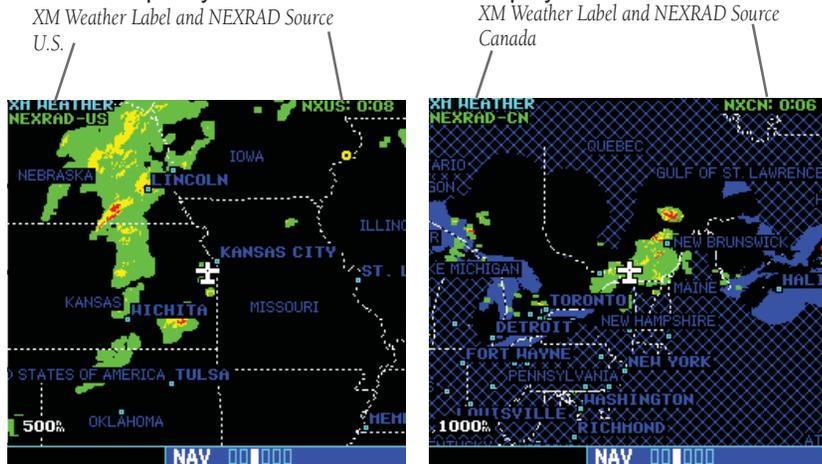


## 400W/500W Series Optional Displays Pilot's Guide Addendum

### Canadian NEXRAD Coverage Added

SW Version 3.30 adds the ability to display Canadian NEXRAD on the moving map pages and the XM Weather page. The display has been modified to specify whether the NEXRAD displayed is U.S. or Canadian.



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190-00356-34 Rev B

  
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## GNS 400W/500W Series SW v3.30 Upgrade Supplement

This supplement provides information regarding new features of software version 3.30 for 400W/500W Series units.

The Pilot's Guide and Garmin Displays Addendum have been revised for SW v3.30. The following Pilot's Guides revisions are required with SW v3.30, per the AFMS:

- GNS 400W/500W Series Pilot's Guide & Reference, (Garmin P/N 190-00356-00 or 190-00357-00, respectively) Rev E or later
- GNS 400W/500W Series Garmin Optional Displays Addendum (Garmin P/N 190-00356-30) Rev F or later
- GNS 400W/500W Series Display Interfaces Addendum, (Garmin P/N 190-00356-31) Rev B or later

**Note:** The combination of the following documents is equivalent to the required Pilot's Guide revisions listed above:

- GNS 400W/500W Series SW v3.30 Upgrade Supplement (Garmin P/N 190-0356-34)
- GNS 400W/500W Series SW v3.20 Upgrade Supplement (Garmin P/N 190-0356-33)
- GNS 400W/500W Series SW v3.00 Upgrade Supplement (Garmin P/N 190-0356-32)
- GNS 400W/500W Series Pilot's Guide & Reference (any Revision)
- GNS 400W/500W Series Garmin Optional Displays Addendum (any Revision)
- GNS 400W/500W Series Display Interfaces Addendum (any Revision)

### 400W & 500W Series Pilot's Guides & References

#### User Selectable Magnetic Variation

Version 3.30 software adds the feature of allowing the pilot to manually set the Magnetic Variation in addition to automatic selection. The ability to select automatic magnetic variation is unchanged.

#### Setup –

1. In the AUX Page Group from the Setup 1 Page, select "Units/Position" on the 500W or "Units/Mag Var" on the 400W.
2. The flashing cursor will highlight the Heading field. Turn the **small right** knob to the desired Heading type (Magnetic, True, or User).

- If User Heading is selected, the flashing cursor will highlight the Heading field. Turn the **small right** knob to the desired heading.
- Press **ENT** when finished.

**WAAS LP Approach Type Added** –The WAAS LP Approach type and annunciation description has been added. LP approach capability is available for units with SW Version 3.30, or later.

Annunciation	Description
LP	LP indicates Localizer Performance with no vertical guidance.

### Flying the LP Approach

An LP approach is flown the same as an LPV approach, except that vertical guidance is not provided. Angular scaling is similar to a localizer approach. Most LP approaches have step down altitudes associated with them.

- Within 30 nautical miles of the destination, the 500W-series unit switches from en route mode to terminal mode and the CDI scale transitions from 2.0 to 1.0 nautical miles, full scale deflection.
- As you approach the IAF, a turn direction message appears on the bottom of the screen.
- As the distance (DIST) to the IAF approaches zero, the message is replaced by a time to turn advisory that counts down 10 seconds prior to the turn.
- As you approach the FAF, the 500W-series unit will begin to automatically rescale in an angular fashion. This will allow the LP approach to be flown in the same fashion as a standard localizer approach. At 2.0 nautical miles from the FAF, CDI scaling is tightened from up to either 2° or 0.3 nautical miles, full scale deflection, whichever is smaller.
- Sixty seconds prior to reaching the FAF, the 500W-series unit will check the required Horizontal Alarm Limit (HAL) to ensure the GPS position integrity is within limits to complete the LP non-precision approach. In the event the HAL limits are exceeded, the approach will be downgraded, when available, indicated by "LNAV" on the moving map, otherwise the approach will be aborted. A message will note that the approach is downgraded and the NAV indicator will be flagged. You may continue the approach using LNAV non-precision minimums if there are LNAV minimums for this approach. In the rare event the GPS

HAL limits cannot meet non-precision limits, the 500W-series unit will notify the pilot with a message to abort the approach. The 500W-series unit will revert to terminal limits of 1.0 NM to support navigation to the missed approach.

- As you cross the FAF, the destination sequences to the MAP. With the needle on the external CDI (or HSI) centered, fly toward the MAP, observing the altitude minimums dictated by the approach plate.
- When viewing the Map Page, you'll note that the final course segment is displayed in magenta (the active leg of the flight plan always appears in magenta).
- As you approach the MAP, a waypoint message ("Arriving at Waypoint") appears on the bottom of the screen.
- At the MAP initiate the missed approach, if necessary. Once the 500W-series unit crosses the MAP sequencing will be suspended. Prepare the aircraft for missed approach operation. Press the **OBS** key to sequence to the Missed Approach procedure.



**NOTE:** For missed approaches with heading legs, fly manually until the first active course leg is reached, as described in earlier sections.

- Fly the guidance provided by the 500W-series unit to the MAHP and hold.

**CTAF Type Annunciation Added** –The annunciation with a symbol for the CTAF type has been added to the WPT Airport Frequency page.

