ Music Utilities System

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Foreword	Message	Description	Action
Getting Started Audio & Xpdr Ctr	GTN software	Crossfill is configured "on" but is not working due to software mismatch.	See section 16.4.1.4 for a list of crossfilled items that will no longer be crossfilled. Contact dealer to have software versions updated.
Com/Nav	items.		
FPL	CROSSFILL ERROR - GTN	The navigation databases do not	Check the specified database version of both GTNs and ensure it
Direct-To	Navigation DB mismatch. See	match between GTNs resulting in a loss	is up-to-date. Update the specified database if needed.
Proc	CRG for crossfilled items.	of communication between two units.	adiabase ii necaca.
Charts	CROSSFILL	Crossfill is turned off.	No action.
Wpt Info	STATUS - Crossfill is turned off.		
Map Traffic	DATABASE - Chart function unavailable.	The GTN is configured for ChartView or FliteCharts and chart verification has failed.	Contact dealer for service.
Terrain	DATABASE -	The GTN is configured	Verify chart database expiration
Weather Nearest	Valid until [DATE].	for ChartView or FliteCharts and the chart database has or is about to expire.	date on the System – System Status page. Update chart database if necessary for operations.
Services Music	DATABASE - A procedure has	A new database update caused a procedure to	Verify stored cataloged flight plans and procedures. Modify stored
Utilities	a cataloged flight	be truncated because the flight plan now has	flight plans and procedures as necessary to include the current
System	plan.	too many waypoints or removed a procedure because it no longer	procedures by re-loading those procedures to the stored flight plan routes.
Message		exists in the database.	

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Message	Description	Action	Foreword	
DATABASE - Verify user- modified procedures in stored flight plans	A stored flight plan contains procedures that have been manually updated, and a navigation database	Verify that the user-modified procedures in stored flight plans are correct.	Getting Started Audio & Xpdr Ctrl	
are correct.	update has occurred.		Com/Nav	
DATABASE - Verify airways in	A stored flight plan contains an airway that	Verify that the airways in stored flight plans are correct. Modify	FPL	
stored flight plans are correct.	is no longer consistent with the current navigation database.	stored flight plans as necessary to include the current airways by re- loading those airways to the stored	Direct-To	
	navigation database.	flight plan routes.	Proc	
DATABASE - Terrain or Obstacle	The terrain or obstacle database is missing or	Re-load these databases on the external data card.	Charts	
database not available.	corrupt.		Wpt Info	
DATABASE -	The aircraft is outside	Terrain and TAWS functions will	Map (
Terrain display unavailable for	the terrain database coverage area.	be unavailable. If terrain coverage is desired in the area, load	Traffic	
current location.	J	appropriate coverage area on the external data card.	Terrain	
DATACARD ERROR -	External data card has an error and the unit	ChartView, FlightCharts, and Terrain databases will not be	Weather	
SD card is invalid or failed.	is not able to read the databases.	accessible by the unit. Contact dealer for service.	Nearest	
DATACARD	External data card was	Reinsert data card.	Services/ Music	
REMOVED - Reinsert SD card.	removed.		Utilities	
DATALINK - ADS-B fault: UAT	The GDL 88 has detected a UAT receiver	Contact dealer for service.	System	
receiver.	fault.		Messages	
DATALINK - ADS-B fault: 1090	The GDL 88 has detected a 1090 receiver fault.	Contact dealer for service.	Symbols	
receiver.	וכנפועפו ומעונ.		Appendix	

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl Com/Nav	DATALINK - GDL 69 is inoperative or connection to GTN is lost.	The GTN is configured for a Garmin datalink (GDL 69 or 69A) and the GTN cannot communicate with the datalink. Data from the datalink will not be available.	Contact dealer for service.
	Direct-To Proc Charts	DATALINK - GDL 88 ADS-B failure. Unable to transmit ADS-B messages.	GDL 88 is not able to transmit an ADS-B message due to a failure with the GDL 88 system or antenna(s).	Contact dealer for service.
	Wpt Info Map	DATALINK - GDL 88 ADS-B fault.	The GDL 88 has detected a fault with one of the GDL 88 UAT/1090 antennas.	Contact dealer for service.
•	Traffic Terrain Weather	DATALINK - GDL88 ADS-B fault. Pressure altitude input is invalid.	The GDL 88 has lost communication with the pressure altitude source.	Contact dealer for service.
	Nearest Services/ Music	DATALINK - GDL88 ADS-B is not transmitting position. Check GPS devices.	The GDL 88 has detected a position input fault.	Contact dealer for service.
	Utilities System Messages	DATALINK - GDL88 ADS-B traffic has failed.	GDL 88 may have lost GPS position. The GDL 88 has detected an internal failure.	Contact dealer for service.

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Description	Action	Foreword
The GDL 88 has detected a configuration module fault.	Contact dealer for service.	Getting Started Audio & Xpdr Ctrl
The GDL 88 has lost communication with the transponder.	Contact dealer for service.	Com/Nav FPL Direct-To
The GDL 88 is reporting to the GTN that the CSA application has failed. Traffic alerting on ADS-B traffic is unavailable.	Ensure the aircraft has a clear view of the sky. If the problem persists. Contact dealer for service.	Proc Charts Wpt Info
The GDL 88 is reporting that the external traffic system has a low battery.	Contact dealer for service.	Map Traffic Terrain
The aircraft is airborne and the GDL 88 is reporting that the external traffic system has been in standby for	Set the TAS/TCAS/TCAD traffic device to "operate" on the traffic page if traffic alerts are desired.	Weather Nearest Services/
The GDL 88 has detected a TAS/TCAS input fault.	Contact dealer for service.	Music Utilities System Messages
	The GDL 88 has detected a configuration module fault. The GDL 88 has lost communication with the transponder. The GDL 88 is reporting to the GTN that the CSA application has failed. Traffic alerting on ADS-B traffic is unavailable. The GDL 88 is reporting that the external traffic system has a low battery. The aircraft is airborne and the GDL 88 is reporting that the external traffic system has been in standby for more than 60 seconds. The GDL 88 has detected a TAS/TCAS	The GDL 88 has lost communication with the transponder. The GDL 88 is reporting to the GTN that the CSA application has failed. Traffic alerting on ADS-B traffic is unavailable. The GDL 88 is reporting that the external traffic system has a low battery. The aircraft is airborne and the GDL 88 is reporting that the external traffic system has been in standby for more than 60 seconds. The GDL 88 has detected a TAS/TCAS

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl	DATALINK - GDL 88 is inoperative or connection to GTN is lost.	The GTN is configured for a Garmin datalink (GDL 88) and the GTN cannot communicate with the datalink. Data from the datalink will not be available.	Contact dealer for service.
	FPL Direct-To	DATALINK - GDL88 needs service.	GDL 88 has detected an internal fault.	Contact dealer for service.
	Proc	DATALINK - GSR56 is	The GTN is configured for a Garmin GSR 56	Close the GSR 56 circuit breaker and ensure the GSR 56 is receiving
	Charts Wpt Info	inoperative or connection to GTN is lost.	and the GTN cannot communicate with the GSR 56. GSR Weather,	power. Contact dealer for service.
(Мар		Position Reporting, and Phone Services will be unavailable.	
	Traffic Terrain	DATALINK - GSR56 data services	The GSR 56 is not registered. GSR Weather, Position	Contact dealer for service.
	Weather	inoperative; registration required.	Reporting, and Phone Services will be unavailable.	
	Nearest Services/ Music	DATA LOST - Pilot stored data was lost. Recheck	User settings such as map detail level, nav range ring on/off, traffic	Recheck settings.
	Utilities	settings.	overlay on/off, and alert settings have been lost.	
	System	DATA SOURCE -	The GTN is configured	If the GTN is being used to forward
	Messages	Pressure altitude source inoperative	to receive pressure altitude but is not	pressure altitude to a transponder, the transponder will not be
	Symbols	or connection to GTN lost.	receiving it from any source.	receiving pressure altitude from the GTN while that message is present. Contact dealer for service.
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Message	Description	Action	Foreword
DATA SOURCE - Heading source inoperative or connection to GTN lost.	The GTN is configured to receive heading information but is not receiving it from any source.	Heading up map displays will not be available. Contact dealer for service.	Getting Started Audio & Xpdr Ctrl
DATA SOURCE - Radar Altimeter source inoperative or connection to GTN lost.	The GTN is configured to receive radio altitude information but is not receiving it from any source.	50 foot aural annunciation is unavailable for HTAWS installations. Contact dealer for service.	Com/Nav FPL Direct-To
DEMO MODE - Demo mode is active. Do not use for navigation.	The GTN is in Demo Mode and must not be used for actual navigation.	Do not use for navigation. Power cycle the GTN to exit demo mode. Also ensure that the Direct-To key is not stuck.	Proc Charts
FLIGHT PLAN IMPORT - Flight plan import failed. Catalog is full.	The flight plan catalog is full and the requested flight plan could not be imported.	Edit the flight plan catalog to remove unneeded flight plans.	Wpt Info Map Traffic
FLIGHT PLAN IMPORT - Flight plan import failed.	The requested flight plan could not be imported because the GTN was unable to decode the contents of the flight plan.	Check for proper operation of the needed components. If the problem persists. Contact dealer for service.	Terrain Weather Nearest
FLIGHT PLAN IMPORT - New imported flight plan(s) available for preview.	The GTN has received a new flight plan that is available for preview by the pilot.	No action is necessary; message is informational only.	Services/ Music Utilities System

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl	FPL WAYPOINT LOCKED - Stored flight plan waypoint is not in current navigation database.	A stored flight plan waypoint is no longer in the current navigation database.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
	FPL Direct-To Proc	FPL WPT MOVED - Stored flight plan waypoint has changed location.	A stored flight plan waypoint has moved by more than 0.33 arc minutes from where previously positioned.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
	Charts Wpt Info	GLIDESLOPE - Glideslope receiver needs service.	The glideslope board is indicating that it needs service. The glideslope board may continue to function.	Verify glideslope deviation indications with another source and crosscheck final approach fix crossing altitude. If another glideslope source is not available
(Map Traffic		rancas	for verification, fly a GPS based approach. Contact dealer for service.
	Terrain Weather	GLIDESLOPE - Glideslope receiver has failed.	The glideslope board is not communicating property with the system.	Fly an approach that does not use the glideslope receiver (VOR, LOC, GPS). Contact dealer for service.
	Nearest	GNS CROSSFILL - GTN user	A user waypoint from the GNS replaced	Ensure that the waypoints on the GNS have unique names before
	Services/ Music Utilities	waypoint(s) replaced with GNS user waypoints.	one or more existing waypoints on the GTN.	transferring to the GTN to avoid overwriting existing waypoints.
	System Messages Symbols	GNS CROSSFILL - Catalog full; not all GNS waypoint(s) transferred.	A user waypoint from the GNS could not be created because the user waypoint catalog is full.	Remove some of the waypoints from the catalog to make room for the waypoints from the GNS.

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Message	Description	Action	Foreword
GNS CROSSFILL -	Waypoint transfer	The data transfer should be	
Waypoint transfer	failed/incomplete.	reattempted.	Getting Started
failed.			Audio &
GPS	GPS position has been	Wait for GPS satellite geometry	Xpdr Ctrl
NAVIGATION	lost due to lack of	to improve. Ensure the aircraft	Com/Nav
LOST - Insufficient	satellites.	has a clear view of the sky. Use a different GPS receiver or a non-	
satellites. Use other		GPS based source of navigation.	FPL
navigation source.		Contact dealer for service.	C:
GPS	GPS position has been	Use a different GPS receiver	Direct-To
NAVIGATION	lost due to erroneous	or a non-GPS based source of	Proc
LOST -	position.	navigation. Contact dealer for	
Erroneous		service.	Charts
position. Use other			Wpt Info
navigation source.			ννριππο
GPS RECEIVER -	Internal communication	Use a different GPS receiver	Мар
GPS receiver has	to the SBAS board is	or a non-GPS based source of	₹
failed. Check GPS coax for electrical	inoperative.	navigation. Contact dealer for service.	Traffic
short.		Scrvice.	Terrain
GPS RECEIVER -	The GPS module	Contact dealer for service.	
Low internal clock	indicates that its clock	Contact dealer for service.	Weather
battery.	battery is low. Almanac		Manust
•	data may have been		Nearest
	lost. The unit will		Services/ Music
	function normally, but may take a longer		iviusic
	than normal period to		Utilities
	acquire a GPS position.		System
GPS RECEIVER -	The GPS module	Use a different GPS receiver	System
GPS receiver needs	is reporting that it	or a non-GPS based source of	Messages
service.	needs service. The GPS	navigation. Contact dealer for	
	module may continue to function.	service.	Symbols
	to fullction.		Appendix

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl Com/Nav	GPS SEARCHING SKY - Ensure GPS antenna has an unobstructed view of the sky.	The GPS module is acquiring position and may take longer than normal. This message normally occurs after initial installation or if the unit has not been powered for several weeks.	No action is necessary; message is informational only.
	Direct-To Proc Charts	GTN - GTN needs service.	The GTN has lost calibration data that was set by Garmin during manufacturing.	Contact dealer for service.
	Wpt Info	HOLD EXPIRED - Holding EFC time has expired.	The selected Expect Further Clearance (EFC) time for a user-defined hold has passed.	No action is necessary; message is information only.
•	Traffic	HTAWS - Invalid Terrain Database.	The terrain database is of insufficient resolution for use with HTAWS.	Load HTAWS specific terrain database on the external SD card.
	Terrain Weather Nearest	INTERFACE ADAPTER - GAD 42 configuration needs service.	GAD 42 indicates a configuration error.	Verify all input/output data from/ to the GAD 42 Interface Adapter. Contact dealer for service.
	Services/ Music Utilities	INTERFACE ADAPTER - GAD 42 needs service.	GAD 42 indicates it needs service. The GAD 42 may continue to function.	Verify all input/output data from/ to the GAD 42 Interface Adapter. Contact dealer for service.
	Symbols Symbols	INTERNAL SD CARD ERROR - GTN needs service.	Internal SD card has an error. This card is not accessible by the user.	Contact dealer for service.

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Message	Description	Action	Foreword
INTERNAL SD CARD REMOVED - GTN needs service.	Internal SD card was removed or failed. This card is not accessible by the user.	Contact dealer for service.	Getting Started Audio & Xpdr Ctrl
KEY STUCK - HOME key is stuck.	The HOME key has been in pressed position for at least 30 seconds. This key will now be ignored.	Verify the HOME key is not pressed. Press the Home key again to cycle its operation. Contact dealer for service if this message persists.	Com/Nav
KEY STUCK - Direct-To key is stuck.	The Direct-To key has been in pressed position for at least 30 seconds. This key will now be ignored.	Verify the Direct-To key is not pressed. Contact dealer for service if this message persists.	Direct-To Proc Charts
KNOB STUCK - Volume knob is stuck in the pressed position.	The Volume knob has been in pressed position for at least 30 seconds. This knob press will now be ignored.	Verify the volume knob is not pressed. Contact dealer for service if this message persists.	Wpt Info Map Traffic
KNOB STUCK - Dual concentric inner knob is stuck in the pressed position.	The dual concentric inner knob has been in pressed position for at least 30 seconds. This knob press will now be ignored.	Verify the dual concentric knob is not pressed. Contact dealer for service if this message persists.	Terrain Weather Nearest Services/
LOCKED FLIGHT PLAN Cannot activate a flight plan containing a locked waypoint.	The user is trying to activate a flight plan that contains a locked waypoint.	Unlock the flight plan by modifying stored flight plans as necessary to include waypoints, procedures, and airways that are in the current navigation database.	Music Utilities System Messages

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl	LOSS OF INTEGRITY (LOI)- Verify GPS position with other navigation equipment.	Antenna may be shaded from satellites. The GPS module has reported a loss of integrity.	Make sure the aircraft is clear of hangars, buildings, trees, etc. Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service if this message persists.
	FPL Direct-To Proc Charts	MAGNETIC NORTH APPROACH - Verify NAV angles are referenced to magnetic north (magnetic variation).	The NAV angle is not set to Magnetic and a magnetic approach is loaded.	Change NAV angle setting to Magnetic.
(Wpt Info Map Traffic Terrain Weather	MAGNETIC VARIATION - Aircraft in area with large mag var. Verify all course angles.	MagVar is flagged as unreliable in the MagVar database. This normally occurs when operating at high latitudes that do not support a Nav Angle of Magnetic.	Verify that the geographical region supports navigation based on magnetic variation.
	Nearest Services/ Music Utilities	MARK ON TARGET - Waypoint creation has failed. MOT requires GPS position.	Mark on target waypoint creation has failed because of missing GPS position.	Wait for GPS satellite geometry to improve. Ensure the aircraft has a clear view of the sky. Reattempt waypoint creation. Contact dealer for service.
	System Messages Symbols	NAV ANGLE - NAV Angles are referenced to True North (T).	Nav angle is set to True.	No action is necessary; message is informational only.

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Message	Description	Action	Foreword
NAV ANGLE - NAV Angles are referenced to a User set value (U).	Nav angle is set to User.	No action is necessary; message is informational only.	Getting Started Audio & Xpdr Ctrl
NON-WGS84 WAYPOINT - See CRG. Location may be different than where surveyed for [WPT].	The active waypoint is not referenced to the WGS84 datum. See Note 1 at the end of the table.	No action is necessary; message is informational only.	Com/Nav FPL Direct-To
OBS - OBS is not available due to dead reckoning or no active waypoint.	OBS requires an active waypoint and is not supported in dead reckoning mode.	No action is necessary; message is informational only.	Proc Charts Wpt Info
PARALLEL TRACK - Parallel track not supported past IAF.	Parallel track is not supported on approaches.	No action is necessary; message is informational only.	Map Traffic
Parallel track not supported for turns greater than 120 degrees.	Parallel track is not supported for turns greater than 120 degrees due to the acute angle.	No action is necessary; message is informational only.	Terrain Weather Nearest
PARALLEL TRACK - Parallel track not supported for leg type.	Parallel track is not supported on current leg type.	No action is necessary; message is informational only.	Services/ Music Utilities

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	Foreword	Message	Description	Action
	Getting Started Audio & Xpdr Ctrl Com/Nav	REMOTE KEY STUCK - Remote OBS key is stuck.	The remote OBS (OBS MODE SEL) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the OBS MODE SEL key/ switch is not stuck. Contact dealer for service if this message persists.
	Direct-To Proc Charts Wpt Info	REMOTE KEY STUCK - Remote CDI key is stuck.	The remote CDI (CDI SRC SEL) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the CDI SRC SEL key/switch is not stuck. Contact dealer for service if this message persists.
•	Map Traffic Terrain Weather	REMOTE KEY STUCK - Com push-to-talk key is stuck.	The Push To Talk key/ switch has been in pressed position for at least 30 seconds. This input will now be ignored and the com radio will no longer transmit.	Verify the Push To Talk key/switch is not stuck. Contact dealer for service if this message persists.
	Nearest Services/ Music Utilities System Messages	REMOTE KEY STUCK - Com remote transfer key is stuck.	The remote com transfer (COM RMT XFR) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM RMT XFR key/ switch is not stuck. Contact dealer for service if this message persists.

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Message	Description	Action	Foreword
REMOTE KEY STUCK - Com remote frequency increment key is stuck.	The remote com frequency increment (COM CHAN UP) key/ switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM CHAN UP key/ switch is not stuck. Contact dealer for service if this message persists.	Getting Started Audio & Xpdr Ctrl Com/Nav FPL Direct-To
REMOTE KEY STUCK - Com remote frequency decrement key is stuck.	The remote com frequency decrement (COM CHAN DN) key/ switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM CHAN DN key/ switch is not stuck. Contact dealer for service if this message persists.	Proc Charts Wpt Info Map Traffic
REMOTE KEY STUCK - Nav remote transfer key is stuck.	The remote nav transfer (NAV RMT XFR) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the NAV RMT XFR key/ switch is not stuck. Contact dealer for service if this message persists.	Terrain Weather Nearest Services/ Music Utilities

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Foreword	Message	Description	Action
Getting Started Audio & Xpdr Ctrl Com/Nav	REMOTE KEY STUCK - Remote go around key is stuck.	The remote go around (RMT GO ARND) key/ switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the RMT GO ARND key/ switch is not stuck. Contact dealer for service if this message persists.
Direct-To Proc Charts Wpt Info	REMOTE KEY STUCK - TAWS inhibit key is stuck.	The TAWS INHIBIT discrete input has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the TAWS INHIBIT key/switch is not stuck. Contact dealer for service if this message persists.
Traffic Terrain Weather Nearest	REMOTE KEY STUCK - Alert Acknowledge key is stuck.	The remote TAWS alert acknowledge (ALRT ACK) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the ALRT ACK key/switch is not stuck. Contact dealer for service if this message persists.
Services/ Music Utilities System Messages Symbols	REMOTE KEY STUCK - RP Mode key is stuck.	The remote RP MODE key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the RP MODE key/switch is not stuck. Contact dealer for service if this message persists.

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Message	Description	Action	Foreword
REMOTE KEY STUCK - Pilot/Co-Pilot voice command push-	The remote push-to- command key/switch has been in pressed position for at least 30 seconds. This input will	Verify the push-to-command key/ switch is not stuck. Contact dealer for service if this message persists.	Getting Started Audio & Xpdr Ctrl
to-command key is stuck.	now be ignored. This input is not available in all installations.		Com/Nav FPL
SELECT FREQUENCY - Select appropriate NAV frequency for	Correct NAV frequency is not set in the active NAV frequency for the approach procedure.	Insert the correct frequency into the active navigation frequency window.	Direct-To Proc
approach.	I . I	control to the	Charts
SET COURSE - Set course on CDI/ HSI to [current	The selected course on the CDI/HSI does not match the current	Set the CDI/HSI selected course to the current desired track.	Wpt Info
DTK].	desired track.		Мар
STEEP TURN - Aircraft may	Flight plan contains an acute course change	No action is necessary; message is informational only. If desired, slow	Traffic
overshoot course during turn.	ahead which will require a bank in excess of normal to follow the	the aircraft to shallow the turn.	Terrain
	guidance. If coupled		Weather
	to the autopilot, the autopilot may not be		Nearest
	able to execute the steep turn needed		Services/ Music
	to follow the course guidance.		Utilities
STORMSCOPE -	The GTN is configured	Close the Stormscope circuit	System
StormScope is	for a WX-500 StormScope but is not	breaker and ensure Stormscope is receiving power. Contact dealer for	Messages
inoperative or connection to GTN is lost.	receiving data from it.	service.	Symbols

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Foreword	Message	Description	Action
Getting Started Audio & Xpdr Ctrl	STORMSCOPE - Invalid heading received from StormScope.	The WX-500 StormScope reports that it has an invalid heading source.	GTN StormScope data is correct and may be used. Contact dealer for service.
Com/Nav FPL Direct-To Proc Charts	TAWS AUDIO INHIBITED - TAWS audio inhibit input is stuck.	The TAWS Audio Inhibit discrete input has been active for at least 30 seconds. This input is active in all installations. TAWS audio may be heard at the same time as other audio alerts.	Contact dealer for service.
Wpt Info	TIMER - Timer has expired.	A user-configured timer has expired.	No action is necessary; message is informational only.
Map Traffic Terrain	TRAFFIC - Traffic device is inoperative or connection to GTN is lost.	The GTN is configured for a traffic device but is not receiving data from it. Traffic will not be displayed on the GTN.	Contact dealer for service.
Weather Nearest Services/ Music	TRAFFIC - Traffic device has been in standby for more than 60 seconds.	The GTN is airborne and the traffic device has been in standby for more than 60 seconds.	Set the traffic device to "operate" on the traffic page if traffic alerts are desired.
Utilities System	TRAFFIC - Traffic device battery low. Traffic device user config	The TCAD system has indicated that its battery is low.	Contact dealer for service.

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settings not saved.







Message	Description	Action	Foreword
TRANSPONDER - Transponder 1 and 2 Mode S addresses do not match.	The GTN is configured for two transponders and their Mode S addresses do not match. This message is intended to assist installers and will not occur in a properly configured system.	Contact dealer for service.	Getting Started Audio & Xpdr Ctrl Com/Nav FPL
TRANSPONDER 1 OR 2 Transponder 1 or 2 needs service.	The transponder is reporting to the GTN that it needs service. The transponder may continue to function.	Verify squawk code and altitude with ATC. Contact dealer for service.	Direct-To Proc Charts
TRANSPONDER 1 OR 2 Transponder 1 or 2 is inoperative or connection to GTN is lost.	The GTN is configured for transponder 1 or 2 but is not able to communicate with the transponder.	Verify squawk code and altitude with ATC. Contact dealer for service.	Wpt Info Map Traffic
TRANSPONDER 1 OR 2 ADS-B is not transmitting position.	The transponder has insufficient data to support ADS-B.	Ensure the aircraft has a clear view of the sky. Contact dealer for service.	Terrain Weather Nearest
TRUE NORTH APPROACH - Verify NAV Angles are referenced to True North (T).	A procedure is loaded that is referenced to true north and the active leg has a published true north reference.	Verify the Nav Angle is set to True North.	Services/ Music Utilities System
	TOTOTOTICGE		Messages

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Foreword	Message	Description	Action
Getting Started Audio & Xpdr Ctrl	USER WAYPOINT IMPORT - User waypoints were imported successfully.	All user waypoints were imported successfully.	No action is necessary; message is informational only.
Com/Nav FPL Direct-To	USER WAYPOINT IMPORT - User waypoint import failed.	User Waypoint import failed due to improper file format.	Ensure the media has the correct file format. If the problem persists. Contact dealer for service.
Proc Charts Wpt Info	USER WAYPOINT IMPORT - User waypoint import failed. User waypoint database is full.	User Waypoint catalog is full and the requested user waypoints could not be imported.	Edit the User Waypoint catalog to remove unneeded user waypoints.
Map Traffic Terrain Weather	USER WAYPOINT IMPORT - User waypoints imported successfully - existing waypoints reused.	User waypoints imported and existing waypoints are used instead of creating duplicate waypoints.	No action is necessary; message is informational only.
Nearest Services/ Music Utilities System	VCALC - Approaching top of descent.	User has configured a vertical descent calculation, and the aircraft is within 60 seconds of the calculated top of descent.	No action is necessary; message is informational only.
Messages Symbols Appendix	VCALC - Arriving at VCALC target altitude.	User has configured a vertical descent calculation, and the aircraft is approaching the target altitude.	No action is necessary; message is informational only.

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Message	Description	Action	Foreword
VLOC RECEIVER - Navigation receiver needs service.	The nav radio is reporting that it needs service. The nav radio may continue to function.	Use GPS based navigation. Contact dealer for service.	Getting Started Audio & Xpdr Ctrl
VLOC RECEIVER - Navigation receiver has failed.	The nav radio is not communicating property with the system.	Use GPS based navigation. Contact dealer for service.	Com/Nav
WAYPOINT - Arriving at [wpt name].	User has configured the arrival alarm and is within the specified distance.	No action is necessary; message is informational only.	Direct-To Proc Charts
WX ALERT - Possible severe weather ahead.	The weather radar system is indicating the presence of severe weather ahead.	Check weather radar. See Section12.4.8.2 for more information.	Wpt Info Map
WX RADAR FAIL - Weather radar is inoperative.	The GTN is configured for a weather radar but is not receiving data from it. Weather Radar will not be displayed on	Contact dealer for service.	Traffic Terrain
WX RADAR	the GTN. Weather radar is	Contact dealer for service.	Weather Nearest
SERVICE - Weather radar needs service.	reporting a system fault.		Services/ Music
Return unit for repair.	Tahle 17-1 Mes		Utilities System

Table 17-1 Messages

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datum, but allows for navigation to waypoints that are not referenced to the WGS84 datum so long as the pilot is notified. Certain waypoints in the navigation database are not referenced to the WGS84 datum, or their reference datum is unknown. If this is the case, this message is displayed. Garmin cannot determine exactly how close the non-WGS84 referenced waypoint will be to the WGS84 datum that the GTN uses. Typically, the distance is within two nautical miles. The majority of non-WGS84 waypoints are located outside of the United States.

There are several reference datums that waypoints can be surveyed against.

TSO-C146 normally requires that all waypoints be referenced to the WGS84

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Symbol

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Foreword

The following tables describe the symbols that are found on the Map display.

Non-towered, Non-serviced Airport

Towered, Non-serviced Airport

Non-towered, Serviced Airport

Towered, Serviced Airport

Private Airport

Heliport

VOR

VOR/DME

VORTAC TACAN

ILS/DME or DME-only

Table 18-1 Map Page Symbols

Intersection

Soft Surface, Serviced Airport

Soft Surface, Non-serviced Airport

LOM (compass locator at outer marker)

NDB (Non-directional Radio Beacon)

Unknown Airport

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18.2 SafeTaxi™ Symbols

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Symbol	Description	
H	Helipad	
×	Airport Beacon	
7	Under Construction Zones	
	Unpaved Parking Areas	

Table 18-2 SafeTaxi Symbols

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18.3 **Traffic Symbols**

TIS Symbol	Description	Getting Started
♦	Non-Threat Traffic	Audio & Xpdr Ctrl
	Traffic Advisory (TA)	Com/Nav
	Traffic Advisory Off Scale	FPL

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Table 18-3 TIS Symbols

TAS Symbol	Description	Proc
	Non-Threat Traffic	
♦	(intruder is beyond 5 NM and greater than 1200 ft vertical separation)	Charts
♦	Proximity Advisory (PA)	Wpt Info
	(intruder is within 5 NM and less than 1200 ft vertical separation)	Map
	Traffic Advisory (TA)	<u>'</u>
	(closing rate, distance, and vertical separation meet TA criteria)	Traffic
	Traffic Advisory Off Scale	Terrain

Table 18-4 TAS Symbols

Symbol		Description	Nearest
Imminent Traffic (Traffic within ±500 feet AND 1.0 NM; OR no altitude AND within 1.0 NM)	Non-Imminent Traffic		Services/ Music Utilities
X	\boxtimes	Traffic Closing Vertically	System
\Rightarrow	\Leftrightarrow	Traffic Diverging Vertically	Messages
		Traffic not Closing or Diverging Vertically	Symbols

Table 18-5 9900B TCAD Symbols

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Foreword	Symbol	Description
Getting Started		Traffic Advisory
Audio & Xpdr Ctrl	•	Proximity Advisory (color may be configured as cyan)
Com/Nav	\Diamond	Other Traffic (color may be configured as cyan)
FPL		Out-of-Range Traffic Advisory
Direct-To		Table 18-6 9900BX (TCAS) Symbols
	6 1 1	B 1.0

Symbol	Description
\Diamond	Basic Non-Directional Traffic
A	Basic Directional Traffic
ightharpoons	Basic Off-scale Selected Traffic
•	Proximate Non-Directional Traffic
A	Proximate Directional Traffic
$\overline{}$	Proximate Off-scale Selected Traffic
	Non-Directional Alerted Traffic
	Off-Scale Non-Directional Alerted Traffic
	Directional Alerted Traffic
	Off-Scale Directional Alerted Traffic
	Non-Directional Surface Vehicle
	Directional Surface Vehicle

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Table 18-7 ADS-B Traffic Symbols

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NOTE: Color of basic and proximate traffic is dependent on configuration (cyan or white) and airborne/on-ground status of target (target is brown when on the ground, see the surface vehicles).

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Terrain Obstacle Symbols

Unlighted Obstacle	Lighted Obstacle	Unlighted Obstacle	Lighted Obstacle
(Height is less than	(Height is less	(Height is greater	(Height is greater than
1000 ft AGL)	than 1000 ft AGL)	than 1000 ft AGL)	1000 ft AGL)
$\wedge \wedge \wedge$	* * *	$\frac{1}{2}$	* * *

Table 18-8 Obstacle Altitude/Color Correlation

Tower	Windmill	Windmill in Group	Power Line
\mathbf{k}	\uparrow	*\	

Table 18-9 Obstacle Icon Types

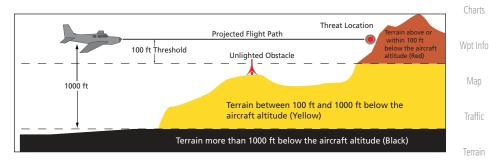


Figure 18-1 Terrain Altitude/Color Correlation

HTAWS Obstacle Symbols 18.5

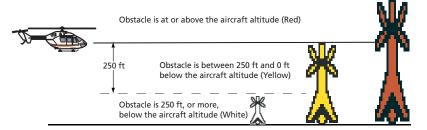


Figure 18-2 HTAWS Obstacle Altitude Correlation

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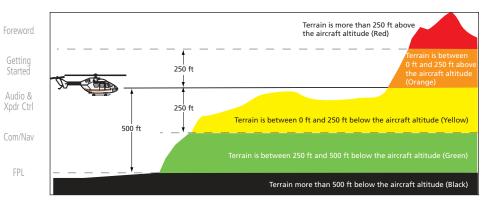


Figure 18-3 HTAWS Altitude/Color Correlation

Basemap Symbols 18.6

Charts	Symbol	Description
Wpt Info	1	Interstate Highway
Мар		State Highway
Traffic		US Highway
Terrain		National Highway - 2-digit drawn inside
Weather	•	Small City or Town
Nearest	•	Medium City
Services/ Music	•	Large City
Utilities		T 40 40 P

Table 18-10 Basemap Symbols

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Map Tool Bar Symbols

Symbol	Description
<u> </u>	Terrain Proximity Enabled and Available Indicator
×	Terrain Proximity Enabled and Not Available Indicator
类	Point Obstacle Enabled and Available Indicator (Software version 5.12 and later)
X	Point Obstacle Enabled and Not Available Indicator (Software version 5.12 and later)
Ξ	Wire Obstacles Enabled and Available Indicator (Software version 5.12 and later)
\mathbb{X}	Wire Obstacles Enabled and Not Available Indicator (Software version 5.12 and later)
4	StormScope
A	Ownship is receiving TIS-B and ADS-R services (Software version 5.11 or earlier)
×	Possible incomplete traffic picture — ownship is not receiving one (or both) of the TIS-B or ADS-R services (Software version 5.11 or earlier)
◆ ↑	Traffic Enabled and Available Indicator
X	Traffic Enabled and Not Available Indicator

Table 18-11 Map Tool Bar Symbols

Miscellaneous Symbols 18.8

18.8	wiscellaneous Symbols	Services/ Music
Symbol	Description	IVIUSIC
1	Low-Wing Prop (Default Ownship)	Utilities
İ	High-Wing Prop	System
+	Kit Plane	Messages
*	Turboprop	Symbols
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Foreword	iymbol	Description
Getting	+	Twin-Engine Prop
Started Audio &	+	Single-Engine Jet
Xpdr Ctrl Com/Nav	女	Business Jet
FPL	1	2-Blade Rotorcraft
Direct-To	×	3-Blade Rotorcraft
Proc	\times	4-Blade Rotorcraft
Charts Wpt Info	©	Non-directional ownship is shown if there is no heading or ground track. This typically only occurs during start-up. In helicopters without a heading source, the non-directional
Map	•	ownship symbol will also appear below 15 kts. Parallel Track Waypoint
Traffic		Restricted/Prohibited/Warning/Alert
Terrain	0	TFR (Temporary Flight Restrictions)
Weather	THILLIAN THE STREET	MOA
Nearest		Class B Airspace
Services/ Music	al last man	Class C Airspace Class D Airspace
Utilities		User Waypoint

Table 18-12 Miscellaneous Symbols

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NOTE: Ownship icons are configured by the installer and can be colored magenta for enhanced visibility (Software version 5.12 or later).

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18.9 Stormscope Symbols

Symbol	Time Since Strike (Seconds)	Getting
M	6	Started
W		Audio & Xpdr Ctrl
8	60	Com/Nav
4	120	FPL
Ф	180	Direct-To
	Table 10 12 Stermscone Symbols	Proc

Table 18-13 Stormscope Symbols

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19.1	Glossary		Getting Started	
ACT, ACTV	G10000 y	active, activate	Starteu	
ACT		Altitude Compensated Tilt	Audio &	
ADC		Air Data Computer	Xpdr Ctrl	
ADF		Automatic Direction Finder	Com/Nav	
ADI		Attitude Direction Indicator		
AFM		Airplane Flight Manual	FPL	
AFMS		Airplane Flight Manual Supplement		
AGL		Above Ground Level	Direct-To	
AIM		Airman's Information Manual		
AIRMET		Airman's Meteorological Information	Proc	
ALT		altitude	1100	
AP		autopilot	Charts	
APR		approach	Citario	
APT		airport, aerodrome	Wpt Info	
ARINC		Aeronautical Radio Incorporated	vvpt iiiio	
ARSPC		airspace	Map	
ARTCC		Air Route Traffic Control Center	Ινιαρ	(
AS		airspeed	Traffic	
ASOS		Automated Surface Observing System	Hallic	
ATC		Air Traffic Control	Terrain	
ATCRBS		ATC Radar Beacon System	TCTTGTT	
ATIS		Automatic Terminal Information Service	Weather	
AUX		auxiliary	vvedillei	
AWOS		Automated Weather Observing System	Magrast	
			Nearest	
			Services/	
BARO		barometric setting	Music	
BC		backcourse	n tatitat	
Bearing		The compass direction from the present position to a	Utilities	
22.5		destination waypoint	Custom	
BRG		bearing	System	
			Messages	
С		center runway	Messages	
°C		center runway degrees Celsius	Symbols	
CDI		Course Deviation Indicator	- ,	
CHNL		channel	Appendix	
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CLD cloud Foreword CLR clear CNXT Connext Getting Started **CONFIG** configuration Course The line between two points to be followed by the Audio & Xpdr Ctrl Crosstrack Error The distance the aircraft is off a desired course in either direction, left or right CRS course FPL **CRSR** cursor CTA Control Area CTAF Common Traffic Advisory Frequency Direct-To control **CTRL** The total of all legs in a flight plan Proc CUM Charts DALT density altitude database DB, DBASE Wpt Info DCLTR, DECLTR declutter deg degree Мар DEP departure Desired Track (DTK) The desired course between the active "from" and Traffic "to" waypoints **DEST** destination Terrain **DFLT** default DIS distance Weather The "great circle" distance from the present position Distance to a destination waypoint Nearest Distance Measuring Equipment **DME** Departure Procedure DP Services/ departure Music **DPRT** disabled **DSBL** Utilities DTK **Desired Track** System **Excessive Descent Rate EDR** Messages Provides SBAS service for most of Europe and parts of **EGNOS** North Africa Symbols **ELEV** elevation Electromagnetic Interference EMI Appendix **ENR** en route

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En Route Safe Altitude	The recommended minimum altitude within ten r left or right of the desired course on an active f		Foreword	
ERR	plan or direct-to error		Getting Started	
ESA ETA ETE	En route Safe Altitude Estimated Time of Arrival Estimated Time En Route		Audio & Xpdr Ctrl	
EIE	Estillated fille Eli Noute		Com/Nav	
°F FAA	degrees Fahrenheit Federal Aviation Administration		FPL	
FCC FCST	Federal Communication Commission forecast		Direct-To	
FD FIR	flight director Flight Information Region		Proc	
FIS-B FISDL	Flight Information Services-Broadcast Flight Information Service Data Link		Charts	
FLTA FPL	Forward Looking Terrain Avoidance flight plan		Wpt Info	
FREQ	frequency		Мар	\triangle
FRZ FSS ft	freezing Flight Service Station foot/feet		Traffic	•
			Terrain	
GCS GDC	Ground Clutter Suppression Garmin Air Data Computer		Weather	
GDL GEO	Garmin Satellite Data Link geographic		Nearest	
GLS GMA	Global Navigation Satellite Landing System Garmin Audio Panel System		Services/ Music	
GMT GMU	Greenwich Mean Time Garmin Magnetometer Unit		Utilities	
GPS GPSS	Global Positioning System GPS Roll Steering		System	
Ground Speed	The velocity that the aircraft is travelling relative ground position	to a	Messages	
Ground Track GRS	see Track Garmin Reference System		Symbols	
GS G/S, GS	Ground Speed glideslope		Appendix	
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	Foreword	GTX	Garmin Transponder	
	Getting Started Audio & Xpdr Ctrl Com/Nav FPL Direct-To Proc Charts	HDG Heading HFOM Hg hPa HPL HSDB HSI HTAWS Hz	heading The direction an aircraft is pointed, based upon indications from a magnetic compass or a properly set directional gyro Horizontal Figure of Merit mercury hectopascal Horizontal Protection Level High-Speed Data Bus Horizontal Situation Indicator Helicopter Terrain Awareness and Warning System Hertz	
•	Wpt Info Map Traffic Terrain Weather Nearest Services/ Music	IAF ICAO IFR IGRF ILI ILS IMC IOI INFO in HG INT INTEG	Initial Approach Fix International Civil Aviation Organization Instrument Flight Rules International Geomagnetic Reference Field Imminent Line Impact Instrument Landing System Instrument Meteorological Conditions Imminent Obstacle Impact information inches of mercury intersection(s) integrity (RAIM unavailable) Imminent Terrain Impact	•
	Utilities System Messages Symbols Appendix	L LAT LCD LCL LED Leg LIFR LNAV LOC	left, left runway latitude Liquid Crystal Display local Light Emitting Diode The portion of a flight plan between two waypoints Low Instrument Flight Rules Lateral Navigation localizer Garnin GTN 725/750 Bilot's Guido	
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LOI LON	loss of integrity (GPS) longitude	Foreword
LPV LRU	Localizer Performance with Vertical guidance Line Replacement Unit	Getting Started
LT LTNG	left lightning	Audio & Xpdr Ctrl
		Com/Nav
MAG	Magnetic	
MAG VAR	Magnetic Variation	FPL
MapMX MAX	A proprietary data format used to forward navigation information between Garmin units maximum	Direct-To
MAXSPD	maximum speed (overspeed)	Proc
MDA	barometric minimum descent altitude	1100
METAR	Aviation Routine Weather Report	Charts
MGRS	MIlitary Grid Reference System	
MIN	minimum	Wpt Info
Minimum Safe Altitude	Uses Grid MORAs to determine a safe altitude within ten miles of the aircraft present position	Мар
MKR	marker beacon	(
MOA	Military Operations Area	Traffic
MOT	Mark On Target	
MOV	movement	Terrain
mpm	meters per minute	
MSA	Minimum Safe Altitude	Weather
MSAS	Provides SBAS service for Japan only	
MSG	message	Nearest
MSL	Mean Sea Level	
MT mV	meter	Services/ Music
MVFR	millivolt(s) Marginal Visual Elight Pulos	····asic
IVIVEN	Marginal Visual Flight Rules	Utilities
NAV	navigation	System
NAVAID	NAVigation AID	Messages
NCR	Negative Climb Rate	
NDB NEXRAD	Non-Directional Beacon Next Generation Radar	Symbols
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	Getting Started				
	Audio &	PA	Proximity Advisory		
	Xpdr Ctrl	PC	personal computer		
	Com/Nav	PDA	Premature Descent Alert		
	COIII/IVav	P. POS PTK	Present Position parallel track		
	FPL	TIK	paramer track		
	Direct-To	QTY	quantity		
	Proc				
	CI.	R	right, right runway		
	Charts	RAIM RAM	Receiver Autonomous Integrity Monitor random access memory	oring	
	Wpt Info	REF	reference		
		REQ	required		
Φ	Мар	REV	reverse, revision, revise		Φ
\P		RLC	Reduce Required Line Clearance		(
	Traffic	RMI RNG	Radio Magnetic Indicator range		
	Terrain	RNWY	runway		
	retruiti	ROC	Reduced Required Obstacle Clearance		
	Weather	RT	right		
		RTC	Reduced Required Terrain Clearance		
	Nearest				
	Services/	SAR	Search and Rescue		
	Music	SBAS	Satellite-Based Augmentation System		
	Utilities	SCIT	Storm Cell Identification and Tracking		
		SD SFC	Secure Digital surface		
	System	SIAP	Standard Instrument Approach Proced	ures	
	Messages	SID	Standard Instrument Departure		
	iviessages	SIGMET	Significant Meteorological Information	1	
	Symbols	SLP/SKD	slip/skid		
		SMBL SPD	symbol speed		
	Appendix	SRVC, SVC	service		
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STAR	Standard Terminal Arrival Route	
STATS	statistics	Foreword
STBY	standby	Getting
STD	standard	Started
SUA	Special Use Airspace	Audio &
SUSP	suspend	Xpdr Ctrl
SW	software	
SYS	system	Com/Nav
T	true	FPL
TA	Traffic Advisory	
TACAN	Tactical Air Navigation System	Direct-To
TAF	Terminal Aerodrome Forecast	
TAS	True Airspeed	Proc
TAS	Traffic Advisory System	
TAT	Total Air Temperature	Charts
TAWS	Terrain Awareness and Warning System	
TCA	Terminal Control Area	Wpt Info
TCAS	Traffic Collision Avoidance System	
TEMP	temperature	Мар
TERM	terminal	•
TFR	Temporary Flight Restriction	Traffic
T HDG	True Heading	
TIS	Traffic Information System	Terrain
TMA	Terminal Maneuvering Area	
Торо	topographic	Weather
Track	Direction of aircraft movement relative to a ground	
	position; also 'Ground Track'	Nearest
TRK	track	
TRSA	Terminal Radar Service Area	Services/
		Music
LINIAN/AII	9.11	Utilities
UNAVAIL	unavailable	
USR	user	System
UTC	Coordinated Universal Time	,
UTM/UPS	Universal Transverse Mercator/ Universal Polar	Messages
	Stereographic Grid	
		Symbols
V, Vspeed	velocity (airspeed)	
VAR	variation	Appendix
V/ 111	variation	
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VHF Very High Frequency
VOR/Localizer Receiver

Getting Started VMC VOR/Localizer Receiver VMC Visual Meteorological Conditions

Audio & VNAV, VNV vertical navigation VAP VOR VHF Omni-direction

VOR VHF Omni-directional Range
VORTAC very high frequency omnidirectional range station and

Nav tactical air navigation

VS Vertical speed

FPL VSI Vertical Speed Indicator

Direct-To

WAAS Wide Area Augmentation System WGS-84 World Geodetic System - 1984

WPT waypoint(s) WX weather

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XPDR transponder XTK cross-track

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19.2 SD Card Use and Databases

The GTN 7XX System uses Secure Digital (SD) cards to load and store various types of data. For basic flight operations, SD cards are required for database storage as well as database updates.

Database Name	Function	Where Stored	Update Cycle	Provider	Notes
Navigation	Airport, NAVAID, Waypoint, and Airspace information	Internal GTN memory	28 days (on Thursdays)	fly.garmin.com	Updates installed via SD card and copied into internal memory
SafeTaxi	Airport surface diagrams	Internal GTN memory	56 days (on Thursdays)	fly.garmin.com	Updates installed via SD card and copied into internal memory
Terrain	Topographic map, Terrain/TAWS	SD card	As required	fly.garmin.com	
Obstacle	Obstacle information for map, and TAWS	Internal GTN memory	56 days (on Thursdays)	fly.garmin.com	Updates installed via SD card and copied into internal memory
Basemap	Boundary and road information	Internal GTN memory	As required	fly.garmin.com	Updates installed via SD card and copied into internal memory
FliteCharts	FAA-published terminal procedures	SD card	28 days (on Thursdays)	fly.garmin.com	Disables 180 days after expiration date.
ChartView	Jeppesen terminal procedures	SD card	14 days (on Fridays)	Contact Jeppesen	Optional feature that requires Garmin dealer enablement. Disables 70 days after expiration date.

Table 19-1 Database List

More information about databases and updates can be found at:

https://fly.garmin.com/fly-garmin/support.

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19.2.1 Jeppesen Databases

The navigation database is updated on a 28-day cycle. Navigation database updates are provided by Garmin and may be downloaded from the Garmin web site "fly.garmin.com" onto a Garmin provided Supplemental Data card. Contact Garmin at fly garmin.com for navigation database updates and update kits. The Navigation database is stored internally and the data card is only used to transfer the database into the unit.

The optional ChartView database is updated on a 14 day cycle. The ChartView database is provided directly from Jeppesen. Contact Jeppesen (www.jeppesen. com) for ChartView subscription and update information. An enablement card that is purchased from Garmin is separate from the Jeppesen database and is required to enable ChartView.

> NOTE: Garmin requests that the flight crew report any observed discrepancies related to database information. These discrepancies could come in the form of an incorrect procedure, incorrectly identified terrain, obstacles and fixes, or any other displayed item used for navigation or communication in the air or on the ground. Go to "FlyGarmin.com" and at the bottom of the page select "Aviation Data Error Report."

Updating the Jeppesen navigation database

- 1. With the GTN 7XX System OFF, insert the SD card containing the navigation database update into the card slot of the GTN 7XX to be updated (label of SD card should face to the right).
- Turn the GTN 7XX System ON.
- Verify the correct update cycle is loaded during power-up.



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19.2.2 Garmin Databases



NOTE: The data contained in the terrain and obstacle databases comes from government agencies. Garmin accurately processes and cross-validates the data, but cannot guarantee the accuracy and completeness of the data.

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The Supplemental Data Card should not be removed except to update the databases stored on the card. The data cards cannot be moved between units.



Figure 19-1 SD Card Database Location

The Garmin databases can be updated by following the instructions on *fly. garmin.com*. Once the updated files have been downloaded from the web site, a PC equipped with an appropriate SD card reader is used to unpack and program the new databases onto the existing Supplemental Data Cards. The following equipment is required to perform the update:

- Windows-compatible PC computer (Windows 2000, XP, Vista, or Windows 7 recommended)
- SanDisk SD Card Reader, P/Ns SDDR-93 or SDDR-99 or equivalent card reader
- Updated database obtained from the Garmin web site
- Existing Garmin Supplemental Database SD Card It may be necessary to have the system configured by a Garmin authorized

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service facility in order to use certain database features.

Common Problems/Troubleshooting Tips for Databases

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SD Cards

Audio & Xpdr Ctrl - The supplied SD cards, and most commercially available SD cards, have a small sliding tab located on the top left of the card (when viewing the card label-side up).

Com/Nav FPL

- When the sliding tab is in the Down position (as in farther away from the gold contacts on the back of the card), you will not be able to write data to the card, as it will be write protected.

Direct-To

- The tab must be in the Up position to work correctly.

Proc

• Card Programmer

Charts

 If a card programmer is having trouble finding or writing data to the SD cards, you may have to upgrade to a High Capacity SD card programmer.

Wpt Info

Map

Traffic

- SD cards with a capacity of 4GB are considered high capacity.

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- Most non-high capacity card programmers will not work with a high capacity SD card. High capacity card programmers can be easily purchased at a consumer electronics store.

Terrain

- Ensure that your card programmer is not plugged into a USB hub, your computer screen, or your keyboard.

Weather

- Make sure it is plugged directly into your computer (the back of the computer, if using a desktop computer).

Nearest Services/

• If you accidentally place a file onto the wrong card, call Garmin's Aviation Product Support team to look at the files and delete the proper files.

Music

- Do not format the cards

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Updating Garmin Databases

1. Download the data to the data cards from the appropriate web site.

2. Insert Navigation Database SD card in the slot of the GTN 7XX.

3. Apply power to the GTN 7XX System. View the power-up splash screen. Check that the databases are initialized and displayed on the splash screen. Some databases can take up to 15 minutes to update.

4. The database update page will prompt to either Update or Continue. Touch the **Update** key to update the database(s). Touch the **Continue** key to continue to normal operation without updating a database. This process will repeat for each database that is available on the card for updating.

5. After the database(s) have completed the update process, touch **OK** to continue the normal progression of start-up displays.

6. From the Home page, touch the **System** key. Then, touch the **System Status** key.

7. Check that all databases are current and there are no errors. If a database is highlighted in yellow, it is either expired or the GTN 7XX can not determine the date.

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19.3 **Demo Mode**

The GTN product contains a "Demo" mode that allows simulation of all operations of the product to allow practice and familiarization while staying on the ground.

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WARNING: Do not use the GTN to navigate while Demo mode is active. Do not use or enter Demo mode while airborne.

FPL D>

1. Press in and hold the **Direct-To** key and then apply power to the unit.

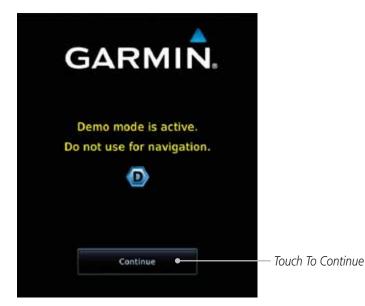


Figure 19-2 Demo Mode Start Up Display

Touch the **Continue** key and Fuel keys as normally needed to start operations.

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Touch For GPS Settings

Touch For NAV Settings

Touch For Date And Time Settings



Touch the **Demo** key in the lower part of the display to reach the Demo Setup functions.



Figure 19-3 Demo Mode Setup



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4. Touch the GPS key to reach the Demo GPS Settings page. The Position Error values (Horizontal Protection Level Fault Detection [HPL FD], HPL SBAS, and Vertical Protection Level [VPL] SBAS) may be adjusted to reflect errors induced by naturally occurring conditions, but are normally not adjusted for most Demo mode operations.

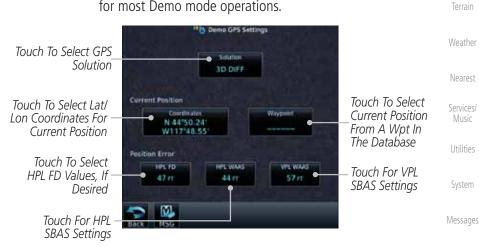


Figure 19-4 Demo Mode GPS Settings

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5. Touch the **Nav** key to reach the Demo Navigation Settings page.



Figure 19-5 Demo Mode Navigation Settings

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6. Touch the Date/Time key to reach the Demo Date/Time Settings page.



Figure 19-6 Demo Mode Date/Time Settings

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7. After completing the settings for Demo mode, touch the **HOME** key or **Back** key to get started with operating the GTN.

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19.4 Glove Qualification Procedure

This procedure is used to qualify a specific glove for use with the GTN system by guiding the user through a variety of tasks that use the touchscreen. Due to differences in finger size, glove size, and touchscreens between the 6XX or 7XX unit, the qualification granted by this procedure is specific to the pilot/glove and 6XX or 7XX combination. GTN 7XX and 6XX units must be evaluated separately.

The GTN touchscreen uses capacitive touch technology to sense the proximity of skin to the display. A glove increases the distance between skin and the display glass and may reduce the ability of the GTN to detect touches. Therefore, when selecting a glove for use with the GTN, thinner gloves tend to work better than thicker gloves. Leather gloves and gloves designed to work specifically with capacitive touchscreen devices are often found to be acceptable. Additionally, altering your touch technique to use the pad of your finger to touch the unit rather than the tip will increase the touchscreen sensitivity while using gloves.

This qualification must be completed on the ground. Performing this procedure in flight is not authorized. Table 19-1 contains tasks that are required to qualify a glove. Table 19-2 contains tasks that are not required to qualify a glove, but may limit the manner in which some functions are accessed while a glove is worn.

1. Sit in the pilot's seat.

- 2. Start the GTN in Demo mode by pressing and holding the **Direct To** key during power up.
- 3. Perform the tasks listed in Table 19-1 and Table 19-2 with an non-gloved hand. You do not need to record any results for this step.
- 4. Perform the tasks listed in Table 19-1 and Table 19-2 with a gloved hand. For each task, determine whether the operation is the same or worse as it was without the glove. Record the results in Table 19-1 and Table 19-2. Items that may cause the operation to be worse include, but are not limited to:
 - a. Multiple attempts to select a key
 - b. Unintentional selection of adjacent keys
 - c. Excessive force on the touchscreen to select a key
- 5. If all applicable tasks in Table 19-1 respond in the same way with and without a glove then the glove used to complete these tasks may be used by the pilot

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oreword	who performed this evaluation on the unit (6XX or 7XX) that was used this procedure.	during
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Audio &	Glove Description:	

CTN (circle one) 6XX or

_		18.	×	

Audio & Xpdr Ctrl

	GTN (circle one): 6XX or 7XX		
Com/Nav FPL	Task		n With Glove :le one)
	Navigate to the Home Screen.		NA
Direct-To	Touch the Demo key.	Same	Worse
Proc	Touch the GPS key.	Same	Worse
	Touch the Waypoint key.	Same	Worse
Charts	Type "KSLE" using the touchscreen, then touch Enter .	Same	Worse
Wat lafa	Navigate to the Home Screen (Press HOME).		NA
Wpt Info	Touch the Flight Plan key.	Same	Worse
Мар	Enter the following waypoints using the Add Waypoint key at the bottom of the list of flight plan	Same	Worse
Traffic	waypoints:		
	KSLE		
Terrain	KMMV		
Weather	KONP		

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	· · · · · · · · · · · · · · · · · · ·		
Мар	Enter the following waypoints using the Add Waypoint key at the bottom of the list of flight plan	Same	Worse
Traffic	waypoints:		
	KSLE		
Terrain	KMMV		
Weather	KONP		
vveatilei	BTG		
Nearest	Select BTG, then touch the Load Airway key to load	Same	Worse
	the following airway: V23 ALFOR.		
Services/ Music	While viewing the flight plan page, touch the Up /	Same	Worse
Utilities	Down arrow keys to scroll up and down to view the flight plan waypoints.		
System	Touch the Back key to return to the Home screen.	Same	Worse
Jystelli	Touch the COM standby frequency to activate the	Same	Worse
Messages	com frequency entry keypad (Task applicable to 635/650/750 only).		
Symbols	Enter a valid com frequency and touch the Enter key	Same	Worse
, 	(635/650/750 only).	Juine	*******

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Task	Operation With Glove (circle one)	
Touch the active com frequency to flip/flop the com frequencies. (635/650/750 only).	Same	Worse
Touch the active nav frequency to flip/flop the nav frequencies (750 only).	Same	Worse
Touch the Menu key (650 only).	Same	Worse

Table 19-2 Tests Required for Glove Qualification

Task		n With Glove cle one)
Navigate to the flight plan page.		NA
While viewing the flight plan page, touch the list and drag up/down to view the flight plan waypoints.	Same	Worse
While viewing the flight plan page, touch and flick the list to view the flight plan waypoints.	Same	Worse
Navigate to the map page.		NA
Touch the Map to enter Pan mode, then touch the Graphically Edit FPL key.	Same	Worse
Remove KONP from the flight plan graphically by touching KONP and dragging it to an area without any waypoints (Pan and zoom in/out as necessary to accomplish the task).	Same	Worse
Insert KSPB between KMMV and BTG by dragging the leg between KMMV and BTG to KSPB.	Same	Worse

Table 19-3 Tests Not Required for Glove Qualification

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