M2/CJ3+ Avionics Breakout
• Garmin’s G3/5000 TOLD function is currently using the published Takeoff Run Available (TORA) to determine if the runway is long enough to support an aborted takeoff.

• A very small percentage of runways worldwide have an Accelerate and Stop Distance Available (ASDA) that is shorter than the TORA.

• For runways with an ASDA shorter than TORA, the TOLD calculation may incorrectly indicate that the runway provides an ASDA long enough for a worst case rejected takeoff.

• October 2019 DB Cycle will correct this issue.
GWX 70 Weather Radar Troubleshooting Guide

• Textron Aviation customers have reported various issues with the GWX 70 weather radar.

• Document is intended to provide explanations and additional troubleshooting advice for the following scenarios:
  • Radar Greyed Out Buttons
  • Radar Noise
  • Radar Spoking
  • Radar Paint

• Document is published the Textron Customer Portal.
• Recent requests from Textron Aviation customers to provide official letter/documentation relating Change 7.1 compliance.

• Garmin’s GTS 8000 product has carried TSO-C119c (Change 7.1 definition) from product inception.

• Garmin requests clarification from users on the basis for the request and/or the originating request from the governing agency.
Fort Lauderdale Six Departure Update

• CJP Forum feedback was used to establish the Fort Lauderdale Six departure is not coded in the Jeppesen Navigation Database.

• Upon further investigation into this specific scenario, it was determined that the FLL6 departure is coded in the Garmin Navigation Database, and is included as a published departure procedure from FXE.

• Different interpretations of ARINC 424 lead to the difference. FAA was notified and agreed to redesign departure.

• **Update:** Fort Lauderdale Seven departure is under development with an anticipated publish date of Jan. 30, 2020.
Garmin’s FAA DataCom Service

DCL (Departure Clearance) Similar to PDC but message delivered directly to avionics by a CPDLC message.

- 62 US towers are equipped with DCL capability.
- Parts of the clearance can be encoded by ATC to allow the clearance to be imported into FMS.

Figure 2 - DCL Example
Garmin’s FAA DataCom Service

En Route – Communications between center controllers and aircrew done by CPDLC.

• Allows for textual requests/clearances to be issued. Serves as a compliment to traditional voice communications.

• Various types of clearances (e.g. speed, position, route, squawk code, level) can be encoded in a manner that allows the message to be imported into various parts of the GIFD such as FMS, AFCS, radio, XPDR.

Figure 3 - En Route Message Examples
Garmin’s FAA DataCom Service

How is Garmin different?

• **NO ACARS SUBSCRIPTION REQUIRED**
  • Garmin has partnered with SITA to provide access to the domestic CPDLC network.
  • Garmin is bundling DCL/PDC service via FltPlan.com for $499/yr. with no data or access limitations. Also includes PDC service where DCL not available.
  • Requires GDR 66 VDL Mode 2 radio and FAA Datacom Enablement
    • Note – Aircraft with Link 2000+ are equipped with the required hardware but will require the software enablement.
FAQs from CJP 2019

Transition to Approach
• Available in SysRel 4.8 and Later
FAQs from CJP 2019

Fly-Over vs. Fly-By Waypoint
• Available in SysRel 4.5 and Later

Enabling/disabling a fly over waypoint:
1) From MFD Home, touch Flight Plan.
2) Touch a waypoint button to display the Waypoint Options Window.
3) Touch the Fly Over Waypoint Button to enable/disable the waypoint as a fly over waypoint.
Questions?