

## SECTION 8 ADDITIONAL FEATURES



**NOTE:** *With the availability of SafeTaxi®, ChartView, or FliteCharts®, it may be necessary to carry another source of charts on-board the aircraft.*

Additional features of the system include the following:

- Synthetic Vision Technology (SVT)
- SafeTaxi® diagrams
- ChartView and FliteCharts® electronic charts
- AOPA or AC-U-KWIK Airport Directory
- Bluetooth connections
- SiriusXM Satellite Radio entertainment
- Scheduler
- Flight Data Logging

The optional Synthetic Vision Technology (SVT) provides a three-dimensional forward view of terrain features on the PFD. SVT imagery shows the pilot's view of relevant features in relation to the aircraft attitude, as well as the flight path pertaining to the active flight plan.

SafeTaxi diagrams provide detailed taxiway, runway, and ramp information at more than 700 airports in the United States. By decreasing range on an airport that has a SafeTaxi diagram available, a close up view of the airport layout can be seen.

The optional ChartView and FliteCharts provide on-board electronic terminal procedures charts. Electronic charts offer the convenience of rapid access to essential information. Either ChartView or FliteCharts may be configured in the system, but not both.

The AOPA and AC-U-KWIK Airport Directories offer detailed information for a selected airport, such as available services, hours of operation, and lodging options.

The optional SiriusXM Satellite Radio entertainment audio feature of the GDL 69 SXM Data Link Receiver handles more than 170 channels of music, news, and sports. SiriusXM Satellite Radio offers more entertainment choices and longer range coverage than commercial broadcast stations.

The Scheduler feature can be used to enter and display short term or long term reminder messages such as Switch fuel tanks, Change oil, or Altimeter-Transponder Check in the Messages Window on the PFD.

The Flight Data Logging feature automatically stores critical flight and engine data on an SD data card. Approximately 1,000 flight hours can be recorded for each 1GB of available space on the card.

## 8.1 SYNTHETIC VISION TECHNOLOGY (SVT)



**WARNING:** Use appropriate primary systems for navigation, and for terrain, obstacle, and traffic avoidance. SVT is intended as an aid to situational awareness only and may not provide either the accuracy or reliability upon which to solely base decisions and/or plan maneuvers to avoid terrain, obstacles, or traffic.

The optional Synthetic Vision Technology (SVT) is a visual enhancement to the system. SVT depicts a forward-looking attitude display of the topography immediately in front of the aircraft. The field of view is 30 degrees to the left and 35 degrees to the right. SVT information is shown on the Primary Flight Display (PFD), or on the Multifunction Display (MFD) in Reversionary Mode. The depicted imagery is derived from the aircraft attitude, heading, GPS three-dimensional position, and a 4.9 arc-second database of terrain, obstacles, and other relevant features. The terrain data resolution of nine arc-seconds, meaning that the terrain elevation contours are stored in squares measuring nine arc-seconds on each side, is required for the operation of SVT. Loss of any of the required data, including temporary loss of the GPS signal, will cause SVT to be disabled until the required data is restored.

The SVT terrain display shows land contours (colors are consistent with those of the topographical map display), large water features, towers, and other obstacles over 200' AGL that are included in the obstacle database. Cultural features on the ground such as roads, highways, railroad tracks, cities, and state boundaries are not displayed even if those features are found on the MFD map. The terrain display also includes a north–south east–west grid with lines oriented with true north and spaced at one arc-minute intervals to assist in orientation relative to the terrain.

Terrain and obstacle alerting is integrated within SVT to provide visual and auditory alerts to indicate the presence of terrain and obstacle threats relevant to the projected flight path. Terrain alerts are displayed in red and yellow shading on the PFD.

The terrain display is intended for situational awareness only. It may not provide the accuracy or fidelity on which to base decisions and plan maneuvers to avoid terrain or obstacles. Navigation must not be predicated solely upon the use of the terrain or obstacle data displayed by the SVT.

The following SVT enhancements appear on the PFD:

- Pathways
- Flight Path Marker
- Horizon Heading Marks
- Traffic Display
- Airport Signs
- Runway Display
- Terrain Alerting
- Obstacle Alerting

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Figure 8-1 Synthetic Vision Imagery

## SVT OPERATION

SVT is activated from the PFD using the softkeys located along the bottom edge of the display. Pressing the softkeys turns the related function on or off. When SVT is enabled, the pitch attitude scale is reduced from 20 degrees up and down to 10 degrees up to 7.5 degrees down.

SVT functions are displayed on three levels of softkeys. The **PFD Opt** Softkey leads into the PFD function Softkeys, including synthetic vision. Pressing the **SVT** Softkey displays the SVT feature softkeys. The softkeys are labeled **Pathways**, **Terrain**, **HDG LBL**, and **APT Sign**. The **Back** Softkey returns to the previous level of softkeys. Synthetic Terrain must be active before any other SVT feature may be activated.

**Pathways**, **HDG LBL**, and **APT Sign** Softkeys are only available when the **Terrain** Softkey is activated (gray with black characters). After activating the **Terrain** Softkey, the **Pathways**, **HDG LBL**, and **APT Sign** softkeys may be activated in any combination to display desired features. When system power is cycled, the last selected state (on or off) of the **Pathways**, **Terrain**, **HDG LBL**, and **APT Sign** softkeys is remembered by the system.

- **Pathways** Softkey enables display of rectangular boxes that represent course guidance.
- **Terrain** Softkey enables synthetic terrain depiction.
- **HDG LBL** Softkey enables horizon heading marks and digits.
- **APT Sign** Softkey enables airport signposts.

## Activating and deactivating SVT:

- 1) Press the **PFD Opt** Softkey.
- 2) Press the **SVT** Softkey.
- 3) Press the **Terrain** Softkey. The SVT display will cycle on or off with the **Terrain** Softkey.

## Activating and deactivating Pathways:

- 1) Press the **PFD Opt** Softkey.
- 2) Press the **SVT** Softkey.
- 3) Press the **Pathways** Softkey. The Pathway feature will cycle on or off with the **Pathways** Softkey.

## Activating and deactivating Horizon Headings:

- 1) Press the **PFD Opt** Softkey.
- 2) Press the **SVT** Softkey.
- 3) Press the **HDG LBL** Softkey. The horizon heading display will cycle on or off with the **HDG LBL** Softkey.

## Activating and deactivating Airport Signs:

- 1) Press the **PFD Opt** Softkey.
- 2) Press the **SVT** Softkey.
- 3) Press the **APT Sign** Softkey. Display of airport signs will cycle on or off with the **APT Sign** Softkey.

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SVT FEATURES



Figure 8-2 SVT on the Primary Flight Display



**NOTE:** Pathways and terrain features are not a substitute for standard course and altitude deviation information provided by the altimeter, CDI, and VDI.

PATHWAYS

Pathways provide a three-dimensional perspective view of the selected route of flight shown as colored rectangular boxes representing the horizontal and vertical flight path of the active flight plan. The box size represents 700 feet wide by 200 feet tall during enroute, oceanic, and terminal flight phases. During an approach, the box width is 700 feet or one half full scale deviation on the HSI, whichever is less. The height is 200 feet or one half full scale deviation on the VDI, whichever is less. The altitude at which the pathway boxes are displayed is determined by the higher of either the selected altitude or the VNAV altitude programmed for the active leg in the flight plan.

The color of the rectangular boxes may be magenta, green, or white depending on the route of flight and navigation source selected. The active GPS or GPS overlay flight plan leg is represented by magenta boxes that correspond to the Magenta CDI. A localizer course is represented by green boxes that correspond to a green CDI. An inactive leg of an active flight plan is represented by white boxes corresponding to a white line drawn on the Inset map or MFD map indicating an inactive leg.

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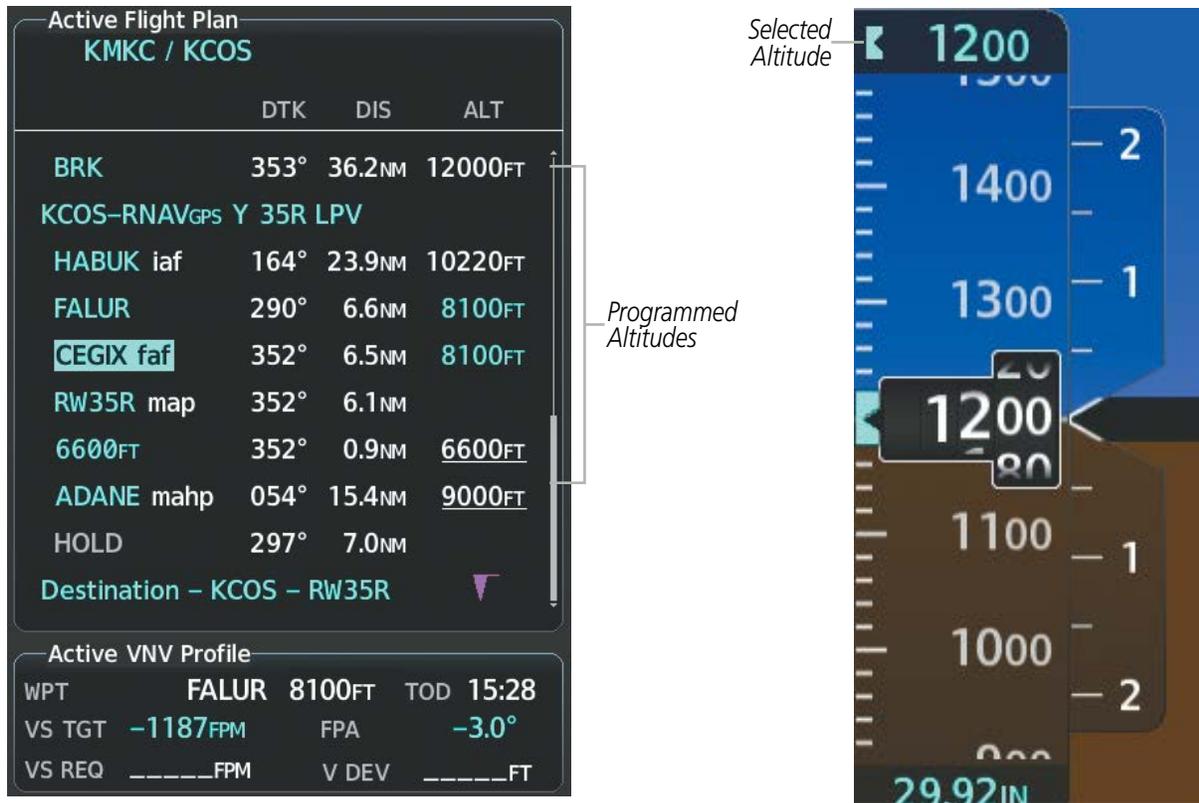


Figure 8-3 Programmed and Selected Altitude

Pathways provide supplemental glidepath/glideslope information on an active ILS, LPV, LNAV/VNAV, and some LNAV and visual approaches. Pathways are intended as an aid to situational awareness and should not be used independent of the CDI, VDI, glide path indicator, and glide slope indicator. They are removed from the display when the selected navigation information is not available. Pathways are not displayed beyond the active leg when leg sequencing is suspended and are not displayed on any portion of the flight plan leg that would lead to intercepting a leg in the wrong direction.

### DEPARTURE AND ENROUTE

Prior to intercepting an active flight plan leg, pathways are displayed as a series of boxes with pointers at each corner that point in the direction of the active waypoint. Pathways are not displayed for the first leg of the flight plan if that segment is a Heading-to-Altitude leg. The first segment displaying pathways is the first active GPS leg or active leg with a GPS overlay. If this leg of the flight plan route is outside the SVT field of view, pathways will not be visible until the aircraft has turned toward this leg. While approaching the center of the active leg and prescribed altitude, the number of pathway boxes decreases to a minimum of four.

Climb profiles cannot be displayed due to the variables associated with aircraft performance. Flight plan legs requiring a climb are indicated by pathways displayed at a level above the aircraft at the altitude selected or programmed.

**DESCENT AND APPROACH**

Pathways are shown descending only for a programmed descent. When the flight plan includes programmed descent segments, pathways are displayed along the descent path provided that the selected altitude is lower than the programmed altitude.

When an approach providing vertical guidance is activated, Pathways are shown level at the selected altitude up to the point along the final approach course where the altitude intercepts the extended vertical descent path, glidepath, or glideslope. From the vertical path descent, glidepath, or glideslope intercept point, the pathways are shown inbound to the Missed Approach Point (MAP) along the published lateral and vertical descent path, or at the selected altitude, whichever is lower.

During an ILS approach, the initial approach segment is displayed in magenta at the segment altitudes if GPS is selected as the navigation source on the CDI. When switching to localizer inbound with LOC selected as the navigation source on the CDI, pathways are displayed in green along the localizer and glide slope.

VOR, LOC BC, and ADF approach segments that are approved to be flown using GPS are displayed in magenta boxes. Segments that are flown using other than GPS or ILS, such as heading legs or VOR final approach courses are not displayed.

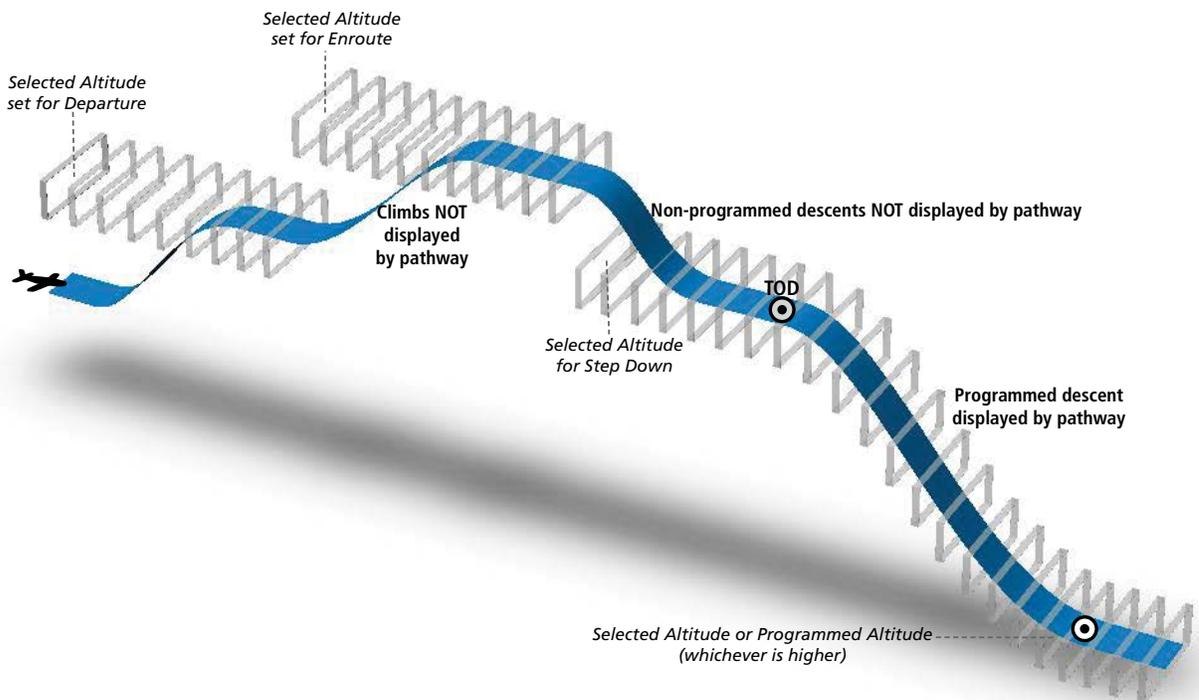


Figure 8-4 SVT Pathways, Enroute and Descent

**MISSED APPROACH**

Upon activating the missed approach, pathways lead to the Missed Approach Holding Point (MAHP) and are displayed as a level path at the published altitude for the MAHP, or the selected altitude, whichever is the highest. If the initial missed approach leg is a Course-to-Altitude (CA) leg, the pathways boxes will be displayed level at the altitude published for the MAHP. If the initial missed approach leg is defined by a course using other than GPS, pathways are not displayed for that segment. In this case, the pathways displayed for the next leg may be outside the field of view and will be visible when the aircraft has turned in the direction of that leg.

Pathways are displayed along each segment including the path required to track course reversals that are part of a procedure, such as holding patterns. Pathways boxes will not indicate a turn to a MAHP unless a defined geographical waypoint exists between the MAP and MAHP.

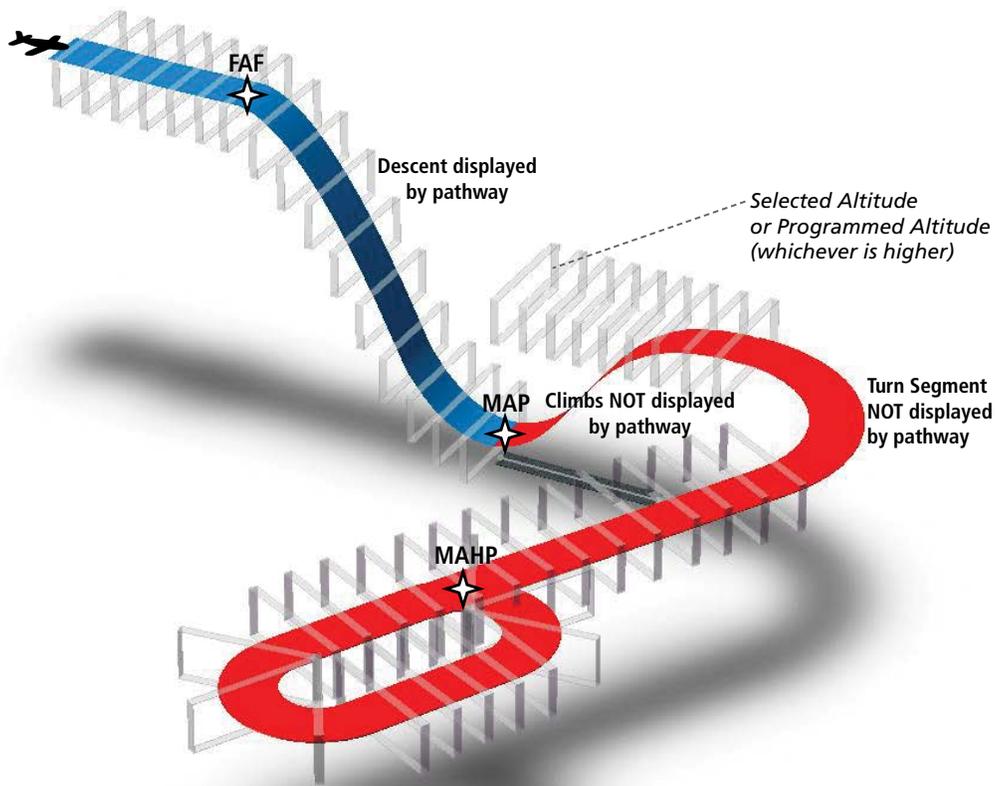


Figure 8-5 SVT Pathways, Approach, Missed Approach, and Holding

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**FLIGHT PATH MARKER**

The Flight Path Marker (FPM), also known as a Velocity Vector, is displayed on the PFD at groundspeeds above 30 knots. The FPM depicts the approximate projected path of the aircraft accounting for wind speed and direction relative to the three-dimensional terrain display.

The FPM is always available when the Synthetic Terrain feature is in operation. The FPM represents the direction of the flight path as it relates to the terrain and obstacles on the display, while the airplane symbol represents the aircraft heading.

The FPM works in conjunction with the Pathways feature to assist the pilot in maintaining desired altitudes and direction when navigating a flight plan. When on course and altitude the FPM is aligned inside the pathway boxes as shown.

The FPM may also be used to identify a possible conflict with the aircraft flight path and distant terrain or obstacles. Displayed terrain or obstacles in the aircraft's flight path extending above the FPM could indicate a potential conflict, even before an alert is issued by TAWS. However, decisions regarding terrain and/or obstacle avoidance should not be made using only the FPM.



**Figure 8-6 Flight Path Marker and Pathways**

**ZERO PITCH LINE**

The Zero Pitch Line is drawn completely across the display and represents the horizon when the terrain horizon is difficult to distinguish from other terrain being displayed. It may not align with the terrain horizon, particularly when the terrain is mountainous or when the aircraft is flown at high altitudes.

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## HORIZON HEADING

The Horizon Heading is synchronized with the HSI and shows approximately 60 degrees of compass heading in 30-degree increments on the Zero Pitch Line. Horizon Heading tick marks and digits appearing on the zero pitch line are not visible behind either the airspeed or altitude display. Horizon Heading is used for general heading awareness, and is activated and deactivated by pressing the **HDG LBL** Softkey.

## TRAFFIC



**WARNING:** Intruder aircraft at or below 500 ft. AGL may not appear on the SVT display or may appear as a partial symbol.

Traffic symbols are displayed in their approximate locations as determined by the related traffic systems. Traffic symbols are displayed in three dimensions, appearing larger as they are getting closer, and smaller when they are further away. Traffic within 250 feet laterally of the aircraft will not be displayed on the SVT display. Traffic symbols and coloring are consistent with that used for traffic displayed in the Inset map or MFD traffic page. If the traffic altitude is unknown, the traffic will not be displayed on the SVT display. For more details refer to the traffic system discussion in the Hazard Avoidance section.

## AIRPORT SIGNS

Airport Signs provide a visual representation of airport location and identification on the synthetic terrain display. When activated, the signs appear on the display when the aircraft is approximately 15 nm from an airport and disappear at approximately 4.5 nm. Airport signs are shown without the identifier until the aircraft is approximately eight nautical miles from the airport. Airport signs are not shown behind the airspeed or altitude display. Airport signs are activated and deactivated by pressing the **APTSIGNS** Softkey.



Figure 8-7 Airport Signs

RUNWAYS

**WARNING:** Do not use SVT runway depiction as the sole means for determining the proximity of the aircraft to the runway or for maintaining the proper approach path angle during landing.

**NOTE:** Not all airports have runways with endpoint data in the database, therefore, these runways are not displayed.

Runway data provides improved awareness of runway location with respect to the surrounding terrain. All runway thresholds are depicted at their respective elevations as defined in the database. In some situations, where threshold elevations differ significantly, crossing runways may appear to be layered. As runways are displayed, those within 45 degrees of the aircraft heading are displayed in white. Other runways will be gray in color. When an approach for a specific runway is active, that runway will appear brighter and be outlined with a white box, regardless of the runway orientation as related to aircraft heading. As the aircraft gets closer to the runway, more detail such as runway numbers and centerlines will be displayed.



Figure 8-8 Airport Runways

## TERRAIN ALERTING

Terrain alerting on the synthetic terrain display is triggered by Forward-looking Terrain Avoidance (FLTA) alerts from the Terrain-SVT or optional TAWS system, and corresponds to the yellow terrain shading for a caution alert and the red shading for a warning alert on the navigation maps. These yellow or red areas represent potential impact areas. For more detailed information about terrain displays and alerting, refer to the Hazard Avoidance section.

In some instances, a terrain or obstacle alert may be issued with no conflict shading displayed on the synthetic terrain. In these cases, the conflict is outside the SVT field of view to the left or right of the aircraft.



Figure 8-9 Terrain Alert

Obstacles are represented on the synthetic terrain display by standard two-dimensional tower symbols or wind turbine symbols found on the maps. Obstacle symbols appear in the perspective view with relative height above terrain and distance from the aircraft. Unlike the maps, which present obstacles as gray, yellow, or red based on the obstacle height relative to the aircraft altitude, obstacles shown synthetic terrain display are gray until the obstacle is associated with an actual FLTA alert, at which point an obstacle may be yellow or red. Obstacles greater than 1000 feet below the aircraft altitude are not shown. Obstacles may appear behind the flight instruments.

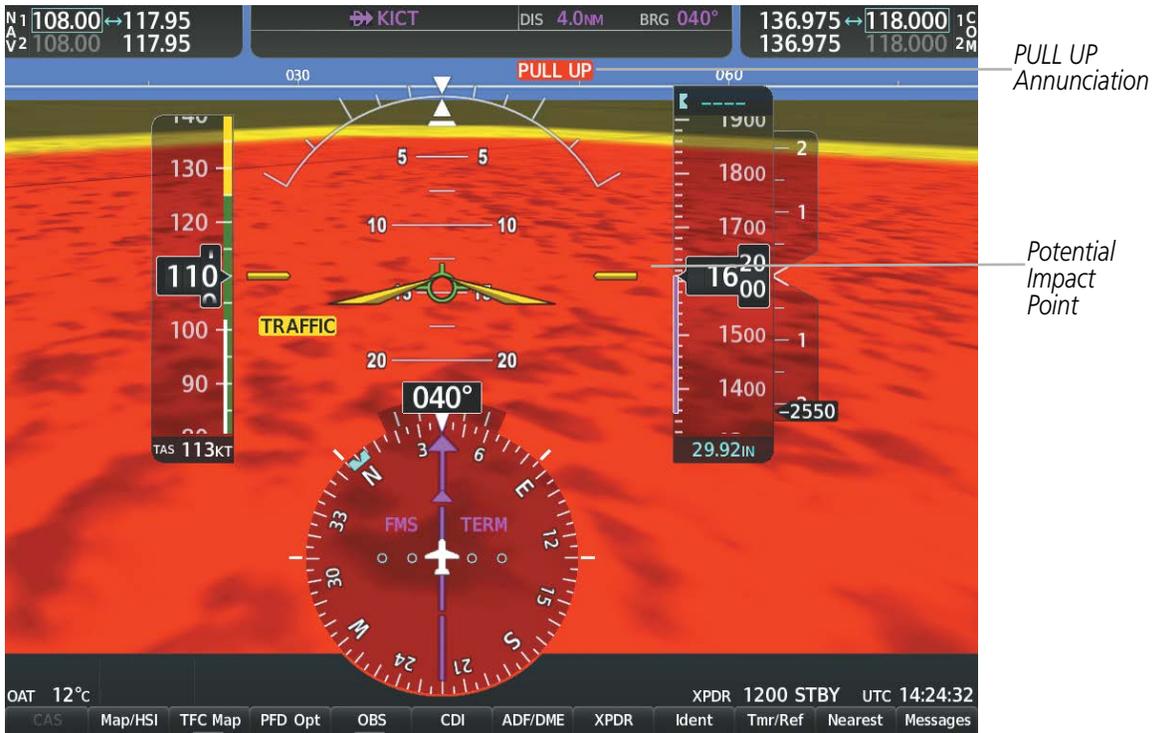


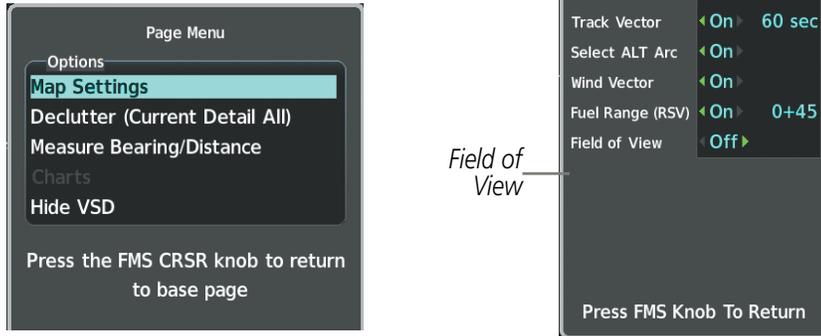
Figure 8-10 Obstacle

## FIELD OF VIEW

The PFD field of view can be represented on the MFD Navigation Map Page. Two dashed lines forming a V-shape in front of the aircraft symbol on the map, represent the forward viewing area shown on the PFD.

### Configuring field of view:

- 1) While viewing the Navigation Map Page, press the **MENU** Key to display the Page Menu.
- 2) Turn the large **FMS** Knob to highlight Map Settings and press the **ENT** Key.

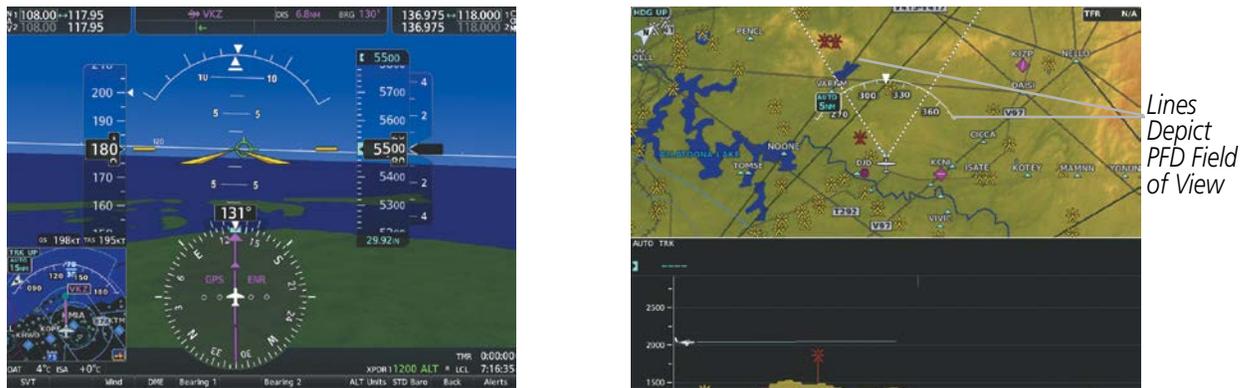


Navigation Map Page OPTIONS Menu Map Setup Menu, Map Group, Field of View Option

Figure 8-11 Option Menus

- 3) Turn the **FMS** Knob to select the Map Group and press the **ENT** Key.
- 4) Turn the large **FMS** Knob to scroll through the Map Group options to Field of View.
- 5) Turn the small **FMS** Knob to select On or Off.
- 6) Press the **FMS** Knob to return to the Navigation Map Page.

The following figure compares the PFD forward looking depiction with the MFD plan view and Field of View turned on.



SVT View on the PFD

Field of View on the MFD

Figure 8-12 PFD and MFD Field of View Comparison

## 8.2 SAFETAXI

SafeTaxi is an enhanced feature that gives greater map detail when viewing airports at close range. The maximum map ranges for enhanced detail are pilot configurable. When viewing at ranges close enough to show the airport detail, the map reveals taxiways with identifying letters/numbers, airport Hot Spots, and airport landmarks including ramps, buildings, control towers, and other prominent features. Resolution is greater at lower map ranges. When the MFD display is within the SafeTaxi ranges, the airplane symbol on the airport provides enhanced position awareness.

Designated Hot Spots are recognized at airports with many intersecting taxiways and runways, and/or complex ramp areas. Airport Hot Spots are outlined to caution pilots of areas on an airport surface where positional awareness confusion or runway incursions happen most often. Hot Spots are defined with a magenta circle or outline around the region of possible confusion.

Any map page that displays the navigation view can also show the SafeTaxi airport layout within the maximum configured range. The following is a list of pages where the SafeTaxi feature can be seen:

- Navigation Map Page
- PFD Maps
- Weather Datalink Page
- Airport Information Page
- Intersection Information Page
- NDB Information Page
- VOR Information Page
- User Waypoint Information Page
- Trip Planning Page
- Nearest Pages
- Active and Stored Flight Plan Pages

During ground operations the aircraft's position is displayed in reference to taxiways, runways, and airport features. In the example shown, the aircraft is on taxiway Bravo inside the High Alert Intersection boundary on KSFO airport. Airport Hot Spots are outlined in magenta. When panning over the airport, features such as runway holding lines and taxiways are shown at the cursor.

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Figure 8-13 SafeTaxi Depiction on the Navigation Map Page

The **Detail** Softkey (declutter) label advances to Detail All, Detail 3, Detail 2 and Detail 1 each time the softkey is selected for easy recognition of decluttering level. Selecting the **Detail All** Softkey removes the taxiway markings and airport feature labels. Selecting the **Detail 3** Softkey removes VOR station ID, the VOR symbol, and intersection names if within the airport plan view. Selecting the **Detail 2** Softkey removes the airport runway layout, unless the airport in view is part of an active route structure. Selecting the **Detail 1** Softkey cycles back to the original map detail. Refer to Map Declutter Levels in the Flight Management Section.

**Configuring SafeTaxi range:**

- 1) While viewing the Navigation Map Page, press the **MENU** Key to display the Page Menu.
- 2) Turn the large **FMS** Knob to highlight the Map Settings Menu Option and press the **ENT** Key.
- 3) Turn the **FMS** Knob to select the Aviation Group and press the **ENT** Key.
- 4) Turn the large **FMS** Knob to scroll through the Aviation Group options to SafeTaxi.
- 5) Turn the small **FMS** Knob to display the range of distances.
- 6) Turn either **FMS** Knob to select the desired distance for maximum SafeTaxi display range.
- 7) Press the **ENT** Key to complete the selection.
- 8) Press the **FMS** Knob to return to the Navigation Map Page.

### 8.3 CHARTS

The preferred charts source can be selected within the system. The active chart source for a particular procedure is shown on the information pane under Source.

**Selecting Preferred Charts Source:**

- 1) While viewing a chart select the **MENU** Softkey to display the Page Menu options.
- 2) Turn the large **FMS** Knob to highlight the Chart Setup menu option and press the **ENT** Key.
- 3) Turn the large **FMS** Knob to move to the Preferred Charts Source option.
- 4) Turn the small **FMS** Knob to choose between the available options (FliteCharts, ChartView).

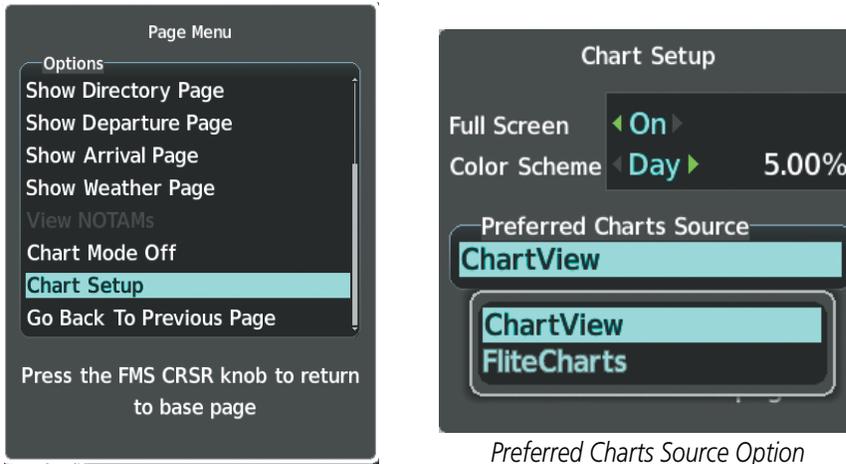


Chart Setup Option

Preferred Charts Source Option

Figure 8-14 Preferred Charts Source

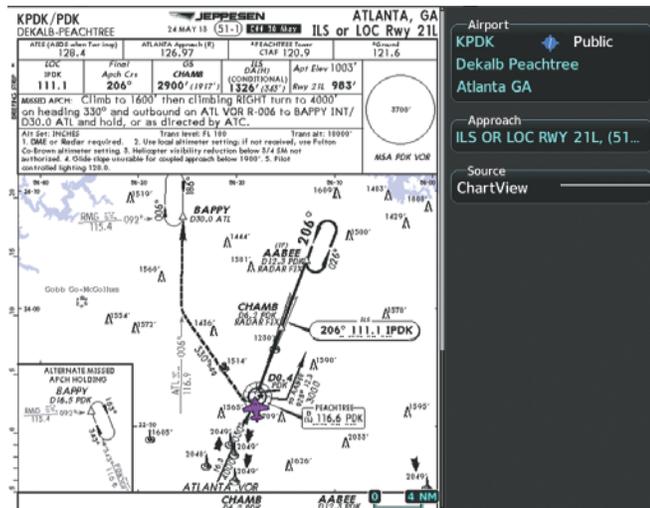


Figure 8-15 Chart Source

## CHARTVIEW

ChartView resembles the paper version of Jeppesen terminal procedures charts. The charts are displayed in full color with high-resolution. The MFD depiction shows the aircraft position on the moving map in the planview of approach charts and on airport diagrams. Airport Hot Spots are outlined in magenta.

The geo-referenced aircraft position is indicated by an aircraft symbol displayed on the chart when the current position is within the boundaries of the chart. Inset boxes are not considered within the chart boundaries. Therefore, when the aircraft symbol reaches a chart boundary line, or inset box, the aircraft symbol is removed from the display.

The following figure shows examples of off-scale areas, indicated by the grey shading. Note, the grey shading is for illustrative purposes only and will not appear on the published chart or MFD display. These off-scale areas appear on the chart to convey supplemental information. However, the depicted geographical position of this information, as it relates to the chart planview, is not the actual geographic position. Therefore, when the aircraft symbol appears within one of these areas, the aircraft position indicated is relative to the chart planview, not to the off-scale area.

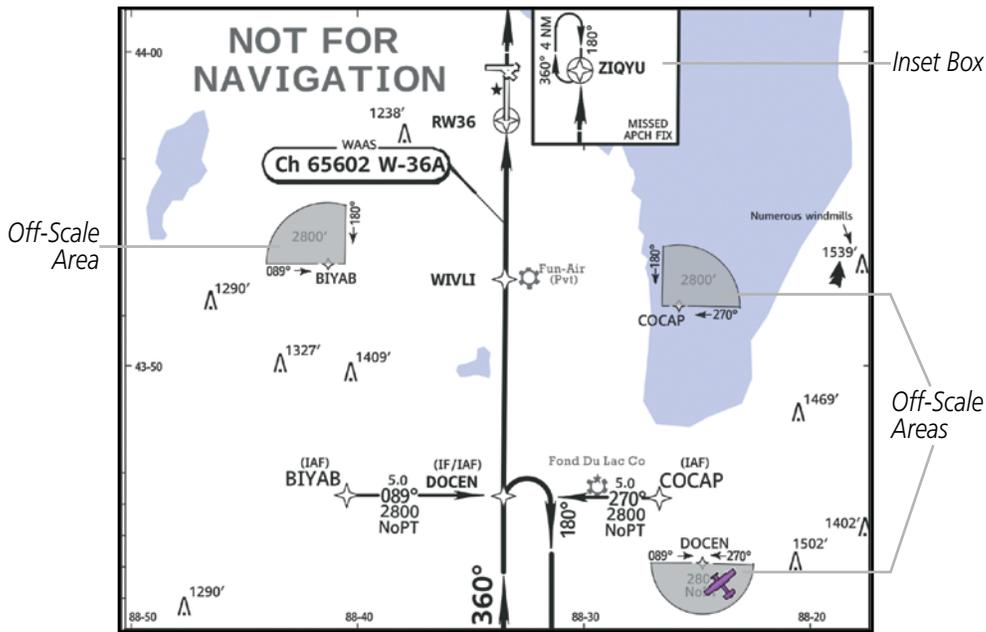


Figure 8-16 Sample Chart Indicating Off-Scale Areas



**NOTE:** Do not maneuver the aircraft based solely upon the geo-referenced aircraft symbol.

- The ChartView database subscription is available from Jeppesen, Inc. Available data includes:
- Arrivals (STAR)
  - Departure Procedures (DP)
  - Approaches
  - Airport Diagrams
  - NOTAMs

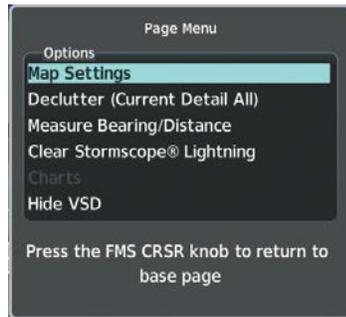
## TERMINAL PROCEDURES CHARTS

### Selecting Terminal Procedures Charts:

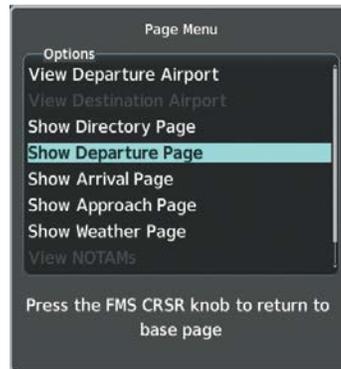
While viewing the Navigation Map Page, Nearest Airport Page, or Flight Plan Page, select the **Charts** Softkey.

Or:

- 1) Press the **MENU** Key to display the Page Menu.
- 2) Turn the large **FMS** Knob to scroll through the Options Menu to Charts.
- 3) Press the **ENT** Key to display the chart.



Navigation Map Page Options Menu



Waypoint Airport Information Page Options Menu

Figure 8-17 Option Menus

On the Waypoint Airport Information Page Options Menu, select the desired chart and press the **ENT** Key to display the chart.

When no terminal procedure chart is available, the banner CHART Not Available appears on the screen. The CHART Not Available banner does not refer to the FliteCharts subscription, but rather the availability of a particular airport chart selection or procedure for a selected airport.



Figure 8-18 Chart Not Available Banner

If there is a problem in rendering the data (such as a data error or a failure of an individual chart), the banner UNABLE TO DISPLAY CHART is then displayed.



Figure 8-19 Unable To Display Chart Banner

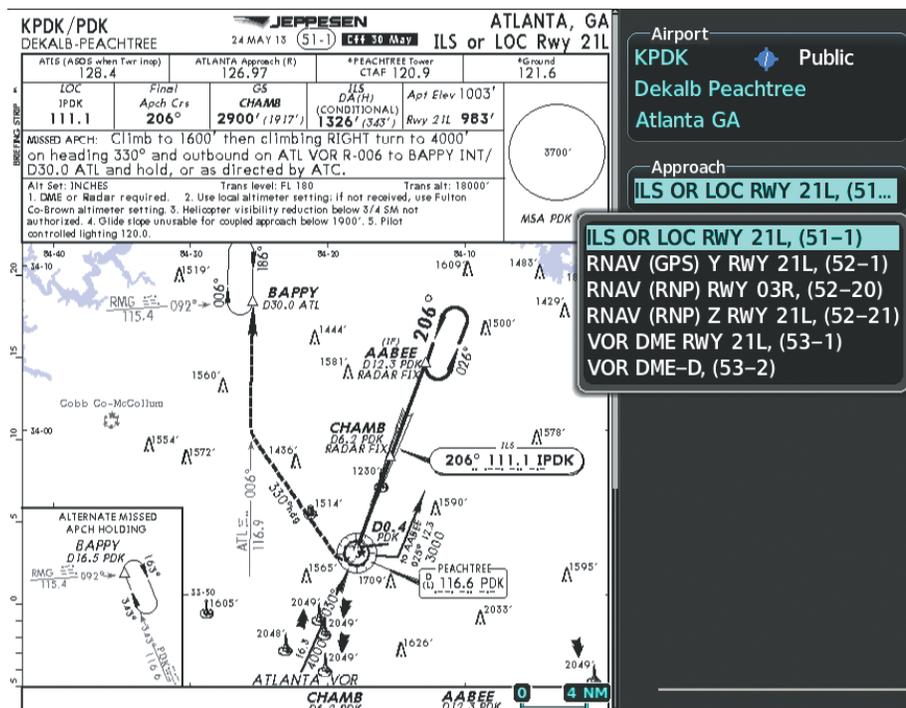
When a chart is not available by selecting the **Charts** Softkey or selecting a Page Menu Option, charts may be obtained for other airports from the WPT Pages or Flight Plan Pages.

If a chart is available for the destination airport, or the airport selected in the active flight plan, the chart appears on the screen. When no flight plan is active, or when not flying to a direct-to-destination, selecting the **Charts** Softkey displays the chart for the nearest airport, if available.

The chart shown is one associated with the WPT – Airport Information page. Usually this is the airport runway diagram. Where no runway diagram exists, but Take Off Minimums or Alternate Minimums are available, that page appears. If Airport Information pages are unavailable, the Approach Chart for the airport is shown.

**Selecting a chart:**

- 1) While viewing the Navigation Map Page, Flight Plan Page, or Nearest Airports Page, select the **Charts** Softkey. The airport diagram or approach chart is displayed on the Airport Information Page.
- 2) Press the **FMS** Knob to activate the cursor.
- 3) Turn the large **FMS** Knob to select either the Airport Identifier Box or the Approach Box. (Select the **APR** Softkey if the Approach Box is not currently shown).
- 4) Turn the small and large **FMS** Knob to enter the desired airport identifier.
- 5) Press the **ENT** Key to complete the airport selection.
- 6) Turn the large **FMS** Knob to select the Approach Box.
- 7) Turn the small **FMS** Knob to show the approach chart selection choices.
- 8) Turn either **FMS** Knob to scroll through the available charts.
- 9) Press the **ENT** Key to complete the chart selection.



Select Desired Approach Chart from Menu

Chart Scale

Figure 8-20 Approach Information Page, Chart Selection

While the Approaches Box is selected using the **FMS** Knob, the softkeys are blank. Once the desired chart is selected, the chart scale can be changed and the chart page can be scrolled using the **Joystick**. Pressing the **Joystick** centers the chart on the screen.

The aircraft symbol is shown on the chart only if the chart is to scale and the aircraft position is within the boundaries of the chart. The aircraft symbol is not displayed when the Aircraft Not Shown Icon appears. If the Chart Scale Box displays a banner NOT TO SCALE, the aircraft symbol is not shown. The Aircraft Not Shown Icon may appear at certain times, even if the chart is displayed to scale.

Selecting the **Chart** Softkey switches between the ChartView diagram and the associated map in the WPT page group. In the example shown, the **Chart** Softkey switches between the Gainesville, FL (KGNV) Airport Diagram and the navigation map on the WPT – Airport Information page.

Selecting the **Info 1** or **Info 2** Softkey returns to the airport diagram when the view is on a different chart. If the displayed chart is the airport diagram, the **Info 1** or **Info 2** Softkey has no effect. The aircraft position is shown in magenta on the ChartView diagrams when the location of the aircraft is within the chart boundaries.

Another source for additional airport information is from the Info Box above the chart for certain airports. This information source is not related to the **Info 1** or **Info 2** Softkey. When the Info Box is selected using the **FMS** Knob, the softkeys are blank. The Charlotte, NC airport has five additional charts offering information; the Airport Diagram, Take-off Minimums, Class B Airspace, Airline Parking Gate Coordinates, and Airline Parking Gate Location. (The numbers in parentheses after the chart name are Jeppesen designators.)



Figure 8-21 Airport Information Page, INFO View, Full Screen Width

In the example shown in following figure, the Class B Chart is selected. Pressing the **ENT** Key displays the Charlotte Class B Airspace Chart.

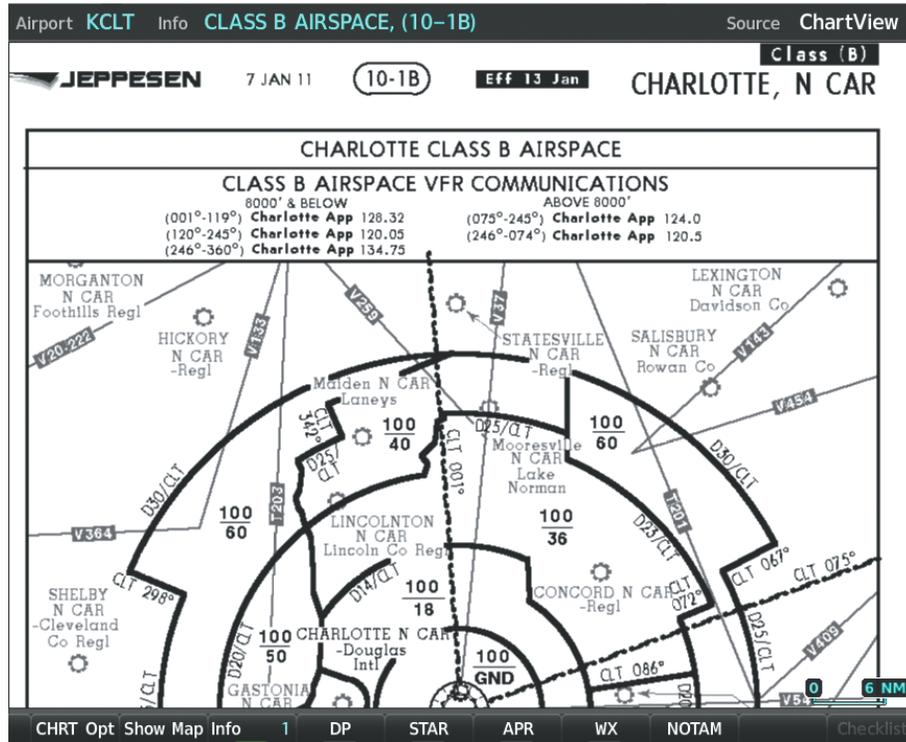


Figure 8-22 Airport Information Page, Class B Chart Selected from INFO View

- Selecting the **DP** Softkey displays the Departure Procedure Chart if available.
- Selecting the **STAR** Softkey displays the Standard Terminal Arrival Chart if available.
- Selecting the **APR** Softkey displays the approach chart for the airport if available.
- Selecting the **WX** Softkey shows the airport weather frequency information, and includes weather data such as METAR and TAF from the SiriusXM Data Link Receiver, when available. Weather information is available only when a SiriusXM Data Link Receiver is installed and the SiriusXM Weather subscription is current.
- Recent NOTAMS applicable to the current ChartView cycle are included in the ChartView database. Selecting the **NOTAM** Softkey shows the local NOTAM information for selected airports, when available. When NOTAMS are not available, the **NOTAM** Softkey label appears subdued and is disabled. The **NOTAM** Softkey may appear on the Airport Information Page and all of the chart page selections. Selecting the **NOTAM** Softkey again removes the NOTAMS information.

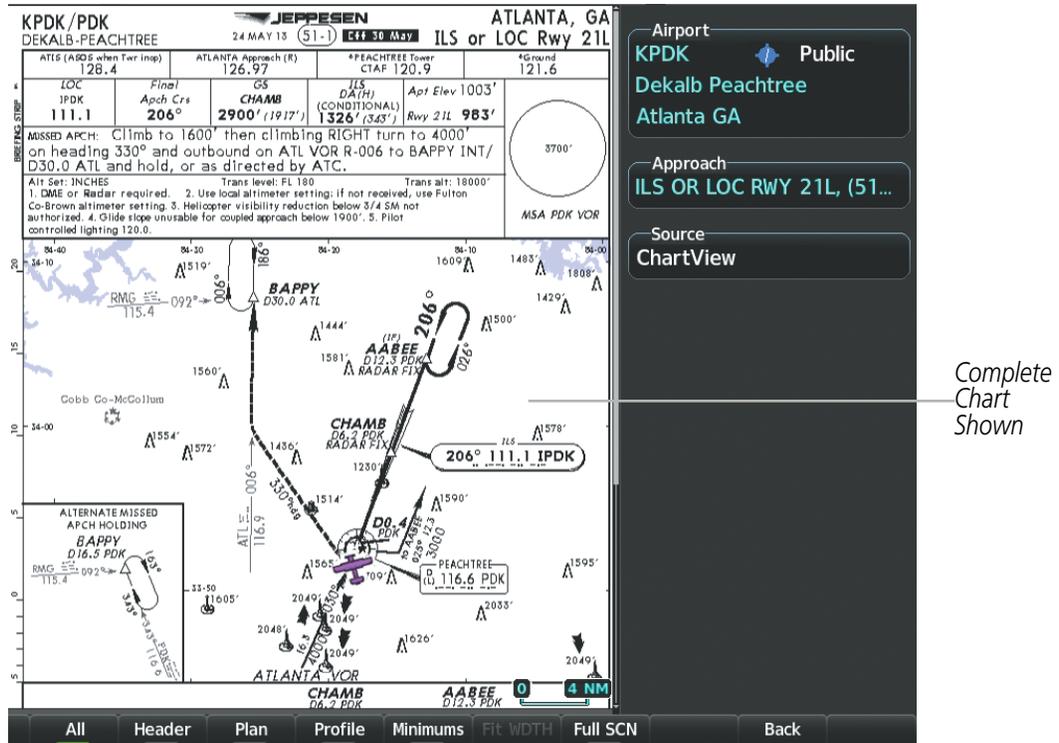


**NOTE:** A subdued softkey label indicates the function is disabled.

**CHART OPTIONS**

Selecting the **CHRT Opt** Softkey displays the next level of softkeys, the chart options level.

Selecting the **All** Softkey shows the complete approach chart on the screen.



**Figure 8-23 Approach Information Page, All View**

- Selecting the **Header** Softkey shows the header view (approach chart briefing strip) on the screen.
- Selecting the **Plan** Softkey shows the approach chart two dimensional plan view.
- Selecting the **Profile** Softkey displays the approach chart descent profile strip.
- Selecting the **Minimums** Softkey displays the minimum descent altitude/visibility strip at the bottom of the approach chart.
- If the chart scale has been adjusted to view a small area of the chart, selecting the **Fit WDTN** Softkey changes the chart size to fit the available screen width.

- Selecting the **Full SCN** Softkey alternates between removing and replacing the data window to the right.

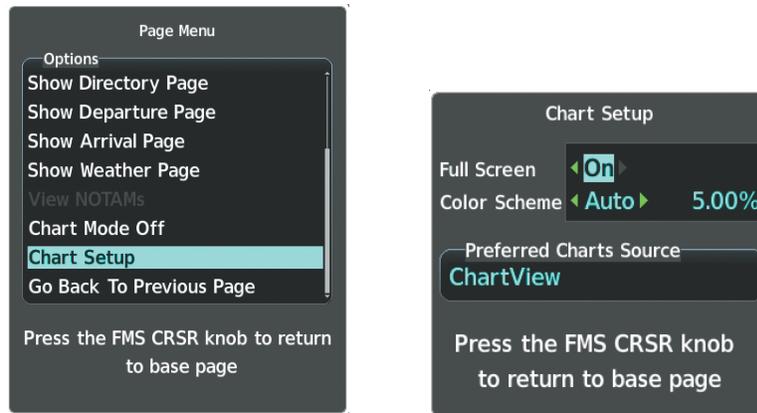
**Selecting Additional Information:**

- 1) While viewing the Airport Taxi Diagram, select the **Full SCN** Softkey to display the information windows (Airport, Info).
- 2) Press the **FMS** Knob to activate the cursor.
- 3) Turn the large **FMS** Knob to highlight the Airport, Info, Runways, or Frequencies Box.
- 4) Turn the small **FMS** Knob to select the Info Box choices. If multiple choices are available, scroll to the desired choice with the large **FMS** Knob and press the **ENT** Key to complete the selection.
- 5) Press the **FMS** Knob again to deactivate the cursor.

Selecting the **Back** Softkey, or waiting for 45 seconds reverts to the chart selection softkeys. The full screen view can also be selected by using the page menu option.

**Selecting full screen On or Off:**

- 1) While viewing a terminal chart press the **MENU** Key to display the Page Menu Options.
- 2) Turn the large **FMS** Knob to highlight the Chart Setup Menu Option and press the **ENT** Key.
- 3) Turn the large **FMS** Knob to move between the Full Screen and Color Scheme Options.
- 4) Turn the small **FMS** Knob to choose between the On and Off Full Screen Options.



*Chart Setup Option*

*Full Screen On/Off Selection*

**Figure 8-24 Page Menus**

## DAY/NIGHT VIEW

ChartView can be displayed on a white or black background for day or night viewing. The Day View offers a better presentation in a bright environment. The Night View gives a better presentation for viewing in a dark environment. When the Chart Setup Box is selected the MFD softkeys are blank.

### Selecting Day, Night, or Automatic View:

- 1) While viewing a terminal chart press the **MENU** Key to display the Page Menu Options.
- 2) Turn the large **FMS** Knob to highlight the Chart Setup Menu Option and press the **ENT** Key.

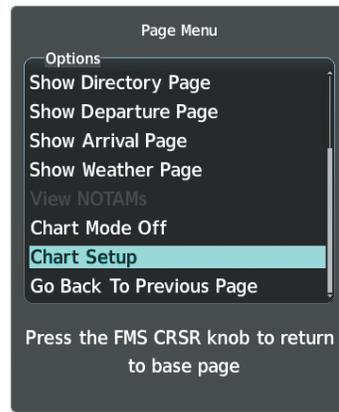


Figure 8-25 Page Menu Chart Setup

- 3) Turn the large **FMS** Knob to move to the Color Scheme Option.
- 4) Turn the small **FMS** Knob to choose between Day, Auto, and Night Options.
- 5) If Auto Mode is selected, turn the large **FMS** Knob to select the percentage field. Use the small **FMS** Knob to change the percentage value. The percentage value is the day/night crossover point based on the percentage of backlighting intensity. For example, if the value is set to 15%, the day/night display changes when the display backlight reaches 15% of full brightness.

The display must be changed in order for the new setting to become active. This may be accomplished by selecting another page or changing the display range.

- 6) Press the **FMS** Knob when finished to remove the Chart Setup Menu.

- SYSTEM OVERVIEW
- FLIGHT INSTRUMENTS
- EIS
- AUDIO PANEL & CNS
- FLIGHT MANAGEMENT
- HAZARD AVOIDANCE
- AFCS
- ADDITIONAL FEATURES
- APPENDICES
- INDEX



Figure 8-26 Arrival Information Page, Day View



Figure 8-27 Arrival Information Page, Night View

### FLITECHARTS

FliteCharts resemble the paper version of AeroNav Services terminal procedures charts. The charts are displayed with high-resolution and in color for applicable charts.

The geo-referenced aircraft position is indicated by an aircraft symbol displayed on the chart when the current position is within the boundaries of the chart. Not all charts are geo-referenced. These charts will display an Aircraft Not Shown Icon in the lower right corner of the MFD.

An aircraft symbol may be displayed within an off-scale area depicted on some charts. Off-scale areas are indicated by the grey shading. Note, these areas are not shaded on the published chart. These off-scale areas appear on the chart to convey supplemental information. However, the depicted geographical position of this information, as it relates to the chart planview, is not the actual geographic position. Therefore, when the aircraft symbol appears within one of these areas, the aircraft position indicated is relative to the chart planview, not to the off-scale area.

The FliteCharts database subscription is available from Garmin. Available data includes:

- Arrivals (STAR)
- Departure Procedures (DP)
- Approaches
- Airport Diagrams

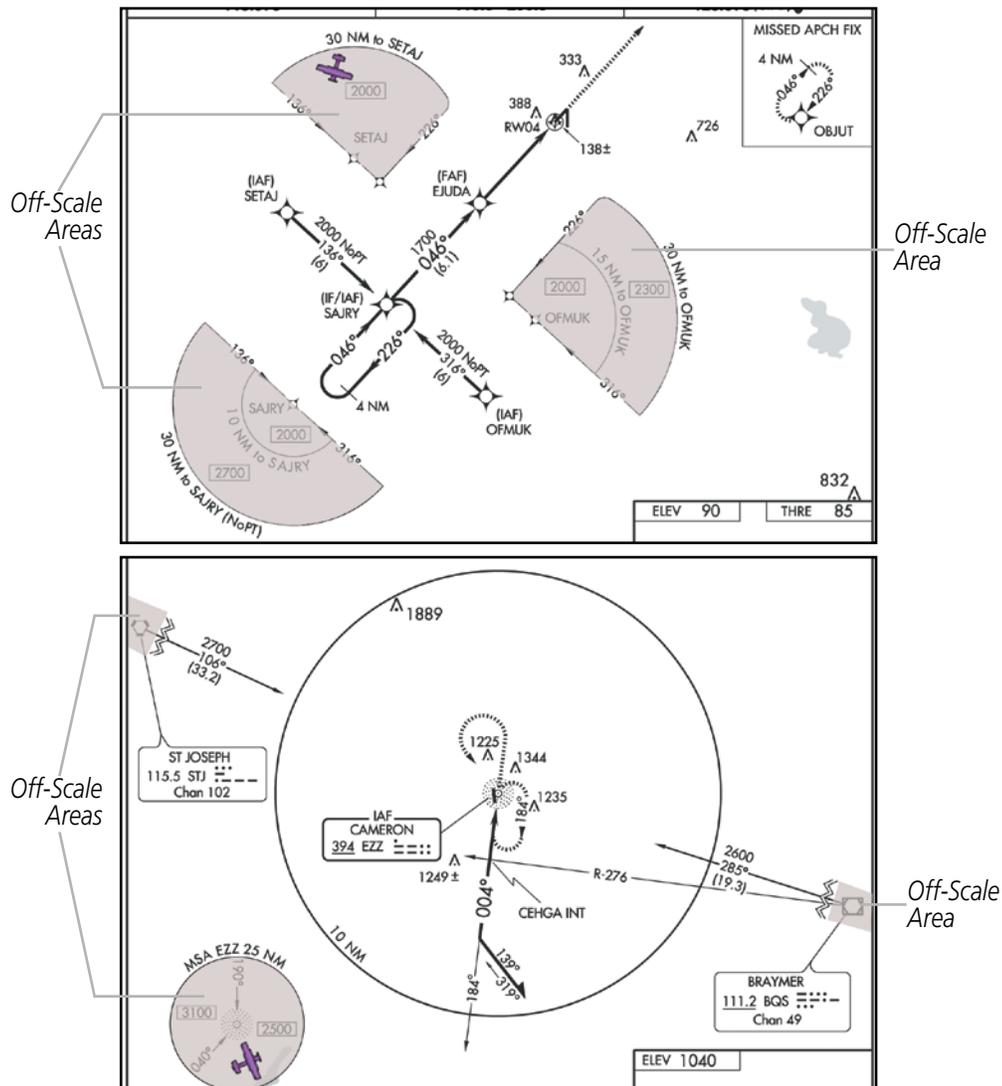


Figure 8-28 Sample Chart Indicating Off-Scale Areas



**NOTE:** Do not maneuver the aircraft based solely upon the geo-referenced aircraft symbol.

## FLITECHARTS SOFTKEYS

FliteCharts functions are displayed on three levels of softkeys. While on the Navigation Map Page, Nearest Airports Page, or Flight Plan Page, selecting the **Charts** Softkey displays the available terminal chart and advances to the chart selection level of softkeys: **CHRT Opt**, **Chart**, **Info**, **DP**, **STAR**, **APR**, **WX**, and **Go Back**. The chart selection softkeys appear on the Airport Information Page.

Selecting the **Go Back** Softkey reverts to the top level softkeys and previous page.

Selecting the **CHRT OPT** Softkey displays the available terminal chart and advances to the next level of softkeys: **All**, **Fit WPTH**, **Full SCN**, and **Back**.

While viewing the **CHRT Opt** Softkeys, after 45 seconds of softkey inactivity, the system reverts to the chart selection softkeys.

NOTAMs are not available with FliteCharts. The NOTAM Softkey label appears subdued and is disabled.

## TERMINAL PROCEDURES CHARTS

### Selecting Terminal Procedures Charts:

While viewing the Navigation Map Page, Nearest Airport Page, or Flight Plan Page, select the **Charts** Softkey.

Or:

- 1) Press the **MENU** Key to display the Page Menu.
- 2) Turn the large **FMS** Knob to scroll through the Options Menu to Charts.
- 3) Press the **ENT** Key to display the chart.

On the Waypoint Airport Information Page Options Menu, select the desired chart and press the **ENT** Key to display the chart.

When no terminal procedure chart is available, the banner NO AVAILABLE CHARTS appears on the screen. The NO AVAILABLE CHARTS banner does not refer to the FliteCharts subscription, but rather the availability of a particular airport chart selection or procedure for a selected airport.



Figure 8-29 No Available Charts Banner

If there is a problem in rendering the data (such as a data error or a failure of an individual chart), the banner UNABLE TO DISPLAY CHART is then displayed.



Figure 8-30 Unable To Display Chart Banner

When a chart is not available by selecting the **Charts** Softkey or selecting a Page Menu Option, charts may be obtained for other airports from the WPT Pages or Flight Plan Pages.

If a chart is available for the destination airport, or the airport selected in the active flight plan, the chart appears on the screen. When no flight plan is active, or when not flying to a direct-to destination, selecting the **Charts** Softkey displays the chart for the nearest airport, if available.

The chart shown is one associated with the WPT – Airport Information page. Usually this is the airport runway diagram. Where no runway diagram exists, but Take Off Minimums or Alternate Minimums are available, that page appears. If Airport Information pages are unavailable, the Approach Chart for the airport is shown.

### Selecting a chart:

- 1) While viewing the Navigation Map Page, Flight Plan Page, or Nearest Airports Page, select the **Charts** Softkey. The airport diagram or approach chart is displayed on the Airport Information Page.
- 2) Press the **FMS** Knob to activate the cursor.
- 3) Turn the large **FMS** Knob to select either the Airport Identifier Box or the Approach Box. (Select the **APR** Softkey if the Approach Box is not currently shown).
- 4) Turn the small and large **FMS** Knob to enter the desired airport identifier.
- 5) Press the **ENT** Key to complete the airport selection.
- 6) Turn the large **FMS** Knob to select the Approach Box.
- 7) Turn the small **FMS** Knob to show the approach chart selection choices.
- 8) Turn either **FMS** Knob to scroll through the available charts.
- 9) Press the **ENT** Key to complete the chart selection.

While the Approach Box is selected using the **FMS** Knob, the softkeys are blank. Once the desired chart is selected, the chart scale can be changed and the chart can be panned using the **Joystick**. Pressing the **Joystick** centers the chart on the screen.

The aircraft symbol is not shown on FliteCharts. The Chart Scale Box displays a banner NOT TO SCALE, and the Aircraft Not Shown Icon is displayed in the lower right corner of the screen.

Selecting the **Chart** Softkey switches between the FliteCharts diagram and the associated map in the WPT page group. In the example shown, the **Chart** Softkey switches between the Gainesville, FL (KGNV) Airport Diagram and the navigation map on the WPT – Airport Information page.

Selecting the **Info 1** or **Info 2** Softkey returns to the airport diagram when the view is on a different chart. If the displayed chart is the airport diagram, the **Info 1** or **Info 2** Softkey has no effect.

Another source for additional airport information is from the INFO Box above the chart or to the right of the chart for certain airports. This information source is not related to the **Info 1** or **Info 2** Softkey. When the INFO Box is selected using the **FMS** Knob, the softkeys are blank.

Pressing the **ENT** Key displays the IFR Alternate Minimums Chart.

Selecting the **DP** Softkey displays the Departure Procedure Chart if available.

Selecting the **STAR** Softkey displays the Standard Terminal Arrival Chart if available.

Selecting the **APR** Softkey displays the approach chart for the airport if available.

Selecting the **WX** Softkey shows the airport weather frequency information, when available, and includes weather data if a data link weather receiver is installed.

### Selecting Additional Information:

- 1) While viewing the Airport Taxi Diagram, select the **WX** Softkey to display the information windows (AIRPORT, INFO).
- 2) Press the **FMS** Knob to activate the cursor.
- 3) Turn the large **FMS** Knob to highlight the INFO Box.
- 4) Turn the small **FMS** Knob to select the INFO Box choices. When the INFO Box is selected the softkeys are blank. If multiple choices are available, scroll to the desired choice with the large **FMS** Knob and press the **ENT** Key to complete the selection.
- 5) Press the **FMS** Knob again to deactivate the cursor.

Selecting the **Go Back** Softkey reverts to the previous page (Navigation Map Page or Flight Plan Page).

## CHART OPTIONS

Selecting the **CHRT OPT** Softkey displays the next level of softkeys, the chart options level.

Selecting the **All** Softkey shows the complete chart on the screen.

Selecting the **Fit WIDTH** Softkey fits the width of the chart in the display viewing area. In the example shown, the chart at close range is replaced with the full width chart.

Selecting the **Full SCN** Softkey alternates between removing and replacing the data window to the right.

Selecting the **Back** Softkey, or waiting for 45 seconds reverts to the chart selection softkeys.

The full screen view can also be selected by using the page menu option.

### Selecting full screen On or Off:

- 1) While viewing a terminal chart press the **MENU** Key to display the Page Menu OPTIONS.
- 2) Turn the large **FMS** Knob to highlight the Chart Setup Menu Option and press the **ENT** Key.
- 3) Turn the large **FMS** Knob to move between the Full Screen and Color Scheme Options.
- 4) Turn the small **FMS** Knob to choose between the On and Off Full Screen Options.

## DAY/NIGHT VIEW

FliteCharts can be displayed on a white or black background for day or night viewing. The Day View offers a better presentation in a bright environment. The Night View gives a better presentation for viewing in a dark environment. When the Chart Setup Box is selected the MFD softkeys are blank.

### Selecting Day, Night, or Automatic View:

- 1) While viewing a terminal chart press the **MENU** Key to display the Page Menu OPTIONS.
- 2) Turn the large **FMS** Knob to highlight the Chart Setup Menu Option and press the **ENT** Key.
- 3) Turn the large **FMS** Knob to move to the Color Scheme Option.
- 4) Turn the small **FMS** Knob to choose between Day, Auto, and Night Options.
- 5) If Auto Mode is selected, turn the large **FMS** Knob to select the percentage field. Use the small **FMS** Knob to change the percentage value. The percentage value is the day/night crossover point based on the percentage of backlighting intensity. For example, if the value is set to 15%, the day/night display changes when the display backlight reaches 15% of full brightness.

The display must be changed in order for the new setting to become active. This may be accomplished by selecting another page or changing the display range.

- 6) Press the **FMS** Knob when finished to remove the Chart Setup Menu.

## 8.4 DATABASE CYCLE NUMBER AND REVISIONS

### SAFETAXI CYCLE NUMBER AND REVISION

SafeTaxi database is revised every 56 days. SafeTaxi is always available for use after the expiration date. When turning on the system, the Power-up Page indicates whether the databases are current, out of date, or not available.

Power-up Page Display	Definition
SafeTaxi Data: Expires DD–MMM–YYYY	Normal operation. SafeTaxi database is valid and within current cycle.
SafeTaxi Data: Expires DD–MMM–YYYY	SafeTaxi database has expired.
SafeTaxi Data: N/A	Database card contains no SafeTaxi data.

Table 8-1 SafeTaxi Annunciation Definitions

The SafeTaxi Region, Version, Cycle, Effective date and Expires date of the database cycle can also be found on the Aux - System Status page.

Press the **FMS** Knob Softkey to place the cursor in the Database window. Scroll through the listed information by turning the **FMS** Knob, Press the **Details** Softkey to show additional SafeTaxi database information.

The SafeTaxi database cycle number 16S3, is deciphered as follows:

16 – Indicates the year 2016

S – Indicates the data is for SafeTaxi

3 – Indicates the third issue of the SafeTaxi database for the year

The SafeTaxi Effective date 26–MAY–16 is the beginning date for the current database cycle. SafeTaxi Expires date 21–JUL–16 is the revision date for the next database cycle.

Refer to Updating Garmin Databases in Appendix for instructions on revising the SafeTaxi database.

The Effective date is the beginning date for this database cycle. If the present date is before the effective date, the Effective date appears in yellow and the Expires date appears in blue. The Expires date is the revision date for the next database cycle. Not Available indicates that SafeTaxi is not available on the database card or no database card is inserted.

### FLITECHARTS CYCLE NUMBER AND REVISION

FliteCharts data is revised every 28 days. Charts are still viewable during a period that extends from the cycle expiration date to the disables date. FliteCharts is disabled 180 days after the expiration date and are no longer available for viewing upon reaching the disables date. When turning on the system, the Power-up Page displays the current status of the FliteCharts database. See the table below for the various FliteCharts Power-up Page displays and the definition of each.

SYSTEM OVERVIEW  
 FLIGHT INSTRUMENTS  
 EIS  
 AUDIO PANEL & CNS  
 FLIGHT MANAGEMENT  
 HAZARD AVOIDANCE  
 AFCS  
 ADDITIONAL FEATURES  
 APPENDICES  
 INDEX

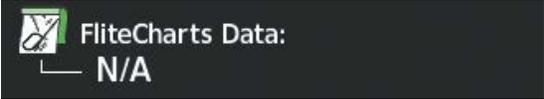
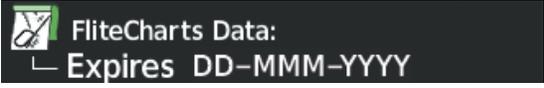
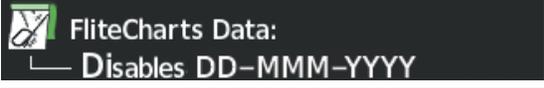
Power-up Page Display	Definition
	Blank Line. System is not configured for FliteCharts. Contact a Garmin-authorized service center for configuration.
	System is configured for FliteCharts but no chart database is installed. Refer to Updating Garmin Databases in Appendix B for the FliteCharts database
	Normal operation. FliteCharts database is valid and within current cycle.
	FliteCharts database is beyond the expiration date, but still within the 180 day viewing period.
	FliteCharts database has timed out. Database is beyond 180 days after expiration date. FliteCharts database is no longer available for viewing.

Table 8-2 FliteCharts Power-up Page Annunciations and Definitions

‘FliteCharts Expires’ plus a date in white, indicates the chart database is current. ‘Chart data is out of date!’ in yellow, indicates charts are still viewable, but approaching the disable date.

When the 180 day grace period has expired, ‘Chart data is disabled.’ in yellow indicates that the FliteCharts database has expired and is no longer viewable. ‘Chart Data: N/A’ appears in white if no FliteCharts data is available on the database card or no database card is inserted.

FliteCharts time critical information can also be found on the Aux - System Status page. The FliteCharts database Region, Cycle number, Effective, Expires, and Disables dates of the subscription appear in either blue or yellow text. Dates shown in blue are current data. Dates shown in yellow indicate the data is not within the current subscription period.

FliteCharts becomes inoperative 180 days after the FliteCharts Expires date is reached, and is no longer available for viewing. This date is shown as the Disables date. After the disable date the **Charts** Softkey label appears subdued and is unavailable until a revised issue of FliteCharts is installed.

 **NOTE:** A subdued softkey label indicates the function is disabled.

Select the **MFD1 DB** Softkey to place the cursor in the Database window. Scroll through the listed information by turning the **FMS** Knob or pressing the **ENT** Key until the FliteCharts database information is shown.

The FliteCharts database cycle number such as 1505, is deciphered as follows:

15 – Indicates the year 2015

05 – Indicates the fifth issue of the FliteCharts database for the year

The FliteCharts Effective date 07–MAY–15 is the first date that this database is current.

The FliteCharts Expires date 04–JUN–15 is the last date that this database is current.

The Disabled date 01–DEC–15 is the date that this database becomes inoperative.

The FliteCharts database is provided from Garmin. Refer to Updating Garmin Databases in Appendix for instructions on revising the FliteCharts database.

## AIRPORT DIRECTORY CYCLE NUMBER AND REVISION

The Airport Directory databases are revised every 56 days and offered on a subscription basis. Check fly.garmin.com for the current database. The Airport Directory is always available for use after the expiration date. When turning on the system, the Power-up Page indicates whether the databases are current, out of date, or not available.

Power-up Page Display	Definition
Apt Directory: Expires DD-MMM-YYYY	Normal operation. Airport Directory database is valid and within current cycle.
Apt Directory: Expires DD-MMM-YYYY	Airport Directory database has expired.
Apt Directory: N/A	Database card contains no Airport Directory data.

Table 8-3 Airport Directory Annunciation Definitions

The Airport Directory Region, Version, Cycle, Effective date and Expires date of the database cycle can also be found on the Aux - System Status page.

Select the **MFD1 DB** Softkey to place the cursor in the Database window. Scroll through the listed information by turning the **FMS** Knob or pressing the **ENT** Key until the Airport Directory database information is shown.

The Airport Directory database cycle number 16D3, is deciphered as follows:

16 – Indicates the year 2016

D – Indicates the data is for Airport Directory

3 – Indicates the second issue of the Airport Directory database for the year

The Airport Directory Effective date 26-May-16 is the beginning date for the current database cycle. The Airport Directory Expires date 21-JUL-16 is the revision date for the next database cycle. An expired Airport Directory database is not disabled and will continue to function indefinitely.

## 8.5 SIRIUSXM RADIO ENTERTAINMENT



**NOTE:** Refer to the Hazard Avoidance Section for information about SiriusXM Weather products.

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

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

### ACTIVATING SIRIUSXM SATELLITE RADIO SERVICES

The service is activated by providing SiriusXM Satellite Radio with either one or two coded IDs, depending on the equipment. Either the Audio Radio ID or the Data Radio ID, or both, must be provided to SiriusXM Satellite Radio to activate the entertainment subscription.

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

These IDs are located:

- On the label on the back of the Data Link Receiver
- On the XM Information Page on the MFD
- On the XM Satellite Radio Activation Instructions included with the unit (available at [www.garmin.com](http://www.garmin.com), P/N 190-00355-04)

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

#### Activating the SiriusXM Satellite Radio services:

- 1) Contact SiriusXM Satellite Radio. Follow the instructions provided by SiriusXM Satellite Radio services.
- 2) Select the Auxiliary Page Group.
- 3) Select the Aux - XM Radio page.
- 4) Select the **Info** Softkey to display the XM Information Page.
- 5) Verify that the desired services are activated.



Figure 8-31 XM Information Page

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

## USING SIRIUSXM RADIO

The XM Radio Page provides information and control of the audio entertainment features of the SiriusXM Satellite Radio.

### Selecting the XM Radio Page:

- 1) Turn the large **FMS** Knob to select the Auxiliary Page Group.
- 2) Turn the small **FMS** Knob to select the displayed Aux - XM Information Page.
- 3) Select the **Radio** Softkey to show the XM Radio Page where audio entertainment is controlled.

## ACTIVE CHANNEL AND CHANNEL LIST

The Active Channel Box on the XM Radio Page displays the currently selected channel that the SiriusXM Radio is using.

The Channels List Box of the XM Radio Page shows a list of the available channels for the selected category. Channels can be stepped through one at a time or may be selected directly by channel number.

### Selecting a channel from the channel list:

- 1) While on the XM Radio Page, select the **Channel** Softkey.
- 2) Select the **CH +** Softkey to go up through the list in the Channel Box, or move down the list with the **CH –** Softkey.

Or:

- 1) Press the **FMS** Knob to highlight the channel list and turn the large **FMS** Knob to scroll through the channels.
- 2) Press the **ENT** Key to activate the selected channel.

### Selecting a channel directly:

- 1) While on the XM Radio Page, select the **Channel** Softkey.
- 2) Select the **Direct CH** Softkey. The channel number in the Active Channel Box is highlighted.
- 3) Select the numbered softkeys located on the bottom of the display to directly select the desired channel number.
- 4) Press the **ENT** Key to activate the selected channel.

## CATEGORY

The Category Box of the XM Radio Page displays the currently selected category of audio. Categories of channels such as jazz, rock, or news can be selected to list the available channels for a type of music or other contents. One of the optional categories is Presets to view channels that have been programmed.

### Selecting a category:

- 1) Select the **Category** Softkey on the XM Radio Page.
- 2) Select the **CAT +** and **CAT -** Softkeys to cycle through the categories.

Or:

Turn the small **FMS** Knob to display the Categories list. Highlight the desired category with the small **FMS** Knob and press the **ENT** Key. Selecting All Categories places all channels in the list.

## PRESETS

Up to 15 channels from any category can be assigned a preset number. The preset channels are selected by selecting the **Presets** and **More** Softkeys. Then the preset channel can be selected directly and added to the channel list for the Presets category.

### Setting a preset channel number:

- 1) On the XM Radio Page, while listening to an Active Channel that is wanted for a preset, select the **Presets** Softkey to access the first five preset channels (**Preset 1 - Preset 5**).
- 2) Select the **More** Softkey to access the next five channels (**Preset 6 – Preset 10**), and again to access the last five channels (**Preset 11 – Preset 15**). Selecting the **More** Softkey repeatedly cycles through the preset channels.
- 3) Select any one of the (**Preset 1 - Preset 15**) softkeys to assign a number to the active channel.
- 4) Select the **Set** Softkey on the desired channel number to save the channel as a preset.

Selecting the **Back** Softkey, or 45 seconds of softkey inactivity, returns the system to the top level softkeys.

## VOLUME

Radio volume is shown as a percentage. Volume level is controlled by selecting the **Volume** Softkey, which brings up the **Mute** Softkey and the volume increase and decrease softkeys.

### Adjusting the volume:

- 1) With the XM Radio Page displayed, select the **Volume** Softkey.
- 2) Select the **VOL –** Softkey to reduce volume or select the **VOL +** Softkey to increase volume. (Once the **VOL** Softkey is selected, the volume can also be adjusted using the small **FMS** Knob.)

SiriusXM Radio volume may also be adjusted on each passenger headset.

### Mute SiriusXM audio:

- 1) Select the XM Radio Page or XM Information Page.
- 2) Select the **Mute** Softkey to mute the audio. Select the **Mute** Softkey again to unmute the audio.

## 8.6 FLIGHT DATA LOGGING



**NOTE:** *Some aircraft installations may not provide all aircraft/engine data capable of being logged by the system.*

The Flight Data Logging feature will automatically store critical flight and engine data on an SD data card (up to 16GB) inserted into the top card slot of the MFD. Approximately 1,000 flight hours can be recorded for each 1GB of available space on the card.

Data is written to the SD card once each second while the MFD is powered on. All flight data logged on a specific date is stored in a file named in a format which includes the date, time, and nearest airport identifier. The file is created automatically each time the G1000 system is powered on, provided an SD card has been inserted.

The status of the Flight Data Logging feature can be viewed on the Aux-Utility Page. If no SD card has been inserted, “NO CARD” is displayed. When data is being written to the SD card, “LOGGING DATA” is displayed.

The .csv file may be viewed with Microsoft Excel® or other spreadsheet applications.

The following is a list of data parameters the system is capable of logging.

- Date
- Time
- GPS altitude (MSL)
- GPS altitude (WGS84 datum)
- Baro-Corrected altitude (feet)
- Baro Correction (in/Hg)
- Indicated airspeed (kts)
- Vertical speed (fpm)
- GPS vertical speed (fpm)
- OAT (degrees C)
- True airspeed (knots)
- Pitch Attitude Angle (degrees)
- Roll Attitude Angle (degrees)
- Lateral and Vertical G Force (g)
- Ground Speed (kts)
- Ground Track (degrees magnetic)
- Latitude (degrees; geodetic; +North)
- Longitude (degrees; geodetic; +East)
- Magnetic Heading (degrees)
- HSI source
- Selected course
- Com1/Com2 frequency
- Nav1/Nav2 frequency
- CDI deflection
- VDI/GP/GS deflection
- Wind Direction (degrees)
- Wind Speed (knots)
- Active Waypoint Identifier
- Distance to next waypoint (nm)
- Bearing to next waypoint (degrees)
- Magnetic variation (degrees)
- Autopilot On/Off
- AFCS roll/pitch modes
- AFCS roll/pitch commands
- GPS fix
- GPS horizontal alert limit
- GPS vertical alert limit
- SBAS GPS horizontal protection level
- SBAS GPS vertical protection level
- Fuel Qty (right & left)(gals)
- Fuel Flow (gph)
- Turbine RPM
- Oil Pressure (psi)
- Oil Temperature (deg. F)
- Torque

The file containing the recorded data will appear in the format shown in the following figure. This file can be imported into most computer spreadsheet applications.

- SYSTEM OVERVIEW
- FLIGHT INSTRUMENTS
- EIS
- AUDIO PANEL & CNS
- FLIGHT MANAGEMENT
- HAZARD AVOIDANCE
- AFCS
- ADDITIONAL FEATURES**
- APPENDICES
- INDEX

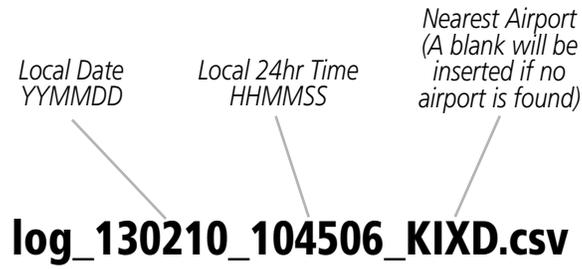


Figure 8-32 Log File Format

Data logging status can be monitored on the Aux-Utility Page.

## 8.7 CONNEXT SETUP

The Connex Setup Page allows for setting up the installed optional Flight Stream device for a Bluetooth connection between the G1000 and a mobile device running the Garmin Pilot™ application.

The mobile device must be 'paired' with the G1000 in order to use the various functions. Pairing is accomplished by first placing the G1000 in pairing mode by displaying the Connex Setup Page. The G1000 is 'discoverable' whenever this page is displayed. The pairing operation is completed from the mobile device and the Garmin Pilot application. See the device Bluetooth pairing instructions and the connection instructions in the Garmin Pilot application.

### Viewing the Connex Setup Page:

- 1) Turn the large **FMS** Knob on the MFD to select the Aux page group.
- 2) Turn the small **FMS** Knob to select the Connex Setup page.

### Changing the Bluetooth Name:

- 1) While viewing the Connex Setup Page, press the **FMS** Knob to activate the cursor.
- 2) Turn the large **FMS** Knob to place the cursor in the 'Bluetooth Name' field.
- 3) Enter the desired name by using the large **FMS** Knob to select the character field, and the small **FMS** Knob select the desired alphanumeric character for that field.
- 4) Press the **ENT** Key. The cursor is removed and the new name is displayed.

### Enabling/Disabling Flight Plan Importing from Garmin Pilot:

- 1) While viewing the Connex Setup Page, press the **FMS** Knob to activate the cursor.
- 2) Turn the large **FMS** Knob to place the cursor in the 'Flight Plan Import' field.
- 3) Turn the small **FMS** Knob to select 'Enabled' or 'Disabled'.
- 4) Press the **FMS** Knob to remove the cursor.

### Enabling/Disabling WiFi Database Importing from Garmin Pilot:

- 1) While viewing the Connex Setup Page, press the **FMS** Knob to activate the cursor.
- 2) Turn the large **FMS** Knob to place the cursor in the 'WiFi Database Import' field.
- 3) Turn the small **FMS** Knob to select 'Enabled' or 'Disabled'.
- 4) Press the **FMS** Knob to remove the cursor.

### Enabling/Disabling Automatic Reconnection of a Specific Paired Device:

- 1) While viewing the Connex Setup Page, press the **FMS** Knob to activate the cursor.
- 2) Turn the large **FMS** Knob to highlight the desired paired device.
- 3) Turn the small **FMS** Knob to select 'Enabled' or 'Disabled'. Selecting 'Enabled' allows the system to automatically connect to a previously paired device when detected.
- 4) Press the **FMS** Knob to remove the cursor.

### Remove a Specific Paired Device from the List of Paired Devices:

- 1) While viewing the Connex Setup Page, press the **FMS** Knob to activate the cursor.
- 2) Turn the large **FMS** Knob to highlight the desired paired device.
- 3) Press the **Remove** Softkey. A confirmation screen is displayed.
- 4) If necessary, turn the large **FMS** Knob to select 'Yes'.
- 5) Press the **ENT** Key to remove the device from the list of paired devices.

## 8.8 AUXILIARY VIDEO (OPTIONAL)

The system provides a control and display interface to an optional auxiliary video system. The system can display video for up to two inputs.

There are four modes of operation of the auxiliary video display: Full-Screen, Full-Screen with Digital Zoom, Split-Screen with Map, and Split-Screen with Map and Digital Zoom.

### Displaying auxiliary video:

- 1) Turn the large **FMS** Knob to select the Aux page group.
- 2) Turn the small **FMS** Knob to select Video and display the Aux-Video Page.

Control of the Aux - Video Page can also be accessed through the Page Menu.

### Selecting video menu options:

- 1) While viewing the Aux - Video Page press the **MENU** Key to display the Page Menu Options.
- 2) Turn the large **FMS** Knob to highlight the desired video adjustment option and press the **ENT** Key.

Once the **ENT** key is pressed on any option, the page menu closes and returns to the Aux - Video Page.

## VIDEO SETUP

Video brightness, contrast, and saturation may be adjusted by selecting the setup function. While viewing the setup function softkeys, after 45 seconds of softkey inactivity, the system reverts to the Aux - Video Page softkeys.

### Adjusting the video settings:

- 1) With the Aux-Video Page displayed, press the **Setup** Softkey.
- 2) Press the **Bright -** or **Bright +**, to adjust display brightness in five percent increments from 0 to 100%.
- 3) Press the **Contrast-** or **Contrast +**, to adjust display contrast in five percent increments from 0 to 100%.
- 4) Press the **SAT -** or **SAT +**, to adjust display saturation in five percent increments from 0 to 100%.
- 5) If desired, return the display to the default settings by pressing the **Reset** Softkey.
- 6) Press the **BACK** Softkey to return to the previous softkey level.

SYSTEM OVERVIEW

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## DISPLAY SELECTION

Pressing the **Hide Map** Softkey removes the map and displays video on the full screen. Pressing the **Hide Map** Softkey again restores the map view and the small video image.

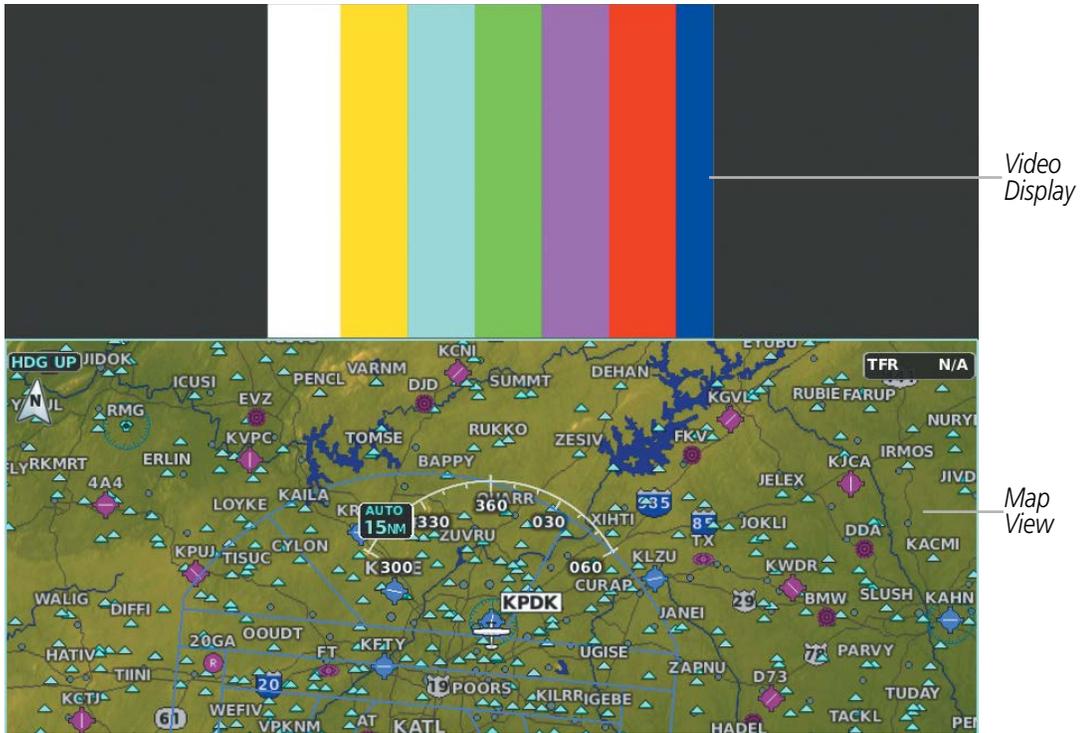


Figure 8-33 Aux - Video Split-Screen

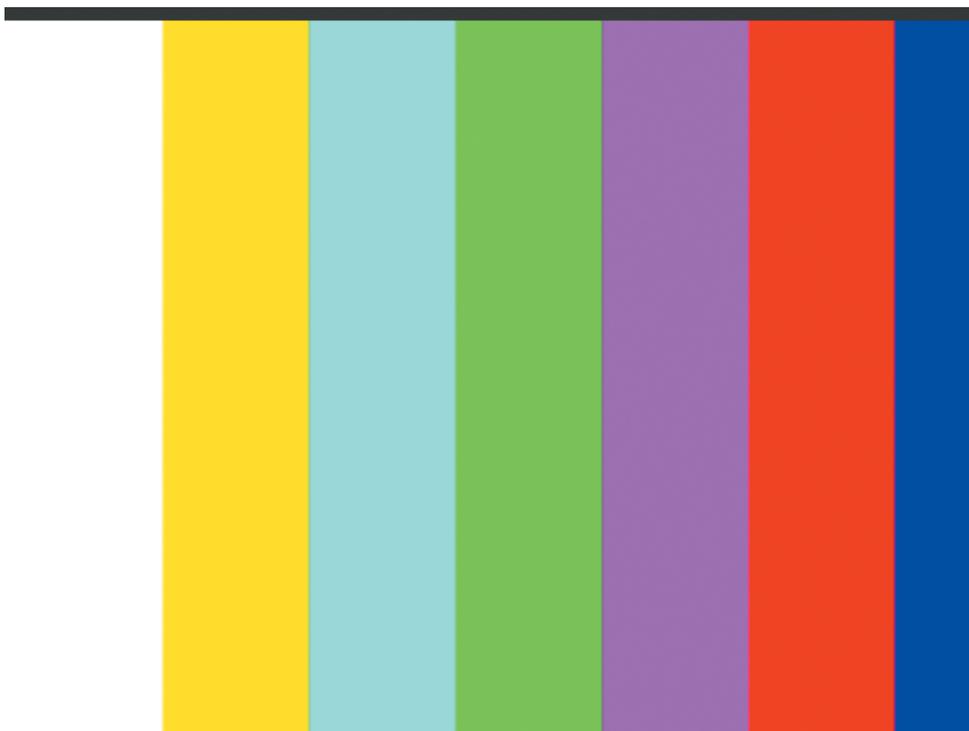


Figure 8-34 Full Screen Video Display

## ZOOM/RANGE

Pressing the **Zoom +** or **Zoom -** Softkeys increases or decreases video display magnification between 1x and 10x.

The **RANGE** Knob can be used to increase or decrease the range setting on the map display or zoom in and out on the video display. While in the Split-Screen mode, pressing the **Map Actv** or **Vid Actv** Softkey determines which display the **RANGE** Knob adjusts. Pressing the softkey to display Map Actv allows the **RANGE** Knob to control the range setting of the map display. Pressing the softkey to display Vid Actv allows the **RANGE** Knob to control the zoom setting of the video display.

When zooming in on the video display, a Zoom Window will appear in the upper right of the display. A box within this window indicates the portion of the display currently being viewed. The currently displayed portion of the full display may be adjusted by using Joystick.

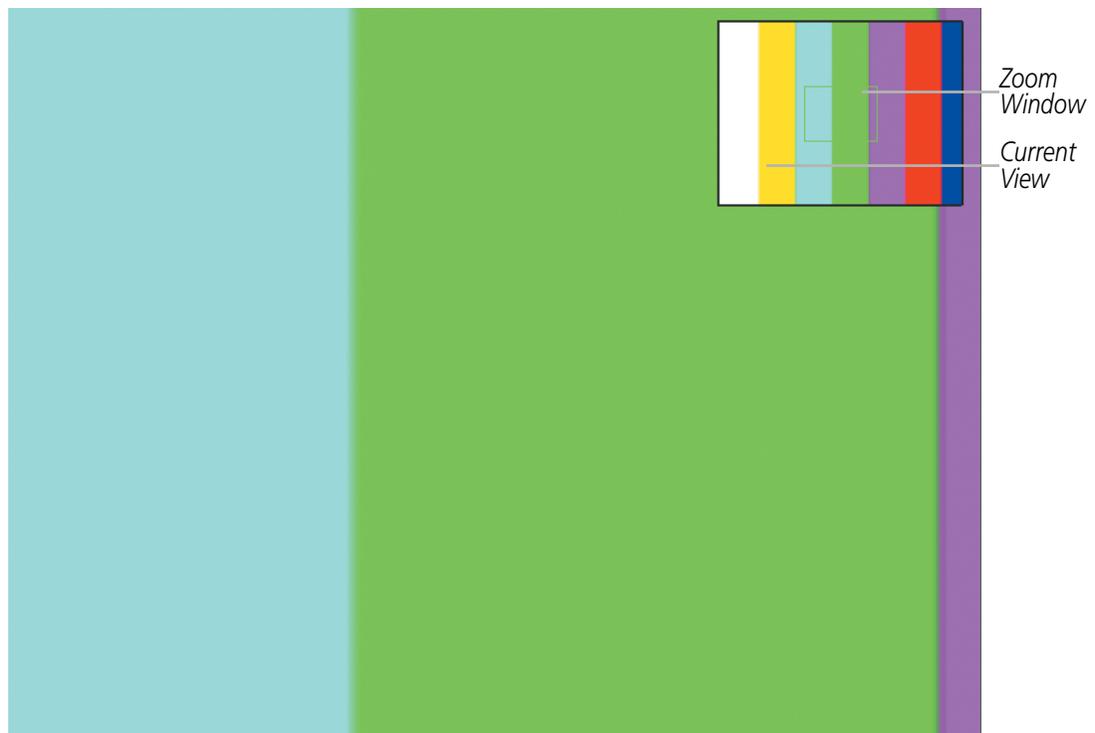


Figure 8-35 Zoom Window

## 8.9 ABNORMAL OPERATION

### SIRIUSXM DATA LINK RECEIVER TROUBLESHOOTING

For troubleshooting purposes, check the LRU Information Box on the Aux - System Status Page for GDL 69 status, serial number, and software version number. If a failure has been detected in the GDL 69 the status is marked with a red X.

**Selecting the Aux - System Status Page:**

- 1) Turn the large **FMS** Knob to select the Aux Page Group.
- 2) Turn the small **FMS** Knob to select the Aux - System Status Page.

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

- Ensure the installed Data Link Receiver or Iridium Transceiver has an active subscription or account
- Perform a quick check of the circuit breakers to ensure that power is applied to the Data Link Receiver or Iridium Transceiver

Ensure that nothing is plugged into the MUSIC 1 or MUSIC 2 jacks because that would prevent SiriusXM radio from being heard

If a failure still exists, the following messages may provide insight as to the possible problem:

Message	Message Location	Description
<b>CHECK ANTENNA</b>	XM Information Page (MFD)	Data Link Receiver antenna error; service required
<b>UPDATING</b>	XM Information Page (MFD)	Data Link Receiver updating encryption code
<b>NO SIGNAL</b>	XM Information Page Weather Datalink Page (MFD)	Loss of signal; signal strength too low for receiver
<b>LOADING</b>	XM Radio Page (MFD)	Acquiring channel audio or information
<b>OFF AIR</b>	XM Radio Page (MFD)	Channel not in service
-----	XM Radio Page (MFD)	Missing channel information
<b>WEATHER DATA LINK FAILED</b>	Weather Datalink Page (MFD)	No communication from Data Link Receiver within last 5 minutes
<b>ACTIVATION REQUIRED</b>	XM Information Page (MFD)	SiriusXM subscription is not activated
<b>DETECTING ACTIVATION</b>	Weather Datalink Page (MFD)	SiriusXM subscription is activating.
<b>WAITING FOR DATA...</b>	Weather Datalink Page (MFD)	SiriusXM subscription confirmed downloading weather data.

Table 8-4 GDL 69/69A SXM Data Link Receiver Messages

## ANNUNCIATIONS AND ALERTS

The Alerting System conveys alerts using the following items:

- **Annunciation Window:** The Annunciation Window displays abbreviated annunciation text. Text color is based on alert levels described in the following section. The Annunciation Window is located to the right of the Altimeter and Vertical Speed Indicator. All Cessna Nav III annunciations can be displayed simultaneously in the Annunciation Window. A white horizontal line separates annunciations that are acknowledged from annunciations that are not yet acknowledged. Higher priority annunciations are displayed toward the top of the window. Lower priority annunciations are displayed toward the bottom of the window.
- **Alerts Window:** The Alerts Window displays text messages for up to 64 prioritized alert messages. Pressing the **Alerts** Softkey displays the Alerts Window. Pressing the **Alerts** Softkey a second time removes the Alerts Window from the display. When the Alerts Window is displayed, the **FMS** Knob can be used to scroll through the alert list.
- **Softkey Annunciation:** During certain alerts, a **Warning** or **Caution** Softkey may appear as a flashing annunciation to accompany an alert. The **Alerts** Softkey assumes a new label consistent with the alert level (Warning, Caution). By pressing the softkey when flashing an annunciation, the alert is acknowledged. The softkey label then returns to **Alerts**. If alerts are still present, the **Alerts** label is displayed in white with black text. Pressing the **Alerts** Softkey a second time views the alert text messages.
- **System Annunciations:** Typically, a large red 'X' appears over instruments whose information is supplied by a failed Line Replaceable Unit (LRU). See the System Annunciations Section for more information.

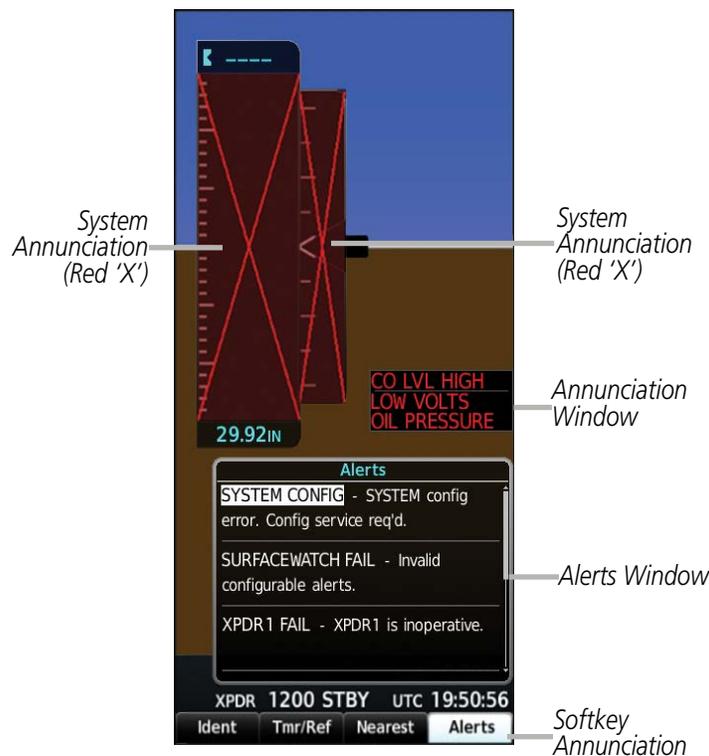


Figure A-1 Alerting System