



WARNING

Do not use terrain avoidance displays as the sole source of information for maintaining separation from terrain and obstacles. Garmin obtains terrain and obstacle data from third party sources and cannot independently verify the accuracy of the information.



WARNING

Do not rely solely upon Terrain Proximity data for terrain avoidance. Terrain Proximity is not a certified terrain awareness system. It is an aid to situational awareness only. Using Terrain Proximity data does not under any circumstances or conditions relieve the pilot's responsibility to see and avoid terrain or obstacles.



WARNING

Do not use TAWS information for primary terrain or obstacle avoidance. TAWS is intended only to enhance situational awareness.



WARNING

Always refer to current aeronautical charts and NOTAMs for verification of displayed aeronautical information. Displayed aeronautical data may not incorporate the latest NOTAM information.



WARNING

Never use GPS altitude for vertical navigation, traffic avoidance, or compliance with any air traffic control clearance. The altitude calculated by GPS receivers is geometric height above Mean Sea Level and may vary significantly from the altitude displayed on the primary barometric altimeter. The barometric altimeter must be used to comply with all air traffic control clearances.



WARNING

Never use expired databases. Update databases regularly to ensure currency. Use out of date database information at your own risk.



WARNING

Never use basemap information (land and water data) as the sole means of navigation. Basemap data is intended only to supplement other approved navigation data sources and should be considered only an aid to enhance situational awareness.



WARNING

Do not rely solely upon the display of traffic information to accurately depict all of the traffic within range of the aircraft. Due to lack of equipment, poor signal reception, and/or inaccurate information from aircraft or ground stations, traffic may be present that is not represented on the display.



WARNING

Do not rely solely upon the display of traffic information for collision avoidance maneuvering. The traffic display does not provide collision avoidance resolution advisories and does not under any circumstances or conditions relieve the pilot's responsibility to see and avoid other aircraft.



WARNING

Never use datalink weather information for maneuvering in, near, or around areas of hazardous weather. Information contained within datalink weather products may not accurately depict current weather conditions.



WARNING

Never use datalink weather information for entering a thunderstorm. Per the FAA's Aeronautical Information Manual (AIM) and AC 00-24C: "avoid by at least 20 miles any thunderstorm identified as severe or giving an intense radar echo."



WARNING

Do not use the indicated datalink weather product age to determine the age of the weather information shown by the datalink weather product. Due to time delays inherent in gathering and processing weather data for datalink transmission, the weather information shown by the datalink weather product may be older than the indicated weather product age.



WARNING

Do not rely solely upon Datalink services to provide TFR information. Always confirm TFR information through official sources such as flight service stations or air traffic control.

**WARNING**

Do not rely on information from a lightning detection system display as the sole basis for hazardous weather avoidance. Range limitations and interference may cause the system to display inaccurate or incomplete information. Refer to documentation from the lightning detection system manufacturer for detailed information about the system.

**WARNING**

Always refer to current aeronautical charts for appropriate minimum clearance altitudes. The displayed MSAs are only advisory in nature and should not be relied upon as the sole source of obstacle and terrain avoidance information.

**WARNING**

Do not use GPS to navigate to any active waypoint identified as a "NON WGS84 WPT" by a system message. "NON WGS84 WPT" waypoints are derived from an unknown map reference datum that may be incompatible with the map reference datum used by GPS (known as WGS84) and may be positioned in error as displayed.

**WARNING**

Do not learn operational procedures for this product in the air. For safety reasons, thoroughly practice basic operation of this product on the ground before use during flight.

**WARNING**

Review and understand all aspects of this pilot's guide. Doing so reduces the risk of unsafe operation.

**WARNING**

Always resolve any discrepancies between the display and other navigation sources when they occur. During flight operations, compare display indications to information from other NAVAIDs, visual sightings, charts, and other available sources before continuing navigation.



CAUTION

Do not clean display surfaces with abrasive cloths or cleaners containing ammonia. They will harm the anti-reflective coating. Use a clean, lint-free cloth and anti-reflective lens cleaner.



CAUTION

Ensure that any unit repairs are made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and affect the airworthiness of the aircraft.



NOTE

The unit may not respond to touch commands if condensation or moisture accumulate on the touchscreen.



NOTE

The COM application supports channel tuning for both 8.33 kHz and 25 kHz channels within radio-frequency range. If flying in a region where 8.33 kHz channel spacing is available, set the COM radio to 8.33 kHz to prevent the loss of any stored or recently used frequencies.



NOTE

The COM transceiver antenna(s) of the equipment mount along the fuselage and are accessible only to aircraft maintenance personnel.



NOTE

All visual depictions contained within this document, including screen images of the system panel and displays, are subject to change and may not reflect the most current system software and aviation databases. Depictions of equipment may differ slightly from the actual equipment. Feature depictions may differ from actual unit features depending on configuration.



NOTE

The United States government operates the Global Positioning System and is solely responsible for its accuracy and maintenance. The GPS system is subject to changes which could affect the accuracy and performance of all GPS equipment. Portions of the system utilize GPS as a precision electronic NAVAID. Therefore, as with all NAVAIDS, information presented by the system can be misused or misinterpreted and, therefore, become unsafe.



NOTE

This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



NOTE

Interference from GPS repeaters operating inside nearby hangars can cause an intermittent loss of attitude and heading displays while the aircraft is on the ground. Moving the aircraft more than 100 yards away from the source of the interference should alleviate the condition.



NOTE

Use of polarized eye wear may cause the flight displays to appear dim or blank.



NOTE

This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our website at www.garmin.com/prop65.



NOTE

Canadian installations: In accordance with Canadian Radio Specifications Standard 102 (RSS 102), RF field strength exposure to persons from an antenna connected to this device should be limited to 60 V/m for controlled environment and 28 V/m for uncontrolled environment.



NOTE

Do not use SafeTaxi or ChartView as the basis for ground maneuvering. These functions do not comply with the requirements of AC 120-76C and are not qualified for use as an airport moving map display. They should be used for orientation purposes only.



NOTE

The FAA has asked Garmin to remind pilots who fly with Garmin database-dependent avionics of the following:

- It is the pilot's responsibility to remain familiar with all FAA regulatory and advisory guidance and information related to the use of databases in the National Airspace System.
- Garmin equipment will only recognize and use databases that are obtained from Garmin or Jeppesen. Databases obtained from Garmin or Jeppesen that have a Type 2 LOA from the FAA are assured compliance with all data quality requirements (DQRs). A copy of the Type 2 LOA is available for each applicable database and can be viewed at flyGarmin.com by selecting "Aviation Database Declarations."
- Use of a current Garmin or Jeppesen database in your Garmin equipment is required for compliance with established FAA regulatory guidance, but does not constitute authorization to fly any and all terminal procedures that may be presented by the system. It is the pilot's responsibility to operate in accordance with established AFM(S) and regulatory guidance or limitations as applicable to the pilot, the aircraft, and installed equipment.



NOTE

The pilot/operator must review and be familiar with Garmin's database exclusions list, as discussed in SAIB CE-14-04, to determine what data may be incomplete. Visit flyGarmin.com and select "Database Exclusions List."



NOTE

The pilot/operator must have access to Garmin and Jeppesen database alerts and consider their impact on the intended aircraft operation. To view these alerts, visit flyGarmin.com and select "Aviation Database Alerts."



NOTE

Contact Garmin Product Support if you want or need to adjust the database.



NOTE

Garmin requests the flight crew report any observed discrepancies related to database information. These discrepancies could come in the form of an incorrect procedure; incorrectly identified terrain, obstacles and fixes; or any other displayed item used for navigation or communication in the air or on the ground. Visit flyGarmin.com and select "Aviation Data Error Report."



NOTE

Information obtained solely through FIS-B does not replace a thorough preflight briefing. NOTAMs received via FIS-B uplink may not be a complete listing. Active NOTAMs are removed from the FIS-B data stream 30 days after issuance. FIS-B uplink is not an FAA approved source for NOTAMs.



NOTE

When using Stormscope, there are several atmospheric phenomena in addition to nearby thunderstorms that can cause isolated discharge points in the strike display mode. However, clusters of two or more discharge points in the strike display mode do indicate thunderstorm activity if these points reappear after the screen has been cleared.



NOTE

This navigation unit has a very high degree of functional integrity. However, the pilot must realize that providing monitoring and/or self-test capability for all conceivable system failures is not practical. Although unlikely, it may be possible for erroneous operation to occur without fault indication. It is the responsibility of the pilot to detect such occurrences by cross-checking with all redundant or correlated information available in the cockpit.