

# MU-2B Checklist Changes Required for the Installation of a Garmin G600 PFD/MFD System

The following describe a list of changes to the MU-2B approved checklist that must be accomplished by the installer during the installation of a Garmin G600 PFD/MFD system under STC #SA02153LA-D. These changes have been accepted by the Kansas City Aircraft Evaluation Group in accordance with SFAR 108.

## 1) Emergency Abbreviated Checklist

Add a page to the existing checklist at the beginning of the Emergency Abbreviated section that states the following:

<b>G600 Emergency Abbreviated Checklist</b> STC #SA02153LA-D	
<b>TAWS WARNING (Red annunciator and aural “PULL UP”) [if installed]</b>	
Autopilot .....	DISCONNECT
Aircraft Controls .....	INITIATE MAXIMUM POWER CLIMB
Airspeed .....	BEST ANGLE OF CLIMB SPEED
After warning ceases:	
Power .....	MAXIMUM CONTINUOUS
Altitude .....	CLIMB AND MAINTAIN SAFE ALTITUDE
Advise ATC of Altitude Deviation, if appropriate.	

For the “INVERTER FAIL ANNUNCIATOR CYCLES ON/OFF” procedure:

Delete the procedure “Alternative Flight Instruments – USE” by drawing a line through the text with permanent marker. Write “**STC #SA02153LA-D**” next to the deleted text.

For the “INVERTER FAIL ANNUNCIATOR ILLUMINATED” procedure:

Delete the procedure “Alternative Flight Instruments – USE” by drawing a line through the text with permanent marker. Write “**STC #SA02153LA-D**” next to the deleted text.

## 2) Emergency Expanded Checklist

No changes required.

**3) Abnormal Abbreviated Checklist**

Add a page to the existing checklist at the beginning of the Abnormal Abbreviated section that states the following:

<p style="text-align: center;"><b>G600 Abnormal Abbreviated Checklist</b> STC #SA02153LA-D</p> <p><b>Loss of Electrical Power to G600 System</b> For installations with a Mid Continent Electric Standby Attitude Instrument: “STBY PWR” on Standby Attitude Instrument.....PRESS</p> <p><b>ATTITUDE FAILURE (Attitude Red X, ATTITUDE FAIL annunciation)</b> Attitude Source ..... Use Standby Attitude Instrument and Magnetic Compass Seek VFR Conditions or land as soon as practical</p> <p><b>AIRSPEED FAILURE (Airspeed Red X, AIRSPEED FAIL annunciation)</b> Airspeed Source ..... Use Standby Airspeed Instrument Seek VFR Conditions or land as soon as practical</p> <p><b>ALTITUDE FAILURE (Altitude Red X, ALTITUDE FAIL annunciation)</b> Altitude Source ..... Use Standby Altimeter Seek VFR Conditions or land as soon as practical</p> <p><b>HEADING FAILURE (Heading Red X)</b> Heading Source ..... Use GPS Ground Track or Magnetic Compass</p> <p><b>GPS POSITION FAILURE (NO GPS POSITION annunciation)</b> Navigation Source Selection..... If dual GPS, press the G600 “1-2” softkey</p> <p><b>TAWS CAUTION (Terrain/Obstacle Ahead, Sink Rate, Don’t Sink) [if installed]</b> When a TAWS CAUTION occurs, take corrective action until the alert ceases. Stop descending or initiate either a climb or a turn, or both as necessary based on analysis of all available instruments and information.</p>
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**4) Abnormal and Normal Expanded Checklist**

Add a page to the existing checklist at the beginning of the Abnormal Expanded section that states the following:

<p>For Garmin G600 PFD/MFD System Abnormal and Normal Expanded procedures, see the Airplane Flight Manual Supplement for the Garmin G600 System and Garmin G600 Cockpit Reference Guide.</p>
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**5) Normal Abbreviated Checklist**  
No changes required.