

Garmin Ltd. or its subsidiaries
c/o Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

GPS 400, GNC 420/420A, GNS 430/430A AFMS / SAFM
(Airplane Flight Manual Supplement / Supplemental Airplane Flight Manual)
Terrain Addendum

The GPS 400, GNC 420/420A, GNS 430/430A AFMS / SAFM (Airplane Flight Manual Supplement / Supplemental Airplane Flight Manual) Terrain Addendum contains the limitations for the GARMIN GPS 400, GNC 420/420A, or GNS 430/430A units when installed in accordance with STC SA00800WI-D (GPS 400), SA00801WI-D (GNC 420/420A), SA00705WI-D (GNS 430/430A), or follow-on field approved installations.

Insert this addendum into the Limitations section of the existing AFMS / SAFM for the Garmin GPS 400, GNC 420/420A, or GNS 430/430A. The combination of the existing document and the inserted addendum serves as the FAA Approved AFMS / SAFM for the Garmin GPS 400, GNC 420/420A, or GNS 430/430A with Terrain.

FAA APPROVED



DAS Administrator
DAS-240087-CE
GARMIN INTERNATIONAL
1200 E. 151ST ST, OLATHE
KANSAS, 66062

Date: 10/17/2007

Garmin Ltd. or its subsidiaries
c/o Garmin International, Inc.
1200 E. 151st Street
Olathe, Kansas 66062 U.S.A.

GPS 400, GNC 420/420A, GNS 430/430A AFMS / SAFM
(Airplane Flight Manual Supplement / Supplemental Airplane Flight Manual)
Terrain Addendum

LIMITATIONS

1. The GPS 400, GNC 420/420A, or GNS 430/430A upgraded to include Terrain must utilize Main Sub-System Version 5.03 or later FAA approved software version. The Main software version is displayed on the self test page immediately after turn-on for 5 seconds.
2. Navigation must not be predicated upon the use of the TERRAIN display.

NOTE: The terrain display is intended to serve as a situational awareness tool only and does not provide TAWS capability. It does not provide either the accuracy or fidelity, or both, on which to solely base decisions and plan maneuvers to avoid terrain or obstacles.

3. To avoid giving unwanted alerts, TERRAIN should be inhibited when landing at an airport that is not included in the airport database.
4. Pilots are NOT authorized to deviate from their current ATC clearance to comply with terrain/obstacle alerts from a TERRAIN unit except as allowed by 14 CFR Part 91.3(b). TERRAIN unit alerts are advisory only and are not equivalent to warnings provided by a TAWS unit.
5. The TERRAIN databases have an area of coverage as detailed below:
 - (a) The Worldwide Terrain Database has an area of coverage from North 75° Latitude to South 60° Latitude in all longitudes.
 - (b) The US Airport Terrain Database has an area of coverage that includes the United States. The North American Airport Terrain Database has an area of coverage that includes the United States and portions of Canada, Mexico, and Latin America. The Worldwide Airport Terrain Database has an area of coverage that includes airports from North 75° Latitude to South 60° Latitude in all longitudes.
 - (c) The US/Europe Obstacle Database has an area of coverage that includes the United States and Europe.

NOTE: The area of coverage may be modified, as additional terrain data sources become available.