

**Transport Canada Approved Flight Manual Supplement  
For  
GARMIN GTN 625, 635, 650, 725, or 750 GPS/SBAS  
NAVIGATION SYSTEM**

This supplemental manual is applicable to Garmin GTN 625, 635, 650, 725, or 750 GPS/SBAS Navigation System equipped FBA-2C3 and FBA-2C4 airplanes.

This Supplement must be attached to the Transport Canada Approved Airplane Flight Manual when the FBA-2C3 or FBA-2C4 airplane is modified by the installation of Garmin 625, 635, 650, 725, or 750 GPS/SBAS Navigation System in accordance with Found Aircraft Canada Mater Drawing List MDL-2C3 Issue 1 Rev 4 and MDL-2C4 Issue 1 Rev IR, or later approved revisions.


The information contained herein supplements or supersedes the basic flight manual, airplane markings and/or placards only in those areas listed herein.

For Limitations, Procedures, and Performance information not contained in this Supplement, consult the airplane markings and placards and/or basic Airplane Flight Manual, (P/N: FM2C3 or FM2C4).



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## LOG OF REVISIONS

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FOUND  
FBA-2C3  
FBA-2C4

SUPPLEMENT S10  
GARMIN GTN 6XX or 7XX GPS/SBAS  
NAVIGATION SYSTEM

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## SECTION 1 GENERAL

### 1.1 GARMIN GTN NAVIGATORS

The Garmin GTN navigation system is a GPS system with a Satellite Based Augmentation System (SBAS), comprised of one or more Garmin TSO-C146c GTN 625, 635, 650, 725, or 750 navigator(s) and one or more Garmin approved GPS/SBAS antenna(s).

GTN navigation system functions are shown in Table 1.

	GTN 625	GTN 635	GTN 650	GTN 725	GTN 750
GPS SBAS Navigation: <ul style="list-style-type: none"> <li>• Oceanic, enroute, terminal, and non-precision approach guidance</li> <li>• Precision approach guidance (LP, LPV)</li> </ul>	X	X	X	X	X
VHF Com Radio, 118.00 to 136.990, MHz, 8.33 or 25 kHz increments		X	X		X
VHF Nav Radio, 108.00 to 117.95 MHz, 50 kHz increments			X		X
LOC and Glideslope non-precision and precision approach guidance for Cat 1 minimums, 328.6 to 335.4 MHz tuning range			X		X
Moving map including topographic, terrain, aviation, and geopolitical data	X	X	X	X	X
Display of datalink weather products (optional)	X	X	X	X	X
Display of terminal procedures data (optional)				X	X
Display of traffic data (optional)	X	X	X	X	X
Display of StormScope <sup>®</sup> data (optional)	X	X	X	X	X
Display of marker beacon annunciators (optional)				X	X
Remote audio panel control (optional)				X	X
Remote transponder control (optional)	X	X	X	X	X
Remote audio entertainment datalink control (optional)	X	X	X	X	X
TSO-C151b Class B TAWS	X	X	X	X	X
Supplemental calculators and timers	X	X	X	X	X

**Table 1 – GTN Functions**



The GPS navigation functions and optional VHF communication and navigation radio functions are operated by dedicated hard keys, a dual concentric rotary knob, or the touchscreen.



Figure 1 GTN 750 Control and Display Layout



Figure 2 GTN 635/650 Control and Display Layout

## 1.2 CAPABILITIES

For capabilities refer to the following Garmin documents:

- GTN 6XX Pilot's Guide P/N 190-01004-03 Rev A or later
- GTN 7XX Pilot's Guide P/N 190-01007-03 Rev A or later

## 1.3 DEFINITIONS

The following terminology is used within this document:

- ADF: Automatic Direction Finder
- APR: Approach
- CDI: Course Deviation Indicator
- DME: Distance Measuring Equipment
- EFB: Electronic Flight Bag
- EHSI: Electronic Horizontal Situation Indicator
- GNSS: Global Navigation Satellite System
- GPS: Global Positioning System
- GPSS: GPS Roll Steering
- GTN: Garmin Touchscreen Navigator
- HSI: Horizontal Situation Indicator

IAP:	Instrument Approach Procedure
IFR:	Instrument Flight Rules
ILS:	Instrument Landing System
IMC:	Instrument Meteorological Conditions
LDA:	Localizer Directional Aid
LNAV:	Lateral Navigation
LNAV+V:	Lateral Navigation with advisory Vertical Guidance
L/VNAV:	Lateral/Vertical Navigation
LOC:	Localizer
LOC-BC:	Localizer Backcourse
LP:	Localizer Performance
LPV:	Localizer Performance with Vertical Guidance
MLS:	Microwave Landing System
OBS:	Omnibearing Select
RAIM:	Receiver Autonomous Integrity Monitoring
RMT:	Remote
RNAV:	Area Navigation
RNP:	Required Navigational Performance
SBAS:	Satellite Based Augmentation System
SD:	Secure Digital
SDF:	Simplified Directional Facility
SUSP:	Suspend
TACAN:	Tactical Air Navigation System
TAS:	Traffic Awareness System
TAWS:	Terrain Awareness and Warning System
TCAS:	Traffic Collision Avoidance System
TIS:	Traffic Information Service
VHF:	Very High Frequency
VFR:	Visual Flight Rules
VLOC:	VOR/Localizer
VMC:	Visual Meteorological Conditions
VOR:	VHF Omnidirectional Range
WAAS:	Wide Area Augmentation System
WFDE:	WAAS Fault Data Exclusion
XFR:	Transfer

## SECTION 2 LIMITATIONS

The limitations in Section 2, of the AFM (Airplane Flight Manual), are applicable with the addition of the following;

### 2.1 COCKPIT REFERENCE GUIDE

The Garmin GTN 6XX or GTN 7XX Cockpit Reference Guide, part number and revision listed below (or later revisions), must be immediately available to the flight crew whenever navigation is predicated on the use of the GTN.

- GTN 6XX Cockpit Reference Guide P/N 190-01004-04 Rev A
- GTN 7XX Cockpit Reference Guide P/N 190-01007-04 Rev A

### 2.2 KINDS OF OPERATION

This AFM supplement does not grant approval for IFR operations. Additional aircraft systems may be required for IFR operational approval, refer to the Kinds of Operation Equipment List in Section 2 of the AFM.

### 2.3 MINIMUM EQUIPMENT

For minimum equipment for IFR operations see Section 2 of the AFM (Airplane Flight Manual).

### 2.4 FLIGHT PLANNING

For flight planning purposes, in areas where SBAS coverage is not available, the pilot must check RAIM availability.

Within the United States, RAIM availability can be determined using the Garmin WFDE Prediction program, Garmin part number 006-A0154-04 (included in GTN trainer) software version 3.00 or later approved version with Garmin approved antennas or the FAA's en route and terminal RAIM prediction website: [www.raimprediction.net](http://www.raimprediction.net), or by contacting a Flight Service Station.

Within Europe, RAIM availability can be determined using the Garmin WFDE Prediction program or Europe's AUGER GPS RAIM Prediction Tool at

<http://augur.ecacnav.com/augur/app/home>.

For other areas, use the Garmin WFDE Prediction program. This requirement is not necessary if SBAS coverage is confirmed to be available along the entire route of flight. The route planning and WFDE prediction program may be downloaded from the Garmin website on the internet. For information on using the WFDE Prediction Program, refer to Garmin WAAS FDE Prediction Program, part number 190-00643-01, 'WFDE Prediction Program Instructions'.

For flight planning purposes, operations within the U.S. National Airspace System on RNP and RNAV procedures when SBAS signals are not available, the availability of GPS RAIM shall be confirmed for the intended route of flight. In the event of a predicted continuous loss of RAIM of more than five minutes for any part of the intended route of flight, the flight should be delayed, cancelled, or rerouted on a track where RAIM requirements can be met. The flight may also be re-planned using non-GPS based navigational capabilities.

For flight planning purposes for operations within European B-RNAV/RNAV 5 and P-RNAV airspace, if more than one satellite is scheduled to be out of service, then the availability of GPS RAIM shall be confirmed for the intended flight (route and time). In the event of a predicted continuous loss of RAIM of more than five minutes for any part of the intended flight, the flight should be delayed, cancelled, or rerouted on a track where RAIM requirements can be met.

*Applicable to installations consisting of two GTNs:* For flight planning purposes, operations where the route requires Class II navigation the aircraft's operator or pilot-in-command must use the Garmin WFDE Prediction program to demonstrate that there are no outages on the specified route that would prevent the Garmin GNSS navigation system to provide GPS Class II navigation in oceanic and remote areas of operation that requires (RNP-10 or RNP-4) capability. If the Garmin WFDE Prediction program indicates fault exclusion (FDE) availability will exceed 34 minutes in accordance with FAA Order 8400.12A for RNP-10 requirements, or 25 minutes in accordance with FAA Order 8400.33 for RNP-4 requirements, then the operation must be rescheduled when FDE is available.

Both Garmin GPS navigation receivers must be operating and providing GPS navigation guidance for operations requiring RNP-4 performance.

*Applicable to installations consisting of two GTNs:* North Atlantic (NAT) Minimum Navigational Performance Specifications (MNPS) Airspace operations per AC 91-49 and AC 120-33 require both GPS/SBAS receivers to be operating and receiving usable signals except for routes requiring only one Long Range Navigation sensor. Each display computes an independent navigation solution based on its GPS sensor.

Whenever possible, RNP and RNAV routes including Standard Instrument Departures (SIDs) and Obstacle Departure Procedures (ODPs), Standard Terminal Arrival (STAR), and enroute RNAV “Q” and RNAV “T” routes should be loaded into the flight plan from the database in their entirety, rather than loading route waypoints from the database into the flight plan individually. Selecting and inserting individual named fixes from the database is permitted, provided all fixes along the published route to be flown are inserted. Manual entry of waypoints using latitude/longitude or place/bearing is prohibited.

Navigation information is referenced to the WGS-84 reference system, and should only be used where the Aeronautical Information Publication (including electronic data and aeronautical charts) conform to WGS-84 or equivalent.

## **2.5 SYSTEM USE**

In installations with two GTNs and an external GPS annunciator (See Table 1) the GTN connected to the external GPS annunciator must be used as the navigation source for all operations.

The only approved sources of course guidance are on the external CDI, HSI, or EHSI display. The moving map and CDI depiction on the GTN display are for situational awareness only and are not approved for course guidance.

## 2.6 APPLICABLE SYSTEM SOFTWARE

This AFMS is applicable to the software versions shown in Table 2.

The Main and GPS software versions are displayed on the start-up page immediately after power-on. All software versions displayed in Table 2 can be viewed on the System – System Status page.

<b>Software Item</b>	<b>Software Version</b> <i>(or later FAA Approved versions for this STC)</i>
Main SW Version	2.00
GPS SW Version	4.0
Com SW Version	2.00
Nav SW Version	6.01

**Table 2 – Software Versions**

## 2.7 SD CARD

Proper function of the unit is predicated on the SD card being present. Garmin cannot assure functionality if the SD card is inserted or removed while the unit is powered on.

## 2.8 NAVIGATION DATABASE

GPS/SBAS based IFR enroute, oceanic, and terminal navigation is prohibited unless the pilot verifies and uses a valid, compatible, and current Navigation database or verifies each waypoint for accuracy by reference to current approved data.

“GPS”, “or GPS”, and “RNAV (GPS)” instrument approaches using the Garmin navigation system are prohibited unless the pilot verifies and uses the current Navigation database. GPS based instrument approaches must be flown in accordance with an approved instrument approach procedure that is loaded from the Navigation database.

Discrepancies that invalidate a procedure should be reported to Garmin International. The affected procedure is prohibited from being flown using data from the Navigation database until a new Navigation database is installed in the aircraft and verified that the discrepancy has been corrected. Navigation database discrepancies can be reported at FlyGarmin.com by selecting “Aviation Data Error Report.”

Flight crew and operators can view Navigation database alerts at FlyGarmin.com then select “NavData Alerts.”

If the Navigation database cycle will change during flight, the pilot must ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. If an amended chart affecting navigation data is published for the procedure, the database must not be used to conduct the procedure.

## 2.9 GROUND OPERATIONS

Do not use SafeTaxi or Chartview functions as the basis for ground maneuvering. SafeTaxi and Chartview are to be used by the flight crew to orient themselves on the airport surface to improve pilot situational awareness during ground operations.

## 2.10 APPROACHES

- a) Instrument approaches using GPS guidance may only be conducted when the GTN is operating in the approach mode. (LNAV, LNAV+V, L/VNAV, LPV, or LP)
- b) When conducting instrument approaches referenced to true North, the NAV Angle on the System -Units page must be set to **True**.
- c) The navigation equipment required to join and fly an instrument approach procedure is indicated by the title of the procedure and notes on the IAP chart. Navigating the final approach segment (that segment from the final approach fix to the missed approach point) of an ILS, LOC, LOC-BC, LDA, SDF, MLS, VOR, TACAN approach, or any other type of approach not approved for GPS, is not authorized with GPS navigation guidance. GPS guidance can only be used for approach procedures with GPS or RNAV in the procedure title. When using the Garmin VOR/LOC/GS receivers to fly the final approach segment, VOR/LOC/GS navigation data must be selected and presented on the CDI of the pilot flying.
- d) Advisory vertical guidance deviation is provided when the GTN annunciates LNAV + V. Vertical guidance information displayed on the VDI in this mode is only an aid to help pilots comply with altitude restrictions. When using advisory vertical guidance, the pilot must use the primary barometric altimeter to ensure compliance with all altitude restrictions.



- e) Not all published Instrument Approach Procedures (IAP) are in the Navigation database. Pilots planning to fly an RNAV instrument approach must ensure that the Navigation database contains the planned RNAV Instrument Approach Procedure and that approach procedure must be loaded from the Navigation database into the GTN system flight plan by its name. Users are prohibited from flying any approach path that contains manually entered waypoints.
- f) IFR approaches are prohibited whenever any physical or visual obstruction (such as a throw-over yoke) restricts pilot view or access to the GTN and/or the CDI.

## **2.11 AUTOPILOT COUPLING**

IFR installations of a GTN allow the pilot to fly all phases of flight based on the navigation information presented to the pilot; however, not all modes may be coupled to the autopilot. All autopilots may be coupled in Oceanic (OCN), Enroute (ENR), and Terminal (TERM) modes.

## **2.12 TERRAIN PROXIMITY FUNCTION (ALL UNITS)**

Terrain and obstacle information appears on the map and terrain display pages as red and yellow tiles or towers, and is depicted for advisory use only. Aircraft maneuvers and navigation must not be predicated upon the use of the terrain display. Terrain and obstacle information is advisory only and is not equivalent to warnings provided by TAWS.

The terrain display is intended to serve as a situational awareness tool only. By itself, it may not provide either the accuracy or the fidelity on which to base decisions and plan maneuvers to avoid terrain or obstacles.

### **NOTE**

Terrain and TAWS are separate features and mutually exclusive. If “TAWS B” is shown on the bottom right of the dedicated terrain page, then TAWS is installed.

### **2.13 TAWS FUNCTION (OPTIONAL)**

Pilots are authorized to deviate from their current ATC clearance to the extent necessary to comply with TAWS warnings. Navigation must not be predicated upon the use of TAWS.

If an external TAWS annunciator panel is installed in the aircraft, this annunciator panel must be fully functional in order to use the TAWS system.

#### **NOTE**

Terrain and TAWS are separate features and mutually exclusive. If “TAWS B” is shown on the bottom right of the dedicated terrain page, then TAWS is installed.

### **2.14 DATALINKED WEATHER DISPLAY (XM WEATHER, OPTIONAL)**

Traffic may be displayed on the GTN when connected to an approved optional TCAS I, TAS, or TIS traffic device. These systems are capable of providing traffic monitoring and alerting to the pilot. Traffic shown on the display may or may not have traffic alerting available. The display of traffic is an aid to visual acquisition and may not be utilized solely for aircraft maneuvering.

### **2.15 TRAFFIC DISPLAY (OPTIONAL)**

Traffic may be displayed on the GTN when connected to an approved optional TCAS I, TAS, or TIS traffic device. These systems are capable of providing traffic monitoring and alerting to the pilot. Traffic shown on the display may or may not have traffic alerting available. The display of traffic is an aid to visual acquisition and may not be utilized solely for aircraft maneuvering.

### **2.16 STORMSCOPE® DISPLAY (OPTIONAL)**

StormScope® lightning information displayed by the GTN is limited to supplemental use only. The use of the StormScope® lightning data on the display for hazardous weather (thunderstorm) penetration is prohibited. StormScope® lightning data on the display is intended only as an aid to enhance situational awareness of hazardous weather, not penetration. It is the pilot’s responsibility to avoid hazardous weather using official weather data sources.

When the GTN StormScope® page is operating in track up mode as indicated by the “TRK UP” label at the upper right corner of the StormScope® page, use of the GTN to display StormScope® information is prohibited while on the ground.

## **2.17 FLIGHT PLANNER/CALCULATOR FUNCTIONS**

When using the calculator/planner pages data must be entered into all data fields and verified by the pilot prior to use of the data. Depending on system configuration, the “Use Sensor Data” button may populate the Indicated ALT window with indicated altitude or pressure altitude. The pilot must verify the desired altitude and appropriate barometric pressure setting to ensure valid calculations. Aircraft performance or fuel loading must not be predicated upon the use of data derived from these functions.

## **2.18 GLOVE USE / COVERED FINGERS**

No device may be used to cover fingers used to operate the GTN unless the Glove Qualification Procedure located in the Pilot’s Guide has been successfully completed. The Glove Qualification Procedure is specific to a pilot / glove / GTN 725, 750 or GTN 625, 635, 650 combination.

## **2.19 DEMO MODE**

Demo mode may not be used in flight under any circumstances.

## **SECTION 3**

# **EMERGENCY PROCEDURES**

### **3.1 EMERGENCY PROCEDURES**

#### **3.1.1 TAWS WARNING**

**Red annunciator and aural “PULL UP”:**

Autopilot ..... **DISCONNECT**  
Aircraft Controls ..... **INITIATE MAXIMUM POWER CLIMB**  
Airspeed ..... **BEST ANGLE OF CLIMB SPEED**

**After Warning Ceases:**

Power ..... **MAXIMUM CONTINUOUS**  
Altitude..... **CLIMB AND MAINTAIN SAFE ALTITUDE**  
Advise ATC of Altitude Deviation, if appropriate.

**NOTE**

Only vertical maneuvers are recommended, unless either operating in visual meteorological conditions (VMC), or the pilot determines, based on all available information, that turning in addition to the escape maneuver is the safest course of action, or both.

### **3.2 ABNORMAL PROCEDURES**

#### **3.2.1 LOSS OF GPS/SBAS NAVIGATION DATA**

When the GPS/SBAS receiver is inoperative or GPS navigation information is not available or invalid, the GTN will enter one of two modes: Dead Reckoning mode (DR) or Loss Of Integrity mode (LOI). The mode is indicated on the GTN by an amber “DR” or “LOI”.

If the Loss of Integrity annunciation is displayed, revert to an alternate means of navigation appropriate to the route and phase of flight.

If the Dead Reckoning annunciation is displayed, the map will continue to be displayed with an amber 'DR' overwriting the ownship icon. Course guidance will be removed on the CDI. Aircraft position will be based upon the last valid GPS position, then estimated by Dead Reckoning methods. Changes in true airspeed, altitude, heading, or winds aloft can affect the estimated position substantially. Dead Reckoning is only available in Enroute and Oceanic modes. Terminal and Approach modes do not support Dead Reckoning.

**If Alternate Navigation Sources (ILS, LOC, VOR, DME, ADF) Are Available:**

Navigation..... **USE ALTERNATE SOURCES**

**If No Alternate Navigation Sources Are Available:**

**DEAD RECKONING (DR) MODE:**

Navigation..... **USE GTN**

**NOTE**

- All information normally derived from GPS will become less accurate over time.

**LOSS OF INTEGRITY (LOI) MODE:**

Navigation..... **FLY TOWARDS KNOWN VISUAL CONDITIONS**

**NOTE**

- All information derived from GPS will be removed.
- The airplane symbol is removed from all maps. The map will remain centered at the last known position. "NO GPS POSITION" will be annunciated in the center of the map.

**3.2.2 GPS APPROACH DOWNGRADE**

During a GPS LPV, LNAV/VNAV, or LNAV+V approach, if GPS accuracy requirements cannot be met by the GPS receiver, the GTN will downgrade the approach. The downgrade will remove vertical deviation indication from the VDI and change the approach annunciation accordingly from LPV, L/VNAV, or LNAV+V to LNAV. The approach may be continued using the LNAV only minimums.

During a GPS approach in which GPS accuracy requirements cannot be met by the GPS receiver for any GPS approach type, the GTN will flag all CDI guidance and display a system message “ABORT APPROACH-GPS approach no longer available”. Immediately upon viewing the message, the unit will revert to Terminal navigation mode alarm limits. If the position integrity is within these limits lateral guidance will be restored and the GPS may be used to execute the missed approach, otherwise alternate means of navigation must be utilized.

**3.2.3 LOSS OF COM RADIO TUNING FUNCTIONS**

**If alternate COM is available:**

Communications..... **USE ALTERNATE COM**

**If no alternate COM is available:**

COM RMT XFR key (if installed) .....**PRESS AND HOLD FOR 2 SECONDS**

**NOTE**

This procedure will tune the active COM radio the emergency frequency 121.5, regardless of what frequency is displayed on the GTN. Certain failures of the tuning system will automatically tune 121.5 without pilot action.

**3.2.4 LOSS OF AUDIO PANEL FUNCTIONS (GMA 35 Only)**

Audio Panel Circuit Breaker .....**PULL**

**NOTE**

This procedure will force the audio panel to provide the pilot only with communications on the Non-GTN 750 radio. If only a GTN 750 is installed in the aircraft, then the pilot will have communications on the GTN 750. The crew and passenger intercom will not function.

**3.2.5 TAWS CAUTION (Terrain or Obstacle Ahead, Sink Rate, Don’t Sink)**

When a TAWS CAUTION occurs, take corrective action until the alert ceases. Stop descending or initiate either a climb or a turn, or both as necessary, based on analysis of all available instruments and information.

### 3.2.6 TAWS INHIBIT

The TAWS Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alerts (PDA) functions may be inhibited to prevent alerting, if desired. Refer to GTN Cockpit Reference Guide for additional information.

#### To Inhibit TAWS:

Home Hardkey ..... PRESS  
Terrain Button ..... PRESS  
Menu Button ..... PRESS  
TAWS Inhibit Button ..... PRESS TO ACTIVATE

### 3.2.7 TER N/A and TER FAIL

If the amber **TER N/A** or **TER FAIL** status annunciator is displayed, the system will no longer provide TAWS alerting or display relative terrain and obstacle elevations. The crew must maintain compliance with procedures that ensure minimum terrain and obstacle separation.

### 3.2.8 HEADING DATA SOURCE FAILURE

Without a heading source to the GTN, the following features will not operate:

- GPSS will not be provided to the autopilot for heading legs. The autopilot must be placed in HDG mode for heading legs.
- Map cannot be oriented to Heading Up.
- All overlaying traffic data from a TAS/TCAS I system on the main map display. The pilot must use the dedicated traffic page on the GTN system to display TAS/TCAS I data.
- All overlaying StormScope® data on the main map display. The pilot must use the dedicated StormScope® page on the GTN system to display StormScope® data.

StormScope® must be operated in accordance with Section 0 when no heading is available.

### 3.2.9 PRESSURE ALTITUDE DATA SOURCE FAILURE

Without a pressure altitude source to the GTN, the following features will not operate:

- Automatic leg sequencing of legs requiring an altitude source. The pilot must manually sequence altitude legs, as prompted by the system.

## SECTION 4 NORMAL PROCEDURES

Refer to the Cockpit Reference Guide defined in Section 2.1 of this document or the Pilot’s Guide defined in Section 7.1 for normal operating procedures and a complete list of system messages and associated pilot actions. This includes all GPS operations, VHF communication and navigation, traffic, data linked weather, StormScope®, TAWS, and Multi-Function Display information.

The GTN requires a reasonable degree of familiarity to prevent operations without becoming too engrossed at the expense of basic instrument flying in IMC and basic see-and-avoid in VMC. Garmin provides training tools with the Pilot’s Guide and PC based simulator. Pilots should take full advantage of these training tools to enhance system familiarization.

### 4.1 UNIT POWER ON

Database .....	<b>REVIEW EFFECTIVE DATES</b>
Self Test .....	<b>VERIFY OUTPUTS TO NAV INDICATORS</b>
Self Test - TAWS Remote Annunciator:	
PULL UP .....	<b>ILLUMINATED</b>
TERR .....	<b>ILLUMINATED</b>
TERR N/A .....	<b>ILLUMINATED</b>
TERR INHB.....	<b>ILLUMINATED</b>
Self Test - GPS Remote Annunciator:	
VLOC.....	<b>ILLUMINATED</b>
GPS .....	<b>ILLUMINATED</b>
LOI or INTG .....	<b>ILLUMINATED</b>
TERM .....	<b>ILLUMINATED</b>
WPT.....	<b>ILLUMINATED</b>
APR.....	<b>ILLUMINATED</b>
MSG.....	<b>ILLUMINATED</b>
SUSP or OBS.....	<b>ILLUMINATED</b>



## 4.2 BEFORE TAKEOFF

System Messages and Annunciators..... **CONSIDERED**

## 4.3 HSI AND EHSI OPERATION

If an HSI is used to display navigation data from the GTN the pilot should rotate the course pointer as prompted on the GTN.

If an EHSI is used to display navigation data from the GTN the course pointer may autoslew to the correct course when using GPS navigation. When using VLOC navigation the course pointer will not autoslew and must be rotated to the correct course by the pilot. For detailed information about the functionality of the EHSI system, refer to the Transport Canada approved Flight Manual or Flight Manual Supplement for that system.

### CAUTION

The pilot must verify proper course selection each time the CDI source is changed from GPS to VLOC.

## 4.4 AUTOPILOT OPERATION

The GTN may be coupled to an optional autopilot, if installed in the aircraft, when operating as prescribed in the LIMITATIONS section of this manual.

Autopilots coupled to the GTN system in an analog (NAV) mode will follow GPS or VHF navigation guidance as they would with existing VOR receivers.

Autopilots that support GPSS or GPS Roll Steering in addition to the analog course guidance will lead course changes, fly arcing procedures, procedure turns, and holding patterns if coupled in GPSS mode.

For autopilot operating instructions, refer to the Flight Manual Supplement for the autopilot.

#### 4.5 COUPLING THE AUTOPILOT DURING APPROACHES

##### CAUTION

When the CDI source is changed on the GTN, autopilot mode may change. Confirm autopilot mode selection after CDI source change on the GTN. Refer to the Transport Canada approved Flight Manual or Flight Manual Supplement for the autopilot.

This installation supports coupling to the autopilot in approach mode once vertical guidance is available.

##### **To couple an approach:**

Once established on the final approach course with the final approach fix as the active waypoint, the GTN will enable vertical guidance.

Vertical Guidance..... **CONFIRM AVAILABLE**  
Autopilot ..... **ENGAGE APPROACH MODE**

## **SECTION 5 PERFORMANCE**

No Change

## **SECTION 6 WEIGHT AND BALANCE**

See current weight and balance data.

## **SECTION 7 AIRPLANE AND SYSTEMS DESCRIPTION**

### **7.1 PILOT'S GUIDE**

The Garmin GTN 6XX or GTN 7XX Pilot's Guide, part number and revision listed below, contain additional information regarding GTN system description, control and function. The Pilot's Guides *do not* need to be immediately available to the flight crew.

- GTN 6XX Pilot's Guide P/N 190-01004-03 Rev A or later
- GTN 7XX Pilot's Guide P/N 190-01007-03 Rev A or later

### **7.2 LEG SEQUENCING**

The GTN supports all ARINC 424 leg types. Certain leg types require altitude input in order to sequence (course to altitude, for example). If a barometric corrected altitude source is not interfaced to the GTN, a popup will appear prompting the pilot to manually sequence the leg once the altitude prescribed in the procedure is reached.

This installation *has* a barometric corrected altitude source. The GTN will automatically sequence altitude legs.

### 7.3 AUTO ILS CDI CAPTURE

Auto ILS CDI Capture will not automatically switch from GPS to VLOC for LOC-BC or VOR approaches.

### 7.4 ACTIVATE GPS MISSED APPROACH

If the GTN displays a CDI key on the Map Page (GTN 750) or Default Nav Page (GTN 650) the GTN *will* autoswitch from VLOC to GPS when the “Activate GPS Missed Approach” button is pressed.

### 7.5 TERRAIN PROXIMITY AND TAWS

- The Terrain Database has an area of coverage from North 75° Latitude to South 60° Latitude in all longitudes.
- The Obstacle Database has an area of coverage that includes the United States and Europe<sup>1</sup>, and is updated as frequently as every 56 days.
- To avoid unwanted alerts, TAWS may be inhibited when landing at an airport that is not included in the airport database.

#### NOTE

The area of coverage may be modified as additional terrain data sources become available.

#### NOTE

Terrain Proximity and TAWS are mutually exclusive. Only one will be available for any given installation.

#### NOTE

*For Terrain Proximity*; No aural or visual alerts for terrain or obstacles are provided. Terrain Proximity does not satisfy the TAWS requirement of 91.223

#### NOTE

*For TAWS B*; Aural and visual alerts *will be* provided. This installation *does* support the TAWS requirement of 91.223

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<sup>1</sup> There is only partial coverage of Canada, Caribbean, and Mexico.

## **7.6 GMA 35 AUDIO PANEL (OPTIONAL)**

The GTN 725 and 750 can interface to a GMA 35 remotely mounted audio panel and marker beacon receiver. Controls for listening to various radios, activating the cabin speaker, clearance playback control, and marker beacon are accessed by pressing the “Audio Panel” button on the GTN display screen. Volume controls for the audio panel are accessed by pressing the “Intercom” button on the GTN display screen.

## **7.7 TRAFFIC SYSTEM (OPTIONAL)**

This system may be configured for one of the following types of traffic systems. The Garmin GTN 6XX or GTN 7XX Cockpit Reference Guide or Garmin GTN 6XX or GTN 7XX Pilot’s Guide provides additional information regarding the functionality of the traffic device.

In general, a traffic system installed in a FBA-2C3 or FBA-2C4 will be interfaced to the Garmin G500 EFIS.

- No traffic system is interfaced to the GTN.
- A TAS/TCAS I traffic system is interfaced to the GTN.
- A TIS traffic system is interfaced to the GTN.

## **7.8 STORMSCOPE® (OPTIONAL)**

When optionally interfaced to a StormScope® weather detection system, the GTN may be used to display the StormScope® information. Weather information supplied by the StormScope® will be displayed on the StormScope® page of the GTN system. For detailed information about the capabilities and limitations of the StormScope® system, refer to the documentation provided with that system.

### Heading Up mode:

If the GTN system is receiving valid heading information, the StormScope® page will operate in the heading up mode as indicated by the label “HDG UP” presented at the upper right corner of the display. In this mode, information provided by the StormScope® system is displayed relative to the nose of the aircraft and is automatically rotated to the correct relative position as the aircraft turns.

Track Up mode:

If the GTN system is not receiving valid heading information, either because a compatible heading system is not installed, or the interfaced heading system has malfunctioned, the StormScope® page will operate in the track up mode as indicated by the label “TRK UP” in the upper right corner of the display. When operating in the track up mode, StormScope® information is displayed relative to the current GPS track of the aircraft and is automatically rotated as the aircraft turns. In track up mode, the pilot must be aware that, if the combination of aircraft speed and crosswind results in a crab angle to maintain the track, the relative bearing of StormScope® information on the GTN display will be offset by an amount equal to the aircraft crab angle. Because the difference between GPS track and aircraft heading can be very large when on the ground, use of the GTN to display StormScope® information in TRK UP mode is prohibited while on the ground.

**7.9 POWER**

- Power to the GTN is provided through a circuit breaker labeled NAV1/GPS1. If a second GTN is installed it is labeled NAV2/GPS2.
- Power to the GTN COM is provided through a circuit breaker labeled COMM1. If a second GTN is installed it's COM is labeled COMM2.
- Power to the optional GMA 35 is powered through a circuit breaker labeled AUDIO PANEL.

**7.10 DATABASES**

Database versions and effective dates are displayed on the start-up page immediately after power-on. Database information can also be viewed on the System – System Status page.

The Obstacle Database coverage area includes the United States and Europe. There is only partial coverage for Canada, Caribbean, and Mexico.

### 7.11 EXTERNAL SWITCHES

External switches may be installed and interfaced to the GTN. These switches may be stand alone, or integrated with a TAWS or GPS annunciator. Table 3 lists the switches and function they perform:

Switch Label	Function
CDI	Toggles between GPS / VLOC sources. This switch may be part of an external annunciator panel.
COM CHAN DN	Toggles down through the preset com frequencies.
COM CHAN UP	Toggles up through the preset com frequencies.
COM RMT XFR	Transfers the com active / standby frequencies.
NAV RMT XFR	Transfers the nav active / standby frequencies.
OBS	Performs an OBS or SUSP function. This switch is part of an external annunciator panel and is placarded with the following: “Green OBS indicates OBS or SUSP mode – GTN annunciator bar indicates which is active. Push OBS button to change OBS or SUSP mode.”
OBS/SUSP	Performs an OBS or SUSP function.
TERR INHB	Toggles the TAWS Inhibit function on/off. This switch is part of an external annunciator panel. The terrain display is still presented if TAWS is Inhibited.

Table 3 – External Switches

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