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Section 1. GENERAL

1.1 Garmin G500 Primary Flight / Multi-Function Display System

The G500 PFD/MFD System consists of a Primary Flight Display (PFD) and Multi-Function Display (MFD) housed in a single Garmin Display Unit (GDU), plus an Air Data Computer (ADC) and Attitude and Heading Reference System (AHRS). The G500 interfaces with other installed systems in the aircraft, including Garmin GPS/SBAS navigators, VHF navigation radios, Garmin GDL 69 data link radios, Garmin GSR 56 Iridium transceivers, and various weather radars, audio panels, video sources, radar altimeters, traffic systems and ADF navigators.

The primary function of the PFD is to provide attitude, heading, air data and navigation information to the pilot. The primary function of the MFD is to provide mapping, terrain, and flight plan information.

The standby instruments (altimeter, airspeed, attitude, and magnetic compass) are completely independent from the PFD and will continue to operate in the event the PFD is not usable. These standby instruments should be included in the pilot's normal instrument scan and may be referenced if the PFD data is in question. A second G500 system installed on the co-pilot's side does not require additional standby instruments.

1.2 System Power Sources

The G500 system depends on electrical power to maintain proper operation. The Garmin Display Unit (GDU), Attitude and Heading Reference System (AHRS), and Air Data Computer (ADC) are directly tied to the aircraft's main or essential bus and energized when the aircraft master switch is turned on. Other systems, like the navigation equipment, weather datalink, autopilot and Adapter (GAD) are typically located on the avionics bus and may not be operable during engine start.

The major components of the G500 are circuit breaker protected with resettable type breakers available to the pilot. These breakers are located at the main or essential bus circuit breaker panel and labeled as follows:

1. PFD - Garmin Display Unit (PFD/MFD), GDU 620
2. AHRS - Attitude and Heading Reference System, GRS 77
3. ADC - Air Data Computer, GDC 74A
4. GAD - Garmin Adapter, GAD 43/43e (optional)
5. STBY ATT - Electric Standby Attitude Gyro

In dual installations the pilot side equipment is suffixed with the number 1 and the copilot side equipment is suffixed with the number 2. For example: PFD 1 and PFD 2.

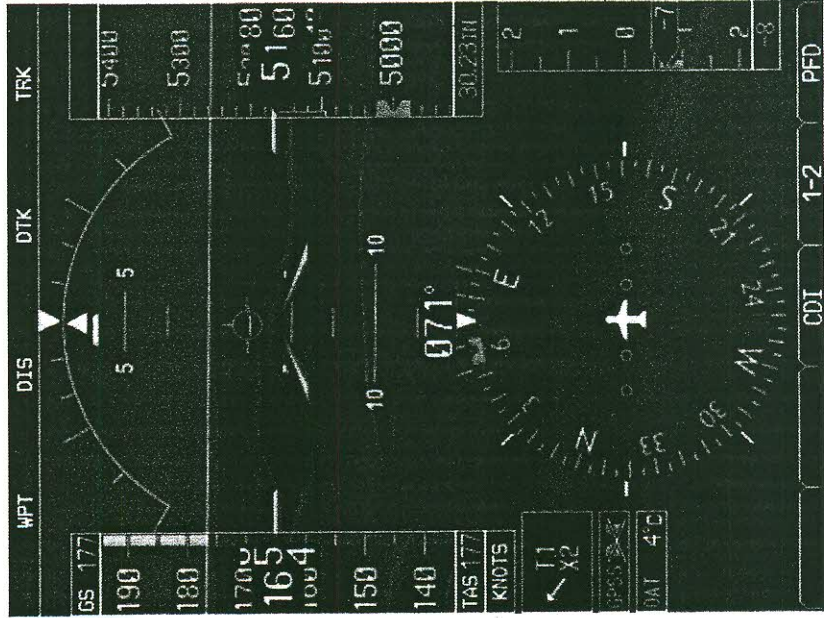
Equipment that receives power from two different circuit breakers will be suffixed with the letters A and B. For example: PFD 1A and PFD 1B, or PFD 2A and PFD 2B.

1.3 Navigation Sources

The G500 requires at least one Garmin GPS/SBAS navigation unit to ensure the integrity of the Attitude and Heading Reference System. The AHRS will still operate in a reversionary mode if the GPS fails, and the PFD attitude display will still be presented, see Paragraph 2.8. The G500 HSI can be selected to display course deviation information from up to four independent sources: two GPS, and two VHF NAV. In addition, the HSI can display two simultaneous bearing pointers sourced from GPS, VHF NAV, or ADF.

1.4 Synthetic Vision Technology

SVT uses an internal terrain database and GPS location to present the pilot with a synthetic view of the terrain in front of the aircraft. The purpose of the SVT system is to assist the pilot in maintaining situational awareness with regard to the terrain and traffic surrounding the aircraft. A typical SVT display is shown below:



SVT provides additional features on the G500 primary flight display (PFD) which display the following information:

- **Synthetic Terrain:** an artificial, database derived, three dimensional view of the terrain ahead of the aircraft within a field of view of approximately 25 degrees left and 25 degrees right of the aircraft heading.
- **Obstacles;** obstacles such as towers, including buildings over 200 AGL that are within the depicted synthetic terrain field of view.
- **Flight Path Marker (FPM);** an indication of the current lateral and vertical path of the aircraft. The FPM is always displayed when synthetic terrain is selected for display.
- **Traffic;** a display on the PFD indicating the position of other aircraft detected by a traffic system interfaced to the G500 system.
- **Horizon Line;** a white line indicating the true horizon is always displayed on the SVT display.
- **Horizon Heading;** a pilot selectable display of heading marks displayed just above the horizon line on the PFD.
- **Airport Signs;** pilot selectable "signposts" displayed on the synthetic terrain display indicating the position of nearby airports that are in the G500 database.
- **Runway Highlight;** a highlighted presentation of the location and orientation of the runway(s) at the destination airport.

The synthetic terrain depiction displays an area approximating the view from the pilot's eye position when looking directly ahead out the windshield in front of the pilot. Terrain features outside this field of view are not shown on the display. The synthetic terrain display is intended to aid the pilot awareness of the terrain and obstacles in front of the airplane. It may not provide either the accuracy or fidelity, or both, on which to solely base decisions and plan maneuvers to avoid terrain or obstacles. The synthetic vision elements are not intended to be used for primary aircraft control in place of the primary flight instruments.

1.5 Autopilot Interface

The G500 may be interfaced to an optional autopilot. The G500 typically provides course and heading datum to the autopilot based on the data selected for display on the HSI. For multiple GPS/NAV systems, the G500 acts as a selection hub for the autopilot's NAV mode, and the G500 may also provide GPS Steering data. Some autopilots may provide Flight Director capabilities which can be displayed on the G500 Attitude Indicator as a Single Cue Flight Director.

1.6 Audio Panel

The G500 PFD/MFD system should be interfaced into the aircraft audio panel to provide aural alerting generated by the G500 (required for SVT installations).

1.7 Traffic and Weather Systems

The G500 PFD/MFD system supports TIS traffic via the Garmin GTX Series Mode-S Transponders. The system also supports TAS/TCAS/TIS traffic from various active traffic awareness systems. The information from these systems is available and controllable on the MFD.

The G500 PFD/MFD system supports XM datalink weather via the Garmin GDL69 and GDL69A receivers. If an optional XM datalink receiver is installed, the pilot will be able to access graphical and text weather products on the MFD and control the audio entertainment data from the MFD while listening via an appropriately installed audio panel.

Datalink weather is also available via the Garmin GSR 56 Iridium Transceiver. The control and display of Iridium satellite weather on the MFD is similar to XM weather.

Control and display of various airborne weather radars is optionally available on the MFD. The G500 supports Garmin GWX weather radar, as well as certain 3rd-party weather radars.

1.8 Video sources

The G500 Avionics Display System can display images from up to 2 video inputs. Video images are displayed on the MFD. The G500 does not provide a means to control the video source; however the digital images from the video source can be adjusted using the G500.

1.9 Radar Altimeter

The G500 supports the display of radar altitude on the PFD from supported radar altimeters.

1.10 High Speed Data Bus Interface

Some Garmin equipment connected to the G500 system utilizes the High Speed Data Bus (HSDB) interface. HSDB is similar to an Ethernet bus and provides a high-speed interface between Garmin avionics. Like Ethernet, data between two units may be passed through intermediate "hub" units. Interfaced equipment that uses HSDB includes the GTN 6XX/7XX navigators, GDL 69 datalink receiver, GWX 68, and GTS 8XX traffic systems.

The HSDB interfaces are installed to so that maximum data path redundancy is achieved. However, depending on the number of HSDB units installed, failure of one HSDB unit may result in loss of data on the G500 from "downstream" HSDB units. Any loss of data will be annunciated on the G500.

1.13 Definitions

The following terminology is used within this document:

ADC: Air Data Computer
ADF: Automatic Direction Finder
AHRS: Attitude & Heading Reference System
AUX: Auxiliary
BARO: Barometric Pressure
BRG: Bearing
CDI: Course Deviation Indicator
CRS: Course
FD: Flight Director
FPM: Flight Path Marker
GDU: Garmin Display Unit
GPS: Global Positioning System
GPSS: GPS Roll Steering
HDG: Heading
HSI: Horizontal Situation Indicator
IFR: Instrument Flight Rules
IMC: Instrument Meteorological Conditions
LOI: Loss of Integrity
MFD: Multi Function Display
PFD: Primary Flight Display
SBAS: Space-based Augmentation System
SD: Secure Digital
SVT: Synthetic Vision Technology
TAS: Traffic Awareness System
TAWS: Terrain Awareness and Warning System (a TSO-C151b function)
TCAS: Traffic Collision and Avoidance System
TIS: Traffic Information Service
VFR: Visual Flight Rules
VMC: Visual Meteorological Conditions
V/S: Vertical Speed

Section 2. LIMITATIONS

2.1 Cockpit Reference & Pilot's Guide

The Garmin G500 Cockpit Reference Guide P/N 190-01102-03, Revision A or later appropriate revision must be immediately available to the flight crew.

Garmin also provides a detailed G500 Pilot's Guide P/N 190-01102-02. This reference material is not required to be on board the aircraft but does contain a more in depth description of all the functions and capabilities of the G500.

2.2 System Software Requirements

The G500 must utilize the following or later FAA approved software versions for this AFMS revision to be applicable:

Component	Identification	Software Version
GDU 620	PFD/MFD	6.21
GRS 77	AHRS	3.04

2.3 Moving Map

The moving map on the MFD is advisory in nature and is not approved for course guidance. The moving map on the MFD must be cross checked for correctness against the PFD HSI, published charts, or other approved sources of navigation information.

2.4 Database Cards

Databases identified as intended for helicopter use must not be used. These databases may be identified by the word "HELI" or "HELICOPTER" in their title.

The G500 utilizes several databases. Database titles display in yellow if expired or in question (Note: the G500 receives the calendar date from the GPS, but only after acquiring a position fix.). Database cycle information is displayed at power up on the MFD screen, but more detailed information is available on the AUX pages. Internal database validation prevents incorrect data from being displayed.

The upper Secure Digital (SD) data card slot is typically vacant as it is used for software maintenance and navigational database updates. The lower data card slot should contain a data card with the system's terrain / obstacle information and optional data including Safe Taxi, FliteCharts and ChartView electronic charts.

CAUTION
When interfaced with a GSR56 Iridium transceiver only one SD card may be present in the GDU620 and it must be in the lower slot.

The terrain databases are updated periodically and have no expiration date. Coverage of the terrain database is between North 75° latitude and South 60° latitude in all longitudes. Coverage of the airport terrain database is worldwide.

The obstacle database contains data for obstacles, such as towers, that pose a potential hazard to aircraft. Obstacles 200 feet and higher are included in the obstacle database. It is very important to note that not all obstacles are necessarily charted and therefore may not be contained in the obstacle database. Coverage of the obstacle database includes the United States and Europe. This database is updated on a 56-day cycle.

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

The Garmin FliteCharts database contains procedure charts for the coverage area purchased. This database is updated on a 28-day cycle. If not updated within 180 days of the expiration date, FliteCharts will no longer function.

The Jeppesen ChartView electronic charts database contains procedure charts for the coverage area purchased. An own-ship position icon will be displayed on these charts. This database is updated on a 14-day cycle. If not updated within 70 days of the expiration date, ChartView will no longer function.

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

2.5 AHRS Operational Area

The AHRS used in the G500 is limited in its operational area. IFR Operations are prohibited north of 72°N and south of 70°S latitudes. In addition, IFR operations are prohibited in the following four regions:

- 1) North of 65° North latitude between longitude 75° W and 120° W
- 2) North of 70° North latitude between longitude 70° W and 128° W
- 3) North of 70° North latitude between longitude 85° E and 114° E
- 4) South of 55° South latitude between longitude 120° E and 165° E

Loss of the G500 heading and attitude may occur near the poles, but this will not affect the GPS track or standby attitude indicator.

2.6 Magnetic Variation Operational Area

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

2.7 Navigation Angle

The GDU 620 Navigation Angle can be set to either True or Magnetic on the AUX page. The Navigation Angle defines whether the GDU 620 headings are referenced to True or Magnetic North. The Navigation Angle set in the GDU 620 must match that which is set on all GPS/SBAS navigators interfaced to the unit.

2.8 AHRS Normal Operating Mode

The Attitude and Heading Reference System integrity monitoring features require the availability of GPS and Air Data. Although the attitude will remain valid if one of these systems becomes inoperative, IFR flight is not authorized unless both integrity systems are fully operational. The G500 monitors these integrity systems automatically and will alert the pilot when the AHRS is not receiving GPS or Air Data. Note: In dual GPS installations, only one GPS needs to be available for IFR use.

2.9 Airspeed Limitations and Indicator Markings

The original type design approved airspeed limitations remain in effect. The airspeed limitations imposed by the AFM/POH, standby airspeed indicator and/or airspeed limitation placards must be observed.

The G500 airspeed tape displays red/white striping to indicate the maximum allowable airspeed ($V_{NE}/V_{MO}/M_{MO}$). This maximum allowable airspeed display is configured to indicate the appropriate maximum allowable airspeed for the airplane, including variations for altitude or Mach number.

The G500 airspeed tape displays a red low-speed awareness band at the lower range of the airspeed tape. This low-speed awareness band is configured to a fixed value. It does not indicate an actual or calculated stall speed and does not adjust with variations in aircraft weight or other factors.

All other G500 airspeed tape indications are configured to indicate the original type design limitations. The G500 airspeed tape does not adjust these additional markings (including V_{NO} , landing gear, or flap speed limitations) for variations with aircraft weight, altitude, or other factors.

2.10 Aerobatic Maneuvers

Conducting aerobatic maneuvers may cause the attitude information displayed on the G500 to be incorrect or temporarily removed from the display.

2.11 Electric Standby Attitude Gyro

If an electric standby attitude gyro is installed, the gyro operates from the aircraft electrical system with a dedicated emergency battery specific to the electric gyro. The electric attitude gyro battery capacity may vary considerably depending on temperature, charge status, and battery life condition. Low temperatures below 32°F will temporarily degrade battery capacity. Internal chemistry will slowly degrade battery capacity over several years of operation even when correctly maintained. A poorly maintained battery will suffer

accelerated degradation. Extended storage in a discharged state and over-charging will permanently damage the battery. Complete charging is required to bring the battery up to full capacity if it has been unused for more than four months or partially discharged.

2.12 Course Pointer Auto Slewing

The G500 HSI will auto slew, i.e. automatically rotate the GPS course pointer to the desired course defined by each GPS leg. The system will also auto slew the VHF NAV course pointer when the CDI transitions to a LOC setting if an ILS, LOC, LOC BC, LDA, or SDF approach is loaded in the GPS/SBAS navigator.

The VHF NAV (green) course pointer will only auto slew if the approach is loaded in the navigator, a LOC frequency is loaded in the active NAV frequency, and *then* the HSI source is changed to the corresponding VHF NAV for the approach. Back Course approaches will auto slew to the reciprocal course.

The system is not capable of automatically setting the inbound VHF NAV course pointer if an approach is not loaded in the GPS/SBAS Navigation System.

The pilot should always double check the inbound course pointer prior to initiating any transition on any VHF NAV approach. Auto slewing the VHF NAV course pointer to the correct selected course is a database dependent function.

2.13 Synthetic Vision Technology

The use of the synthetic vision display elements alone for aircraft control without reference to the G500 primary flight instruments or the aircraft standby instruments is prohibited.

The use of the synthetic vision display alone for navigation, or obstacle, terrain, or traffic avoidance is prohibited.

2.14 Autopilot Interface

The G500 acts as a navigation source switching hub to an interfaced autopilot when multiple navigation sources are available. The autopilot will only couple to the heading, navigation, altitude, and vertical speed selections on PFD 1. Some autopilots may have navigation source selection integral to their system; this feature is overridden by the G500 navigation source selection described herein. Changing the navigation sources displayed on the HSI (by pressing the CDI button or the 1-2 button) may result in some autopilots disconnecting or entering a wings level mode.

The autopilot will not couple to the pre-selected altitude or vertical speed if not properly configured or supported by the installation. Refer to the autopilot operators manual or Airplane Flight Manual Supplement for the proper operation of that system.

Not all autopilot systems are approved for GPS vertical coupling; therefore consult the AFMS for the GPS/SBAS system and/or the autopilot system.

Flight director commands on PFD 2 are repeated from PFD 1. When utilizing the flight director display on PFD 2, ensure that the CDI source and BARO settings on PFD 2 match those on PFD 1.

For installations where the GAD 43 provides attitude information to the autopilot, the GAD 43 autopilot disconnect mechanism must be tested and operational before flight using the autopilot. Refer to Section 4.6.9.

2.15 Terrain Proximity Function

The G500 terrain configuration is indicated on the dedicated terrain page of the MAP group. "TERRAIN PROXIMITY" will be displayed as the page title if this function is configured. The G500 terrain and obstacle information appears on the MFD display as red and yellow tiles or towers, and is depicted for advisory only. Aircraft maneuvers and navigation must not be predicated upon the use of the terrain display. Terrain unit alerts are advisory only and are not equivalent to warnings provided by TAWS.

2.16 TAWS Annunciations on the PFD [from a Garmin navigator]

The G500 can display TAWS (Terrain Awareness and Warning System) annunciations on the PFD if the G500 is interfaced to a Garmin navigator with integrated TAWS. The required TAWS annunciations appear in the upper right of the PFD. These annunciations include PULL UP (red), TERRAIN (yellow), TERR N/A (white), TERR INHB (white). These annunciations are not relative to the terrain displayed on the MFD or the yellow/red terrain shading of the Synthetic Vision displayed on the PFD of the G500 system. Refer to the Garmin navigator Airplane Flight Manual Supplement for proper pilot action and information on these alerts.

TAWS alerts on the PFD of the G500 System are only displayed from the GPS/TAWS navigator interfaced as GPS 1 and are displayed regardless of the system 1-2 setting, which drives all other PFD and MFD data used by the G500.

2.17 Datalinked Weather Display (XM or GFDS weather)

Datalink weather data is provided by an optional GDL 69 (XM) or GSR 56 (GFDS) interface. The weather information display on the MFD of the G500 is limited to supplemental use only and may not be used in lieu of an official weather data source. Use of the datalink weather display for hazardous weather (e.g. thunderstorm) penetration is prohibited. The datalink weather display is intended for use as an aid to situational awareness only.

2.18 Traffic Display

Traffic may be displayed on the G500 System when connected to an approved optional TCAS, 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 for aircraft maneuvering.

accelerated degradation. Extended storage in a discharged state and over-charging will permanently damage the battery. Complete charging is required to bring the battery up to full capacity if it has been unused for more than four months or partially discharged.

2.12 Course Pointer Auto Slewing

The G500 HSI will auto slew, i.e. automatically rotate the GPS course pointer to the desired course defined by each GPS leg. The system will also auto slew the VHF NAV course pointer when the CDI transitions to a LOC setting if an ILS, LOC, LOC BC, LDA, or SDF approach is loaded in the GPS/SBAS navigator.

The VHF NAV (green) course pointer will only auto slew if the approach is loaded in the navigator, a LOC frequency is loaded in the active NAV frequency, and *then* the HSI source is changed to the corresponding VHF NAV for the approach. Back Course approaches will auto slew to the reciprocal course.

The system is not capable of automatically setting the inbound VHF NAV course pointer if an approach is not loaded in the GPS/SBAS Navigation System.

The pilot should always double check the inbound course pointer prior to initiating any transition on any VHF NAV approach. Auto slewing the VHF NAV course pointer to the correct selected course is a database dependent function.

2.13 Synthetic Vision Technology

The use of the synthetic vision display elements alone for aircraft control without reference to the G500 primary flight instruments or the aircraft standby instruments is prohibited.

The use of the synthetic vision display alone for navigation, or obstacle, terrain, or traffic avoidance is prohibited.

2.14 Autopilot Interface

The G500 acts as a navigation source switching hub to an interfaced autopilot when multiple navigation sources are available. The autopilot will only couple to the heading, navigation, altitude, and vertical speed selections on PFD 1. Some autopilots may have navigation source selection integral to their system; this feature is overridden by the G500 navigation source selection described herein. Changing the navigation sources displayed on the HSI (by pressing the CDI button or the 1-2 button) may result in some autopilots disconnecting or entering a wings level mode.

The autopilot will not couple to the pre-selected altitude or vertical speed if not properly configured or supported by the installation. Refer to the autopilot operators manual or Airplane Flight Manual Supplement for the proper operation of that system.

2.19 Active Weather RADAR

RADAR is broadcasting energy while in Weather or Ground mapping modes. If the G-500 system is configured to control an airborne weather radar unit, observe all safety precautions, including:

- Do not operate in the vicinity of refueling operations.
- Do not operate while personnel are in the vicinity (approximately 20 feet) of the radar sweep area.

WARNING

If a radar system is installed, it generates microwave radiation and improper use, or exposure, may cause serious bodily injury. Do not operate the radar equipment until you have read and carefully followed the safety precautions and instructions in the user manual.

2.20 Kinds of Operations

Unless placarded as limited to VFR only operations, G500 equipment installed in an appropriately certified aircraft is approved for Day and Night / VFR and IFR operations in accordance with 14 Code of Federal Regulations Part 91, Part 121, and Part 135 when appropriately maintained.

The table below lists the minimum fully functional G500 System Elements** required for IFR flight operations:

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

* For VFR operations under 14 CFR Part 91, the aircraft must have one source of altitude and airspeed information. This may be from either the PFD or the standby instruments. (i.e. all "1a" items or all "1b" items from the table above)

** For IFR flight a fully functional G500 system should not generate system alerts, which indicate faults within the system or any interfaced equipment.

2.21 KFC 275/325 Altitude Preselect

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

DISENGAGE SOFT RIDE DURING ALTITUDE CAPTURE (ALTC)

2.22 L-3 ESI-1000 Electronic Standby Instrument

The independent power source for the L-3 ESI-1000 must be verified to be operational before flight, or the ESI-1000 must be considered inoperative. For the verification procedure, refer to the approved Airplane Flight Manual and/or Instructions for Continued Airworthiness for the independent power source.

2.23 Electronic Flight Bag(EFB) Applications

Class 3 EFB applications have not been evaluated as part of this STC. Use of the system for EFB applications (such as the moving map or electronic charts) may require additional evaluation or operational approval.

2.24 Surface Operations

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

2.25 MFD Video Display

Video images displayed on the MFD are intended for use as an aid to situational awareness only. Aircraft maneuvering based solely on the MFD video display is prohibited.

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

3.1.1 PFD 1 Failure

PFD 1 failure is indicated by the loss of displayed information on the PFD, including blank, frozen, or unresponsive display.

1. Use standby flight instruments for attitude, airspeed, altitude, and heading reference.
2. Refer directly to navigation source for navigation information (such as GPS).

If autopilot is engaged:

3. Verify autopilot mode and cross check against standby flight and navigation data.

3.1.2 AHRS Failure

Attitude and Heading Reference System (AHRS) failure is indicated by removal of the sky/ground presentation, a red X, and a yellow "ATTITUDE FAIL" on the PFD. Rate-of-turn information (heading trend vector) will not be available. A heading failure will also occur as described in Section 3.2.1.



1. Use Standby Attitude Indicator.
2. Seek VFR conditions or land as soon as practical.

3.1.3 Air Data Computer (ADC) Failure

Air Data Computer failure is indicated by a red X and yellow text over the airspeed, altimeter, vertical speed, TAS and OAT displays. Some derived functions, such as true airspeed and wind calculations will also be lost. If valid GPS data is available, the PFD will automatically revert to display GPS calculated altitude relative to mean sea level. This GPS altitude is displayed above the altitude tape.

1. Use Standby Airspeed Indicator and Altimeter
2. Seek VFR conditions or land as soon as practical

If ADC 1 has failed and PFD 1 AIR DATA switch is installed:

3. PFD 1 AIR DATA switch – Select ADC 2

NOTE

ALT NO COMP and IAS NO COMP alerts will be present.

3.1.4 Loss of Electrical Power

In the event of a total loss of electrical power, the G500 system will cease to operate and the pilot must utilize the standby instruments to fly the aircraft.

3.1.5 Loss of Electrical Power to 3-inch Electric Standby Attitude Indicator (flashing amber STBY PWR light)

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

1. Press STBY PWR button on the indicator one time.
2. Verify that the flashing amber light extinguishes.
3. Verify that the red gyro warning flag is not displayed.
4. Seek visual meteorological conditions (VMC) or land as soon as practical (operation of standby attitude indicator is limited by battery life).

WARNING

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

3.1.6 Loss of Electrical Power to 2-inch Electric Standby Attitude Indicator (flashing or steady amber STBY text)

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

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

1. Press the STBY PWR button one time.
2. Verify that the amber STBY text is steadily illuminated.
3. Verify that the red gyro warning flag is not displayed.
4. Seek visual meteorological conditions (VMC) or land as soon as practical (operation of standby attitude indicator is limited by battery life).

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

1. Verify that the red gyro warning flag is not displayed.
2. Seek visual meteorological conditions (VMC) or land as soon as practical (operation of standby attitude indicator is limited by battery life).

WARNING

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

3.2 Abnormal Procedures

3.2.1 Heading Failure

Heading failure is indicated by replacement of the digital heading display with amber "HDG" text and a red X.



If valid GPS ground track is available, it will automatically be displayed in place of heading. The HSI heading bug and course pointer will continue to function normally, using GPS ground track as a reference instead of magnetic heading.



If GPS track is not available:

1. Use standby compass for heading reference.
2. Verify selected course using "CRS" button and PFD knob.

CAUTION

No directional references will be displayed on HSI. The heading bug will be removed, and the course pointer will remain fixed at the top of the HSI regardless of aircraft heading. Course deviation indications will behave similar to a traditional CDI. VOR deviations will be relative the selected course with a TO/FROM indication. Localizer deviations will not be affected by the selected course, and reverse sensing will occur when tracking inbound on a localizer back course.

3.2.2 GPS Data Failure

GPS data failure may be indicated by any or all of following:

- Loss of GPS course deviation information on HSI
- Amber "LOI" text on the HSI
- Amber "NO GPS POSITION" text on the MFD moving map
- Loss of waypoint bearing or distance information

1. Select alternate GPS source, if available, by pressing "1-2" softkey on PFD.

If alternate GPS source is not available:

2. Select alternate navigation source using "CDI," "1-2," or "BRG" softkeys on PFD, or refer directly to external navigation data.

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

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

- Loss of course deviation information on HSI
 - Loss of glideslope/glidepath information on PFD
 - Loss of bearing pointer on HSI
1. Select alternate navigation source using "CDI," "1-2," or "BRG" softkeys on PFD, or refer directly to external navigation data.

3.2.4 Synthetic Vision (SVT) Failure

Several data sources are required to display SVT on the PFD (GPS, terrain database, attitude information, etc.). If any of these required data sources become unreliable or unavailable, SVT will automatically be removed, and the PFD will revert to the standard display of blue sky over brown ground. If there is a discrepancy between the SVT display and the actual terrain around the aircraft, SVT should be turned off manually.

To turn off SVT:

1. Press the "PFD" softkey on the PFD.
2. Press the "SYN VIS" softkey to turn off SVT.

3.2.5 Electrical Load Shedding

The following equipment is considered non-essential. If it becomes necessary to reduce electrical load (for example, during loss of generators or alternators), power to these units may be removed in the order listed.

1. PFD 2 circuit breaker(s) [if installed] - PULL
2. AHRS 2 circuit breaker(s) [if installed] - PULL
3. ADC 2 circuit breaker(s) [if installed] - PULL
4. GAD circuit breaker(s) [if installed] - PULL

3.3 Warnings, Cautions, and Advisories

The following tables show the color and significance of the warning, caution, and advisory messages which may appear on the G500 displays.

NOTE

The G500 Cockpit Reference Guide and the G500 Pilot's Guide contain detailed descriptions of the annunciator system and all warnings, cautions and advisories.

3.3.1 Warning annunciators – Red		
<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
ATTITUDE FAIL	Use Standby Attitude.	Display system is not receiving attitude reference information from the AHRS; accompanied by the removal of sky/ground presentation and a red X over the attitude area.
AIRSPEED FAIL	Use Standby Airspeed.	Display system is not receiving airspeed input from the air data computer; accompanied by a red X through the airspeed display.
ALTITUDE FAIL	Use Standby Altitude.	Display system is not receiving altitude input from the air data computer; accompanied by a red X through the altimeter display.
VERT SPD FAIL	Cross check instruments.	Display system is not receiving vertical speed input from the air data computer; accompanied by a red X through the vertical speed display.
HDG	Use Standby Magnetic Compass or GPS track information.	Display system is not receiving valid heading input from the AHRS; accompanied by a red X through the digital heading display.
Red X	Reference the data source or alternate equipment.	A red X through any display field, indicates that display field is not receiving data or is corrupted.

3.3.2 Caution annunciators – Yellow

<i>Annunciation</i>	<i>Pilot Action</i>	<i>Cause</i>
CHECK ATTITUDE Autopilot will automatically disconnect. Note: Only appears with the installation of an optional GAD 43 adapter	Fly the aircraft manually and crosscheck GDU 620 attitude indication with standby attitude indicator and other sources of attitude information. (airspeed, heading, altitude, etc.)	The GDU 620 attitude monitors have detected an AHRS malfunction, or the inability to actively monitor the AHRS output.
MISCOMP (flag displayed on PFD attitude, airspeed, or altitude indicators)	Cross-check the flagged information against other sources to identify erroneous information.	Difference detected between displayed attitude, airspeed, or altitude (dual installations only).
AHRS ALIGN – Keep Wings Level	Limit aircraft attitude to $\pm 10^\circ$ bank and $\pm 5^\circ$ pitch as AHRS Aligns - OK to taxi.	Attitude and Heading Reference System is aligning. AHRS may not align with excessive pitch/bank angles.
NO GPS POSITION	If the system is configured with dual GPS, press the 1-2 button. Visually acquire the traffic to see and avoid.	GPS data on the selected system is no longer valid. The Moving Map and associated data are not updating.
TRAFFIC	Use vigilance, as the traffic sensor is not able to detect traffic.	The configured traffic system is not able to detect traffic and / or provide the pilot with any traffic awareness.
No Traffic Data	Verify autopilot mode of operation using alternate means.	Autopilot mode of operation is not available.

3.3.3 Advisories – White	
<i>Annunciation</i>	<i>Pilot Action</i>
Various Alert Messages may appear under the MFD - ALERTS soft key.	View and understand all advisory messages. Typically, they indicate communication issues within the G500 System. Refer to the G500 Cockpit Reference for appropriate pilot or service action.

Section 4. NORMAL PROCEDURES

Refer to the Garmin G500 PFD/MFD System Cockpit Reference Guide P/N 190-01102-03 or G500 Pilot's Guide P/N 190-01102-02, presented in Paragraph 2.1 of this document, for normal operating procedures. This includes all Primary Flight Display and Multi-Function Display information.

Although intuitive and user friendly, the G500 PFD/MFD System requires a reasonable degree of familiarity to avoid becoming too engrossed at the expense of basic instrument flying in IMC and basic see-and-avoid procedures in VMC. Pilot workload will be higher for pilots with limited familiarity in using the unit in an IFR environment, particularly without the autopilot engaged. Garmin provides excellent training material with the Cockpit Reference Guide and the detailed Pilot's Guide. Pilots should take full advantage of these training tools to enhance system familiarization.

4.1 PFD Knob & PFD Soft Keys

The basic PFD controls are on the side and bottom of the PFD, next to and beneath the PFD display. The rotary knob performs the function annunciated on the display just to the upper left of the HSI: HDG, CRS, ALT, V/S, or BARO. If no function is annunciated then the knob is providing a HDG function. Assigning the function of the knob is done by pressing/releasing one of the dedicated function buttons to the left of the display. The knob defaults back to HDG if it is not rotated for a period of 10 seconds. The Garmin G500 PFD/MFD System Cockpit Reference describes each function and its operation.

The soft keys at the bottom of the PFD display are used to configure the course data displayed in the HSI (CDI button, 1-2 button) and select the optional bearing pointers (BRG1 and BRG2 button) which are may be overlaid in the HSI presentation on the PFD. The soft keys operate by press and release. Note: In Dual G500 installations, the CDI key located on the GNS units is not operational. Consult the Garmin G500 PFD/MFD System Cockpit Reference for a complete description.

The units and markings on the PFD are not user configurable. They match the units as specified in the aircraft's FAA approved Airplane Flight Manual and standby instruments. Display and control of the airspeed references (V_R , V_X , V_Y , and GLIDE) are made via the AUX page of the MFD; consult the Garmin G500 Cockpit Reference Guide for description and operation of these references.

4.2 MFD Knobs & MFD Soft Keys

The MFD controls are on the side and bottom of the MFD, next to and beneath the MFD display. The rotary knobs scroll through various page groups and pages of the MFD and manipulate data and settings by pressing the knob to activate a cursor.

Soft keys at the bottom of the display allow for some quick functions to be performed on each page. The soft keys operate by press and release. More detailed configuration is typically available by pressing the MENU button, which is on the right side of the display.

Pressing and holding down the CLR key is a shortcut to get back to the main map page on the MFD. This can be used as a quick way back, or when the pilot has selected a submenu within the system. The functions available under the MFD are explained in the Garmin G500 Cockpit Reference Guide.

4.3 Altitude Synchronization

The pilot must synchronize the PFD BARO setting and the Standby Altimeter Kollsman window with the local altimeter setting as appropriate. In dual installations if synchronization between the units is enabled, setting either PFD will adjust both PFDs, but the standby must still be set by the pilot. Reference the Garmin G500 Cockpit Reference Guide for a complete description and the usage of synchronization in dual installations.

4.4 Electric Standby Attitude Gyro

When an electric standby attitude gyro is installed, test the backup battery before takeoff.

1. Apply power to electric standby attitude gyro and allow the gyro to reach operating speed (approximately 5 minutes).
2. Verify that the red gyro flag is not in view.
3. Press and hold the STBY PWR button until the amber annunciator begins to flash.
4. Verify that the green annunciator is displayed continuously and the red annunciator is not displayed for the duration of the test (approximately 1 minute).

CAUTION

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

4.5 Synthetic Vision Technology

The SVT system may be turned on or off, as desired. To access the synthetic vision system softkey menu, press the PFD softkey on the GDU 620, followed by the SYN VIS softkey. Synthetic vision terrain, horizon headings, and airport signs can be toggled on and off from this menu. Press the BACK softkey to return to the root PFD menu.

4.6 Autopilot Operations with the G500 System

The G500 PFD/MFD System offers various integration capabilities dependent mainly upon the type of autopilot installed in a particular aircraft.

The G500 installation in this aircraft provides the following autopilot integration capabilities:

- This installation *does not* interface with the autopilot (basic wing leveling autopilot or no autopilot is installed in the aircraft).
- Course / NAV Selection coupling to the autopilot.
- Heading Bug coupling capability to the autopilot.
- Roll Steering emulated via heading mode.
- Roll Steering capable autopilot.
- Altitude Pre-Selector integrated with the autopilot.
- Vertical speed bug integrated with the autopilot.
- Flight Director display driven from external autopilot or FD computer.
 - Flight Director is not available with Synthetic Vision enabled.
- A GAD 43 Adapter is installed in this aircraft
 - GAD 43 provides attitude to the autopilot
 - GAD 43 provides yaw rate to the yaw damper
 - GAD 43 provides baro correction to the altitude preselector
- GDU 620 provides attitude / air data to autopilot

4.6.1 Attitude and Rate Based Autopilots

Attitude-based autopilots may be driven by the standby gyro, a remote mounted gyro, the GDU 620, or the GAD 43 adapter. If the GDU 620 or GAD 43 is providing attitude to the autopilot, it will be indicated in section 4.6 above. Otherwise, if the attitude-based autopilot is receiving attitude from the standby or a remote gyro, the autopilot attitude input is independent of the attitude displayed on the PFD.

Rate-based autopilots are driven by a turn coordinator gyro which may be mounted in the instrument panel or remotely mounted. The autopilot rate input is independent of the G500 system.

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

4.6.2 Course / NAV Selection coupling to the autopilot

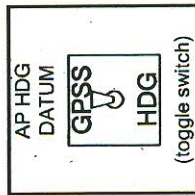
When operating the autopilot in NAV mode, the deviation information from the installed navigation sources (i.e. GPS1, GPS2, NAV1, NAV2) is switched via the G500 PFD display. Whatever is displayed on the HSI is the NAV source the autopilot is following. Most autopilots also use the course datum to determine the best intercept angles when operating in NAV mode.

4.6.3 Heading Bug coupling capability to the autopilot

When operating the autopilot in HDG mode, the difference between the HDG bug location on the HSI and the actual aircraft heading creates an error signal which the autopilot will minimize by turning in the direction of the bug. If the bug is turned more than 180 degrees, the autopilot may turn the airplane in the opposite direction of the desired turn.

4.6.4 Roll Steering emulated via HDG mode

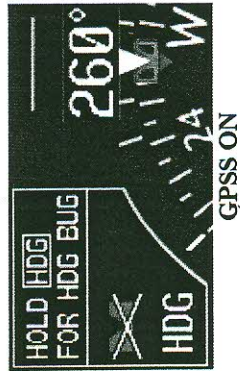
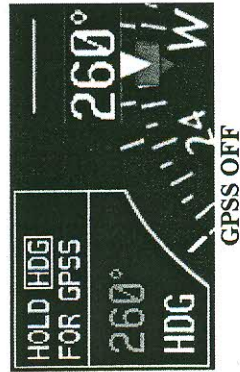
For autopilots that do not support digital GPSS signals, GPSS functionality may be emulated by operating the autopilot in HDG mode and selecting GPSS on the PFD. Depending on the installation, GPSS mode may be toggled via an external switch located near the autopilot control panel, or by pressing and holding the HDG button on the PFD. If an external switch is installed, it will be either a toggle or push-button switch as depicted below.



OR



If the installation uses the HDG button on the PFD, the PFD Knob Mode Indicator is expanded to label the button function.



When GPSS is selected on the PFD, the heading bug on the HSI changes to a hollow outline and a crossed-out heading bug appears in the PFD Knob Mode Indicator, indicating that the autopilot is not coupled to the heading bug. The bug is still controllable and may still be used by the pilot for reference.

When GPSS is selected on the PFD, GPSS is annunciated in the lower left portion of the PFD. The GPSS mode annunciation depends on the location of the NAV STATUS information, as shown below.



NOTE

GPSS mode is selectable from PFD 2, but GPSS is not annunciated on PFD 2. The GPSS commands to the autopilot are based on the GPS source displayed on PFD 1.

When GPSS is selected on the PFD, GPSS turn commands are converted into a heading error signal to the autopilot. When the autopilot is operated in HDG mode, the autopilot will fly the turn commands from the GPS navigator selected on PFD 1.

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

4.6.5 Roll Steering capable autopilots

If the autopilot is already designed to receive Roll Steering information, the data is transmitted via a digital communications bus from the G500 to the autopilot. The G500 receives this data from the GPS. In dual GPS installations, the G500 sends Roll Steering information for the GPS which is currently selected for use via the PFD 1-2 button.

4.6.6 Selected Altitude Bug Coupling

When installed appropriately, certain autopilots may be coupled to the PFD selected altitude bug for altitude preselect and capture. Except as described in this section, refer to the autopilot AFMS and/or Pilot's Guide for autopilot system operation.

4.6.6.1 S-Tec Autopilots

To preselect and capture a selected altitude:

1. Select the desired altitude with the PFD selected altitude bug.
2. Press/hold VS then press ALT on the autopilot programmer computer to arm altitude hold mode.

4.6.6.2 Collins Autopilots

To preselect and capture a selected altitude:

1. Select the desired altitude with the PFD selected altitude bug.
2. Select ALT SEL mode on the autopilot flight control panel.

CAUTION

Changing the selected altitude bug while ALT SEL mode is selected may result in autopilot mode changes. Verify the autopilot mode after changing the selected altitude.

4.6.6.3 Bendix/King Autopilots

To preselect and capture a selected altitude:

1. Select the desired altitude with the PFD selected altitude bug.
2. Press and hold the ALT button on the PFD to arm or disarm the selected altitude.

NOTE

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

NOTE

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

CAUTION

Changing the selected altitude bug while ALT mode is engaged will result in cancellation of ALT mode. Verify the autopilot mode after changing the selected altitude.

4.6.7 Vertical Speed Bug Coupling

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

4.6.7.1 S-Tec Autopilots

To select and maintain a vertical speed:

1. Select the desired vertical speed with the PFD vertical speed bug.
2. Press VS on the autopilot programmer computer to engage vertical speed mode.

NOTE

The selected vertical speed will automatically be reduced towards zero when approaching the selected altitude bug. AUTO will appear in the vertical speed PFD knob mode indicator when vertical speed is being reduced automatically. Manually changing the selected vertical speed while AUTO is displayed will cancel automatic vertical speed reduction.

4.6.7.2 Bendix/King Autopilots

To select and maintain a vertical speed:

1. Select the desired vertical speed with the PFD vertical speed bug.
2. Press and hold the VS button on the PFD to engage or disengage vertical speed mode.

NOTE

When vertical speed mode is engaged, VS is displayed in green text in the upper right corner of the PFD.

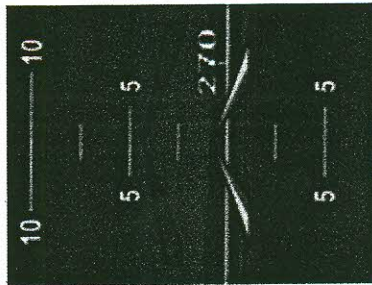
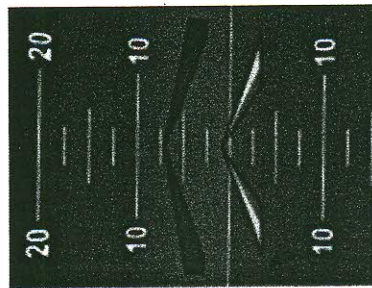
While VS mode is engaged, the vertical speed bug may be changed by:

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

4.6.8 Flight Director Display

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

The G500 system limits the distance the flight director pitch commands may deviate from the aircraft attitude icon. In the event that the pitch command provided by the autopilot flight director is greater than the distance allowed by the G500, the command bars will be displayed at the maximum distance allowed by the G500. As the aircraft pitch changes to satisfy the command bars, the bars will continue to be displayed at the maximum distance from the aircraft attitude icon until the aircraft pitch deviation is within the command display limit. In both examples below, the flight director is commanding approximately 7 degrees pitch up. With SVT turned off, the 7 degree pitch up command is displayed with the command bar at 7 degrees pitch up. With SVT turned on, the G500 limits the command bar shown as 4.5 degrees pitch up, which is the maximum deviation that can be displayed. The G500 system will hold the command bars at the same distance from the aircraft icon until the aircraft pitch attitude is within 4.5 degrees of the command.



4.6.9 GAD 43 Operation

The GAD 43 Adapter provides attitude, heading, and barometric correction information from the G500 System to the autopilot. The GAD 43 can also be configured to provide synchro heading output to other systems and its attitude output can be used for RADAR stabilization. The GAD 43 has the ability to disconnect the autopilot if an error in the GAD 43 output or GRS 77 is detected. This disconnect mechanism must be tested prior to each flight in the following manner:

1. Upon G500 startup, an AP TEST soft key will be available on the G500 PFD side of the G500 display.
2. Engage the AP while on the ground.
3. Press the AP TEST soft key and verify that the autopilot disconnects.

CAUTION

Do not use the autopilot if the AP TEST key fails to disengage the autopilot normally.

NOTE

Pressing and holding the AP TEST key for longer than 1 second will prevent the test from running and the AP TEST key will remain displayed.

4.6.10 Dual G500 Autopilot Interface

If the installation has dual G500 PFD/MFD systems installed, control of navigation course, heading, or altitude data affecting the autopilot from the cockpit side can only be made if the systems are synchronized with each other. Refer to the Garmin G500 Cockpit Reference Guide for additional information.

Section 5. PERFORMANCE

No change.

Section 6. WEIGHT AND BALANCE

See current weight and balance data.

Section 7. SYSTEM DESCRIPTIONS

See Garmin G500 PFD/MFD System Cockpit Reference Guide P/N 190-01102-03 for basic operational aspects of the system. For a complete detailed explanation of all the G500's capabilities see the G500 Pilot's Guide P/N 190-01102-02.