

FAA APPROVED
AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for
GARMIN GMX 200 SYSTEM INSTALLATION
as installed in


Make and Model Airplane

Reg. No. _____ S/N _____

This document serves as an Airplane Flight Manual Supplement or as a Supplemental Airplane Flight Manual when the aircraft is equipped with the Garmin GMX 200 unit. This document must be carried in the airplane at all times when the Garmin GMX 200 is installed in accordance with STC# SA01692SE.

The information contained herein supplements or supersedes the information made available to the operator by the manufacturer in the form of clearly stated placards, markings, or manuals or in the form of an FAA approved Airplane Flight Manual, only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the basic placards, markings, or manuals or the basic FAA approved Airplane Flight Manual.

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Manager, Aircraft Certification Office
Federal Aviation Administration
Seattle, Washington

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AFMS for GMX 200 Multi-Function Display
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Table of Contents

SECTION	PAGE
Section 1. GENERAL	4
1.1 Garmin GMX 200 MFD	4
Section 2. LIMITATIONS	5
2.1 Operation	5
2.2 Pilot's Guide	5
2.3 System Software:	5
2.4 Magnetic Variation	5
2.5 Power on Self Test (POST)	6
2.6 ADS-B Broadcast Mode Control	6
2.7 Weather Radar Control	6
Section 3. EMERGENCY PROCEDURES	7
3.1 Emergency Procedures	7
3.2 Abnormal Procedures	7
Section 4. NORMAL PROCEDURES	7
Section 5. PERFORMANCE	8
Section 6. WEIGHT AND BALANCE	8
Section 7. SYSTEM DESCRIPTIONS	8

Section 1. GENERAL

1.1 Garmin GMX 200 MFD

The GMX 200 Multi-Function Display (MFD) is a General Aviation in-cockpit display designed to provide the pilot with a wide variety of situational awareness related information. The display is capable of displaying Traffic, Moving Map, Terrain Awareness information VFR/IFR charting functions, and FIS uplinked weather. Basic information displayed includes airports, navigational aids, terrain, current flight plan and more.

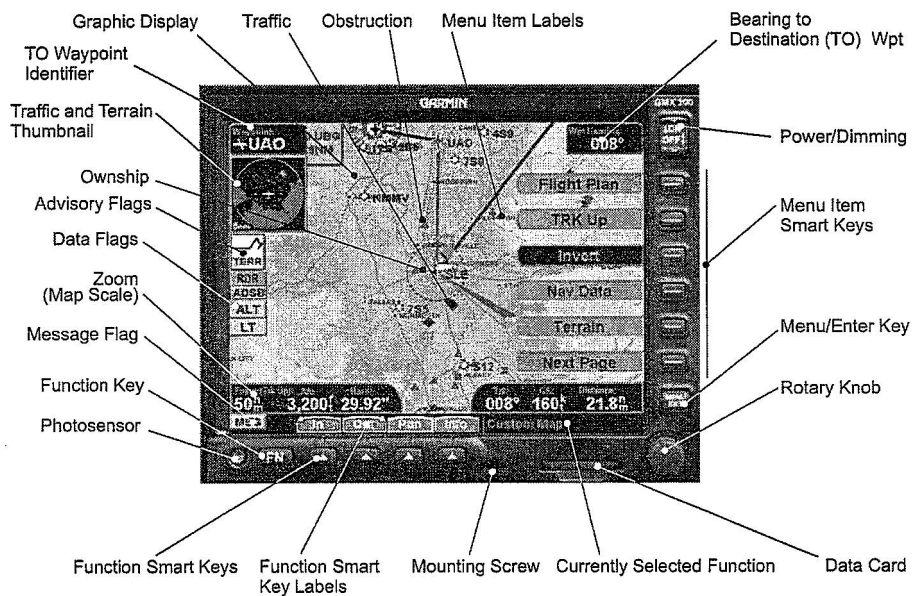


Figure 1 - GMX 200 Control and Display Layout

Section 2. LIMITATIONS

2.1 Operation

GMX 200 **moving map display use is limited to situational awareness.** The GMX 200 integrates with separately approved navigation sensor installations.

If the GMX 200 has no heading information, when winds aloft are significant, the traffic presentation may be offset by any wind correction angle.

Adherence to limitations in AFM supplements for interfaced systems is mandatory.

2.2 Pilot's Guide

The GARMIN GMX 200 Pilot's Guide, part number and revision listed below (or later FAA approved revision), must be immediately available for the flight crew.

- Pilot's Guide P/N 190-00607-02 Rev. A.

2.3 System Software:

The system must utilize a software version listed below (or later FAA approved versions). The software version can be displayed in the system mode on the GMX 200 display under the INFO smart key. Software versions support different functions; check the GMX 200 Pilot's Guide for more information.

Table 1 - Approved Software Versions

Software Item	Approved Software Version (or later FAA approved versions)	
	SW version	As displayed on unit
Airborne SW	2.12	2.12

2.4 Magnetic Variation

The automatic magnetic variation (MagVar) correction is not available in the GMX 200 above 73° North or below 73° South latitude. All bearing and track information is computed and displayed relative to true north in these polar regions.

2.5 Power on Self Test (POST)

The GMX 200 performs a self test when power is applied. The pilot is responsible for verifying all tests pass. If any of the GMX 200 tests fail, power off the GMX 200.

2.6 ADS-B Broadcast Mode Control

If the GMX 200 is configured to control a GDL 90 UAT Datalink Sensor:

- The GDL 90 does not replace any required equipment.
- The GDL 90 UAT datalink is approved for Air Traffic Control (ATC) ADS-B Surveillance Services in the United States. For areas where ATC Surveillance Services are provided, the UAT equipment shall broadcast aircraft position, velocity, barometric altitude information, flight identification and/or a 4096 squawk code.
- When directed by ATC to turn "off" the ADS-B transmission, pilots should use the GMX 200 ADS-B broadcast mode control function to stop ADS-B transmissions while airborne or on the surface. (Press FN, then TRAF, then MENU, then "Next Page" as necessary to display "Tx Alt" or "Tx Alt Off" on the top button label. Press the top button until "Standby" is displayed.)

UAT datalink is also used to receive Traffic Information Services-Broadcast (TIS-B) and Flight Information Services-Broadcast (FIS-B) information.

Not all areas of the United States have the capability to provide ATC services or TIS-B/FIS-B information on the UAT datalink. Refer to Notice to Airman for areas of coverage and operational applications, found on the FAA website: www.flvadsb.com.

2.7 Weather Radar Control

RADAR is broadcasting energy when a green "RDR" flag (solid or flashing) is displayed on the GMX 200. If the GMX 200 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 RADAR USER MANUAL**

2.7.1 Electronic Flight Bag Functions

The GMX200 has been evaluated as an Electronic Flight Bag device (EFB) as a Class 3 Type B device limited to the display of following types of electronic charts: area, approach and airport surface maps. **No other functions displayed on the GMX200 are approved for use as an EFB.** Additional approvals may be required to utilize the GMX200 EFB chart functions, see AC 120-76A for applicability.

Section 3. EMERGENCY PROCEDURES

3.1 Emergency Procedures

No change.

3.2 Abnormal Procedures

No change.

Section 4. NORMAL PROCEDURES

The normal operating procedures for the GMX 200 are described in the Pilot's Guide listed in the Section 2.1. The pilot shall review and clear all messages after power up.

CAUTION

It is recommended to view all functions in the Track-UP mode to avoid disorientation when transferring to the Traffic page.

Since the GMX 200 is limited to situational awareness, annunciations are only advisory in nature. No maneuvers are authorized by the GMX 200. The GMX 200 may display red or yellow annunciations:

- Red PULL UP or yellow TERR – The pilot should follow the guidance provided by the primary TAWS system installed.
- Yellow TRAFFIC ALERT – Visually acquire traffic and maintain proper separation.
- Yellow ADSB – The pilot should be aware that the aircraft ADS-B system is not broadcasting own ship data.
- Other yellow annunciators indicate a failure of that function – The pilot should recognize the loss of that data.

The pilot's guide contains a complete list of annunciations and their meanings.

Section 5. PERFORMANCE

No change.

Section 6. WEIGHT AND BALANCE

See current weight and balance data.

Section 7. SYSTEM DESCRIPTIONS

See Garmin GMX 200 Pilot's Guide for a complete description of the GMX 200 system.