

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
GARMIN G500/G600 TXi DISPLAY SYSTEM
as installed in

Make and Model Airplane

Registration Number: _____
Serial Number: _____

This document serves as an Airplane Flight Manual Supplement (AFMS) or as a Supplemental Airplane Flight Manual (SAFM) when the aircraft is equipped in accordance with Supplemental Type Certificate (STC) SA02571SE for the installation and operation of the Garmin G500/G600 TXi System. This document must be carried in the airplane at all times.

The information contained herein supplements or supersedes the information made available to the operator by the aircraft manufacturer in the form of clearly stated placards or markings, or in the form of an FAA approved Airplane Flight Manual (AFM), only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the basic placards or markings, or the basic FAA approved Airplane Flight Manual. FAA approved sections of the AFMS are labeled "FAA APPROVED". Sections labeled "NOT FAA APPROVED" are for guidance only.

FAA APPROVED BY: JR Brownell

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ODA-240087-CE

DATE: 6/20/2025

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LOG OF REVISIONS			
Rev	Page	Description	FAA Approval
1	All	Initial issue.	<i>Erik Frisk</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 11/17/2017
2	5	Added new layout types	<i>JR Brownell</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 08/16/2018
	6	Added new layout types	
	11	Updated software version number	
	16	Added section 2.30 discussing portable electronic devices	
	16	Added section 2.31 discussing database updates	
	23	Added reference to G5 AFMS	
	30	Added section 3.2.9 for Resetting a G5 standby instrument.	
	38	Added section 4.2.4.5 for discussing Garmin Autopilots for selected altitude	
	40	Added section 4.2.5.3 discussing Garmin Autopilots for vertical speed mode.	
	40	Added section 4.2.6 for coupling to VNAV.	
	41	Added section 4.3 for Cold Weather Compensation procedures.	
	43	Included new layouts in circuit breaker labels	
	44	Included FS510 for database update methods.	
48	Added FS510 for system data logging functionality.		
49	Included Baro sync functionality in section		

LOG OF REVISIONS

		7.15 for interface with a G5 and GAD 29.	
	52	Included requirement for baro altitude for VNAV functionality	
	54	Included description of density altitude display in section 7.15.14	
	55	Added checkbox for GFC 500/GFC 600 being installed in the system.	
	56	Added description for GFC 500 autopilots not capturing CDI preview needles.	
	57	Added reference to G5 and GFC 500 in 7.16.3.	
	61	Added description of CDI selection on G5.	
	64	Included description of a selectable CHT gauge in section 7.19.3.	
	67	Included description of Flight Stream 510 LRU.	
	68	Added section 7.21 for visual reporting points	
	68	Added section 7.22 to describe altitudes provided by the database.	
3	1	Added GEA 71B references	<i>JR Brownell</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 06/25/2019
	2	Additional OAT text	
	3-4	Updated diagrams	
	5	New abbreviations added	
	7	Formatting	
	11	Additional turboprop information in Section 2.24	
	14	Turboprop gauge types added	

LOG OF REVISIONS		
15	Updated MFD logic in Section 2.34	
18	Added HDG monitor to Section 3.1.4	
26	Added EDM procedures as Section 3.2.10	
27	Added EDM annunciation to Section 3.3.1	
29	Added EDM annunciation to Section 3.3.2	
30	Added EDM annunciation to Section 3.3.3	
35	New Section 3.4	
40	Added GEA 71B references	
43	New turboprop modes shown in Section 7.7	
47	Added HDG monitor to Section 7.15.1	
	Updated standard rate turn text in Section 7.15.2	
49	Note added to Section 7.15.3	
51	Preview needle text added to Section 7.15.7	
52	Added preview needle to table 1	
56	Updated FD text in Section 7.16.2	
57	New ARC VSI text for Section 7.16.5	
62-68	Additional turboprop gauge information added to Section 7.19	
68	New Section 7.23	

LOG OF REVISIONS

4	1	Added planforms	<i>JR Brownell</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 10/26/2020
	6	New sw versions	
	9	New recommendation text	
	10	Corrected punctuation	
	12	New section 2.32. All other sections moved down.	
	15	Layout change	
	16	New sections 2.36 and 2.37	
	23	Additional coloration added for clarity.	
	24	New procedure. Updated procedure title.	
	27-33	Additional sections, coloration, and content added. Additional annunciations.	
	34	Addition to procedure in 4.1	
	37	Clarification to STEC functionality.	
	39	New interface added.	
	40	Layout updates, clarification text	
	43	Additional coloration added for clarity	
	47	Additional text	
50	Additional text		
53	MACH, variable V _{NO} text		
54	New installer checkbox and description of CDI feature. Updated text		

LOG OF REVISIONS			
	55	Updated title	
	56	New subsections and corrected table #	
	58	Clarified text	
	60-62	New feature text	
	66	New interface added to list	
	67	Updated primary gauge list, added new text, and corrected table #	
	68	Clarified title, added note	
	70	Updated section with new features.	
	71	New section.	
	72	Amended text for twin timers and corrected table #'s	
	73-74	Added new sections 7.24 thru 7.26	
5	6	Updated software versions	<i>Erik Frisk</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 07/09/2021
	15	Removed limitation, added EIS text	
	17	New procedures table of contents	
	30	Updated procedure	
	31-35	Reordered and added annunciations	
	36	New procedures table of contents	
	57	Corrected spelling	
	63	Added g-meter description	
	69	Updated text	

LOG OF REVISIONS

	71	Formatting	
	74-75	Updated and additional systems descriptions	
6	6	Updated SW version	<i>JR Brownell</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 07/23/2021
	33	Added Smart Glide annunciation	
	77	New section 7.27	
7	6	New definition	<i>JR Brownell</i> ODA STC Unit Administrator GARMIN International, Inc ODA-240087-CE Date : 02/02/2022
	7	New sw version	
	9	Updated reference	
	12	Updated chart naming	
	17	Added turboprop required gauge, additional context to manifold pressure support	
	20-21	Updated TOC	
	26	Added GI275 standby	
	30	New fuel imbalance procedures	
	35-37	New fuel imbalance procedures/ignition/start sections	
	38	Added fuel imbalance	
	41	Added fuel imbalance	
	43	Added annunciation	
	44-45	Updated tables	
46	Updated TOC		

LOG OF REVISIONS			
	47	Updated text, updated reference, added new CAWS checkout	
	52	Updated text	
	59	Added standby models	
	72	Updated caption number	
	78	Updated text	
	68	Updated for new functionality	
	85-88	Listed additional indication, added CAWS integration text, updated text	
	91-93	Added fuel and imbalance description	
	94	Updated table numbers	
	95	Updated hyperlink, added new function	
	97-102	New Appendix	
8	Section 1	New installer checkboxes, reorganized, various text updates. Section 1.9 Removed System Overview Block Diagrams.	<u>Erik Frisk</u> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 01/25/2023
	Section 2	Removed non-limitations. Reorganized. Systems descriptions moved to Section 7.	
	Section 3	New and updated procedures.	
	Section 4	New and updated procedures.	
	Section 7	New system descriptions. Reorganized sections.	

LOG OF REVISIONS

	All	Added “FAA Approved” or “NOT FAA APPROVED” to footers for all pages.	
9	92-94	Updated PC-12 EIS data in Tables A-1, A-2, and A-3.	<u>JR Brownell</u> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 12/12/2023
10	2	Updated software versions.	<u>JR Brownell</u> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 05/06/2024
	4	Added new GCU 485 functions to Section 1.9.	
	6	Updated Tables 1-3 and 1-4.	
	7	Updated Section 1.11.3 language.	
	9	Relocated Section 1.12.1 and added additional checkboxes.	
	9-10	Added Section 1.12.2.	
	11	Updated description of the AHRS operational area.	
	14	Added note to Section 2.16.	
	17-18	Relocated Section 2.18. Added Sections 2.19 and 2.20.	
	22-24	Added Sections 3.1.4 and 3.1.6, Section 3.1.8. Updated Sections 3.1.3 and 3.1.5, and 3.1.7.	
	25	Added reference to the emergency battery bus in Section 3.1.9.	
	26	Added the MFD engine page and display backup mode to the EIS Failure procedure.	
29	Updated Table 3-1 visual alerts.		

LOG OF REVISIONS

30-31	Updated Section 3.1.18 title. Updated various failure annunciations.
32	Added frozen bearing pointer on HSI as an additional failure case in Section 3.2.5.
33	Depicted the AHRS aligning annunciation in Section 3.2.8.
34	Removed text regarding EDM applicability in Section 3.2.11.
34-35	Added various annunciations related to fuel imbalance.
38-48	Added table of aural alerts and updated tables in Section 3.3.2, 3.3.3, 3.3.4, 3.3.5, and 3.3.6.
50-51	Added acknowledge annunciations for master caution/warning in Section 4.1.1.
60	Updated the red annunciation color code in Table 7-1.
65	Added Backup GPS annunciation in Section 7.10.
66	Added text regarding stabilized approach alerts and PFD coordinated audio in Section 7.11.
67	Replaced FS 510 export capabilities with Connex devices in Section 7.14. Removed G5 related BARO setting text and updated list of PFD Controller functions in Section 7.15.
68	Updated text and annunciations related to ADC/AHRS selection, miscompare, and no compare in Section 7.15.1. Removed existing figures.

LOG OF REVISIONS

71	Removed reference to the airspeed bugs menu in Section 7.16.3. Added Section 7.16.4.
72	Added Section 7.16.5 and related subsections.
76	Updated figures of bearing pointer information boxes in Section 7.16.12.
77	Described the minimums menu shortcut in Section 7.16.15.
77	Added RAT to the list of PFD temperatures in Section 7.16.16.
80	Removed text regarding the ARC VSI limitations in Section 7.16.21.
84	Included GTN TAWS-A reference in Section 7.18.
87	Added a description of the GWX 8000 in Section 7.18.3.
88, 90	Updated Tables 7-3 and 7-4 and included Turbofan aircraft.
90	Added depiction of master caution/warning buttons in Section 7.19.1.1.
96	Updated annunciations in Table 7-5.
98	Updated Section 7.23 title.
99	Organized existing text under a caution in Section 7.25.
100	Added Section 7.31.
101	Added Section 7.32.
Various	Added reference to model specific AFMSs.

LOG OF REVISIONS			
11	2	New SW version	<i>JR Brownell</i> ODA STC Unit Administrator Garmin International, Inc. ODA-240087-CE Date : 01/24/2025
	10	Added Weather Radar section to installation description	
	18	New limitation for nav angles	
	25	Updated display backup failure procedure to add case for no display backup switch	
	34	Updated emergency descent mode procedure to correct menu locations	
	43-44	Split ENG annunciation into separate rows	
	49-50	Split tables into separate based on annunciator color	
	60	Update nav angle procedure with pictures	
	70	Added paragraph for user nav angle setting	
	91	Updated wording and table and added a note for TPE-331 engines	
	93	Updated table for TPE-331 engines	
Various	Minor clerical or consistency updates		
12	1-3	Added Acronym List to Section 1.1	<i>See page i</i>
	4	Added Section 1.2: Definitions	
	4	Updated Minimum SW Version Numbers	
	7	Verbiage Consistency	
	13	Stabilized Approach checklist monitoring methods updated	
	26-60	Updated Section 3 and 4 procedures to follow checklist format. Moved some procedures to more	

LOG OF REVISIONS

		appropriate sections. Alphabetized emergency procedures. Moved system descriptions to Section 7. Verbiage edits and clarifications to numerous sections/paragraphs. Table and image updates. Content combination for conciseness.
	34	Added Abnormal Procedure for Carbon Monoxide Caution.
	41	GEAR and FLAPS annunciations added to tables.
	45	Added CO LEVEL, GEAR, and FLAPS information
	50	Image update for all items. Removed BARO, COURSE, CROSSWIND, GLIDEPATH and GLIDESLOPE, SPEED, TAILWIND as these advisory annunciations are not approved. Added Icing Low Speed Awareness (ICE SPD) and Rudder Bias Pre-Flight Test (RB PFT) to Section 7 Table.
	76	Removed contents of AFMS Rev 11 Section Heading: <i>Low Speed Cue / Approach Speed Reference</i> as this aircraft (CE-525A) has a separate AFMS (190-01717-BC_02). AFMS Rev 11 Section Heading: <i>Fast/Slow Indicator (PC-12 only)</i> was combined with Section Heading: <i>Angle of Attack – Based Speed Reference</i>

LOG OF REVISIONS		
79	Updated table screenshots	
80	Updated Table and Captions	
85	Added new information regarding G-Meter	
92	Addition of Music/Services, Emergency Pages, and Engine Page sections	
93-94	Updated verbiage and added information regarding EIS	
95-96	Updated CHT and EGT sections	
96	Added Monitor View Section	
96-98	Added Lean View Section	
99-101	New information and revisions to previous AFMS Rev 11, Section Heading: <i>Mixture Leaning (Piston Aircraft Only)</i>	
107	Added Torque Bug Manual Settings	
110	Added Gear and Flaps annunciation to Stabilized Approach	
Various	Updated Figure Titles and Format. Updated Table Titles and Format.	

TABLE OF CONTENTS

SECTION 1: GENERAL	1
1.1 ACRONYMS.....	1
1.2 DEFINITIONS	4
1.3 MINIMUM SOFTWARE VERSION	4
1.4 SYSTEM DESCRIPTION	5
1.5 GDU DERIVATIVES	5
1.6 AHRS / ADC.....	6
1.7 OAT PROBES.....	6
1.8 STANDBY INSTRUMENTS OR STANDBY PFD	6
1.9 BACKUP BATTERY	7
1.10 PFD CONTROLLER.....	7
1.11 INSTALLATION DESCRIPTION	7
SECTION 2: LIMITATIONS	15
2.1 DATABASES	15
2.2 AHRS OPERATIONAL AREA	15
2.3 MAGNETIC VARIATION OPERATIONAL AREA	16
2.4 SYNTHETIC VISION	16
2.5 MOVING MAPS	16
2.6 TERRAIN DISPLAY	16
2.7 TERRAIN/TAWS ALERTS	16
2.8 DATALINK PRODUCTS (SIRIUSXM, FIS-B, AND CONNEXT)	16
2.9 TRAFFIC DISPLAY	16
2.10 WEATHER RADAR.....	17
2.11 STORMSCOPE® DISPLAY	17
2.12 SURFACE OPERATIONS.....	17
2.13 BACKUP GPS	17
2.14 DATABASE UPDATES	17
2.15 MINIMUM CREW	17
2.16 KINDS OF OPERATIONS	17
2.17 PLACARDS	22
2.18 AEROBATIC MANEUVERS	22
2.19 NDB NAVIGATION.....	22
2.20 STABILIZED APPROACH MONITORING	23
2.21 NAVIGATION ANGLES (NAV ANGLES).....	23
SECTION 3: EMERGENCY PROCEDURES	24
3.1 EMERGENCY PROCEDURES	26
3.2 ABNORMAL PROCEDURES.....	33
3.3 WARNING, CAUTION, STATUS, AND ADVISORY ANNUNCIATIONS	41
3.4 ENGINE EXCEEDANCE.....	51

SECTION 4:	NORMAL PROCEDURES	52
4.1	BEFORE TAKEOFF	53
4.2	AUTOPILOT OPERATION.....	54
4.3	COLD WEATHER COMPENSATION	59
4.4	TRUE COURSE NAVIGATION OR MANUAL MAGNETIC VARIATION NAVIGATION	60
SECTION 5:	PERFORMANCE	61
SECTION 6:	WEIGHT AND BALANCE.....	62
SECTION 7:	SYSTEM DESCRIPTION.....	63
7.1	CONTROLS OVERVIEW	63
7.2	GLOVE USAGE	64
7.3	DISPLAY BRIGHTNESS	64
7.4	SYSTEM STATUS	64
7.5	DATABASES	65
7.6	CREW PROFILES.....	66
7.7	DISPLAY BACKUP MODES.....	66
7.8	INTEGRATED STANDBY SYSTEM.....	67
7.9	ELECTRIC STANDBY ATTITUDE GYRO	68
7.10	BACKUP GPS	68
7.11	AIRCRAFT AUDIO INTERFACE	69
7.12	ADVISORY NOTIFICATIONS	69
7.13	SYSTEM SETTINGS	70
7.14	SYSTEM DATA LOGGING	70
7.15	PRIMARY FLIGHT DISPLAY	70
7.16	MFD FUNCTIONS.....	85
7.17	ENGINE INDICATING SYSTEM.....	92
7.18	FLIGHT STREAM 510 OR GDL 60 (OPTIONAL)	107
7.19	EUROPEAN VISUAL REPORTING POINTS	107
7.20	DATABASE PROVIDED ALTITUDES.....	108
7.21	ENGINE CYCLE COUNTER (TURBOPROP/TURBOFAN ONLY)	108
7.22	LANDINGS COUNTER	108
7.23	PERCENT POWER INDICATIONS	108
7.24	RUDDER TRIM GAUGE	109
7.25	PILOT CONFIGURABLE MFD STARTUP PAGES	109
7.26	SMART GLIDE (OPTIONAL)	109
7.27	MFD FLIGHT PLAN DISPLAY	109
7.28	MFD ENGINE PAGE	109
7.29	STABILIZED APPROACH (OPTIONAL)	110
7.30	AIRCRAFT WEIGHT FIELDS	110
APPENDIX A	AIRCRAFT SPECIFIC EIS DATA	112

A.1	PILATUS PC-12 EIS MARKINGS AND LIMITATIONS	112
A.2	PILATUS PC-12 FUEL CONVERSION TABLE	116

Section 1: GENERAL

1.1 Acronyms

AC: Advisory Circular	DG: Directional Gyro
ADAHRS: Air Data and Attitude Heading Reference System	DME: Distance Measuring Equipment
ADC: Air Data Computer	DR: Deduced (Ded) Reckoning
ADF: Automatic Direction Finder	EDM: Emergency Descent Mode
ADI: Attitude Director Indicator	EGT: Exhaust Gas Temperature
ADS-B: Automatic Dependent Surveillance–Broadcast	EIS: Engine Indication System
AFM: Aircraft Flight Manual	ENG: Engine
AFMS: Aircraft Flight Manual Supplement	FAA: Federal Aviation Administration
AGL: Above Ground Level	FD: Flight Director
AHRS: Attitude & Heading Reference System	FIS-B: Flight Information Services – Broadcast
ALTC: Altitude Capture	FLTA: Forward-looking Terrain Alerting
AMMD: Airport Moving Map Display	FS 510: Flight Stream 510
ANOM: Anomaly	G500: Flight display system/integrated avionics system designed for most Class 1 and Class 2 aircraft
AOA: Angle of Attack	G600: Flight display system/integrated avionics system designed for most Class 1, Class 2, and Class 3 aircraft
APR: Autopilot Roll	GAD: Enhanced autopilot interface capabilities for the G600/G500 flight display systems
ATC: Air Traffic Control	GBB: Garmin Backup Battery
ATT: Attitude	
AUX: Auxiliary	
BARO: Barometric	
CDI: Course Deviation Indicator	
CHT: Cylinder Head Temperature	
CRS: Course	
CWS: Control Wheel Steering	

GCO: Garmin Carbon Monoxide Sensor	LOI: Loss of Integrity
GDU: Garmin Display Unit	LRU: Line Replaceable Unit
GEA: Engine interface module converts engine sensor information to a digital format	M: Mach
GFC 500: Digital Autopilot System for single-engine piston aircraft	MAG: Magnetic
GFC 600: Digital Autopilot System for high-performance piston single/multi-engine and turbine-powered aircraft	MFD: Multifunction Display
GPS: Global Positioning System	M_{M0}: Maximum Mach Operating
GPSS: GPS Steering	NAV: Navigation
GS: Glideslope	NDB: Non-Directional Beacon
GTN: GPS/NAV/COMM Multi-Function Display system	NOTAM: Notice to Airmen
GWX: Garmin Weather Radar	OAT: Outside Air Temperature
HDG: Heading	OBS: Omni Bearing Selector
HP: Horsepower	ODA: Organization Designation Authorization
HSI: Horizontal Situation Indicator	PED: Portable Electronic Device
IFR: Instrument Flight Rules	PFD: Primary Flight Display
IMC: Instrument Meteorological Conditions	POH: Pilot Operating Handbook
ISA: International Standard Atmosphere	PWR: Power
ITT: Interstage Turbine Temperature	RAT: Ram Air Temperature
KIAS: Knots Indicated Airspeed	RB: Rudder Bias
KTS: Knots	RPM: Revolutions per minute
LOC: Localizer	SAFM: Supplemental Airplane Flight Manual
	SAT: Static Air Temperature
	SBAS: Satellite-based Augmentation System
	SBAS: Space-based Augmentation System

SHP:	Shaft Horsepower	TXi:	Garmin Touchscreen Flight Display with PFD/MFD/EIS capabilities
SNSR:	Sensor		
STBY:	Standby	UM:	Unit Member
STC:	Supplemental Type Certification	V₁:	Takeoff Decision Speed or Critical Engine Failure Speed
STD:	Standard	V₂:	Takeoff Safety Speed
SUSP:	Suspend	VDI:	Vertical Deviation Indicator
SVT:	Synthetic Vision Technology	VFR:	Visual Flight Rules
TAS:	True Airspeed	VHF:	Very High Frequency
TAT:	Total Air Temperature	VMC:	Visual Meteorological Conditions
TAWS:	Terrain Awareness and Warning System (a TSO-C151b function)	V_{NO}:	Maximum Normal Operating Speed
TCAS:	Traffic Collision Avoidance System	VNAV:	Vertical Navigation
TFR:	Temporary Flight Restriction	VOR:	Very High Frequency Omnidirectional Range
TIS-A:	Traffic Information Service (Addressed).	VR:	Rotation Speed
TIS-B:	Traffic Information Service (Broadcast)	Vs:	Vertical Speed
TIT:	Temporary Flight Restriction		

1.2 Definitions

Lands as soon as practical: The pilot should land at a suitable airport after assessing the situation and utilizing their best judgement as to the severity of the situation.

The following definitions apply to WARNINGS, CAUTIONS, and NOTES found throughout the supplement:

WARNING

OPERATING PROCEDURES, TECHNIQUES, ETC., WHICH CAN RESULT IN PERSONAL INJURY OR LOSS OF LIFE IF NOT CAREFULLY FOLLOWED

CAUTION

An operating procedure, technique, etc., which can result in damage to equipment if not carefully followed.

NOTE

An operating procedure, technique, etc., which is considered essential to emphasize.

1.3 Minimum Software Version

The following or later software versions must be installed for this AFMS revision to be applicable to the installation:

Table 1-1: Minimum Software Versions

Component	Identification	Software Version
GDU	PFD, MFD, and/or EIS	3.80
GEA 71B	Engine Adapter	2.92
GEA 110	Engine Adapter	2.21

NOTE

This section is not intended to be a comprehensive list of approved software. It is intended to provide a means to determine if this AFMS revision is applicable to the software that is installed in the aircraft. Do not use this AFMS revision if the installation has a software version less than that shown in the table above.

1.4 System Description

The G500/G600 TXi system is a display and sensor system which provides one or more of the following functions:

- Primary Flight Display (PFD) – Provides attitude, heading, air data and navigation information to the pilot
- Multi-Function Display (MFD) – Provides pilot awareness of factors that may affect the overall conduct of the flight
- Engine Indicating System (EIS) – Provides engine and airframe operating parameters to the pilot

The G500/G600 TXi system consists of one or more displays. PFD functions are supported by interfaced AHRS/ADC (either integrated or external) and at least one GPS navigator. An optional GAD 43/43e adapter provides additional functions such as third-party autopilot and analog interfaces. An optional GCU 485 controller provides additional dedicated controls for PFD operation. Other PFD interfaces may include VHF navigation radios, radar altimeter, ADF, and DME.

EIS functions are supported by either a GEA 110 engine/airframe unit, or a GEA 71B Enhanced unit, along with sensors to measure engine parameters.

MFD functions are supported by GPS navigator interfaces and a variety of other optional interfaces such as datalinks, traffic systems, Stormscope®, and weather radar.

Although intuitive and user friendly, the system requires a reasonable degree of familiarity to avoid becoming too engrossed at the expense of basic instrument flying in IMC and basic see-and-avoid procedures in VMC. Pilot workload will be higher for pilots with limited familiarity in using the unit in an IFR environment, particularly without the autopilot engaged. Garmin provides a detailed Pilot's Guide, and a tablet trainer app. Pilots should take full advantage of these tools to enhance their familiarity with the system.

1.5 GDU Derivatives

There are multiple displays and layouts available for the aircraft. This section describes the different GDU types.

1.5.1 GDU 1060

The GDU 1060 is a 10" PFD/MFD or MFD/MFD display, with an optional EIS function. Each function is segregated into a portion of the display. If installed, the EIS function occupies the left

or right edge of the display and is always shown. In some installations, a 1060 display may provide backup EIS information if the primary EIS display fails or malfunctions.

1.5.2 GDU 700P

The GDU 700P is a 7” portrait display which provides a single PFD, MFD, EIS, or MFD/EIS function. In some installations, a 700P display may provide backup PFD or EIS information if the primary PFD or EIS display fails or malfunctions.

1.5.3 GDU 700L

The GDU 700L is a 7” landscape PFD, MFD, MFD/EIS, or EIS display.

1.6 AHRS / ADC

The AHRS and ADC sense aircraft attitude and air data to be used for display to the pilot and for use by other installed systems. The AHRS and ADC can be either remote-mounted or integrated into the display.

All AHRS units have a magnetometer interface for determining magnetic heading. The AHRS also requires GPS and airspeed inputs for aiding the system.

1.7 OAT Probes

All ADC units have an OAT probe interface for measuring outside air temperature. Static and ISA relative temperatures can be displayed on the GDU in those installations. In EIS-only installations, the OAT can be interfaced with the system directly and will only display Total Air Temperature on the EIS display.

1.8 Standby Instruments or Standby PFD

Except for installations that are limited to VFR, PFD installations require standby attitude, altitude, and airspeed instruments. Several types of standby instruments are acceptable, including individual analog instruments and certain electronic standby indicators.

An integrated standby system configuration is also available, which consists of two GDU 700P 7” portrait displays, each with separate AHRS / ADC functionality. One display serves as the PFD,

and the other display can be either an EIS, MFD, or MFD/EIS display. The EIS/MFD provides standby PFD functionality which is displayed automatically when faults are detected or upon manual command. A backup battery provides emergency power to the PFD and sensors in the event of a failure of aircraft power.

1.9 Backup Battery

An optional GBB 54 backup battery can be installed to provide emergency power to a GDU 700P/L display. The backup battery is mounted remotely and provides power to the GDU when aircraft power is unavailable. The GDU, in turn, may be equipped with an integrated ADAHRS and can provide power to the EIS sensors for one engine. This allows for continued PFD and EIS functionality when aircraft electrical power is lost.

1.10 PFD Controller

An optional GCU 485 PFD controller may be installed to provide dedicated PFD controls. Although control of all PFD functions is available using the GDU knobs and touchscreen, the PFD controller provides dedicated knobs for heading, altitude, vertical speed, airspeed, and optionally, BARO setting. Dedicated buttons are also provided for CDI source selection, GPSS emulation mode, altitude capture arming, vertical speed mode engagement, autopilot side transfer, and autopilot low bank mode toggle depending on the GCU derivative.

1.11 Installation Description

The following describes the units installed in the TXi System and the functions or features that are configured for this aircraft. Reference this section when using the Emergency or Normal Procedures in Sections 3 and Section 4. A function or installed feature is applicable to this aircraft only when the corresponding box is checked.

The major components of the TXi System are protected with resettable circuit breakers available to the pilot. The breakers installed in the aircraft are checked below.

1.11.1 Installed Displays

Table 1-2: Installed Displays

	Description	Derivative	Circuit Breaker Label(s)
<input type="checkbox"/>	Pilot PFD	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> PFD <input type="checkbox"/> PFD 1
<input type="checkbox"/>	Pilot MFD	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> MFD <input type="checkbox"/> MFD 1
<input type="checkbox"/>	Pilot EIS	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> EIS <input type="checkbox"/> EIS 1
<input type="checkbox"/>	Center MFD	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> MFD <input type="checkbox"/> MFD 3
<input type="checkbox"/>	Center EIS	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> EIS <input type="checkbox"/> EIS 3
<input type="checkbox"/>	Co-Pilot PFD	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> PFD 2
<input type="checkbox"/>	Co-Pilot MFD	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> MFD 2
<input type="checkbox"/>	Co-Pilot EIS	<input type="checkbox"/> 1060 (10") <input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> 700L (7" Landscape)	<input type="checkbox"/> EIS 2
<input type="checkbox"/>	Pilot or Center Standby	<input type="checkbox"/> 700P (7" Portrait) <input type="checkbox"/> GI275 ADI <input type="checkbox"/> MD302 Standby	<input type="checkbox"/> STBY ATT

1.11.2 Installed Controllers and Annunciators

Table 1-3: Installed Controllers and Annunciators

	Description	Derivative	Circuit Breaker Label(s)
<input type="checkbox"/>	Pilot or Center GCU	GCU 485	<input type="checkbox"/> PFD CTLR <input type="checkbox"/> PFD CTLR 1
<input type="checkbox"/>	Co-Pilot GCU	GCU 485	<input type="checkbox"/> PFD CTLR 2
<input type="checkbox"/>	Remote Engine Annunciator	N/A	N/A

1.11.3 Installed Data Units

Table 1-4: Installed Data Units

	Description	Derivative	Circuit Breaker Label(s)
<input type="checkbox"/>	Pilot ADAHRS	<input type="checkbox"/> GSU 75 Integrated <input type="checkbox"/> GSU 75 Remote	<input type="checkbox"/> ADAHRS <input type="checkbox"/> ADAHRS 1
<input type="checkbox"/>	Pilot AHRS	<input type="checkbox"/> GRS 77 Remote <input type="checkbox"/> GRS 79 Remote	<input type="checkbox"/> AHRS <input type="checkbox"/> AHRS 1
<input type="checkbox"/>	Pilot ADC	<input type="checkbox"/> GDC 72 Remote	<input type="checkbox"/> ADC <input type="checkbox"/> ADC 1
<input type="checkbox"/>	Co-Pilot ADAHRS	<input type="checkbox"/> GSU 75 Integrated <input type="checkbox"/> GSU 75 Remote	<input type="checkbox"/> ADAHRS <input type="checkbox"/> ADAHRS 2
<input type="checkbox"/>	Co-Pilot AHRS	<input type="checkbox"/> GRS 77 Remote <input type="checkbox"/> GRS 79 Remote	<input type="checkbox"/> AHRS <input type="checkbox"/> AHRS 2
<input type="checkbox"/>	Co-Pilot ADC	<input type="checkbox"/> GDC 72 Remote	<input type="checkbox"/> ADC <input type="checkbox"/> ADC 2
<input type="checkbox"/>	Pilot or Center Standby ADI	<input type="checkbox"/> GI 275	<input type="checkbox"/> STBY ADI <input type="checkbox"/> STBY ADI 1
<input type="checkbox"/>	Co-pilot Standby ADI	<input type="checkbox"/> GI 275	<input type="checkbox"/> STBY ADI 2
<input type="checkbox"/>	Engine 1 EIS Sensors	<input type="checkbox"/> GEA 110 <input type="checkbox"/> GEA 71B(e)	<input type="checkbox"/> ENG SNSR <input type="checkbox"/> ENG SNSR L <input type="checkbox"/> ENG SNSR 1
<input type="checkbox"/>	Engine 2 EIS Sensors	<input type="checkbox"/> GEA 110 <input type="checkbox"/> GEA 71B(e)	<input type="checkbox"/> ENG SNSR <input type="checkbox"/> ENG SNSR R <input type="checkbox"/> ENG SNSR 2
<input type="checkbox"/>	PFD Adapter	GAD 43(e)	<input type="checkbox"/> PFD ADAPTR

	Description	Derivative	Circuit Breaker Label(s)
<input type="checkbox"/>	Backup VFR GPS	N/A	N/A
<input type="checkbox"/>	Backup Battery	GBB 54	N/A

- This system incorporates dual power busses to power the TXi System. Each unit checked above will have 2 circuit breakers each labeled with the above label and an “A” and “B” as appropriate for each power circuit.

1.11.4 System Audio Alerts

The following audio alerts are available in this aircraft:

- Altitude Alerting Tones
- Terrain, TAWS-A, or TAWS-B Alerting
- Touchscreen Clicks
- EDM Aural Alerting
- Approach Minimums

1.11.5 Standby and Backup Systems

- This installation uses separate standby instruments (other than a GDU) or does not require standby instruments (aircraft limited to VFR).
- This installation uses the Integrated Standby System with dual GDU 700P displays for the primary and standby flight instruments.

1.11.6 Engine Instruments and Controls

- TXi EIS is the engine start computer in this aircraft
- TXi EIS is the auto-ignition controller in this aircraft
- TXi EIS controls the fuel balancing with the fuel pumps
- EIS alerting is displayed on and controlled with the aircraft Master Caution and Warning button(s)

- EIS includes dynamic engine gauges. Gauge indications could be different depending on the aircraft engine status or other parameters such as OAT. See the attached gauge diagrams, Appendices, or aircraft model specific AFMS for specific gauge markings.

1.11.7 Types of Operations

- This installation is limited to VFR and the following placard is installed in the aircraft:

“AIRCRAFT LIMITED TO VFR”

1.11.8 Autopilot

- This aircraft is equipped with a GFC 600 capable of Emergency Descent Mode.
- This aircraft is equipped with a manual Emergency Descent Mode activation switch.
- This installation is equipped and configured to provide EDO VNAV display and autopilot coupling.

This installation is equipped and configured to provide EDO VNAV *display only*.

1.11.8.1 Autopilot Interfaces

The G500/G600 TXI System provides various autopilot integration capabilities dependent upon the type of autopilot installed in a particular aircraft.

The G500/G600 TXi installation in this aircraft provides the following autopilot functions (appropriate boxes will be checked):

- This installation *does not* interface with the autopilot (basic wing leveling autopilot, or no autopilot is installed in the aircraft).
- Course / NAV Selection coupling to the autopilot.
- Heading Bug coupling capability to the autopilot.
- Roll Steering emulated via heading mode.
- Roll Steering capable autopilot.
- Altitude Pre-Selector integrated with the autopilot.

- Vertical speed bug integrated with the autopilot
- Flight Director display driven from external autopilot or FD computer.
- A GAD 43 Adapter is installed in this aircraft
 - GAD 43 provides attitude to the autopilot
 - GAD 43 provides yaw rate to the yaw damper
 - GAD 43 provides baro correction to the altitude preselector
 - GAD 43 provides altitude preselect and/or vertical speed
- G500/G600 TXi provides attitude / air data to autopilot
- Autopilot Modes annunciated on PFD
- GFC 500 or GFC 600 is installed in this aircraft and the TXi provides a means for mode annunciation, altitude selection, vertical speed selection, heading bug selection, and navigation source selection.
- The pilot can change the flight director depiction between single and dual cue.

1.11.9 Primary Flight Display

- This installation includes a secondary AHRS
- This installation includes a STBY AHRS
- This installation includes a secondary ADC
- This installation includes a STBY ADC
- This installation has AHRS auto reversion enabled
- This installation has ADC auto reversion enabled
- This installation supports cold weather compensated approach altitudes.
- This installation supports cold weather compensated approach minimums.
- The CDIs for all PFDs in the system synchronize when the source is changed.
- The CDIs for all PFDs and Standbys in the system synchronize when the source is changed.

1.11.11 Weather Radar

- No Weather Radar
- Garmin GWX 68
- Garmin GWX 70/75
- Garmin GWX 8000
- Non-Garmin Radar

Radar Antenna Size:

- 10" Array
- 12" Array
- 14" Array

Section 2: **LIMITATIONS**

2.1 **Databases**

Databases identified as intended for helicopters must not be used. These databases are identified by the word “HELI” or “HELICOPTER” in their title, as displayed on the database status page.

2.2 **AHRS Operational Area**

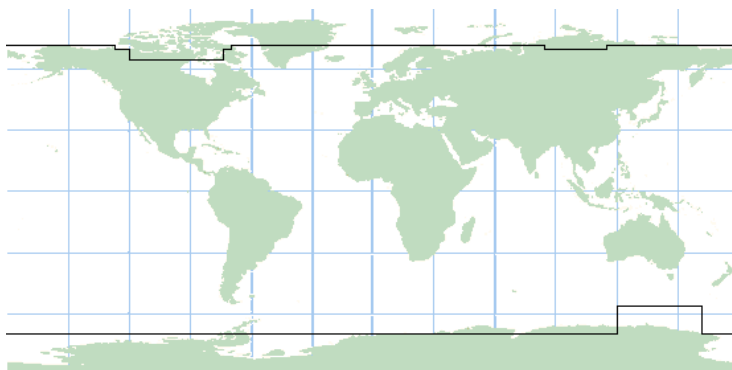


Figure 2-1: AHRS Operational Area Map

For aircraft equipped with the GRS 79 or GSU 75 AHRS, flight operations with the G500/600 TXi are prohibited in the following regions, due to the variability of the magnetic fields near the Earth’s poles.

- North of 72° North latitude, at all longitudes.
- South of 70° South latitude, at all longitudes.
- North of 65° North latitude, between longitude 75° W and 120° W (Northern Canada).
- North of 70° North latitude, between longitude 70° W and 128° W. (Northern Canada).
- North of 70° North latitude, between longitude 85° E and 114° E. (Northern Russia).
- South of 55° South latitude, between longitude 120° E and 165° E (A region south of Australia and New Zealand).

2.3 Magnetic Variation Operational Area

IFR operations are prohibited in areas where the magnetic variation is greater than 99.9° East or West.

2.4 Synthetic Vision

The synthetic vision presentation must not be used as the sole reference for aircraft control (without reference to the primary flight instruments).

The synthetic vision presentation must not be used as the sole reference for navigation or obstacle/terrain/traffic avoidance.

2.5 Moving Maps

Moving map displays (ownship position relative to map features) must not be used as the primary or sole means of navigation or course guidance.

2.6 Terrain Display

Maneuvers and navigation must not be based solely on the display of terrain, obstacles, or wires on the moving map terrain displays.

2.7 Terrain/TAWS Alerts

Terrain/TAWS alerts must be inhibited when landing at an airport that is not in the airport database.

2.8 Datalink Products (SiriusXM, FIS-B, and Connex)

Use of datalink weather information as the sole means for maneuvering in, near, or around areas of hazardous weather is prohibited.

Use of datalink services as the primary means to provide Temporary Flight Restriction (TFR) or Notice to Air Missions (NOTAM) information is prohibited.

2.9 Traffic Display

Use of traffic display as the sole basis for maneuvering to avoid traffic is prohibited.

2.10 Weather Radar

Weather radar use in vicinity of refueling operations is prohibited.

Weather radar use while personnel are in the vicinity (approximately 20 feet) of the radar sweep area is prohibited.

WARNING

An operating radar generates microwave radiation and improper use, or exposure, may cause serious bodily injury. DO NOT OPERATE THE RADAR EQUIPMENT UNTIL YOU HAVE READ AND CAREFULLY FOLLOWED THE SAFETY PRECAUTIONS AND INSTRUCTIONS IN THE RADAR USER MANUAL.

2.11 Stormscope® Display

The use of the Stormscope® lightning data on the display for hazardous weather (thunderstorm) penetration is prohibited.

2.12 Surface Operations

SafeTaxi or ChartView functions must not be used as the sole basis for ground maneuvering.

2.13 Backup GPS

Use of Backup GPS as a primary means of navigation is prohibited in IMC.

2.14 Database Updates

In-flight database transfers or updates are prohibited in flight unless part of the Database SYNC function that occurs in the background to move databases from one LRU to another.

2.15 Minimum Crew

There are no additional limitations applicable to the minimum crew required for safe and effective operation of the aircraft utilizing a G500/G600 TXi system.

2.16 Kinds of Operations

Unless placarded as limited to VFR only operations, equipment installed in a certified aircraft is approved for Day and

Night / VFR and IFR operations in accordance with 14 CFR Part 91, Part 121, and Part 135 when appropriately maintained.

NOTE

If a Kinds of Operations table exists in an aircraft specific G600 TXi AFMS, that table supersedes this generic table.

The tables below list the minimum fully functional equipment required for flight.

The following note applies where indicated with an asterisk:

For VFR operations under 14 CFR Part 91, the aircraft must have at least one source of altitude and airspeed information. This may be from either the PFD or the standby instruments (i.e., all “1a” items or all “1b” items from Table 2-1 and

Table 2-2).

Table 2-1: Primary Flight Display (Non-Integrated Standby)

	Equipment	Number installed	VFR	IFR
	Primary Flight Display	1 or 2	1	1
	Garmin GPS/SBAS Navigator (interfaced to a PFD)	1 or 2	-	1
OR	Air data and Attitude / Heading Unit (ADAHRS)	1 or 2	1a*	1
	Attitude / Heading Unit (AHRS)	1 or 2	-	1
	Air data computer (ADC)	1 or 2	1a*	1
	Magnetometer (GMU)	1 or 2	-	1
	Standby Attitude Indicator	1	-	1
	Standby Airspeed Indicator	1	1b	1
	Standby Altimeter	1	1b	1
	Non-stabilized Magnetic Compass	1	1	1

Table 2-2: Primary Flight Display (Integrated Standby)

	Equipment	Number installed	VFR	IFR
	Pilot Primary Flight Display	1 or 2	1a*	1
	Pilot MFD or EIS Display providing backup PFD functions	1	1b	1
	Garmin GPS/SBAS Navigator (interfaced to a PFD)	1 or 2	-	1
OR	Air data and Attitude / Heading Unit (ADAHRS)	2	1a*	2
	Attitude / Heading Unit (AHRS)	2	-	2
	Air data computer (ADC)	2	1a*	2
	Magnetometer (GMU)	2	-	2
	Non-stabilized Magnetic Compass	1	1	1
	PFD Backup Battery	1	-	1
	Display Backup Switch	1	-	1

Table 2-3: Engine Indicating System (if installed)

Equipment	Number installed	Req'd
EIS Display	1	1
Engine Adaptor Unit (GEA 110 or 71B)	1 or 2	All

All EIS indications must be valid prior to takeoff including any additional engine instrumentation required by the aircraft Kinds of Equipment list as listed in the Aircraft Flight Manual.

Table 2-4: Engine Annunciations (if installed)

	Equipment	Number installed	Req'd
OR	EIS Engine Annunciator	0 or 1	All
	PFD with EIS Engine Annunciator	0 or 1	All

2.17 Placards

2.17.1 KFC 275/325 Altitude Preselect

When the altitude preselect option is installed with KFC 275/325 autopilots, SOFT RIDE (SR) mode must be disengaged when altitude capture mode is engaged (green ALTC). The following placard must be installed near the autopilot mode controller or above PFD 1:

“DISENGAGE SOFT RIDE DURING ALTITUDE CAPTURE (ALTC)”

2.18 Aerobatic Maneuvers

In installations with a TXi PFD, aerobatic maneuvers must not be conducted if uninterrupted attitude information is required.

2.19 NDB Navigation

Pilot must monitor Non-Directional Beacon (NDB) audio for valid Morse code while using the ADF bearing pointer for primary

navigation. Over-the-air Morse code ID must match the charted identifier for use of ADF.

2.20 Stabilized Approach Monitoring

Stabilized approach monitoring for NDB approaches using bearing pointers is not approved unless the HSI CDI is set to GPS, and the approach is loaded in the navigator.

2.21 Navigation Angles (NAV Angles)

The TXi and all connected navigators must be set to the same type of navigation angles and navigation angle values.

Section 3: EMERGENCY PROCEDURES

3.1 EMERGENCY PROCEDURES 26

3.1.1 ADC Failure (No Auto Reversion)..... 26

3.1.2 AHRS Failure (No Auto-Reversion)..... 27

3.1.3 Fuel Imbalance (Aircraft-specific)..... 27

3.1.3.1 Pilatus PC-12 28

3.1.4 Heading Failure..... 28

3.1.5 Loss of EIS Display 29

3.1.6 Loss of Electrical Power to the Garmin GI-275
Standby Attitude Indicator 29

3.1.7 Loss of Electrical Power to 2-inch Electric Standby
Attitude Indicator (flashing or steady amber STBY text) (Mid
Continent 4200 Series)..... 30

3.1.8 Loss of Electrical Power to 3-inch Electric Standby
Attitude Indicator (flashing amber STBY PWR light) (Mid
Continent 4300 Series)..... 31

3.1.9 Loss of Primary Flight Display (Blank or
Unresponsive Screen) 31

3.1.10 Operation on Backup Battery (if installed) 32

3.1.11 TAWS/Terrain Warning 32

3.2 ABNORMAL PROCEDURES..... 33

3.2.1 ADC Failure (With Auto Reversion) 33

3.2.2 AHRS ALIGN 33

3.2.3 AHRS Failure (With Auto-Reversion)..... 33

3.2.4 ATTITUDE, ALT, HDG, or IAS monitor CAUTION
(No Auto-Reversion and Auto-Reversion)..... 34

3.2.5 Backup Battery Malfunction 34

3.2.6 Carbon Monoxide (CO) Caution..... 34

3.2.7 Display Backup Malfunction..... 35

3.2.8 Display Fan Failure..... 35

3.2.9 EIS Display Parameter Failure 35

3.2.10 Electrical Load Shedding..... 35

3.2.11 Emergency Descent Mode (EDM) (GFC 600 Only)
36

3.2.11.1 Emergency Descent Mode Automatic Activation 36

3.2.12 Fuel Imbalance 36

3.2.12.1 Piper PA-46-500TP (Meridian) Fuel Imbalance 36

3.2.12.2 Pilatus PC-12 (S/N 112-888)..... 37

3.2.12.2.1 IMBALANCE (PC-12 only) 37

3.2.13 Fuel Quantity Indication Failure (PC-12 only) 38

3.2.14 GPS Data Failure 38

3.2.15 G5 Standby Reset 39

3.2.16 Navigation Data Failure (VOR/LOC/GS/ADF)..... 39

3.2.17 Synthetic Vision Malfunction 39

3.2.18 TAWS/Terrain Caution 39

3.2.19 Turboprop Auto-Ignition Failure..... 40

3.2.19.1	Ignitors Not Activated	40
3.2.19.2	Ignitors Not Deactivated	40
3.2.20	<i>Turboprop Engine-Start Abnormal Procedures</i>	40
3.3	WARNING, CAUTION, STATUS, AND ADVISORY ANNUNCIATIONS	41
3.3.1	<i>Aural Alerts</i>	41
3.3.2	<i>Terrain Warnings and Cautions</i>	42
3.3.3	<i>WARNING Annunciations</i>	43
3.3.4	<i>CAUTION Annunciations</i>	44
3.3.5	<i>Status Annunciations</i>	49
3.3.6	<i>Advisory Annunciations</i>	50
3.3.7	<i>Generic Engine Text Lamps</i>	51
3.3.8	<i>Engine Text Lamps</i>	51
3.4	ENGINE EXCEEDANCE.....	51

3.1 Emergency Procedures

If an aircraft model specific TXi AFMS exists, the Emergency Procedures in that document supersede these generic Emergency Procedure.

3.1.1 ADC Failure (No Auto Reversion)

ADC failure is indicated by a Red X **and/or** a Yellow X (sometimes accompanied by dashed out OAT fields) shown below:



Red X over the airspeed or altitude tape



Yellow X over the vertical speed tape



Dashed out TAS and OAT fields (e.g., SAT)

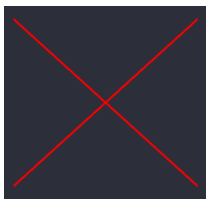
Standby Airspeed Indicator and Altimeter..... **REFERENCE**
 Pitot/static anti-icing system **ON**

Seek VMC or land as soon as practical.

If multiple ADC sources are installed:

PFID “Menu” Button **PRESS**
 “Sensors” Button..... **PRESS**
 Sensors Menu..... **SELECT WORKING SENSORS**

3.1.2 AHRS Failure (No Auto-Reversion)



Standby Flight Instruments **REFERENCE**
Autopilot **VERIFY MODES**
Pitot/static anti-icing system **ON**

Seek VMC or land as soon as practical.

If multiple AHRS or ADC sources are installed:

PFD “Menu” Button **PRESS**
“Sensors” Button..... **PRESS**
Sensors Menu..... **SELECT WORKING SENSORS**

NOTE

If the AHRS is restarting in flight without an operative GPS navigator, attempt to minimize maneuvering and turbulence during and after the restart process. Without an operative GPS navigator, excessive maneuvering or turbulence may prevent the AHRS from completing alignment properly. Continue to minimize maneuvering and seek smooth air for the first 5 minutes after the attitude becomes valid following the in-air alignment restart. If maneuvering or turbulence cannot be avoided, carefully cross-check the AHRS for correctness against other flight instruments.

3.1.3 Fuel Imbalance (Aircraft-specific)

IMBALANCE

The fuel imbalance has exceeded the aircraft limitation. A fuel leak, fuel ice or another problem may be preventing the fuel balancing system from functioning. Refer to the aircraft-specific procedures below.

3.1.3.1 Pilatus PC-12

The fuel imbalance is greater than 40 gallons (~268 pounds). The system should turn off the heavy wing fuel pump (if the fuel pump is selected to AUTO).

If On-Ground**DO NOT TAKE OFF**

Refer to the aircraft AFM Emergency procedures for “AUTO FUEL BALANCING FAILURE”. Wherever “fuel segments” are referenced in that procedure, use conversion table in section A.2 of Aircraft Specific EIS Data of this AFMS to equate “segments” to fuel quantity on the TXi EIS fuel quantity gauges.

3.1.4 Heading Failure

HDG FAIL

GPS track displayed on HSI**REFERENCE**

If GPS track is not available:

Standby compass for heading**REFERENCE**

WARNING

IF HEADING FAILS ON THE GROUND, DO NOT TAKE OFF.

NOTE

Without magnetic heading or GPS track, the HSI will function like a CDI. Only course deviation information will be presented, and the orientation will be based on the selected course, regardless of aircraft heading. Localizer deviations will not be affected by the selected course, and reverse sensing will occur when tracking inbound on a localizer back course.

3.1.5 Loss of EIS Display



EIS display failure is indicated by the loss of displayed information on the EIS, including a blank screen, frozen or unresponsive display of EIS parameters, or red or yellow X indications on engine parameters.

Engine Controls **OPERATE WITHIN LIMITATIONS**
 Any MFD Engine Pages **SELECT**

If the EIS is not automatically displayed on a PFD:

PFD power button **PRESS & RELEASE**
 DISPLAY BACKUP **SELECT**

3.1.6 Loss of Electrical Power to the Garmin GI-275 Standby Attitude Indicator






Aircraft Electrical System..... **CHECK**
 GI 275 Circuit Breaker..... **CHECK**

If power is not restored:

Seek VFR conditions and land as soon as practical.

NOTE

Table 3-1. Battery Capacity Icons

Annunciation	Color	Battery Remaining
	Green	> 60 min
	Yellow	15 – 59 min
	Red	< 15 min

NOTE

Backup battery operation is inhibited if the battery temperature drops below -20° C or exceeds 80° C.

3.1.7 Loss of Electrical Power to 2-inch Electric Standby Attitude Indicator (flashing or steady amber STBY text) (Mid Continent 4200 Series)

When a 2-inch electric standby attitude indicator is installed, loss of primary electrical power to the attitude indicator is annunciated by amber STBY text on the Annunciation Control Unit. The attitude indicator is operating on backup battery power, and pilot action may be required for the gyro to continue operating.

If the amber STBY text is flashing (manual operation):

STBY PWR button **PRESS**
Amber STBY text **VERIFY STEADILY ILLUMINATED**
Red gyro warning flag **VERIFY NOT DISPLAYED**

Seek VMC or land as soon as practical (operation of standby attitude indicator is limited by battery life).

If the amber STBY text is steadily illuminated (automatic operation):

Red gyro warning flag **VERIFY NOT DISPLAYED**

Seek VMC or land as soon as practical (operation of standby attitude indicator is limited by battery life).

WARNING

Do not press the STBY PWR button when the amber STBY text is steadily illuminated. This will turn off the backup battery and the red gyro warning flag will be displayed. If the STBY PWR button is inadvertently pressed and the red gyro warning flag is displayed, press the STBY PWR button again to return to battery power operation (red gyro warning flag should not be displayed).

3.1.8 Loss of Electrical Power to 3-inch Electric Standby Attitude Indicator (flashing amber STBY PWR light) (Mid Continent 4300 Series)

When a 3-inch electric standby attitude indicator is installed, loss of primary electrical power to the attitude indicator is annunciated by a flashing amber light on the indicator. The attitude indicator is operating on backup battery power, and pilot action is required for the gyro to continue operating.

STBY PWR button **PRESS**
Flashing amber light on standby **VERIFY EXTINGUISHED**
Red gyro warning flag **VERIFY NOT DISPLAYED**

Seek VMC or land as soon as practical (operation of standby attitude indicator is limited by battery life).

WARNING

Do not press the STBY PWR button a second time after the flashing amber light extinguishes. This will turn off the backup battery and the red gyro warning flag will be displayed. If the STBY PWR button is inadvertently pressed and the red gyro warning flag is displayed, press the STBY PWR button again to return to battery power operation (red gyro warning flag should not be displayed).

3.1.9 Loss of Primary Flight Display (Blank or Unresponsive Screen)

Standby Flight Instruments **REFERENCE**
Autopilot **SELECT APPROPRIATE MODES**
Lighting Bus **SET MAX BRIGHTNESS**
Dual Concentric Knob **ROTATE**
Touchscreen **TAP**

If a backup TXi display exists and has not automatically reverted to backup mode:

Display Backup Switch (if installed) **ON**

-OR-

Backup Display Power Button **PRESS & RELEASE**

Display Backup Option **ENABLE**

If the screen is still blank, unresponsive, or frozen:

Seek VMC or land as soon as practical.

NOTE

In some installations a TXi in display backup mode may not display all fuel quantity gauges. Position the fuel selector to use fuel from a tank with displayed fuel quantity unless the pilot deems it necessary to select tanks for which quantity is not displayed.

NOTE

If the display returns after rotating the knob or tapping on the screen and a GDL 60 Wireless Access unit is installed in the aircraft, open the CNXT and CNXT BATT circuit breakers. This will disable the GDL 60.

3.1.10 Operation on Backup Battery (if installed)



Battery Operated Instruments **REFERENCE**
Aircraft Electrical System **CHECK**
PFD/MFD/EIS Circuit Breakers **CHECK**

Seek VMC or land as soon as practical.

3.1.11 TAWS/Terrain Warning



Autopilot **DISCONNECT**
Maximum Performance Climb **EXECUTE IMMEDIATELY**

3.2 Abnormal Procedures

3.2.1 ADC Failure (With Auto Reversion)

ON ADC 2 **ON ADC STBY** **BOTH ON ADC 2** **BOTH ON ADC STBY**

Primary ADC has failed, and the system auto reverted to the secondary or standby ADC.

Pitot/static anti-icing system **ON**

Seek VMC or land as soon as practical.

3.2.2 AHRS ALIGN

If an **AHRS ALIGN / KEEP WINGS LEVEL** annunciation is displayed on the attitude indicator in flight, limit aircraft operation to:

- $\pm 10^\circ$ bank
- $\pm 5^\circ$ pitch
- 200 KTAS or less

CAUTION

Exceeding these values may delay or prevent AHRS alignment.

3.2.3 AHRS Failure (With Auto-Reversion)

ON AHRS 2 **ON AHRS STBY**
BOTH ON AHRS 2 **BOTH ON AHRS STBY**

Primary AHRS has failed and the system auto reverted to the secondary or standby AHRS.

Pitot/static anti-icing system **ON**

Seek VMC or land as soon as practical.

**3.2.4 ATTITUDE, ALT, HDG, or IAS monitor CAUTION
(No Auto-Reversion and Auto-Reversion)**

ATTITUDE ALT HDG IAS

All Attitude and Air Data..... **MONITOR AND COMPARE**

If a secondary or STBY source is determined to be correct:

PFD “Menu” Button **PRESS**

“Sensors” Button..... **PRESS**

Sensors Menu..... **SELECT WORKING SENSORS**

Pitot/static anti-icing system **ON**

Seek VMC or land as soon as practical.

3.2.5 Backup Battery Malfunction



A malfunction of the backup battery is indicated by the following indication:

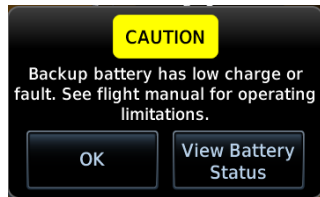


Figure 3-1: Backup Battery Caution

Seek VMC or land as soon as practical.

3.2.6 Carbon Monoxide (CO) Caution

CO LEVEL

The carbon monoxide level within the aircraft is unsafe.

Possible Sources of CO..... **OFF**

Cabin Ventilation..... **MAXIMIZE AIRFLOW**

Oxygen Mask (if equipped) **DON**

3.2.7 Display Backup Malfunction

Display backup malfunction is indicated by repeated changes to the display layout (e.g., display changes back and forth between normal and backup mode).

If a display backup switch is installed:

Display Backup Switch **ON**

If NO display backup switch is installed and the malfunction is sufficiently distracting:

EIS or MFD circuit breaker **OPEN**

3.2.8 Display Fan Failure

FAN FAIL

Display cooling fan has failed.

Prepare for loss of the affected display.

3.2.9 EIS Display Parameter Failure

Indicated by individual parameters having a red or yellow X drawn through the gauge and data removed (if all EIS, see Loss of EIS Display 3.1.5).

Engine Controls **OPERATE WITHIN LIMITATIONS**

Remaining Engine Parameters **MONITOR**

3.2.10 Electrical Load Shedding

If necessary to reduce electrical load:

PFD ADAPTER circuit breaker(s) (if installed) **PULL**

NOTE

When the PFD ADAPTER is shed, this *may* result in the loss of autopilot function and/or loss of some navigation data on the PFD (VOR/LOC, ADF, DME, radar altimeter).

PFD CTLR circuit breaker(s) (if installed) **PULL**

NOTE

Any non-required displays on the co-pilot side may also be powered off.

3.2.11 Emergency Descent Mode (EDM) (GFC 600 Only)

EDM controls are located in the Pilot PFD menu or the Emergency page of a TXi MFD.

3.2.11.1 Emergency Descent Mode Automatic Activation

If the aircraft is above the activation altitude with the autopilot engaged, and the cabin altitude climbs above the configured threshold, automatic activation of EDM will commence. Refer to the Airplane Flight Manual Supplement for the GFC 600 for specific EDM altitude triggers and EDM behaviors.

To Temporarily Inhibit Automatic EDM Activation:

Inhibit EDM (EDM pop up on PFD)**SELECT**
(EDM will be inhibited for 5 minutes.)

To Inhibit Automatic EDM Activation (for the duration of the flight):

Auto EDM (PFD MENU → PFD SETUP)..... **DESELECT**

- or -

When EDM is activated:

AP DISC or AP Key on GFC 600.....**PRESS AND RELEASE**

To Re-enable Automatic EDM Activation:

Auto EDM (PFD MENU → PFD SETUP).....**SELECT**

3.2.12 Fuel Imbalance

FUEL IMBALANCE

The aircraft fuel tanks have exceeded the configured limit for fuel balancing. The pilot should take appropriate action to correct the fuel imbalance. Certain aircraft require specific procedures and are described below.

3.2.12.1 Piper PA-46-500TP (Meridian) Fuel Imbalance

The fuel imbalance annunciator and boost pumps are controlled by the Garmin TXi fuel imbalance monitor. The **FUEL IMBALANCE** alert in the TXi will flash until acknowledged. The following procedures apply to the PA-46-500TP aircraft:

If the imbalance is greater than 25 lbs but less than 40 lbs:

FUEL SYSTEM Imbalance AFM Procedure**COMPLETE**

NOTE

The TXi fuel imbalance is illuminated and flashes when the imbalance is 25# or greater. There is no other indication that the fuel imbalance exceeds 40# other than display of the fuel quantity. **The pilot *must* monitor the imbalance and take further action should the imbalance exceed 40#.**

If the fuel imbalance exceeds 40#:

Flashing “FUEL IMBALANCE” AFM Procedure.....**COMPLETE**

3.2.12.2 Pilatus PC-12 (S/N 112-888)

The original aircraft fuel imbalance system was replaced with the Garmin TXi fuel imbalance monitor. The following procedures apply to the PC-12 aircraft.

3.2.12.2.1 IMBALANCE (PC-12 only)

IMBALANCE

The fuel imbalance system may not be functioning correctly. The fuel imbalance is between 26.4 (~177 pounds) gallons and 40 gallons (~268 pounds).

If On-Ground**DO NOT TAKE OFF**

“AUTO FUEL BALANCING FAILURE” AFM Procedure**COMPLETE**

Wherever “fuel segments” are referenced in that procedure, use conversion table in section A.2 of Aircraft Specific EIS Data of this AFMS to equate “segments” to fuel quantity on the TXi EIS fuel quantity gauges.

3.2.13 Fuel Quantity Indication Failure (PC-12 only)

If the EIS shows a yellow X on one or more of the fuel quantity indications or the total fuel quantity data field, the automatic fuel balancing system will not operate.

If On-Ground**DO NOT TAKE OFF**
“AUTO FUEL BALANCING FAILURE” AFM Procedure
.....**COMPLETE**

Wherever “fuel segments” are referenced in that procedure, use conversion table in section A.2 of Aircraft Specific EIS Data of this AFMS to equate “segments” to fuel quantity on the TXi EIS fuel quantity gauges.

NOTE

While in-flight, periodically disconnect the autopilot and verify the control forces for wings level flight do not require abnormal roll trim input. If abnormal roll trim is required, proceed to the FUEL IMBALANCE (Section 3.1.3) emergency procedure in this AFMS.

3.2.14 GPS Data Failure

LOI NO GPS POSITION

Loss of GPS may be indicated by any or all of the following:

- Loss of GPS course deviation information on HSI *No Picture*
- Amber “LOI” text on the PFD **LOI**
- Amber “NO GPS POSITION” text on the moving map **No GPS Position**
- Loss of waypoint bearing/distance information *No Picture*
- Amber “DG” text on the PFD *No Picture*

“CDI” button**PRESS**
Alternate GPS or Navigation Source**SELECT**
(GPS, then VOR, LOC, or ADF, then external navigation data)

3.2.15 G5 Standby Reset

If a G5 is used as a standby for the TXi, and for any reason does not respond to the power button to turn on or off the G5, a hard reset needs to be performed on the G5. To perform a hard reset, use the following procedure.

Power button **PRESS AND HOLD (15 seconds)**

3.2.16 Navigation Data Failure (VOR/LOC/GS/ADF)

Loss of Navigation data may be indicated by any or all of the following:

- Loss of course deviation information on PFD
- Loss of glideslope/glidepath information on PFD
- Loss of bearing pointer on HSI
- Frozen bearing pointer on HSI

Alternate Navigation Source **SELECT**

3.2.17 Synthetic Vision Malfunction

If the synthetic vision depiction is known or suspected to be inaccurate or malfunctioning:

PFD Menu Button **SELECT**

Synthetic Terrain (Terrain-FLTA SVT) **DISABLE**

3.2.18 TAWS/Terrain Caution

TERRAIN OBSTACLE WIRE

Autopilot **DISCONNECT**

Flight Path **ALTER TO AVOID HAZARD**

3.2.19 Turboprop Auto-Ignition Failure

If the GDU is configured as the auto-ignition controller in the system (see Section 1.11.6), use the following procedures in the event of abnormal ignition function.

3.2.19.1 Ignitors Not Activated

If the ignitors are not activated as expected during engine start or flame-out:

Aircraft ignition switch **ON**

3.2.19.2 Ignitors Not Deactivated

If the ignitors are not de-activated as expected during engine shutdown:

Aircraft ignition switch **AUTO**

If the ignitors are still active:

Ignitor circuit breaker(s) **OPEN**

3.2.20 Turboprop Engine-Start Abnormal Procedures

If the GDU is configured as the engine-start computer in the system (see Section 1.11.6), use the AFM procedures in the event of abnormal engine start indications.

WARNING, CAUTION, STATUS, and ADVISORY Annunciations

The following tables show the color and significance of the warning, caution, and advisory messages for G500/G600 TXi displays.

NOTE

Some aircraft AFM procedures refer to alert blink rates to differentiate between a caution or warning condition. TXi cautions are colored yellow, and warnings are colored red.

3.3.1 Aural Alerts	
<i>Alert</i>	<i>Reference</i>
BARO	Section 3.3.4 "BARO"
COURSE	Section 3.3.4 "COURSE"
CROSSWIND	Section 3.3.4 "XWIND"
FLAPS	Section 3.3.4 "FLAPS"
GEAR	Section 3.3.4 "GEAR"
GLIDEPATH	Section 3.3.4 "GLIDEPATH"
GLIDESLOPE	Section 3.3.4 "GLIDESLOPE"
SPEED	Section 3.3.4 "SPEED"
TAILWIND	Section 3.3.4 "TWIND"

3.3.2 Terrain Warnings and Cautions

Aural Alert	Visual Alert	Action
<p>“Terrain, Terrain Pull up, Pull up” -OR- “Obstacle, Obstacle Pull up, Pull up” -OR- “Wire, Wire Pull up, Pull up” -OR- “Warning, Terrain, Terrain” -OR- “Warning, Obstacle, Obstacle” -OR- “Warning, Wire, Wire” -OR- “Pull up”</p>	<p>PULL UP -OR- TERRAIN -OR- OBSTACLE -OR- WIRE</p>	<p>Disconnect autopilot and initiate maximum performance climb (maximum takeoff power and best angle of climb airspeed)</p> <p>NOTE: Only the climb maneuver is recommended, unless operating in VMC or it is determined, based on all available information, that turning in addition climbing is the safest course of action.</p>
<p>“CAUTION, Terrain” -OR- “CAUTION, Obstacle” -OR- “CAUTION, Wire”</p>	<p>TERRAIN -OR- OBSTACLE -OR- WIRE</p>	<p>Take corrective action until the alert ceases. Using all available information to determine the appropriate action, alter the flight path away from the threat by stopping descent, climbing, and/or turning.</p>
<p>“Too low, Terrain”</p>	<p>TERRAIN</p>	<p>Establish climb to the minimum altitude for present position/procedure</p>
<p>“Sink Rate”</p>	<p>TERRAIN</p>	<p>Decrease rate of descent</p>
<p>“Don’t sink”</p>	<p>TERRAIN</p>	<p>Establish a positive rate of climb</p>

3.3.3 WARNING Annunciations

<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
AOA	Utilize speeds for landing based on AFM tables and manual speed bugs.	AOA computer failed.
EDM	Take all appropriate actions to correct the condition that triggered the emergency descent.	The pilot or autopilot has initiated an emergency descent.
ENGINE	Observe the warning indication on the PFD or EIS display and take appropriate action.	One or more engine parameters have exceeded a warning threshold.
HDG FAIL	Use Standby Magnetic Compass or GPS track information.	Heading information is invalid or lost, accompanied by a red X through the digital heading display.
IMBALANCE	Follow the imbalance procedures in Section 3.1.3 of this AFMS.	Fuel imbalance has exceeded the aircraft limitations.
Red Airspeed Parameter	Take immediate action to correct the airspeed limitation being exceeded.	An Indicated Airspeed (IAS) or MACH speed limitation has been exceeded.
Red Engine Parameter	Take appropriate action to correct condition causing engine parameter exceedance.	The engine parameter has exceeded the warning threshold.
Red X	Reference the data source or alternate equipment.	A red X through any display field, indicates that display field is not receiving data or is corrupted.

3.3.4 CAUTION Annunciations

<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
AHRS NOT READY – DO NOT TAKEOFF	Remain stationary and allow AHRS to finish initialization and allow navigators to acquire sufficient GPS position.	AHRS sensors are not ready for flight. Additionally, the interfaced navigator does not have sufficient GPS position.
AHRS ALIGN – KEEP WINGS LEVEL	Limit aircraft attitude to $\pm 10^\circ$ bank and $\pm 5^\circ$ pitch as AHRS Aligns - OK to taxi.	Attitude and Heading Reference System is aligning. AHRS may not align with excessive pitch/bank angles.
ALT -or- HDG -or- IAS	Cross-check the flagged information against other sources to identify erroneous information.	Difference detected between displayed airspeed, heading, or altitude (installations with Dual TXi PFD or TXi PFD and GI275 Standby).
ATTITUDE Note: Autopilot may automatically disconnect	Fly aircraft manually and crosscheck attitude indication with standby attitude indicator and other sources of attitude information (airspeed, heading, altitude, etc.)	The PFD attitude monitors have detected an AHRS malfunction or an error between AHRS sources. Autopilot will disconnect if AHRS is being used to drive the autopilot.
BACKUP GPS	Observe limitations regarding use of backup GPS	No external GPS data is available, and system is using backup GPS.

3.3.4 CAUTION Annunciations		
BARO	Correct the BARO setting as needed.	The difference between the GPS altitude and barometric altitude has exceeded the monitoring threshold
CO LEVEL	Turn off possible sources of CO, increase cabin ventilation, don oxygen mask if equipped.	Carbon Monoxide levels within the aircraft have reached an unsafe level.
COURSE	Correct the approach course as necessary	The lateral course guidance has exceeded the stabilized approach monitoring threshold
EDM	Understand that emergency descent mode on the autopilot is not functional.	EDM mode is not functional. Refer to the system advisory message for details.
ENGINE	Observe the caution indication on the EIS display and take appropriate action.	One or more engine parameters have exceeded a caution threshold.
FAN FAIL	Prepare for loss of display. Display may overheat and shut down.	Cooling fan for the display has failed.
FLAPS	Extend flaps for appropriate landing configuration.	Flaps are not in landing configuration.
GEAR	Extend landing gear.	Landing gear is not down and locked.

3.3.4 CAUTION Annunciations		
GLIDE	Follow the Smart Glide procedures in the GTN Xi AFMS.	Smart Glide is active.
GLIDEPATH -or- GLIDESLOPE	Correct the approach vertical deviation as necessary.	The glidepath or glideslope deviation has exceeded the stabilized approach monitoring threshold.
IMBALANCE	Follow the imbalance procedures in section 3.2.12 of this AFMS.	Fuel tank imbalance exists between the tanks connected by the yellow line.
L ENG	Be aware that the EIS has detected a significant power difference between two engines and the LEFT engine power is lower.	The LEFT engine may be producing significantly less power than the RIGHT engine and the rudder bias system has engaged. See the GFC 600 AFMS for more details.
MAG ANOM (text near the heading readout)	Be aware that the heading indications may be misaligned until clear of the magnetic interference.	The AHRS has detected a magnetic anomaly. This generally occurs near large buildings or metallic areas. Take off with MAG ANOM is permitted.
NO AP DATA	Verify autopilot mode of operation using alternate means.	Autopilot mode of operation is not available.

3.3.4 CAUTION Annunciations		
NO GPS POSITION	Use alternate information for positional and situational awareness	GPS data is unavailable.
ON ADC 1/2 -or- BOTH ON ADC 1/2	Confirm intended ADC source selection	The PFD is using the cross-side ADC (dual PFD and ADC installations only).
ON AHRS 1/2 or- BOTH ON AHRS 1/2	Confirm intended AHRS source selection	The PFD is using the cross-side AHRS (dual PFD and AHRS installations only).
R ENG	Be aware that the EIS has detected a significant power difference between two engines and the RIGHT engine power is lower.	The RIGHT engine may be producing significantly less power than the LEFT engine and the rudder bias system has engaged. See the GFC 600 AFMS for more details.
RB FAIL	No action necessary.	Rudder bias system has failed on the GFC 600. See the GFC 600 AFMS for more details.
SPEED	Correct approach speed as necessary.	Stabilized approach monitoring has exceeded the speed caution threshold. May be faster or slower than V_{ref} .

3.3.4 CAUTION Annunciations		
TWIND	The current airborne tailwind component is higher than the aircraft limitation for stabilized approach monitoring	The current airborne tailwind component has exceeded the stabilized approach monitoring threshold
TAWS N/A TAWS FAIL	Use vigilance, terrain depiction and TAWS alerting is no longer provided.	Database errors or lack of required GPS position.
TRAFFIC	Visually acquire the traffic to see and avoid.	The interfaced traffic system has determined that nearby traffic may be a threat to the aircraft.
XWIND	Be aware that the current airborne crosswind may be at or above the maximum demonstrated crosswind component for the aircraft	The current crosswind component has exceeded the stabilized approach monitoring threshold
Yellow EIS Parameter	Take appropriate action to correct condition causing engine parameter exceedance.	The engine parameter has exceeded the caution threshold.
Yellow X	Reference the data source or alternate equipment.	A yellow X through any display field, indicates that display field is not receiving data or is corrupted.

3.3.5 Status Annunciations

<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
BALANCE ON	None	Automatic fuel imbalance system is ON.

3.3.6 Advisory Annunciations

<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
ATTITUDE , ALT , HDG , or IAS (text on PFD)	Be aware that the other (unselected) AHRS/ADC source is not available	The other (unselected) AHRS/ADC source is unavailable.
ICE SPD	Check Airspeed.	Aircraft is near stall speed in icing conditions with the autopilot engaged. See GFC 600 AFMS for more details.
MAG ANOM (text near the heading readout)	Be aware that the heading indications may be misaligned until clear of the magnetic interference.	The AHRS has detected a magnetic anomaly. This generally occurs near large buildings or metallic areas. Take off with MAG ANOM is permitted.
RB OFF	No action necessary.	Rudder bias system has been manually deactivated. See the GFC 600 AFMS for more details.
RB PFT	No action necessary.	Rudder bias system is completing preflight checks and is not active until after engine run-up.

3.3.7 Generic Engine Text Lamps	
Engine text lamp color is determined by the installer and the function annunciated. The text lamps below can be white, green, yellow, or red. The descriptions below apply in all cases.	
<i>Annunciation</i>	<i>System Description</i>
BETA	Propeller beta valve is OPEN. Indicates the propeller is in the reverse operating range.
BLEED	Bleed valve is OFF
IGN	Engine ignition is ON
INSEP	Inertial separator is OPEN
START	Stater is ENGAGED

3.3.8 Engine Text Lamps	
<i>Annunciation</i>	<i>System Description</i>
START	The starter was shut off before the engine reached a stable running state. Used for starter cooling timing.
SRL	Single-Red Line computer failure. Refer to the aircraft POH/AFM for further details.

3.4 Engine Exceedance

When the TXi system includes Turboprop EIS, engine exceedance and some basic airframe exceedances can be logged in the system. Should an exceedance occur, the pilot is notified 30 seconds after the exceedance has ended via a system advisory. The pilot will be reminded of the exceedance when on the ground with a system advisory until the exceedance is acknowledged on the SYSTEM → LOGS → EXCEEDANCES page. Additional details regarding the exceedance are available on the exceedance log page. All exceedance thresholds are configured by the installer and will vary from aircraft to aircraft. Refer to the EIS Appendix of this document for aircraft specific details.

Section 4: NORMAL PROCEDURES

4.1 BEFORE TAKEOFF 53
 4.1.1 *Master Caution and Warning System Check*..... 53
 4.1.2 *Integrated Standby System Check* 54
 4.1.3 *Electric Standby Attitude Gyro (Mid Continent 4200
 and 4300 Series)* 54
4.2 AUTOPILOT OPERATION..... 54
 Preflight 54
 4.2.1 *Autopilot Disconnect Test* 54
 Autopilot NAV / APR mode coupling 55
 4.2.2 55
 4.2.3 *GPSS Emulation*..... 55
 4.2.4 *Altitude Preselect*..... 56
 4.2.4.1 S-Tec 55/55X Autopilots..... 56
 4.2.4.2 Collins Autopilots 56
 4.2.4.3 Bendix/King Autopilots 56
 4.2.4.4 Cessna Autopilots 57
 4.2.4.5 Garmin Autopilots..... 57
 4.2.5 *Vertical Speed Bug Coupling*..... 58
 4.2.5.1 S-Tec 2100/55/55X and Avidyne DFC90 Autopilots 58
 4.2.5.2 Bendix/King Autopilots 58
 4.2.5.3 Garmin Autopilots..... 59
4.3 COLD WEATHER COMPENSATION..... 59
4.4 TRUE COURSE NAVIGATION OR MANUAL MAGNETIC
 VARIATION NAVIGATION 60

NOTE

If an aircraft model specific TXi AFMS exists, the Normal Procedures in that document supersede these generic procedures.

4.1 Before Takeoff

Warning, Caution, Advisory Indications **VERIFY ABSENT**
Fuel Quantity **VISUALLY CHECK**

If equipped with TXi EIS Fuel Computer:

Fuel Computer Fuel Quantity **UPDATE**

If equipped with TAWS or Terrain Warning:

Terrain Audio Test Clip **VERIFY AUDIBLE**

*If equipped with fuel quantity systems that include a fuel conditioner:
(See Section 7.17.6 for more details)*

All Tanks **VERIFY INITIALIZED**

Fuel Quantity Gauges **VERIFY NO GRAY BARBER POLE**

WARNING

It is prohibited to initiate flight when a “Service Required” advisory is present on the PFD, MFD, or EIS display.

4.1.1 Master Caution and Warning System Check

For TXi EIS systems connected to the aircraft Master Caution and Master Warning annunciators:

ENGINE CAUTION button **PRESS**

Aircraft Master Caution Light **VERIFY ON**

Aircraft Master Caution button **PRESS**

ACKNOWLEDGED Displayed on TXi **VERIFY**

Aircraft Master Caution Light **VERIFY OFF**

TXi Master Caution Test Light **VERIFY OFF**

ENGINE WARNING button **PRESS**

Aircraft Master Warning Light **VERIFY ON**

Aircraft Master Warning button **PRESS**

ACKNOWLEDGED Displayed on TXi **VERIFY**

Aircraft Master Warning Light **VERIFY OFF**

TXi Master Warning Test Light **VERIFY OFF**

4.1.2 Integrated Standby System Check

Amber or Red Battery Icon on PFD..... **VERIFY ABSENT**
PFD Warnings, Cautions, Advisories **VERIFY ABSENT**
Display Backup..... **ON**
PFD displayed on backup display **VERIFY**
Backup PFD Warnings, Cautions, Advisories .. **VERIFY ABSENT**
Display Backup..... **AUTO**
Backup display returns to previous function..... **VERIFY**

WARNING

Failure to verify these functions before flight may result in the loss of all attitude or air data or both, resulting in loss of aircraft control.

4.1.3 Electric Standby Attitude Gyro (Mid Continent 4200 and 4300 Series)

Electric standby attitude gyro **APPLY POWER**
Wait for gyro to reach operating speed (approx. 5 min.)
Red gyro flag **VERIFY REMOVED**
STBY PWR **PRESS AND HOLD**
Amber Annunciator **VERIFY FLASHING**
STBY PWR **RELEASE**
Green Annunciator **VERIFY ON**
Red Annunciator **VERIFY OFF**
(for duration of test, approx. 1 minute)

CAUTION

The standby attitude gyro must be considered inoperative if the red annunciator is displayed during the test.

4.2 Autopilot Operation

4.2.1 Preflight Autopilot Disconnect Test

For installations which use a PFD adapter to interface with the autopilot:

While on Ground:

Autopilot **ENGAGE**
PFD Test Menu, AP DISC **PRESS**

CAUTION

Do not use the autopilot if the AP DISC button fails to disengage the autopilot normally.

4.2.2 Autopilot NAV / APR mode coupling

CDI button**PRESS TO SELECT NAV SOURCE**
Autopilot Mode **NAV/APR AS REQUIRED**

NOTE

The autopilot will use the navigation source that is displayed on the Pilot’s PFD.

4.2.3 GPSS Emulation

For autopilots that do not support GPSS roll steering in NAV / APR modes:

CDI button **PRESS TO SELECT GPS SOURCE**
GPSS **ENABLE**

Methods to enable GPSS:

- Via the AP HDG REF button in the heading context menu
- Via the GPSS button on the PFD controller (if installed)
- Via the external HDG/GPSS switch (if installed)

Autopilot Lateral Mode **HDG**

NOTE

When GPSS emulation is enabled, the heading bug will be hollowed out, and the PFD heading button will display “GPSS” text along with a crossed-out heading bug. The “GPSS” text will be white when GPSS commands are available, and it will be amber when there is no GPSS command available.



Figure 4-1: HSI - GPSS Emulation Active

mode. Verify the autopilot mode after changing the selected altitude.

NOTE

When the selected altitude is armed for capture, ALTC is displayed in white text in the upper right corner of the PFD. When altitude capture mode is active, ALTC is displayed in green text in the upper right corner of the PFD. When a KA 315 annunciator panel is installed, the “ALT ARM” annunciator on this panel will not be operative.

NOTE

KFC 200/250 autopilots will inhibit glideslope (GS) mode if altitude capture (ALTC) mode is engaged during glideslope intercept.

4.2.4.4 Cessna Autopilots

To preselect and capture a selected altitude:

PFD Altitude Bug**SET**
To Arm/Disarm:

ALT CAP button in ALT context menu**PRESS**

- OR -

ARM button on PFD controller**PRESS**

NOTE

When the selected altitude is armed for capture, ARMED is displayed in white text above the selected altitude.

4.2.4.5 Garmin Autopilots

To preselect and capture a selected altitude:

PFD Altitude Bug**SET**

NOTE

The altitude selected will be the armed mode for altitude capture. When the aircraft reaches the selected altitude, the autopilot will automatically switch to ALT mode.

4.2.5 Vertical Speed Bug Coupling

Certain autopilots may be coupled to the PFD vertical speed bug for maintaining a selected vertical speed. Except as described in this section, refer to the autopilot AFMS and/or Pilot's Guide for autopilot system operation.

4.2.5.1 S-Tec 2100/55/55X and Avidyne DFC90 Autopilots

To select and maintain a vertical speed:

PFD Vertical Speed Bug**SET**

On autopilot programmer computer:

VS**PRESS**

NOTE

The selected vertical speed will automatically be reduced toward zero when approaching the selected altitude bug. AUTO will be displayed in the vertical speed context menu button when vertical speed is being reduced automatically. Manually changing the selected vertical speed while AUTO is displayed will cancel automatic vertical speed reduction.

NOTE

The VS knob on the Avidyne DFC90 autopilot will synchronize with the PFD VS bug on the TXi PFD. The VS bug value may be adjusted from either the TXi PFD or the DFC90

4.2.5.2 Bendix/King Autopilots

To select and maintain a vertical speed:

VS ENG button in VS context menu**PRESS**

- OR -

ENG button on the PFD controller**PRESS**

(either option syncs the VS to current vertical speed and engages vertical speed mode)

PFD vertical speed bug**SET**

NOTE

When engaging VS mode, the VS bug will be synced to the current vertical speed. VS is displayed in green text in the upper right corner of the PFD to indicate that VS mode is engaged.

While VS mode is engaged, the vertical speed bug may be changed by:

- Adjusting the vertical speed bug with the PFD knob, or
- Pressing and holding the vertical trim rocker switch on the autopilot in the desired direction, or
- Pressing the CWS button on the control wheel to synchronize the vertical speed bug to the current vertical speed.

4.2.5.3 Garmin Autopilots

To select and maintain a vertical speed:

On autopilot mode controller:

VS**PRESS**
PFD vertical speed bug**SET**

NOTE

When engaging the VS mode, the VS bug will be synced to the current vertical speed. VS displayed in green text in the upper right corner of the PFD to indicate that VS mode is engaged.

4.3 Cold Weather Compensation

In the PFD MENU → MINIMUMS menu:

TEMP COMP Minimums**SELECT**
Temperature At Destination.....**ENTER**
GTN Temp Comp (if installed)**ENABLE**

NOTE

Pilots must coordinate with ATC when flying temperature compensated approaches.

4.4 True Course Navigation or Manual Magnetic Variation Navigation

In the SYSTEM → UNITS → NAV ANGLE menu:

Desired Navigation Angle**SELECT**

If user nav angle selected:

Desired Magnetic Variation**SET**

Nav Angle units are displayed on the PFD as shown below:



Figure 4-2: Magnetic Navigation Angle (System Default)



Figure 4-3: True Navigation Angle



Figure 4-4: User Navigation Angle with magnetic variation (VAR) set to 6°E

Section 5: PERFORMANCE

No change.

Section 6: WEIGHT AND BALANCE

See current weight and balance data.

Section 7: SYSTEM DESCRIPTION

Both a detailed G500/G600 TXi Pilot's Guide and trainer software applications are available to help the pilot familiarize themselves with the features and functions of the TXi system.

A power button is provided at the top right corner of the bezel on each display (lower left on GDU 700L). When the display is ON, pressing the power button results in an onscreen menu with controls prompting action to close the menu, power the display OFF, or enter display backup mode (if applicable).

Two SD card slots are provided for loading software and databases and for logging flight data. An optional Flight Stream 510 can also be inserted into the top-most SD card slot to add wireless capabilities to the TXi.

The following colors are used consistently within the TXi system:

Table 7-1: Annunciation Color Codes

Color	Functions
RED	Warning conditions Operating Limits
YELLOW or YELLOW	Cautionary conditions Conditional operating ranges
GREEN	Safe operating conditions Normal operating ranges VOR/Localizer Data Engaged Modes
WHITE	Scales and Markings Current data and values Armed Modes Advisory information
MAGENTA	GPS Data Active flight plan legs
CYAN	Pilot selectable

7.1 Controls Overview

Dual concentric knobs and a capacitive touchscreen provide control of functions for the units. The touchscreen controls accept single touch, two finger pinch, and single finger swiping actions. Virtual "buttons" which can be touched to provide control functions are depicted using white outlines, round corners, and shading. Display range can be controlled using two finger pinching. Map panning can be accomplished using single finger swiping. The

enhanced HSI map display range can be controlled using two finger pinch or single finger swipe.

7.2 Glove Usage

No device may be used to cover fingers used to operate the TXi display unless the Glove Qualification Procedure located in the Pilot's Guide has been successfully completed. The Glove Qualification Procedure must be successfully completed for each combination of pilot, glove, and GDU 1060/700P/700L that is intended to be used.

7.3 Display Brightness

Display brightness is controlled automatically based on input to a bezel mounted photocell. The brightness level can be manually adjusted using controls in the SYSTEM → BACKLIGHT selection. Optionally, brightness can be controlled using cockpit lighting dimmer switches or rheostats.

7.4 System Status

The G500/G600 TXi system status can be viewed via the status page; this includes the GDU serial number and system ID of the unit, the software version loaded on the unit, and the AHRS and ADC software if the integral ADAHRS is installed.

An External LRUs list displays information and status of various units that are interfaced to the TXi system. This list only includes LRUs that can report status information, which is typically limited to other Garmin LRUs. Software versions, serial numbers, and LRU status are typically provided. A green checkmark indicates normal online status, and a red X indicates offline or failed status. Some LRUs, like the GDL 69, GSR 56, and GTX 345, provide a button to see more detailed information about the status of that unit. These LRU-specific status pages provide additional controls as applicable.

7.5 Databases

The G500/G600 TXi system utilizes databases to provide some system functions.

Database status information is available to the pilot at system startup on the MFD splash screen and during normal operations on the MFD system status page for units with an MFD, or PFD Menu for PFD only units. Controls are provided for enabling database sync and chart streaming and for manually initiating a database update. EIS-only units do not support database functions. System time (as received from an interfaced GPS navigator or the internal backup GPS) is used to determine if a database is within its effective period. On the splash screen, databases are displayed in amber if they are expired, not yet effective, or if the current date/time is unknown. Databases are displayed in white if they are within their effective date range. All database status information is depicted in white on the SYSTEM STATUS page.

The GDU utilizes two sets of databases – those which are active, and standby databases which are databases whose valid period has not yet begun. Upon reaching the effective date of a standby database the pilot is prompted to update the database in use.

Internal database validation prevents incorrect data from being displayed.

Databases can be updated using an SD card, by Syncing with other compatible units, or using database concierge through a Flight Stream 510 and PED. Databases are stored internally on the GDU.

The terrain and basemap databases are updated periodically and have no expiration date.

The Garmin or Jeppesen navigation database contains data associated with navigation including airports, navigation aids, airways, airspaces, and other data.

The obstacle database contains data for obstacles and wires that pose a potential hazard to aircraft. Obstacles 200 feet and higher are included in the obstacle database. Wires which have been identified as a hazard to fixed wing aircraft are included in the database. Coverage of the obstacle database includes the United States and Europe. Wire coverage is limited to the United States. This database is updated on a 56-day cycle.

CAUTION

Not all obstacles or wires are included in the databases.

The Garmin SafeTaxi database contains airport diagrams for selected airports. This database is updated on a 56-day cycle.

The Garmin FliteCharts or Jeppesen ChartView electronic charts database contains procedure charts for the coverage area purchased. An own-ship position icon will be displayed on these charts when the aircraft icon on the chart page is not X'd. This database is updated on a 28-day cycle. If not updated within 180 days of the expiration date, FliteCharts or ChartView will no longer function.

The airport directory database contains information on landing facilities, such as operating hours, services available, and transportation/lodging resources. Airport directory information may be available from multiple sources and coverage areas. This database is updated on a 56-day cycle.

The magnetic variation model contains data about variations in the earth's magnetic field based on location. This database is loaded using the GDU and is stored in the AHRS. This database is included with the navigation database and is updated on a five-year cycle.

7.6 Crew Profiles

The crew profile function is provided for units which have an MFD to allow the management of pilot-controlled settings. If the aircraft is operated by multiple pilots, each pilot can recall their individual settings for use. These profiles include settings from all displays in the system.

Upon power up, the MFD splash screen provides the option for the pilot to select a crew profile. If no selection is made the unit will default to the crew profile used on the last power cycle. Profiles can be managed via the SYSTEM → CREW PROFILE page. Only one profile may be selected as active at a time. New profiles are created with the settings currently in use.

7.7 Display Backup Modes

Display backup modes are provided to replace the functionality of a failed PFD or EIS display by providing the same function on another display. Display backup capability is enabled based on the configuration of the GDUs installed in the aircraft. The display backup mode is limited in space and may not show all engine parameters normally available on the EIS display.



Figure 7-1: Twin Piston Display Backup



Figure 7-2: Single Engine Turboprop Display Backup

7.8 Integrated Standby System

For Class I and II aircraft, standby instruments (attitude, altitude, airspeed) may be provided by a second GDU 700P display. The integrated standby system consists of two GDU 700P displays installed adjacent to each other, with one display configured as the PFD and the second display configured as either an EIS or an MFD.

One display has an integrated ADAHRS and the other will be interfaced to a GSU 75. A “display backup” switch is installed which will force both displays into their display backup mode of operation when activated.

A GBB 54 backup battery will provide power to the PFD and sensors (GEA 110, GMU 44, GTP 59) in the event of primary aircraft power failure. Displays equipped with a backup battery will continue to operate after a loss of aircraft electrical power. Twin engine aircraft equipped with EIS will lose right engine gauges, fuel quantity from the right tank(s), and amps and volts from the right side. Operating on backup battery power is indicated by the presence of a battery icon on the affected display and a system advisory. A minimum of 30 minutes of operation on the backup battery is provided.

This configuration will provide the following functionality:

- If the PFD fails or communication with the PFD is lost, the MFD/EIS will automatically display its backup primary flight information (attitude, altitude, airspeed) with the MFD or EIS behaving as follows:
 - An MFD will transition to a full-screen PFD display
 - An EIS will transition to a split-screen PFD/EIS display
- The two displays monitor and compare the independent attitude, altitude, and airspeed data. If either display detects a difference between any of the parameters (attitude, altitude, or airspeed), the MFD/EIS display will automatically display its backup primary flight information and amber annunciations will appear next to the data generating the miscompare.

7.9 Electric Standby Attitude Gyro

If an electric standby attitude gyro is installed, the gyro operates from the aircraft electrical system with a dedicated emergency battery specific to the electric gyro. The electric attitude gyro battery capacity may vary considerably depending on temperature, charge status, and battery life condition. Low temperatures below 32°F will temporarily degrade battery capacity. Internal chemistry will slowly degrade battery capacity over several years of operation even when correctly maintained. A poorly maintained battery will suffer accelerated degradation. Extended storage in a discharged state and over-charging will permanently damage the battery. Complete charging is required to bring the battery up to full capacity if it has been unused for more than four months or has been partially discharged.

7.10 Backup GPS

Each Garmin TXi GDU is equipped with a backup GPS receiver. When the optional backup GPS antenna is connected, the TXi system will provide 2D GPS position information from the backup GPS if all the certified GPS sources are lost. There is no pilot action required to enable use of backup GPS data.

Backup GPS data is only used to provide non-safety critical functions after the failure of all certified GPS position sources. Backup GPS data will only be provided if a valid GPS position has been received from a certified GPS source since becoming airborne and is subsequently lost.

Backup GPS data is utilized to provide the following functions: ownship position on the moving map, GPS track display, waypoint bearing/distance information, ground speed, and wind calculations. When backup GPS data is in use, **BACKUP GPS** is displayed on all georeferenced maps. Navigation using backup GPS is not provided. Overlays of Stormscope®, traffic, terrain, and obstacles on the moving map is disabled when backup GPS is in use. Traffic information from TIS-A and TCAS sources is still available on the traffic page. Other functions which are inhibited include bearing pointer on waypoint info page, chart geo-referencing, Synthetic Vision, GPS altitude displays, GPS navigation status field, and terrain page display.

7.11 Aircraft Audio Interface

The Pilot PFD is interfaced to the aircraft audio system to provide aural alerts (altitude alerter, minimums, terrain, stabilized approach monitoring). If multiple PFDs are installed, only the Pilot PFD is interfaced to the audio system unless using the GCU with an XFR function, in which case the audio will be heard only from the selected side PFD.

GDU 700P MFD displays may be interfaced to audio system for terrain alerts or touch clicks, but only if there is no Pilot PFD installed.

GDU 700P/700L EIS displays are not interfaced to the audio system.

7.12 Advisory Notifications

An Advisory notification system is available on all installed GDUs. This system notifies the pilot when a new advisory is available and displays a queue of active advisories.

When a new advisory occurs, an “Advisory” button appears and flashes at the bottom of each GDU.

Pressing the advisory button opens a popup window with a list of the active advisories. Advisories are scrollable and are separated by a horizontal line between entries.

Advisories are common to all GDUs, meaning that the same list of advisories is displayed on all GDUs.

7.13 System Settings

The Setup page provides pilot controls for click volume, time format, and local time offset. Controls are provided to set the nearest airport criteria so that airports not usable by the aircraft type do not appear in waypoint searches. A control is provided that allows the pilot to select which weather receiver is used for the weather shortcut accessed by turning the outer dual concentric knob. Crew profiles are managed from this page. Settings on this page are crossfilled to all other GDUs in the system.

Units of Measure for temperature, barometric pressure, nav angle, altitude, fuel, distance, and wind speed are pilot controllable via the SYSTEM → UNITS page. These units are propagated throughout the system except for Air Temperature Reference and Fuel Computer units which only affect the display being used to make the selection.

Setting nav angle units to “User” allows the user to specify a magnetic variation. All heading values will be referenced to the user setting. User nav angles should only be used if required by operational need.

The units and markings on the PFD are not user configurable. They match the units as specified in the aircraft’s FAA approved Airplane Flight Manual and standby instruments.

7.14 System Data Logging

The TXi system incorporates a data logging feature that can record parameters related to the aircraft’s primary flight instruments, engine indications, and aircraft configuration. Recorded data is stored in internal memory and can be exported to an SD Card by the pilot or optionally through Connex devices to fly.garmin.com or Garmin Pilot. If an engine exceedance is detected in the system, a separate flight log is recorded during the exceedance period with a higher data rate than the normal flight data log.

7.15 Primary Flight Display

PFD functions are controlled by the dual concentric knob located adjacent to the PFD and using touchscreen controls. The outer knob assigns the function of the inner knob and is annunciated at the bottom of the display adjacent to the knob. The PFD knobs control Selected Heading Bug, Course Pointer, Selected Altitude Bug, Vertical Speed Bug, Airspeed Bug, and Barometric Correction. In addition, the inner knob provides for numeric entry. The knob

function defaults to HDG if it is not rotated for a period of 10 seconds.

The PFD can also be controlled using the touchscreen controls. Touching any of the buttons on the screen will display a context sensitive menu. The inner knob may be used to directly change the displayed value or buttons within the menu may be used to access additional control or utilize the touchscreen to enter data.

The PFD can optionally be controlled using a remotely mounted controller which provides dedicated knobs and buttons for Selected Heading Bug, Selected Altitude Bug, Vertical Speed Bug, Airspeed Bug, Barometric Correction and various autopilot functions.

A Menu button on the PFD provides access to additional controls and settings.

7.15.1 Primary Flight Data

The PFD displays attitude, heading, airspeed, barometric altitude, and vertical speed data. Airspeed and altitude displays include a six second trend indicator.

Pilot selectable bugs may be provided for airspeed, altitude, vertical speed, and heading.

The G500/G600 TXi requires at least one Garmin GPS/SBAS navigation unit to ensure the integrity of the Attitude and Heading Reference System. The ADAHRS or AHRS will continue to operate in a reversionary mode if the GPS fails, and the attitude display on the PFD will still be presented.

7.15.1.1 Multi-Sensor Installations

When dual ADC or AHRS sensors are installed and configured, the pilot is provided with AHRS/ADC source selection controls via the PFD MENU → SENSORS menu.

The default ADC or AHRS source on power up is ADC 1 and AHRS 1 for the pilot side PFD and ADC 2 and AHRS 2 for the co-pilot side PFD.

For single PFD installations, selection of ADC 2 or AHRS 2 as the sensor source will cause an **ON ADC 2** or **ON AHRS 2** respectively, to the right of the HSI.

For installations with two (2) PFDs, both PFDs will display **BOTH ON ADC 2** or **BOTH ON AHRS 2** or **BOTH ON ADC 1** or

BOTH ON AHRS 1 if the sensor source is changed from the default on either PFD.

When dual ADC or AHRS sensors are installed and configured, software monitors provide detection of sensor mismatches. If a monitor detects a difference between sources exceeding the allowable limit, a visual **ATTITUDE**, **ALT**, or **IAS** mismatch announcement will be shown on the PFD. In the event of a mismatch between AHRS sensors, if the system includes an integrated STBY instrument such as the GI 275 standby with a third ADAHRS sensor, the system will attempt to determine which sensor failed and auto revert the PFDs to the valid sensor.

The PFD inhibits the mismatch announcements in dual TXi PFD installations when both PFDs are displaying the same sensor source.

A no compare monitor is used to determine when data to the second or STBY ADC or AHRS source is not able to be used for comparison. No compares are announced using black text on a white background in the same location and same text as mismatch announcements. If enabled by configuration, the PFDs will auto revert to the highest priority source if the selected sensor is in a failed or aligning state. Auto reversion will not occur on ground.

The PFD extinguishes the no compare announcements in dual TXi PFD installations when both PFDs are displaying the same sensor source and the crew has opened the Advisory message queue to read the no compare advisories.

7.15.1.2 Loss of Primary Flight Data

If the ADC fails or communication with the PFD is lost, wind calculations will be unavailable. If valid GPS data is available, the PFD will automatically revert to display GPS calculated altitude relative to mean sea level at the top of the altitude tape.

If the AHRS fails and/or heading is lost, GPS ground track will automatically be displayed in place of heading when airborne. The heading bug and course pointer will continue to function normally, using GPS ground track as a reference instead of magnetic heading.

7.15.2 ADAHRS and AHRS Normal Operating Mode

The Attitude and Heading Reference System integrity monitoring function requires external GPS and Air Data to be provided to the AHRS. An ADAHRS receives Air Data internally and therefore only requires external GPS.

NOTE

Attitude will remain valid if either GPS or Air Data is lost.

NOTE

In dual GPS installations, only one GPS needs to be available to the ADAHRS or AHRS for IFR flight.

CAUTION

Changing the AHRS/ADC sensor source when a white **ATTITUDE/IAS/ALT** annunciation is displayed on the PFD will result in the selection of an inoperative sensor source and subsequent loss of information. Operating both PFDs on the same sensor source will inhibit the AHRS/ADC comparison monitor.

7.15.3 Attitude

The attitude display is a blue over brown presentation and optionally can display synthetic vision data (SVT).

Standard rate turn marks are provided on the roll scale for bank angles up to 30°. When a standard rate turn would be higher than 30° of bank, the indicator will be displayed at 30°. A turn rate indicator is displayed across the top of the HSI compass dial. Tick marks are shown for half-standard and standard rate turns.

If pitch exceeds 20° nose down or 30° nose up, or bank angle exceeds ±65°, the attitude display will automatically declutter removing non-essential data to facilitate recognition and recovery from extreme attitudes. Red chevrons which indicate the direction to level pitch are displayed when pitch attitudes exceed 30° nose down or 50° nose up.

Slip/skid information is shown using a white trapezoid below the sky pointer.

7.15.4 Synthetic Vision Technology

SVT may optionally be provided to assist the pilot in maintaining situational awareness.

SVT controls are provided via PFD MENU → SVT. Synthetic terrain, horizon headings, and airport signs can be toggled on and off from this menu.

SVT provides additional information on the PFD:

- **Synthetic Terrain:** an artificial, database derived, three-dimensional view of the terrain ahead of the aircraft within a field of view of approximately 25° left and 25° right of the aircraft heading.
- **Obstacles:** obstacles such as towers, including buildings over 200 AGL that are within the depicted synthetic terrain field of view. Powerlines are not depicted in synthetic vision.
- **Flight Path Marker (FPM):** an indication of the current lateral and vertical path of the aircraft. The FPM is always displayed when synthetic terrain is selected for display.
- **Traffic:** a display on the PFD indicating the position of other aircraft detected by a traffic system interfaced to the G500/G600 system.
- **Horizon Line:** a white line indicating the true horizon is always displayed on the SVT display.
- **Horizon Headings:** a pilot selectable display of heading marks displayed just above the horizon line on the PFD.
- **Airport Signs:** pilot selectable “signposts” displayed on the synthetic terrain display indicating the position of nearby airports that are in the G500/G600 database.
- **Runway Highlight:** a highlighted presentation of the location and orientation of the runway(s) at the destination airport.

The synthetic terrain display is intended to aid the pilot awareness of the terrain and obstacles in front of the airplane. It may not provide either the accuracy or fidelity, or both, on which to solely base decisions and plan maneuvers to avoid terrain or obstacles. The synthetic vision elements are not intended to be used for primary aircraft control in place of the primary flight instruments.

NOTE

In aircraft with nose high or nose low pitch attitudes during normal maneuvers, sky awareness, or ground awareness bands may appear over the SVT display. It is recommended that if this is disconcerting, that SVT be turned off for those maneuvers.

7.15.5 Airspeed

The airspeed tape on the left side of the PFD displays red/white striping to indicate the maximum allowable airspeed ($V_{NE}/V_{MO}/M_{MO}$). This maximum allowable airspeed display is configured to indicate the appropriate maximum allowable airspeed for the airplane, including variations for altitude or Mach number.

When the aircraft is configured for M_{MO} the MACH number is optionally shown below the PFD airspeed tape. When the pilot selects the field to be shown from the PFD Menu, it will become visible when the MACH number reaches 0.40M and will be removed from the display when the speed is reduced below that threshold. This field will appear on the display if a MACH threshold is being exceeded (red) or the airspeed trend detects the M_{MO} speed will be exceeded within 6 seconds in the current flight conditions (yellow), regardless of the PFD menu settings.

The airspeed tape displays a red low-speed awareness band at the lower range of the airspeed tape. This low-speed awareness band is configured to a fixed value. It does not indicate an actual or calculated stall speed and does not adjust with variations in aircraft weight or other factors.

The airspeed tape is configured to indicate the appropriate maximum normal operating airspeed for the airplane (V_{NO}), including variations for altitude, when the aircraft type design or applied STCs require V_{NO} markings.

All other airspeed tape indications are configured to indicate the type design limitations. The airspeed tape does not adjust these additional markings (including landing gear, or flap speed limitations) for variations with aircraft weight, altitude, or other factors.

True airspeed and groundspeed are displayed below the airspeed tape and are always in knots.

7.15.6 Airspeed Reference Bugs and Takeoff Speed Aural

Airspeed reference bugs are provided on the airspeed tape and are pilot configurable via PFD MENU → SPEED BUGS. If the aircraft speeds utilize V1, VR, V2 bugs the pilot can enable optional V-speed aural callouts while setting the speed references on system startup or from the airspeed menu. The airspeed aural will play once when the aircraft speed matches the speed reference and will then be disabled. Aural are only available for V1, VR, and V2 speeds.

Takeoff and landing speeds are on separate menu pages. Only one set of speeds can be displayed at a time, however the crew can set takeoff and landing speed values at the same time if desired.

7.15.7 Angle of Attack – Based Speed Reference (PC-12)

In the PC-12, the TXi will interface to the AOA computer and display an aircraft specific AOA-based airspeed gauge. In this airframe, a fast/slow indicator is placed adjacent to the IAS tape. The indicator is present when the airspeed is below 150 KIAS. The indicator uses the aircraft AOA computer to display an approach to landing speed to the pilot where the center of the gauge is the target speed reference based on AOA. Should the AOA computer fail, the F/S indicator will be replaced with a red X.

7.15.8 Barometric Altitude and Vertical Speed

Barometric Altitude and Vertical Speed are displayed on tapes on the right side of the display. Barometric correction can be set using dual rotary knobs or touchscreen. Selected altitude and vertical speed bugs may be provided and when set are synchronized across all PFDs. The selected altitude bug may be removed by selecting a value of -1,000ft.

If the pilot uses standard baro mode when above the transition altitude, the pilot can preset the non-standard altimeter setting using the BARO controls without leaving STD mode.

Barometric altitude is required for Vertical Navigation (VNAV) calculations on interfaced GTN. Baro sync should be enabled on TXi units. VNAV uses the pilot-side baro setting unless that unit fails, in which case the co-pilot side baro setting will be used.

7.15.9 Navigation

Navigation information is presented on the PFD through a combination of horizontal situation indicator (HSI), a lateral deviation indicator (LDI) above the heading display, vertical

deviation indicator (VDI), and GPS navigation status information. Optional bearing pointers, distance measuring equipment (DME) display, and marker beacon annunciations may be displayed.

Navigation information can be selected from up to four independent sources by pressing the “CDI” touchscreen button at the bottom center of the display and selecting the desired navigation source. The selected navigation source is shown on the left side of the HSI or LDI. CDI source selection can be synchronized across multiple TXi PFDs if enabled by the pilot or installer. If only 2 navigation sources are available, the CDI button will simply cycle between those two sources and not provide a menu for source selection.

Automation of CDI source selection and course selection is provided in the following situations:

- Localizer CDI Switch Prompting (if available) – the CDI button on the PFD will flash when established on the final approach course of a LOC-based approach if the CDI source is GPS. This serves as a reminder to change the CDI source to LOC.
- Localizer Course Auto-Slewing – the appropriate LOC course will be automatically preset when a LOC-based approach is loaded in the navigator and the CDI source is not already selected to LOC.
- Missed Approach Point Auto-Switching from VLOC to GPS – When the missed approach segment of an approach is begun (navigator unsuspended after the missed approach point), the CDI source will automatically switch from VOR/LOC back to GPS. NOTE: this functionality is not available with GNS 480 (CNX 80) navigators, as they do not suspend at the missed approach point.

7.15.10 HSI

The course pointer and deviation indicator are shown as a single, solid line for GPS 1 and VLOC 1, and as an outline with no fill for GPS 2 and VLOC 2. GPS and VLOC sources are further differentiated with color.

Optional CDI preview is available for ILS and GPS approaches when interfaced with a GTN navigator. If enabled, grey CDI/VDI needles will indicate the loaded approach deviations while still navigating on a GPS course.

The selected course is displayed above and to the right of the HSI. The selected course is set via touchscreen keyboard entry or dual-concentric knob.

In addition, the HSI can display two simultaneous bearing pointers sourced from GPS, VHF NAV, or ADF. DME distances can be displayed adjacent to the HSI.

The bearing pointer display, and navigation source are pilot controlled under the PFD MENU → HSI SETUP → BEARING POINTERS sub menu.

An enhanced HSI may be selected by the pilot under the PFD MENU → HSI SETUP sub menu. The enhanced HSI includes an integral moving map within the HSI depiction. HSI map data is a subset of the data on the MFD map page. Traffic, terrain, obstacle, topographic, and weather overlays are also available for the HSI map. Flight plan, runways, TAWS FLTAs, and TFRs are always displayed. Overlays are controlled on the HSI Map Overlays menu.

7.15.11 Lateral Deviation Indicator (LDI)

A Lateral Deviation Indicator (LDI) is always displayed on the PFD above the heading display. This LDI shows course deviation, navigation source, and VLOC station identifier or GPS phase of flight. The LDI uses the same color convention as the HSI.





The LDI incorporates automatic reverse sensing correction into the deviation display. When the difference between the heading and the selected course is greater than 107°, the LDI will enable reverse sensing correction. Reverse sensing correction inverts the course deviation needle and to/from indicator so that they correctly indicate the direction of the course and waypoint. The course deviation needle will be deflected in the direction of the desired course, and the to/from indicator will point in the direction of the waypoint (similar to how the HSI depiction inverts with heading changes).

Message, waypoint, OBS, SUSP, phase of flight, LOI, and DR annunciations from a GTN or GNS interfaced to the TXi are annunciated on the upper CDI.

7.15.12 Vertical Deviation Indicator (VDI)

Vertical guidance is shown by a vertical deviation indicator (VDI) inboard of the barometric altitude tape. The VDI can display up to two sources of vertical deviation depending on the interfaced navigator. The following table describes the available vertical deviation indications.

Table 7-2: Vertical Deviation Indication Description

Indication		Description
Magenta Diamond		GPS Approach Vertical Guidance
Magenta “<”		Barometric VNAV Guidance
Green Diamond		VHF Glideslope Approach Guidance
Open Gray Diamond		Preview approach guidance shown when the current CDI source is not the approach CDI source.

7.15.13 GPS Steering Indicator

When the TXi source selection is GPS, the autopilot and flight director are disengaged, and the GPS is providing roll steering commands, a “V” shaped caret displays the roll steering commands from the GPS along the edge of the roll indices on the PFD attitude display. If the pilot were to align the roll pointer (or sky pointer) with the caret, the lateral path will coincide with the steering provided by the GPS. The display of this indicator is optional and can be toggled from the PFD Menu.

7.15.14 DME Display

Pressing on the DME field opens a DME popup menu. The DME popup menu allows selection of a DME tuning source when two navigation sources are connected and, if supported by the DME, a hold option.

The DME readout includes AUTO mode which synchronizes the DME tuning frequency with that of the selected VLOC CDI source.

DME is available for HSI bearing pointers for one or two sources. If there is only one DME in the system, the system will use the DME for one NAV source and provide GPS distance for the secondary NAV source.




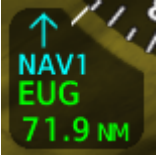

	White DME ID	Green DME ID	GPS-Based
			No Picture
Optional Bearing Pointer Display			

Figure 7-1: DME ID from navigation database (white database, green morse code)

Figure 7-2: DME ID matches between navigation database and NAV radio morse code ID (green database, green morse code)

Figure 7-3: No DME, NAV radio unavailable, GPS-Based (white database, magenta morse code)

7.15.15 Marker Beacon Display

The PFDs can show marker beacon annunciations from an interfaced marker beacon receiver. The marker beacon annunciations are shown to the left of the selected altitude.

7.15.16 Height Above Ground Display (Radar Altimeter or GPS-based)

The PFD includes a pilot-selectable AGL Field in the PFD menu. This allows the pilot to display a GPS-derived height above ground field on the PFD. The AGL field will show the height above ground until the aircraft is above 2500' AGL in which case the field will be hidden until the aircraft is below 2500' AGL again. This field is only available if the PFD is not interfaced with a radar altimeter.

If interfaced to a radar altimeter the radar altitude will be displayed on the PFD adjacent to the altitude tape. Additionally,

when the radar altitude AGL value is within the viewable range of the barometric altitude tape, a ground awareness band is displayed.

If the installed radar altimeter includes self-test capability the Test controls are provided in the “Test” sub-menu under the PFD Menu. Refer to the Radar Altimeter user documentation for information about values displayed during the Test.

NOTE

For KRA 405 Radar Altimeters the displayed Test value will be between 25 and 50ft.

7.15.17 Minimum Altitude Display and Alerting

When enabled by the pilot, an altitude minimums bug will be displayed in cyan on the barometric altitude tape. If a radar altimeter is installed, the pilot can select between barometric or radar-altitude minimums.

Altitude minimums are accessed under the PFD MENU → MINIMUMS sub menu and can be set by touchscreen keypad or dual-concentric knob. Touching the bottom of the altitude tape will also bring up the Minimums menu.

Both visual and aural altitude minimums alerts are provided. During a descent to minimums, the minimums bug will change from cyan to white when the aircraft descends to within 100 ft of minimums. An aural “Minimums, Minimums” alert will be triggered when the aircraft’s altitude descends through minimums and the minimums bug will change to yellow. As the aircraft altitude climbs back above minimums, the minimums bug will change to white 50 ft above minimums and cyan 150 ft above minimums. Alerting is rearmed once the aircraft is 150 ft or more above the minimums altitude.

7.15.18 Outside Air Temperature/Density Altitude

The PFD provides a pilot configurable display of outside air temperature or density altitude information below the airspeed tape. The pilot can choose to show Ram Air Temperature (RAT, if installed), Static Air Temperature (SAT), Total Air Temperature (TAT), or temperature delta from the International Standard Atmosphere (ISA). Density Altitude can also be configured to be displayed instead of the temperature.

NOTE

When operating with ice accumulation on the temperature probe, the displayed air temperature may be in error by as much as 4°C.

7.15.19 Navigation Data for Autopilots

The G500/G600 TXi system can provide course and heading data to the autopilot based on the data selected for display on the HSI. For aircraft equipped with multiple GPS/NAV systems, the PFD acts as a selection hub for the autopilot's NAV mode, and the G500/G600 TXi may also provide GPS Steering (GPSS) data.

Not all autopilot systems are approved for coupling to vertical guidance on GPS based approaches; consult the AFMS for the autopilot and/or GPS system.

For dual PFDs installations, control of navigation course, heading, or altitude data affecting the autopilot from the co-pilot side can only be made if the systems are synchronized with each other. If the aircraft has been configured to allow the pilot to change CDI synchronization the controls are provided under the PFD Menu.

If the autopilot can receive GPSS Roll Steering information, the data is transmitted via a digital communications bus from the G500/G600 TXi to the autopilot. The PFD receives this data from the GPS. In dual GPS installations, the PFD sends Roll Steering information for the currently selected GPS source.

For autopilots which are not GPSS Roll Steering capable, the G500/G600 TXi can convert GPSS turn commands into a heading error signal for the autopilot. When the autopilot is operated in HDG mode and GPSS is selected on the PFD, the autopilot will fly the turn commands from the GPS navigator selected on PFD 1. If an autopilot is interfaced to the GDU which supports GPS steering (GPSS), an additional touchscreen button is provided on the selected heading popup window for toggling the autopilot heading reference between GPSS and selected heading. When GPSS is selected, the heading bug display will change to a cyan outline with no fill and the selected heading display will annunciate "GPSS" with an icon of a crossed-out heading bug. The heading bug may still be adjusted by the pilot as a visual reference without affecting GPSS to the autopilot.

If the GPSS data is invalid (for example, if there is no active GPS leg) or the selected HSI source on PFD 1 is not GPS, the annunciated GPSS text will be yellow, and a zero turn (wings level) command will be sent to the autopilot.

GPSS commands are not available when the CDI is selected to a VOR/LOC source.

7.15.20 Flight Director Display

If autopilot flight director commands are interfaced to the G500/G600 TXi, they will be presented as a single cue flight director on the PFD. Control of the flight director is accomplished via the autopilot/flight director controller; there are no pilot controls or adjustments for the flight director on the G500/G600 TXi.

The GDU limits the distance the flight director pitch commands may deviate from the aircraft attitude icon. If the pitch command provided by the autopilot flight director is greater than the distance allowed by the GDU, the command bars will be displayed at the maximum distance allowed by the GDU. As the aircraft pitch changes to satisfy the command bars, the bars will continue to be displayed at the maximum distance from the aircraft attitude icon until the aircraft pitch deviation is within the command display limit.

In supported installations, the flight director will show hollow bars when the autopilot is not engaged, and solid-colored bars when the autopilot is engaged.

Some installations support a pilot control to switch between dual or single cue flight director depictions. The hollow indication is not available on the dual cue flight director.

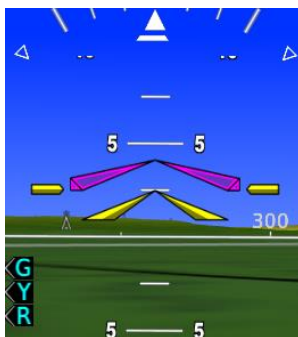


Figure 7-3: Flight Director Bars (Autopilot Not Engaged)

The flight director on PFD 2 (if installed) is a duplicate of the flight director shown on PFD 1 (i.e., the flight director is based on the mode references displayed on PFD 1). When utilizing the flight director on PFD 2, the heading, CDI source, altitude, or other information affecting the flight director must be cross-checked and verified between the two PFDs. It is recommended that CDI sources and BARO sources are always synchronized between PFDs, either with installation settings or pilot-controlled settings.

7.15.21 Attitude and Rate Data Sources for Autopilots

Attitude-based autopilots may be driven by the standby gyro, a remote mounted gyro, the GDU, a G5 when driving a GFC 500, or the GAD 43 adapter. If the TXi system is providing attitude to the autopilot, it will be indicated in Section 1.11.8.1. Otherwise, the autopilot is receiving attitude or rate information from the standby or a remote gyro and the autopilot attitude input is independent of the attitude displayed on the PFD.

The pilot must understand the autopilot system inputs to detect faults and capabilities with inoperative equipment. Refer to the autopilot flight manual for operational information.

7.15.22 Altitude Pre-Select and VS Engagement

Optionally, G500/G600 TXi system can provide altitude preselect functions such that the autopilot can capture the pre-selected altitude or couple to the selected vertical speed if these capabilities are supported by the autopilot equipment installed. Refer to the autopilot operator's manual or autopilot Airplane Flight Manual Supplement for the proper operation of the autopilot system.

Controls for altitude preselect functions are provided using the selected altitude context menu, and vertical speed controls are provided using the vertical speed context menu. Altitude preselect and VS mode annunciations are displayed adjacent to the altitude preselect display above the altitude tape.

7.15.23 ARC Style VSI

When an ARC style VSI is configured on the PFD, it is replaced with a standard vertical VSI when the PFD screen is reduced below a 60% PFD on the 10" TXi display.

7.15.24 G-Meter

The TXi has a pilot selectable G-meter to optionally display on the PFD. Text coloration will match those colors ranges

configured on the gauge by the installer. In larger PFD windows, the pilot can select to display the G-meter to the left of the airspeed tape or in the digital readout under the airspeed tape. With smaller PFD layouts, the g-meter is only available in the digital format. There are min/max G reset controls, and G-meter visibility controls in the PFD menu. The sensitivity of the G meter can be adjusted by the installer.

7.16 MFD Functions

The MFD functions are controlled using the dual concentric knob located adjacent to the MFD or using touchscreen controls. The outer knob can be used to select various MFD pages and is indicated at the bottom of the display adjacent to the knob. The inner knob can be used to control the display range. Various MFD functions can be controlled using the touchscreen. The MFD knob on GDU 1060 PFD/MFD installations can also be used to control PFD functions by pressing and holding the knob for a full one second to toggle between MFD and PFD knob controls.

On all MFD pages, the *nose* of the ownship symbol represents the actual location of your aircraft.

The MFD startup page can be chosen by the pilot in the Systems Setup menu. This can include showing the PFD in full screen mode on startup.

7.16.1 Map Page

A 2D moving map function is provided on the MFD. The appearance and determination of data displayed on the moving map is controlled by pilot selections made via a Menu button. The map menu provides on/off controls for map overlays, a map detail selector, and a map setup button which accesses additional map controls.

The map range can be altered using the touchscreen or rotary knob to allow for display of data pertinent to the operation being conducted. The current zoom scale or range of the map is continuously indicated by a range ring centered around the ownship with a range indication at the 11 o'clock position on the ring. In addition to zooming, a panning function is provided to allow the position of the map to be centered on a location other than the ownship. Panning mode is entered by dragging a single finger on the display. The map orientation can be changed to North Up by pressing the North Up arrow in the top left corner.

If an active flight plan is present in the interfaced navigator, it will be depicted on the map. Traffic, Terrain, Weather, Land, and Aviation data can be selected for overlay on the map.

The main MFD map and weather maps have three map views which are pilot controlled. The map views are shared between MFDs within cockpit and changes made to a map view will sync to other MFDs showing the same map view.

7.16.2 Traffic Display

The MFD can display traffic data from interfaced traffic systems. Sources of traffic data include TIS-A, TAS/TCAS, and ADS-B traffic. The information from these systems is displayed on and controlled using the MFD.

Traffic system operating controls and system status are provided on the dedicated traffic page via touchscreen control in the lower left corner and/or the Menu button, depending on the interfaced traffic system type. A display altitude filter is provided in the lower right corner. Filtering of targets based on altitude is accomplished by the display and affects the traffic page and map page. When interfaced to a TIS traffic system, altitude filtering is not available.

The *center* of the traffic target icon serves as the reported location for the target aircraft.

Additional functions are provided on the dedicated traffic page when an ADS-B traffic system is interfaced including the depiction of motion vectors.

Absolute motion vectors are colored white and depict the reported track of the traffic target referenced to the ground. An absolute motion vector pointed towards your ownship symbol *does not* necessarily mean the traffic target is getting closer to your aircraft.

Relative motion vectors are colored green and depict the motion of the traffic target relative to your ownship symbol. The direction the traffic target is pointed may vary greatly from the motion vector and a target may be getting closer to your aircraft independent of the direction the target is pointed. A green relative motion vector pointed towards your ownship indicates that the traffic target *is* converging on your aircraft.

For ADS-B traffic systems - if while on ground without valid magnetic heading and the aircraft stops the traffic page orientation will change from TRACK UP to LATCHED. In this

mode the display remains oriented to the last valid track until a new valid track is obtained.

Traffic can be displayed on the moving map as an overlay. Additional filtering based on traffic type (all, advisories, alerts) can be selected using the Menu Traffic selection. For TIS-A traffic selection of the advisories and alerts will result in display of alerted targets only.

Traffic page units are always in nautical miles and feet. If systems units for altitude are selected to meters, then an annunciation is provided on the traffic page indicating that traffic altitudes are depicted in feet and the traffic overlay icon for the map includes a “FT” indication.

If a traffic alert occurs and the MFD is not selected to the dedicated traffic page, then a traffic “popup window” is provided which depicts the traffic and provides controls to either go to the dedicated traffic page or close the popup window. On a GDU 1060, if a traffic alert occurs and the display is showing a full screen PFD, then a button is provided which will return to split screen mode and display the dedicated traffic page. On systems with a PFD installed, a yellow TRAFFIC annunciator is provided adjacent to the HSI.

Traffic system controls and display settings are synchronized across TXi displays.

7.16.3 Terrain Awareness and Alerting

The following terrain awareness and alerting functions may be provided by the TXi system: Terrain Proximity, Terrain FLTA, or TAWS-B. If the TXi system is interfaced to a GNS or GTN navigator equipped with TAWS-B, then the TXi will display TAWS-B parameters provided by the GNS or GTN. The Terrain or TAWS function provided by the TXi system is indicated by a text box in the lower left corner of the TERRAIN page.

Terrain Proximity function is a 2D depiction of terrain, obstacle, and powerlines with no alerting. A dedicated terrain page is provided on the MFD on which the relative height of terrain, obstacles, and powerlines are depicted using color to convey the height of the obstruction relative to aircraft altitude based on database data. An obstacle and/or wire overlay icon will be shown near the bottom of the display when the obstacle or wire depiction is being provided as determined by the zoom scale. The Terrain Proximity function is present on the system regardless of other higher-level terrain functions that may be selected.

If SVT is enabled in the TXi system, then the Terrain - FLTA function is provided. Forward Looking Terrain Alerts and Reduced Terrain Clearance Alerts are provided for terrain, obstacles, and wires.

If TAWS-B is enabled in the TXi system, then the same alerts as the Terrain – FLTA configuration are provided plus additional alerts necessary for TSO-C151c compliance.

If the TXi is interfaced to a GNS or GTN with TAWS-B enabled, then TAWS alerts are only displayed from the GPS/TAWS navigator interfaced as GPS 1 and are displayed regardless of the CDI 1-2 setting.

Visual indications are provided for terrain, obstacle, and wire alerts as follows:

- For all TXi configurations which provide alerts and all configurations where the TXi is interfaced to GNS or GTN with TAWS-B enabled:
 - An annunciator located on the PFD adjacent to the HSI provides text annunciations of system status, self-test, and alert conditions using yellow, red, or white as appropriate to the condition.
- For all TXi configurations which provide alerts and all configurations where the TXi is interfaced to a GTN with TAWS-A or TAWS-B enabled:
 - If a terrain alert occurs and the MFD is not selected to the dedicated terrain page, then a terrain “popup window” is provided, which depicts the obstruction generating the alert with controls provided to either go to the dedicated terrain page or close the popup window. On a GDU 1060, if a terrain alert occurs and the display is showing a full screen PFD, a button is provided which will return to split screen mode and display the dedicated terrain page.
 - The terrain page and map page will depict the area or obstruction causing the alert as an area of color corresponding to the alert severity and encircling the obstruction.
 - If Synthetic Vision depiction is turned on, an area corresponding to the alert area on the map/terrain page is shaded in the corresponding color for terrain alerts. Obstacle alerts will cause the relevant obstacle to be depicted in the alert color in

SVT. Powerline alerts do not have a corresponding indication in SVT.

- In Dual PFD installations, TXi generated alert audio is only provided by the Pilot side GDU. If the Pilot side GDU becomes inoperative, the Co-Pilot side GDU visual annunciations may still function, but the aural alerts will not be heard.

Controls are provided for terrain, obstacle, and wire alerts as follows:

- For all TXi configurations in which the TXi system provides alerts:
 - Controls are provided in the menu on the Terrain Page. A “Terrain Inhibit” button inhibits terrain, obstacle, and powerline alerts when pressed. Annunciations are provided on the PFD and Terrain Page to indicate that alerts are inhibited. A “Terrain Test” button initiates a self-test sequence which results in aural and visual self-test annunciations.

7.16.4 Charts

The MFD can provide depiction of aeronautical charts on a dedicated charts page as well as the map page. Charts are geo-referenced on both the map and charts pages. The map page will always depict the chart that is currently selected on the charts page; this chart is overlaid on top of the terrain, TOPO, and Basemap layers but below the traffic and ownship layers. The overlaid chart is oriented appropriately for the current orientation of the map considering the selected map orientation and position/direction of the ownship. The charts page will include a depiction of the ownship, colored magenta, if the selected chart supports geo-referencing and the ownship is located within a geo-referenced portion of the selected chart. If geo-referencing is not available on the charts page an icon is presented that indicates the ownship is not being depicted.

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 use is limited to airport surface orientation to improve flight crew situational awareness during ground operations.

7.16.5 Flight Plan Page

The MFD includes a Flight Plan page which displays the active flight plan from the selected GPS navigator. The flight plan page is only a display of the active flight plan from the navigator (flight plans in the navigator catalog cannot be displayed). The active flight plan cannot be edited using the MFD. Flight plan waypoints for which additional information is available appear as buttons. Touching a button will jump to the Waypoint Info page for that waypoint.

On a GDU 1060, the active flight plan is shown for the GPS source that corresponds to the PFD CDI selection (e.g., GPS 1 when the CDI source is GPS 1 or VOR/LOC 1, GPS 2 when the CDI source is GPS 2 or VOR/LOC 2). This is the same GPS source shown on the PFD NAV Status field. If a G5 is installed as part of the GFC 500 system, the navigation source matches the TXi and there are no side (1 or 2) indications on the G5.

On a GDU 700P MFD, the active flight plan for the associated PFD is displayed (e.g.- if the co-pilot has a PFD and MFD in the co-pilot panel, the co-pilot PFD CDI selection will change the flight plan data on the associated PFD). If the MFD is a center located stand-alone MFD, the flight plan shown will be from the pilot's PFD source selection.

7.16.6 Weather Data

The MFD can display weather data from interfaced datalink systems. Sources of weather data include the Garmin "GDL 69(A)" and "GDL 69(A) SXM" Sirius XM receivers, Garmin GSR 56 Iridium Transceiver, and Garmin ADS-B transceivers. If one of these optional weather datalink receivers is installed, the pilot will be able to access graphical and text weather products using the MFD. Datalink weather products use color and/or timestamps to indicate the recency with which the data was received.

Selected weather products from each receiver can be overlaid on the map page as well as the enhanced HSI map while all received products can be displayed on the dedicated weather pages. The products available on the map page and HSI are different for each weather receiver. The map page and HSI provide controls to select the desired weather receiver; only one weather receiver can be selected at a time.

Text and graphical datalink weather associated with a facility can only be viewed when a database which includes that facility is installed.

The G500/G600 TXi system can optionally control various airborne weather radars and display their data. Weather radar data is depicted on the dedicated weather radar page and can be overlaid on the map page. The weather radar page contains controls for operating modes, gain, bearing, tilt, stabilization, horizontal and vertical scan sectors, and scan directions, as applicable. Controls for Garmin radars may include advanced functions such as altitude compensating tilt, turbulence detection, weather advisories, and ground clutter suppression, and a 15-color scale. The TXi will automatically command the radar into standby mode upon landing.

NOTE

Weather radar may be shown on multiple cockpit displays, and some other displays may use a 3-color scale for weather returns (instead of a 4-color scale). The 4-color scale used in the TXi is displayed on the radar page, and the 4-color scale provides additional distinction between heavy (red) and extreme (magenta) returns.

The GWX 70/75/8000 Weather Radar can optionally provide a turbulence detection function. The turbulence detection function can only detect turbulence between 2.5 nautical miles and 40 nautical miles ahead of the aircraft. The display of turbulence is only provided when the radar range is set to 160 nautical miles or less.

NOTE

Turbulence detection does not detect all turbulence, especially that which is occurring in clear air. The display of turbulence indicates the possibility of Severe or greater turbulence, as defined in the Aeronautical Information Manual.

The MFD can optionally display data from Stormscope® lightning detection systems. Stormscope data can be depicted on the map page, dedicated Stormscope page, and HSI map. For detailed information about the capabilities and limitations of the Stormscope system, refer to the documentation provided with that system.

The GWX 8000 Weather Radar also provides volumetric storm scanning in AUTO mode. AUTO mode relies on heading and GPS data. Should one of those inputs fail, the manual radar modes may still be available.

7.16.7 Waypoint Information

The MFD provides pages that display information about the different waypoint types. These pages can be accessed by touching one of the supported waypoint types on the map and then pressing the provided Waypoint Info button, or by navigating to the Waypoint Info page group from the home page.

7.16.8 Music/Services

A music or services page will be available if a GDL 69 or GSR 56 is installed and configured. Those devices can be controlled from this page.

7.16.9 Emergency Page

An Emergency page will be available if emergency features such as Emergency Descent Mode (GFC600 Required) or Smart Glide (GTN Xi Required) are available. Emergency feature status, settings, and activation can be controlled from this page.

7.16.10 Engine Page

An engine page will be available if TXi EIS is installed. The MFD engine page will provide duplicate and/or supplemental engine information to the primary EIS display. Functions of the engine page are discussed in section 7.17 Engine Indicating System below.

7.17 Engine Indicating System

Engine Indicating functions are optionally provided for single and twin-engine aircraft with four and six-cylinder reciprocating engines, some aircraft powered by Pratt & Whitney PT6A derivative engines, and some aircraft powered by Honeywell TPE-331-10 derivative engines.

The following indications are provided in all EIS installations:

Table 7-3: Standard Engine Gauges

Piston Aircraft	Turboprop Aircraft	Turbofan Aircraft
Tachometer Manifold Pressure* Fuel Flow Oil Pressure Oil Temperature Cylinder Head Temperature (CHT) Exhaust Gas Temperature (EGT)	Torque Propeller Speed Gas Generator Speed Engine Temp (ITT) Fuel Flow Oil Pressure Oil Temperature	N1 (Fan Speed) Engine Temp (ITT) N2 (Turbine Speed) Fuel Flow Oil Pressure Oil Temperature

* If required

NOTE

In aircraft with TPE-331 engines and EGT compensators (e.g.- Cessna 441 Conquest II), it is normal for EGT values to display negative temperatures when the compensators are ON and the engines are OFF. Refer to the aircraft AFM/POH for further details.

Other engine or airframe indications in the aircraft may be provided by either the EIS display or previously installed indicators in their original locations. The following indications may be provided on the G500/G600 TXi EIS display:

- Fuel Pressure
- Electrical gauges (Amps / Volts)
- Main and Auxiliary Fuel Quantity
- Carburetor Air Temperature (CAT)
- Turbine Inlet Temperature (TIT)
- Inlet Air Temperature (IAT)
- Compressor Discharge Temperature (CDT)
- IAT/CDT Differential
- Vacuum or Air Pressure (e.g.- instrument suction or deice boot pressure)
- Rudder Trim position indication

Pilot-selectable data fields may be present on dedicated EIS displays, or on the MFD Engine page. Additional functions provided by the EIS system include a fuel computer, HOBBS, tach, and flight timers/meters, percent engine power, and pilot-selectable engine advisories.

The layout of EIS gauges is dependent on the G500/G600 TXi display type, engine model, and number of engines. The

determination of which data is presented in which slot is set by the installer in configuration mode based on data in the STC which specifies the data located in each position. The markings on the EIS gauges depict the operating ranges and limitations provided in the Airplane Flight Manual and Type Certificate Datasheet. The marking shape may be changed from the original gauge. In some cases, the TXi EIS is configured to declutter engine gauges by eliminating markings that do not apply to the current engine condition. See Section 7.17.2 for further details. Consult the EIS Appendix of this document for aircraft specific gauge behavior.

For installations in which the EIS display is not within the primary field of view, an EIS annunciator is required to be installed within the primary field of view which will draw the pilot's attention to the EIS display when certain parameters are outside normal operating ranges. This annunciation may be provided on a G500/G600 TXi PFD or by a separate red/yellow "ENGINE" annunciator lamp.

Some previously installed aircraft gauges included non-required markings such as advisory marks for certain altitude and power combinations. EIS gauges will include all markings required to comply with operating limitations associated with that gauge. Markings not required by regulation, and which do not convey limitations or operating ranges, may be provided to the pilot by means of a placard.

EIS gauges include display characteristics to attract the pilot's attention when outside normal operating ranges. Gauge behavior in caution or warning ranges is dependent on gauge type and is suppressed when the engine is OFF, and the aircraft is on the ground.

The engine gauges are configured to alert abnormal operating conditions.

Alerting for some engine gauges are limited to color changes to the gauge pointer, title, and value unless flashing alerts are specified in the EIS Data appendix (Aircraft Specific EIS Data). These engine gauges include manifold pressure, RPM, and fuel flow for piston engines and gauges without exceedance tracking for turboprop engines

All other gauge alerting incorporates flashing with pilot acknowledgement or master caution or warning (if installed). On the GDU, flashing alerts will continue indefinitely until the pilot manually acknowledges the alert by pressing the **C** or **W** button at the bottom of the primary EIS or PFD screen.

7.17.1 Aircraft Master Caution and Warning System

When installed and connected to the aircraft's master caution and warning annunciators **W** and **C** on-screen buttons on the TXi are not displayed and the EIS alerts are indicated using the aircraft master caution and warning system. The alerts are also acknowledged using the aircraft Master Caution and Warning annunciator buttons. This system does not generate master caution and warning audio alerts. Pilot should identify the cause of the caution or warning prior to acknowledging the alert.

7.17.2 Dynamic Gauge Features

Engine gauge markings and ranges may automatically update based on certain conditions. For example, ITT gauge markings may change based on the state of the engine (e.g., different marking while the engine is starting). This declutters the gauge and allows the pilot to easily interpret several different limitations for the engine. This feature may be controlled by operating conditions such as temperature, air/ground logic, or engine parameters based on the parameters listed in the aircraft Pilot's Operation Handbook.

7.17.3 Carburetor Air Temperature (Piston Aircraft Only)

The Carburetor Air Temperature gauge (if installed) is marked with a blue arc from -15 to 5 °C which indicates a range of temperatures where carburetor icing is likely to occur. Operation in this temperature range should be avoided in conditions where carburetor icing is possible (humid air or visible moisture).

7.17.4 Engine Tachometer (Piston Aircraft Only)

For aircraft in which a starting vibrator is installed the RPM indication is not accurate during engine cranking.

For aircraft equipped with P lead sensors to measure engine RPM, the RPM indication may momentarily fluctuate when selecting operation on a single magneto.

7.17.5 Engine Temperature Graph (Piston Aircraft Only)

7.17.5.1 CHT

Cylinder Head Temperature (CHT) for each cylinder is displayed as a wider green bar on the engine temperature graph. CHT digital readouts are also green in color and are shown on the bottom of the engine temperature graph. Cylinder numbers are either

overlaid on or positioned above each CHT bar. A CHT cooling rate monitor is provided on the CHT graph. A single blue down arrow indicates a cooling rate of approximately 30° Fahrenheit per minute. A double blue down arrow indicates approximately 60° Fahrenheit per minute or greater.

CHT can be configured with blue arcs, green arcs, yellow arcs, and red maximum lines. A high CHT advisory temperature can be set by the pilot and, if enabled, is displayed as a white line on the CHT graph and CHT bar gauge.

7.17.5.2 EGT

Exhaust Gas Temperature (EGT) for each cylinder is displayed as a narrow blue bar on the engine temperature graph. EGT digital readouts are also blue in color and are displayed at the top of the engine temperature graph. Cylinder numbers are either overlaid on or positioned below each EGT bar. The engine temperature graph can also display primary EGT if it is required which is a measurement of temperature in the exhaust manifold. Primary EGT is identified with an “E” label on or below a white EGT bar with gray digital readouts.

Cylinder specific EGT displayed on the EGT graph as blue bars does not provide configurable operating ranges (yellow, red) and will not provide any alerting to the pilot. Primary EGT displayed on the EGT graph as a white bar can be configured with blue arcs, green arcs, yellow arcs and red maximum lines.

7.17.5.3 Monitor View

The monitor view is the default view for the engine temperature graph which is active after system startup. The monitor view shows all CHT, EGT, and TIT values for all engines as a bar graph along with any required markings such as red lines or green ranges allowing the pilot to monitor temperatures in relation to engine limitations or suggested operating ranges. All other data is hidden in monitor view to keep the display clean.

7.17.5.4 Lean View

The Lean view is used for engine leaning. In this view additional text prompts appear by default to inform the pilot as to the status of the lean process. As the pilot leans the engine mixture. Additional data is displayed. Depending on the lean source selected (Section 7.17.5.4.1), the EGT(s) or TIT which is(are) used as the lean source will display a “hat”, or horizontal mark, at the peak

temperature for that EGT once the peak has been detected. Additionally, a peak EGT delta temperature will be displayed to give instant readout of the decrease from peak EGT or TIT. This delta should be used to set the mixture per the guidance in the AFM or applicable AFMS.

In addition to lean hats and EGT/TIT deltas, being in the lean view also allows a “fuel flow at peak” and “fuel flow delta” indications to appear on any arc style fuel flow gauge. The magenta pointer will indicate the fuel flow at peak EGT/TIT and the magenta digital delta readout will display the increase or decrease in fuel flow from that value. Fuel flow indications are hidden when not on the lean view or when no peaks have been detected.

Table 7-4: Lean Delta Digital Readouts

Description	Image	Used For	Available Lean Modes (Section 7.17.5.4.1)
Cylinder EGT First Peak		Cylinder EGT Rich of Peak Operations	EGT- First Peak EGT- All Peaks
Cylinder EGT Last Peak		Cylinder EGT Lean of Peak Operations	EGT- All Peaks
Primary EGT or TIT First Peak		Primary EGT and Single TIT Rich and Lean of Peak Operations Dual TIT Rich of Peak Operations	Primary EGT TIT TIT- First Peak TIT- All Peaks
TIT Last Peak		Dual TIT Lean of Peak Operations	TIT- All Peaks

Tips for an effective lean:

1. Enrich the mixture to either full rich or sufficiently rich so that the leanest cylinder is more than 25 degrees rich of peak.
2. Reset the lean computer via the knob or menu option.
3. Lean the mixture slow enough to keep the EGTs rising at a constant rate and fast enough to prevent any engine parameters from exceeding a limitation.
4. Verify the lean computer says “Looking for Peak” prior to reaching peak EGT or TIT.

NOTE

Leaning can be accomplished from any EIS or MFD Engine page in the cockpit. All lean data is shared between all displays at all times, even if the lean view or engine page is not displayed. Lean data is retained even when out of view, until the pilot presses the reset button in the lean view. This means that after any change in altitude, or power setting the lean data displayed is no longer valid and should not be used for engine leaning until the mixture is enriched, the lean computer is reset, and the process repeated at the new stabilized flight condition.

NOTE

It is important to reset the lean computer each time *after* enriching the mixture and prior to beginning the lean process.

NOTE

The Lean Assist is meant to aid the pilot in detecting the peak temperatures. Smooth leaning technique is required for the system to be able to accurately detect the peak temperature.

Caution should be used to ensure that, during the leaning procedure, the engine is not leaned beyond the engine or aircraft limitations and that the engine continues to operate smoothly after setting the mixture. Should any engine roughness occur during leaning, consult the aircraft POH or AFM for appropriate leaning of the engine.

The Lean Assist functions are calculated using the relationship between fuel flow and EGTs (or TIT). If a false EGT peak is observed and does not automatically reset, reset throttle and mixture controls, manually reset the Lean Assist function, and reattempt.

It is recommended to set the aircraft power settings for cruise flight and to let the engine temperatures settle prior to beginning the lean find process.

7.17.5.4.1 Lean Source

The lean source can be set by the pilot. Not all sources are available for all installations. This setting selects which data will be used by the lean find computer for leaning. The leaning guidance in the aircraft AFM/POH supersedes any recommendations made in this section.

7.17.5.4.1.1 EGT- First Peak

EGT- First Peak mode is available for all installations. First peak mode is used for aircraft which always plan to operate rich of peak and want to lean using cylinder EGTs. Most carbureted aircraft fall into this category and are recommended to use this mode. In first peak mode, only the first cylinder EGT to peak will display a lean hat and only the first peak temperature delta will be shown as black text on a blue box. First peak mode will only lean on cylinder EGT and will ignore any Primary EGT or TIT.

7.17.5.4.1.2 EGT- All Peaks

EGT- All Peaks mode is available for all installations. All peaks mode is used for aircraft that want the option to lean rich of peak or lean of peak using cylinder EGTs. In this mode all cylinder EGTs display lean hats and once all peaks have been found, both a first peak and last peak temperature delta will be displayed. The first peak delta, used for rich of peak operations, is displayed as a blue box with black text. The last peak delta, used for lean of peak operations, is displayed as a black box with cyan border and cyan text. All peaks mode will only lean on cylinder EGT and will ignore any Primary EGT or TIT.

7.17.5.4.1.3 Primary EGT

Primary EGT mode is only available for aircraft which have a primary EGT sensor on each engine. This mode will use the primary EGT as the lean source. Most aircraft that have a primary EGT should use this mode. Only the primary EGT will be used for lean and the EGT delta will be shown as black text on a light gray box.

7.17.5.4.1.4 TIT

TIT mode is only available for aircraft with a single TIT sensor per engine. In this mode TIT will be used as the lean source and the temperature delta will be based on TIT. Most aircraft that have TIT should use this mode for leaning.

7.17.5.4.1.5 TIT- First Peak

TIT- First Peak mode is only available for aircraft which have dual TIT sensors. In this mode only the first TIT peak is used for leaning and only one TIT delta will be shown. This is recommended for when the operator only wants to operate rich of peak using TIT.

7.17.5.4.1.6 TIT- All Peaks

TIT- All Peaks mode is only available for aircraft which have dual TIT sensors. In this mode two TIT deltas are displayed after both TITs peak. The first peak will be black text on a light gray box and the last peak will be light gray text on a black box with a black border. This mode is recommended for when the pilot wants to operate either lean or rich of peak TIT. When operating rich of peak, use the first peak delta, when operating lean of peak use the last peak delta.

7.17.5.4.2 Lean Alerts

Lean alerts can be configured by the pilot to assist with leaning for a target EGT delta. Two alerts can be configured via the engine page menu. Configuring an alert requires selecting lean of peak or rich of peak and a temperature delta. Once the alert is enabled, the appropriate delta temperature will change to black text on a white background for five seconds when the condition is reached. Each alert will only trigger once per lean cycle. To re-arm the alert, reset the lean computer.

7.17.5.5 Normalized View

The normalized view allows the pilot to track relative motion of CHTs, EGTs, and TITs from a given state. When in the normalized view, engine temperatures can be “normalized” by pressing the reset button on the knob or engine menu which will set the current value to the zero mark. From there, temperatures can be monitored to see how they vary over time or over changing conditions. One use for the normalized mode is to verify that magnetos and individual spark plugs are working as intended during engine runup. Once the engine is stabilized at the runup condition, reset normalized mode and perform the mag check. When running on a single magneto, all cylinder EGTs should rise together. If EGTs don’t rise at all or if only some rise, it could indicate an issue with magnetos or spark plugs.

7.17.5.6 Engine Temperature Display Detail

Engine temperature display detail can be increased on some units depending on engine model, and GDU configuration. On a

dedicated EIS or engine MFD page open the Engine Menu. Under the Engine Temperature sub-menu there may be an option called “Display Detail”. This option can be set to “Show Hottest” or “Show All” which are described below. If the option is not present, the display will always be in the “Show Hottest” mode.

7.17.5.6.1 Show Hottest

The “Show Hottest” option is the default and more closely matches the previous TXi display of engine temperatures. In this mode, only the hottest CHT and hottest EGT are shown in the Monitor and Lean views. The corresponding cylinder number for each hottest temperature is shown adjacent to the respective CHT and EGT. In installations with Primary EGT or TIT, the hottest EGT will often show the Primary EGT with the label “EGT” or the “TIT”.

In the Monitor view, the pilot may cycle through all cylinder CHTs and EGT as well as primary EGT or TITs by tapping on the engine temperature graph. After 10 seconds, the display will revert to displaying the hottest temperatures.

In the Lean view, the First peak delta which corresponds to rich of peak operations will always be shown on the top left and the last peak delta which corresponds to lean of peak operations will be shown on the top right. If the lean source is set for a mode where only the first peak is shown, then the delta will appear in the top center. There is no correlation with the position of the delta and the cylinder numbers.

7.17.5.6.2 Show All

The “Show All” option displays a digital value for each EGT and CHT in Monitor and Lean views. In this view, the hottest CHT and hottest EGT for each engine is highlighted in place.

In the Monitor view, there is no ability to cycle between cylinders since all data is shown all the time.

In the Lean view, the peak deltas are shown above the respective leanest and richest cylinder, primary EGT, or TIT. The first peak delta, used for rich of peak operations, is displayed as a blue or gray box with black text. The last peak delta, used for lean of peak operations, is displayed as a black box with blue border and text or gray border and text depending on the lean source. See Table 7-4: Lean Delta Digital Readouts for further information about lean deltas.

7.17.6 Fuel Quantity Indications

Previously installed aircraft low fuel quantity annunciators will be deactivated as part of the fuel quantity installation in some

aircraft. In this case, the low fuel annunciators will be placarded as deactivated, and a red or yellow arc must be added to the fuel quantity gauge to indicate the fuel level that corresponds to the low fuel annunciation.

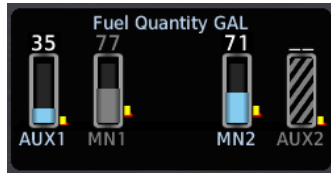


Figure 7-4: Fuel Tank States

In EIS configured to interface with some fuel conditioner units, the fuel gauge value is only read when the respective tank is selected. In these cases, on startup the tank that is not selected will show an uninitialized state using a gray barber pole as illustrated by the “AUX2” tank in Figure 7-4 above. In order to initialize the tank, the pilot needs only to select that tank until a valid quantity reading is achieved after which the pilot can select the appropriate tank for the flight condition. Active fuel quantity readings are indicated by a blue beaker or white digital values. Non-selected tanks indicate the previous fuel quantity for 5 seconds after being deselected, then indicate dashed values. The fuel beaker (if displayed) will show the value when last selected for reference only. The non-selected fuel tanks will be “grayed out”.

7.17.7 Fuel Flow

Aircraft that were previously equipped with a fuel flow gauge which measured metered fuel pressure may have this gauge replaced by a gauge which measures fuel flow directly. When these gauges are replaced in accordance with this STC, the fuel pressure and fuel flow markings on such gauges are replaced by equivalent fuel flow markings.

In some turboprop installations, fuel flow values may be erratic or erroneous before fuel is introduced into the system during engine starts. Once fuel is present in the system, the fuel flow values are accurate. The pilot should disregard fuel flow indications during engine start before fuel is introduced in these aircraft.

Fuel flow values may be in error by as much as 15% if the K factor calibration or starting fuel amounts are improperly set. Do not depend solely on the fuel flow indication to determine fuel used, fuel remaining, or fuel reserves.

7.17.8 Fuel Computer

A Fuel Computer/Totalizer is provided on the GDU 1060 MFD engine page and on the GDU 700 EIS display. The Fuel Computer/Totalizer is accessed through the Menu. The fuel computer function provides computation and display of estimated fuel remaining, range, endurance, endurance at destination, fuel at destination, efficiency, and fuel used. The fuel computer calculates these values using the engine fuel flow sensor, ground speed, flight plan, and estimated fuel remaining. Estimated fuel remaining values are derived differently than the measured fuel quantity shown on the fuel quantity gauges.

The fuel computer calculates the remaining fuel based on the initial fuel value entered by the pilot. The estimated fuel remaining is derived by the fuel computer by subtracting the measured fuel flow from the pilot's initial fuel entry. "TAB", "FULL", and "SYNC FROM GAUGES" buttons are available to aid the pilot in entering the initial fuel quantity. Refer to the AFM for an acceptable method to determine on-ground fuel quantity for normal fuel planning and the initial fuel quantity used for the fuel computer.

CAUTION

Fuel quantity indications shown on the fuel gauges may not be accurate when the aircraft is on the ground. It is the responsibility of the pilot to ensure that the initial fuel value entered in the Fuel Computer is accurate.

User calibration of the fuel flow measurements used for the fuel computer is provided. The fuel flow calibration function compares the estimated fuel used determined by the fuel computer with the actual fuel used determined by the pilot when refueling. Using these inputs, the system develops a fuel flow correction factor which will be applied to future fuel flow calculations. Calibration offset is limited to $\pm 15\%$ of the K-Factor.

7.17.9 Fuel Imbalance

The EIS may be configured with a fuel imbalance limitation. This limitation will be a published airframe limitation. When the imbalance condition is met, the EIS will indicate an imbalance and indicate the tanks that are associated with the imbalance condition. The pilot should take the appropriate action to

remedy the fuel imbalance condition per the aircraft flight manual procedures if one exists.

7.17.9.1 Piper PA46-500TP Meridian

The Meridian LOW FUEL light is now triggered by the Garmin EIS. In previous installations the low fuel light would be illuminated when the total fuel on board was 100#. In this installation the low fuel light is triggered by a 50# fuel level in either fuel tank.

7.17.9.2 Pilatus PC-12 (All models)

The fuel balancing system is now activated by the Garmin EIS. System indications on the EIS are as follows:

Table 7-5: PC-12 Fuel Balancing System Indications

EIS Indication on the Fuel Quantity Gauge	Aircraft System Functionality
<p style="text-align: center;">BALANCE ON</p>	<p>The fuel balancing system is moving fuel from the fuller tank to the lower tank using the aircraft fuel pump for the fuller tank. A corresponding CAWS fuel pump indicator should also be illuminated for the high-side fuel pump. This occurs at an imbalance of ~10.5 gallons (for longer than 60 seconds) and will shut off when the tanks are balanced.</p>
<p style="text-align: center;">IMBALANCE</p>	<p>The fuel balancing system is moving fuel from the fuller tank to the lower tank using the aircraft fuel pump for the fuller tank, but the imbalance has reached a critical level. A corresponding CAWS fuel pump indicator should also be illuminated for the high-side fuel pump. This occurs at an imbalance of >26.4 gallons (for longer than 60 seconds). The pilot should refer to the AFMS abnormal procedures in Section 3.2.12.</p>
<p style="text-align: center;">IMBALANCE</p>	<p>The fuel imbalance is at or above the airframe limitation of 40 gallons and the fuel pumps are no longer being used to try to balance the aircraft. The pilot should refer to the AFMS emergency procedures in Section 3.1.3.</p>

7.17.10 Engine Advisories

Engine advisories can be configured by the pilot from the Engine Menu to provide notifications to the pilot via an Advisory notification when the pilot configured threshold has been exceeded. These thresholds are determined solely by the pilot and have no effect on the display of EIS operating range indications or gauge alerting and are not shown on the EIS page in any way.

The following parameters may be configured by the pilot to provide advisories:

Table 7-6: Available Engine Advisories

Piston Powered Aircraft	Turboprop Powered Aircraft
High CHT	Low Oil TEMP
Low Oil TEMP	High Oil TEMP
High Oil TEMP	Low Endurance
CHT Cooling Rate	Low EST Fuel Remaining
EGT DIFF	Low Bus Voltage
Low Endurance	High Bus Voltage
Low EST Fuel Remaining	Low Battery Voltage
Low Bus Voltage	High Battery Voltage
High Bus Voltage	
Low Battery Voltage	
High Battery Voltage	
High TIT	

7.17.11 Engine and Airframe Timers

The timers can be accessed from the Engine Menu.

Table 7-7: System Timer Functions

Timer Label	Timer Function
FLIGHT	Flight timer increments in tenths of an hour whenever the aircraft is in an airborne state. This can be triggered via a weight on wheels switch, GPS ground speed, or true airspeed depending on the aircraft installation.
HOBBS	Analogous to an analog HOBBS meter that increments in tenths of an hour whenever one engine is registering >5 PSI of engine oil pressure.
TACH (piston-engine only)	Analogous to analog tachometers such that the timer increments based on the current engine RPM compared to the 75% power setting for that engine.

The flight hour meter will increment in one-tenth of an hour resolution when the aircraft is in the air and the engine hour meter will increment in one-tenth of an hour resolution when any engine is running. On multi-engine aircraft, the engine hour meter will start incrementing when the respective engine is running and are tracked separately from one another.

7.17.12 Torque Bug (Optional for Turboprop Aircraft Only)



On turboprop aircraft, and if enabled, torque bugs (cyan carat and readout) can be manually set by the pilot through the MFD Engine Page Menu or using the knob on a dedicated EIS unit.

7.18 Flight Stream 510 or GDL 60 (Optional)

The Flight Stream product line uses a wireless transceiver to provide data to and from a GTN to personal electronic devices (PEDs). The Flight Stream 510 is mounted in the GTN SD card slot and includes a Bluetooth and Wi-Fi transceiver. The GDL 60 is a separate LRU available when installed along with a GTN Xi.

Data such as traffic, datalink weather, entertainment audio information, and attitude information is sent from the Flight Stream to the PED. The PED is capable of sending databases to the Flight Stream which will then be available on the GTN. Limitations regarding database operations are found in Section 2.14.

Garmin provides a list of tested and compatible devices that can be used with the Flight Stream. Connection to the Flight Stream may be possible with devices other than those on the supported device list, but Bluetooth® and/or Wi-Fi stability and wireless data integrity cannot be guaranteed.

For details about the Garmin supported devices and apps for use with the Flight Stream product line, please visit: <https://explore.garmin.com/en-US/connext/>

7.19 European Visual Reporting Points

If the TXi is interfaced to a GTN, and a flight plan contains a visual reporting point (VRP), the TXi must have a database that contains the VRP in order to appropriately display the VRP. If the

database on the TXi does not contain the VRP, the VRP will display on the MFD map as an intersection.

7.20 Database Provided Altitudes

When the TXi displays altitude data for waypoints included in IFR procedures, the altitudes provided are those shown on the procedure chart for “Turbojet” or “Jet” aircraft. If altitudes for other aircraft such as “Turboprop” or “Prop” are required, the crew must manually edit the waypoint altitude on the GTN navigator.

7.21 Engine Cycle Counter (Turboprop/Turbofan Only)

The TXi system will log engine cycles if configured. Only full engine cycles are counted. The engine cycle is incremented when the system detects all of the following: Engine Start, Takeoff, Landing, Engine Shutdown. Some aircraft may include specific cycle counting logic which will be found in the aircraft specific TXi AFMS.

7.22 Landings Counter

The TXi can count takeoff and landing cycles when EIS is included in the TXi system. The cycle information is based on the system detection of takeoffs and landings.

7.23 Percent Power Indications

For both piston and turboprop EIS, percent power and total power (SHP, HP) are available to the pilot. SHP is available on the gauge inset or the pilot-selectable engine fields, and HP is only available on the pilot-selectable fields. Piston HP calculations are approximate, based on the availability of manifold pressure, engine RPM, fuel flow, and outside air temperature. The value is precise enough to verify power settings. In all cases the aircraft AFM should be the primary reference for engine power settings.

Caution

The EIS cannot detect a failure of the ignition source of a piston engine and therefore could continue to read positive engine power even if the ignition source of the engine has failed. The pilot should monitor the engine and EIS indications to determine the actions necessary should the ignition source of the engine fail.

7.24 Rudder Trim Gauge

The rudder trim gauge can be configured with a green gauge range to indicate approved takeoff position for the rudder trim. If no green range exists on the rudder trim gauge, the pilot is responsible for determining the appropriate trim position for all flight operations. The rudder trim may not be symmetrical, and the gauge limits may be different between the full-scale left and full-scale right position of the gauge. Refer to the aircraft operating manual for specific details of the rudder trim system.

7.25 Pilot Configurable MFD Startup Pages

The MFD allows the pilot to select a specific startup page. This page will be shown in lieu of the HOME page on system startup when selected. Additionally, in PFD/MFD or MFD/MFD GDU 1060 installations, the pilot can elect to start the system in a full-screen mode for a single pane. The pilot can always revert the system to its default startup behavior on the SYSTEM → SETUP page for each MFD pane and all MFD pages are still accessible from the HOME page or via MFD knob controls.

7.26 Smart Glide (Optional)

When installed with a GTN Xi with Smart Glide enabled, the TXi will provide Smart Glide map indications, PFD annunciation, and Emergency Page data for the Smart Glide feature. For more details on the Smart Glide function, refer to the GTN Xi Pilot's Guide (P/N 190-02327-03 rev. C or later) and AFMS (P/N 190-01007-C2 or 190-01007-C3 rev. 4 or later).

7.27 MFD Flight Plan Display

When an MFD is associated with a specific PFD (e.g., the copilot's side has a 700P PFD and a 700P MFD), the flight plan displayed on the MFD is from the navigation source selected on the PFD CDI. If the MFD is not associated with a specific pilot position (e.g., The MFD is a stand-alone center MFD) the flight plan displayed is from the navigation source selected on the pilot's PFD CDI.

7.28 MFD Engine Page

The MFD engine page is intended as a secondary display of engine operating parameters. As such, any engine alert can only be acknowledged on a primary EIS display. The alerts will be displayed on the MFD engine page for reference.

7.29 Stabilized Approach (Optional)

Stabilized Approach Monitoring will alert the crew when the aircraft is not in a stable approach. The system monitors the airspeed, current winds at the aircraft, lateral and vertical approach deviations, altimeter setting, landing gear position, and flap position.

If TAWS-A is installed, the vertical deviation, flaps, and gear stabilized approach function will not be enabled.

The system requires the following valid data inputs. Should any of these inputs become unavailable, the stabilized approach monitoring will cease.

- 3D GPS Position and track data (from GTN)
- Navigator flight plan data (from GTN)
- BARO input (from ADC)
- IAS input (from ADC)
- CDI and LDI deviations (from HSI)

GPS position and the approach type loaded into the navigator are used to determine if the crew is conducting a VFR or IFR approach. The aircraft must be within the alerting zones laterally and vertically to take advantage of the monitoring system.

If an alert is issued, the crew will hear a single aural alert for alerting zone 1, and two aural alerts for alerting zone 2. The crew will only be given one aural alert per alerting zone. Any annunciations will persist until the condition is remedied or until the function is inhibited.

Visual annunciations for BARO, SPEED, XWIND (crosswind), TWIND (tailwind), FLAPS, and GEAR are also shown on the PFD if those alerts are issued.

The crew may inhibit the alerts individually or the monitoring can be inhibited all together as necessary.

Refer to section 2 for this aircraft's monitoring parameters and the pilot's guide for further details.

7.30 Aircraft Weight Fields

The TXi can allow pilot-entry of the aircraft's zero fuel weight as part of the pilot-select data field functions. This will seed

the “EST Current Weight” and “EST Weight at DEST” user field calculations.

EST Current Weight is the pilot-entered ZFW plus the current Fuel Totalizer Value from the TXi fuel computer. The fuel totalizer and fuel on board values may not coincide depending on the pilot-input and aircraft fuel gauge configuration.

EST Weight at DEST is the EST Current Weight minus estimated fuel burn to destination using current fuel burn rate and flight plan path. This does not account for changes to fuel burn due to altitude or power changes.

Appendix A Aircraft Specific EIS Data

A.1 Pilatus PC-12 EIS Markings and Limitations

The following tables describe the EIS limitations and gauge markings for each approved model of the PC-12 aircraft.

NOTE

The PC-12 Emergency and Abnormal procedures in the AFM reference blink rates for caution and warning indications of 40 blinks/min and 80 blinks per/min respectively. In the G500/600 TXi, the blink rate is not an indication of alerting priority. Color is the indication for caution (yellow) and warning (red) indications. The pilot shall use the TXi EIS caution and warning colors to determine the gauge status when referencing the aircraft AFM procedures.

Table A-1: PC-12 All Series with -67B Engines

Aircraft Equipped with Pratt & Whitney PT6A-67B							
Parameter	Red	Yellow	Green	Yellow	Red	Dynamic Markings	Exceedances alert on timer
Torque (psi)	N/A	N/A	0 to 36.9	36.9 to 44.3; 44.4 to 61.0*	44.3 61.0 max.*	0-23.9: Green; 23.9; Red max.* (eng. running, Np < 1000 RPM) 44.4-61.0: Red* after 20 sec.	> 36.9: 5 min. timer > 44.4: 20 sec. timer > 61.0: 0 sec. timer
ITT (°C)	N/A	N/A	400 to 760	760 to 800; 800 to 1000*	800 1000 max.*	350: Yellow min.* (Np ≥ 1000)	> 800: 20 sec. timer > 870: 5 sec. timer > 1000: 0 sec. timer
	N/A	N/A	400 to 760	760 to 800; 800 to 870*	800 870 max.*	350: Yellow min.* (Np ≥ 1000)	> 760: 5 min timer > 800: 20 sec. timer > 870: 0 sec. timer
Ng (%)	N/A	N/A	60 to 104	N/A	104	60: Yellow min.* (eng. running) < 950: Red* after 5 sec. (on ground, propeller not feathered) 1640: Yellow min. radial (Ng ≥ 90%) < 1640: Yellow* after 5 sec. (Ng ≥ 90%)	> 104: 0 sec. timer > 1760: 20 sec. timer > 1870: 0 sec. timer
Np (RPM) [1]	N/A	N/A	1640 to 1730	1760 to 1870*	1870	40: Red min.* (eng. running) 40-60: Yellow* (eng. running) Red* after 20 sec. 60-90: Yellow* after 5 sec. Red* after 20 sec. (Ng ≥ 72%)	> 135 for 20 sec. > 200 for 0 sec.
Oil Press. (psi)	40 60	60 to 90	90 to 135	135 to 200*	135 200 max.*		
Oil Temp. (°C)	N/A	N/A	10 to 105	105 to 110*	110	< -40: Red min.* (eng. running) -40 to 10: Yellow* (eng. running) 105-110: Red* after 10 min.	> 105 for 10 min. > 110 for 0 min.

* denotes alerting

Notes:

[1] A white radial is drawn at 1000 RPM Np to denote the value at which the torque gauge markings dynamically change.

Table A-2: PC-12 All Series with -67P Engines

Aircraft Equipped with Pratt & Whitney PT6A-67P							
Parameter	Red	Yellow	Green	Yellow	Red	Dynamic Markings	Exceedances alert on timeout
Torque (psi)	N/A	N/A	0 to 44.3	36.9 44.4 to 61.0*	44.3 61.0 max.*	0-23.9: Green; ≥ 23.9: Red max* (eng. running, Np < 1000 RPM) 44.4-61.0: Red* after 20 sec.	> 44.4: 20 sec. timer > 61.0: 0 sec. timer
	N/A	N/A	400 to 820	820 to 850; 850 to 1000*	850 1000 max.*	350: Yellow min.* (Np ≥ 800)	> 850: 20 sec. timer > 870: 5 sec. timer > 1000: 0 sec. timer
ITT (°C)	N/A	N/A	400 to 820	820 to 850; 850 to 870*	850 870 max.*	350: Yellow min.* (Np ≥ 800)	> 820: 5 min timer > 850: 20 sec. timer > 870: 0 sec. timer
	N/A	N/A	60 to 104	N/A	104	60: Yellow min.* (eng. running)	> 104: 0 sec. timer
Np (RPM) [1]	N/A	N/A	1640 to 1730	1760 to 1870*	1870	< 950: Red* after 5 sec. (on ground, propeller not feathered) 1640: Yellow min. radial (Ng ≥ 90%) < 1640: Yellow* after 5 sec. (Ng ≥ 90%)	> 1760: 20 sec. timer > 1870: 0 sec. timer
	40 60	60 to 90	90 to 135	135 to 200*	135 200 max*	40: Red min.* (eng. running) 40-60: Yellow* (eng. running) Red* after 20 sec. 60-90: Yellow* after 5 sec. Red* after 20 sec. (Ng ≥ 72%)	> 135 for 20 sec. > 200 for 0 sec.
Oil Temp. (°C)	N/A	N/A	10 to 105	105 to 110*	110	< -40: Red min.* (eng. running) -40 to 10: Yellow* (eng. running) 105-110: Red* after 10 min.	> 105 for 10 min. > 110 for 0 min.

* denotes alerting

Notes:

[1] A white radial is drawn at 1000 RPM Np to denote the value at which the torque gauge markings dynamically change.

Table A-3: PC-12 Electrical Gauges

Electrical Gauges								
Ref.	Parameter	Red	Yellow	Green	Yellow	Red	Dynamic Markings	Exceedances
[1]	DC Amps Bat (A)	N/A	N/A	N/A	N/A	N/A	< -60: Yellow* (eng. running)	N/A
[2]	DC Amps Gen 2 (A)	N/A	N/A	N/A	140 max.*	N/A	N/A	N/A
[3]	DC Volt Bat (V)	N/A	N/A	N/A	29.6 max.*	N/A	< 22: Yellow* after 3 sec. (Ng ≥ 50%)	N/A
[4]	DC Volt Gen 1 (V)	N/A	N/A	N/A	31.5 max.*	N/A	< 22: Yellow* after 3 sec. (Ng ≥ 50%)	N/A
[5]	DC Volt Gen 2 (V)	N/A	N/A	N/A	31.5 max.*	N/A	< 22: Yellow* after 3 sec. (Ng ≥ 50%)	N/A

* denotes alerting

Notes:

- [1] MSN 112-205, 207-251, 253-320, 322-400
- [2] TXi EIS does not warn when battery current increases 10 amps or more in a 7 second interval.
- [3] MSN 112-205, 207-251, and 253-260
- [4] MSN 261-320 and 322-400
- [5] MSN 401-544, 546-601, 603-888
- [6] MSN 261-320, 322-544, 546-601, 603-888

A.2 Pilatus PC-12 Fuel Conversion Table

For all fuel related emergency procedures in a Pilatus PC-12 with the Garmin TXi EIS installed, the AFM refers to fuel “segments”. The following table shows the conversion for segments, pounds, and gallons of fuel.

Table A-4: Pilatus PC-12 Fuel Segment Conversion Table

Segments	MSNs 111-140		MSNs 141-888	
	Pounds	Gallons	Pounds	Gallons
1	48	7	48	7
2	96	14	97	14
3	144	21	145	22
4	192	29	193	29
5	240	36	241	36
6	289	43	290	43
7	337	50	338	50
8	385	57	386	57
9	433	64	435	65
10	481	72	483	72
11	529	79	531	79
12	577	86	579	86
13	625	93	628	93
14	673	100	676	101
15	721	107	724	108
16	770	114	772	115
17	818	122	821	122
18	866	129	869	129
19	914	136	917	136
20	962	143	966	144
21	1010	150	1014	151
22	1058	157	1062	158
23	1106	164	1110	165
24	1154	172	1159	172
25	1202	179	1207	179
26	1250	186	12565	187
27	1299	193	1304	194
28	1346	200	1352	201