



**WARNING:** *The altitude calculated by the GPS receiver is geometric height above Mean Sea Level and could vary significantly from the altitude displayed by pressure altimeters.*

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**WARNING:** *The United States government operates the Global Positioning System and is solely responsible for its accuracy and maintenance. The GPS system is subject to changes which could affect the accuracy and performance of all GPS equipment.*

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**WARNING:** *Traffic information is provided as an aid in visually acquiring traffic. Pilots must maneuver the aircraft based only upon ATC guidance or positive visual acquisition of conflicting traffic. The traffic information does not provide collision avoidance resolution advisories and does not, under any circumstances or conditions, relieve the pilot's responsibility to see and avoid other aircraft.*

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**WARNING:** *Do not rely solely upon the traffic information to accurately depict all of the traffic within range of the aircraft. Due to lack of equipment, poor signal reception, and/or inaccurate information from aircraft or ground stations, traffic may be present that is not represented on the connected display.*

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**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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**WARNING:** To reduce the risk of unsafe operation, carefully review and understand all aspects of the [REDACTED] User's Manual documentation and the Pilot's Operating Handbook of the aircraft. Thoroughly practice basic operation prior to actual use. During flight operations, carefully compare indications from the [REDACTED] to all available flight displays. For safety purposes, always resolve any discrepancies before continuing navigation.

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**WARNING:** The [REDACTED] contains a lithium-ion battery. To prevent damage, remove the unit from the aircraft or vehicle when exiting or store it out of direct sunlight.

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**WARNING:** When installing the [REDACTED] in an aircraft, place the unit securely so that it does not interfere with aircraft operating controls or obstruct the pilot's view.

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**WARNING:** For safety reasons, [REDACTED] operational procedures must be learned on the ground.

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**WARNING:** When Navigating in an aircraft, use the [REDACTED] only as an aid for VFR navigation.

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**WARNING:** Use the [REDACTED] only as a navigational aid. Do not attempt to use the [REDACTED] for any purpose requiring precise measurement of direction, distance, location, or topography. This product should not be used to determine ground proximity for aircraft navigation.

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**WARNING:** This unit provides the ability to receive weather information through external sources. Use weather data only as an aid to situational awareness. Such weather information is merely supplemental and advisory in nature and is not intended to be relied upon as safety-critical information in connection with any aviation, vehicle, or marine usage. The user should always exercise caution and common sense when confronted with severe weather conditions.

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**WARNING:** Do not use data link weather information for maneuvering in, near, or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions.

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**WARNING:** The pressure altitude information provided by the [REDACTED] in a pressurized airplane will not be accurate. Use the connected display device to disable pressure information from the [REDACTED].

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**CAUTION:** The Garmin [REDACTED] does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and the pilot's authority to operate this device under FAA/FCC regulations.

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**NOTE:** Temporary Flight Restriction (TFR) data is provided by the FAA and may not be updated outside of normal business hours. Confirm data currency through alternate sources and contact the local FSS for interpretation of TFR data.

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**NOTE:** The [REDACTED] has a very high degree of functional integrity. However, the pilot must recognize that providing monitoring and/or self-test capability for all conceivable system failures is not practical. Although unlikely, it may be possible for erroneous operation to occur without a fault indication shown by the [REDACTED]. It is thus the responsibility of the pilot to detect such an occurrence by means of cross-checking with all redundant or correlated information available in the cockpit.

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**NOTE:** All visual depictions contained within this document, including images of the [REDACTED] and the bezel, displays, and screens of other products are subject to change and may not reflect the most current software or hardware. Depictions of equipment may differ slightly from the actual equipment.

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**NOTE:** *This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our web site at [www.garmin.com/prop65](http://www.garmin.com/prop65).*

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## FCC Compliance

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.

This equipment has been tested and found to comply with the limits for a Class B digital device, pursuant to part 15 of the FCC rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and may cause harmful interference to radio communications if not installed and used in accordance with the instructions. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and the receiver.
- Connect the equipment into an outlet that is on a different circuit from the GPS unit.
- Consult the dealer or an experienced radio/TV technician for help.