GTN 725/750 SOFTWARE v6.60
PILOT'S GUIDE UPGRADE SUPPLEMENT

This supplement contains the pages revised in the GTN 725/750 Pilot's Guide, P/N 190-01007-03, Rev. R, regarding the new features of software v6.60. Change bars are placed adjacent to the revised information as described in the revision summary table.

This supplement, in combination with the GTN 725/750 Pilot's Guide, P/N 190-01007-03, Rev. Q is equivalent to the GTN 725/750 Pilot's Guide, P/N 190-01007-03, Rev. R.

Current documents are available at flyGarmin.com.

Printed copies may be purchased by contacting Garmin Customer Support.

***NOTE**: Depending on which version of software is installed and how it is configured, the actual features and screen images may differ from what is shown. For more information regarding feature availability for specific software versions refer to the GTN 725/750 Pilot's Guide, P/N 190-01007-03.*

This manual reflects the operation of system software v6.60 or later. Some differences in operation may be observed when comparing the information in this manual to later software versions.

United States radar data provided by NOAA; European radar data collected and provided by Meteo France.

For information regarding the Aviation Limited Warranty, refer to Garmin's website.

For aviation product support, visit flyGarmin.com.

GTN 725/750 Pilot's Guide Revision R, Change Summary

Section	Page	Description
Section 9 – Map		
9.1.2	9-13	Added "Selected ALT Range Arc" to figure 9-13.
9.1.2.1	9-15	Added "Selected ALT Range Arc" to table 9-1.
	9-26	Added "Selected ALT Range Arc" description.
Section 10 – Traffic		
10.6.2	10-26	Changed 9,000 feet to "9,900" feet, two places in paragraph.
Section 12 – Weather		
12.1.1	12-3	Updated figure 12-5, "SiriusXM Weather Menu."
12.1.5	12-8	Rewrote third paragraph for clarity.
	12-9	Updated key icon, figure 12-9, figure 12-10, and added note.
12.1.18	12-26	Added figure 12-41, "Icing Legend."
12.4	12-45	Added information about GWX radars.
		Updated selections for "Mode" in figure 15-29, "Weather Radar Functional Diagram."
12.4.1	12-46	Updated figure 12-61, "Weather Radar Precipitation Scale."
12.4.2	12-47	Updated figure 12-62, "Weather Radar Mode Selection."
12.6	12-73	Updated figure 12-94, "FIS-B Weather Functional Diagram."
12.6.1	12-74	Added information about similarities between weather products and updated figure 12-96, "FIS-B Weather Data Link Menu."
	12-75	Updated figure 12-96, "FIS-B Weather Data Link Menu."
12.6.2	12-75	Updated "FIS-B NEXRAD" section.
12.6.2.2	12-77	Updated callouts in figure 12-99, "FIS-B CONUS & Regional NEXRAD Combined."
12.6.2.3	12-79	Updated figure 12-100, "FIS-B Reception Unavailable."
	12-80	Updated figure 12-101, "NEXRAD Source Selection."
12.6.4	12-82	Added "Cloud Tops" section.
12.6.5	12-83	Updated figure 12-105, "FIS-B Lightning."
12.6.7	12-85	Changed heading to "FIS-B SIGMETS and Textual AIRMETS."
12.6.8	12-86	Added "Graphical AIRMETS" section.
12.6.9	12-88	Added "Center Weather Advisory" section.
12.6.10	12-89	Updated figure 12-115, "Winds Aloft."

Section	Page	Description
12.6.11	12-90	Added "Icing" section.
12.6.12	12-91	Added "Turbulence" section.
12.6.13	12-92	Added "FIS-B PIREPs" section.
Section 16 – System		
16.4.6.3	16-27	Added "GTN-G3X Crossfilling" section.
Section 17 – Messages		
17	17-11	Added two "Flight Plan Import" messages concerning the G3X.

9.1.2 Map Setup

Figure 9-13 Map Setup Functional Diagram

9.1.2.1 Map

The Map option defines the behavior and display of information on the Map page such as: Orientation, North Up Above, Auto Zoom, Nav Range Ring, Topo Scale, Obstacle Range, and Restore Defaults. The default values are shown in **bold** type.

Feature	Selection
Orientation	North Up, **Track Up**, Heading Up
North Up Above	Off, 10 NM, 15 NM, 25 NM, **40 NM**, 50 NM, 75 NM, 100 NM, 150 NM, 250 NM
Visual APPR Selector	Off, 2.5 NM, 4 NM, 5 NM, 7.5 NM, **10 NM**, 15 NM, 25 NM
Auto Zoom	Off, **On**
Auto Zoom Min	250 ft, 400 ft, 500 ft, 750 ft, 1000 ft, 1500 ft, 2500 ft, 0.5 NM, 0.75 NM, 1 NM, **1.5 NM**, 2.5 NM, 4 NM, 5 NM, 7.5 NM, 10 NM, 15 NM, 25 NM, 40 NM, 50 NM, 75 NM, 100 NM, 150 NM, 250 NM, 400 NM
Auto Zoom Max	250 ft, 400 ft, 500 ft, 750 ft, 1000 ft, 1500 ft, 2500 ft, 0.5 NM, 0.75 NM, 1 NM, 1.5 NM, 2.5 NM, 4 NM, 5 NM, 7.5 NM, 10 NM, 15 NM, **25 NM**, 40 NM, 50 NM, 75 NM, 100 NM, 150 NM, 250 NM, 400 NM
Track Vector Length	Off, 30 SEC, **60 SEC**, 2 MIN, 5 MIN, 10 MIN, 20 MIN
Altitude Constraints	Off, Selected Only, **Selected & Active**, All
Nav Range Ring	Off, **On**, Enhanced
Fuel Range Ring	Off, **On**
Fuel Reserve Time	30 Min, **45 Min**, 60 Min, 90 Min
Topo Scale	**Off**, On
Point Obstacle Range	Off, 4 NM, **5 NM**, 7.5 NM, 10 NM, 15 NM
Wire Obstacle Range	Off, 1 NM, **1.5 NM**, 2.5 NM
Chart Color Scheme	**Day**, Night
Selected ALT Range Arc	Off, **On**
Restore Defaults	Returns values to original factory settings

Table 9-1 Map Setup Map Options

Chart Color Scheme

The Chart Color Scheme setting changes the day and night view of the Chart Overlay colors on the Map page.

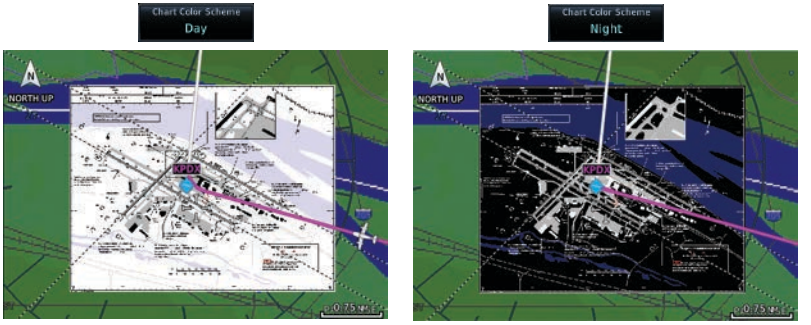


Figure 9-28 Chart Color Scheme Settings

Selected Altitude Range Arc

NOTE: *Requires a Garmin Display Unit (GDU). This feature is available in software v6.60 and later.*

Enabling the Selected ALT Range Arc setting places a cyan arc in front of the aircraft symbol. This arc represents the location at which the aircraft is expected to reach the selected altitude.

Figure 9-29 Selected ALT Range Arc

Restore Defaults

Returns values to the original factory settings.

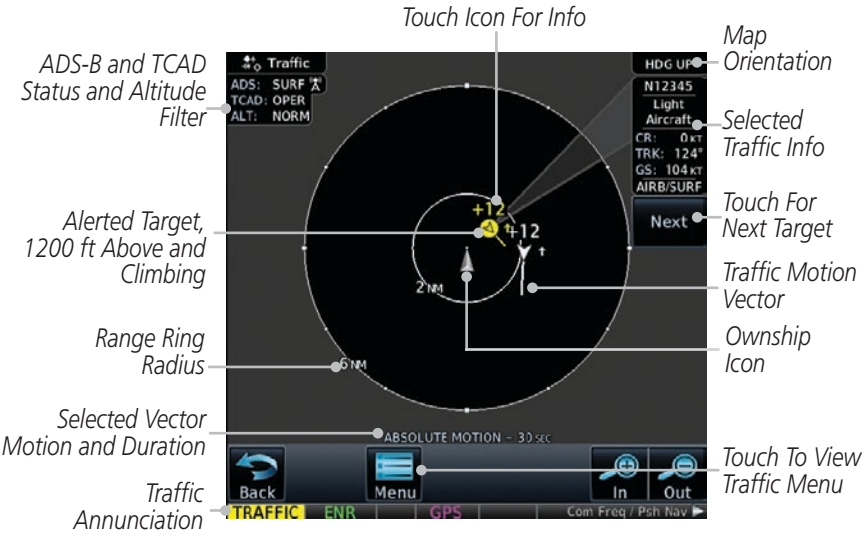


Figure 10-19 Traffic Page for Ryan TCAD with GDL 88

10.6.2 Altitude Mode

The GDL 88 has four altitude display modes: Normal (±2,700 feet, Above (-2,700 feet to +9,900 feet), Below (-9,900 feet to +2,700 feet), and Unrestricted (±9,900 feet). The GDL 88 continues to track up to 30 intruder aircraft within its maximum surveillance range, regardless of the altitude display mode selected.

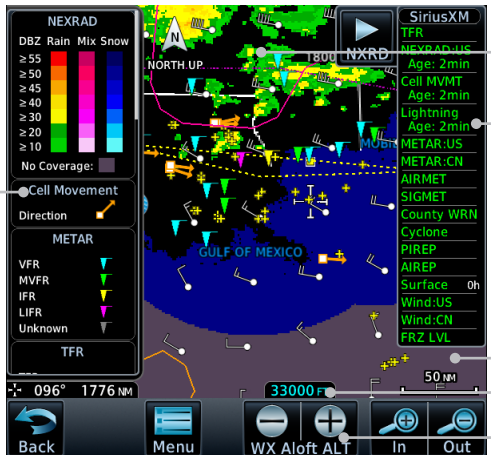
The selected altitude display mode is displayed in the upper left-hand corner of the Traffic page.

The Altitude Filter limits the traffic displayed to the Below, Normal, Above or Unrestricted altitude block as listed in the "Displayed Traffic Range" table. The filter altitudes are relative to ownship altitude. While viewing the Traffic page, touch the **Altitude Filter** key to change the altitude filter value. Select the desired altitude filter by touching the **BELOW**, **NORMAL**, **ABOVE**, or **UNRESTRICTED** keys. The selection is displayed in the Altitude mode field.

12.1.1 Displaying SiriusXM Weather

To display SiriusXM Weather information:

1. Touch the **Weather** key on the Home page and then touch the **SiriusXM** key.



NEXRAD Weather

Age Of Selected Weather Products

Weather Product Legends

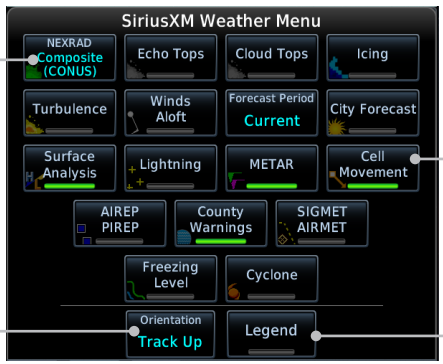
Out Of Coverage Area

Selected Altitude

Touch + or - To Select Altitude

Figure 12-4 SiriusXM Weather Page

2. While viewing the Data Link weather page, touch the **Menu** key to configure the Data Link Weather page.



Touch NEXRAD Key To Select Off, Composite (CONUS), or Base

Touch Keys To Select Weather Product. Green Bar Indicates Selected Product.

Weather Overlay Map Orientation

Touch Legend Key To Display Legend

Figure 12-5 SiriusXM Weather Menu

3. Once you selected what items you want to display, touch **BACK** to return to the Data Link Weather page.

NOTE: *The unit displays valid times on the weather map in lieu of product age indications for SiriusXM Weather Icing Potential, Winds Aloft, and Turbulence weather products.*

NOTE: *The unit displays product age for SiriusXM Weather Freezing Level and Canada Winds Aloft weather products. The product age indication represents the number of minutes that have elapsed since the weather product was provided by SiriusXM Weather. The unit does not display the valid times assigned to the information within these products.*

12.1.5 NEXRAD

WSR-88D, or NEXRAD (NEXt-generation RADar), is a network of 158 high-resolution Doppler radar systems that are operated by the National Weather Service (NWS). NEXRAD data provides centralized meteorological information for the continental United States and selected overseas locations. The maximum range of a single NEXRAD radar site is 250 NM. The NEXRAD network provides important information about severe weather for air traffic safety.

NEXRAD data is not real-time. The lapsed time between collection, processing, and dissemination of NEXRAD images can be significant and may not reflect the current radar synopsis. Due to the inherent delays and the relative age of the data, it should be used for long-range planning purposes only. Never use NEXRAD data for maneuvering in, near, or around areas of hazardous weather. Instead, use it in an early-warning capacity of pre-departure and en route evaluation.

NEXRAD weather radar displays a mosaic of precipitation data, colored according to reflectivity. Composite reflectivity images depict the highest radar energy received from multiple antenna tilt angles at various altitudes. Base reflectivity images depict returns from the lowest antenna tilt angle.

NOTE: *Due to similarities in color schemes, the display of Echo Tops cannot be shown with Cloud Tops and NEXRAD.*

1. While viewing the SiriusXM Weather menu, touch the **NEXRAD** key to display the NEXRAD selections.

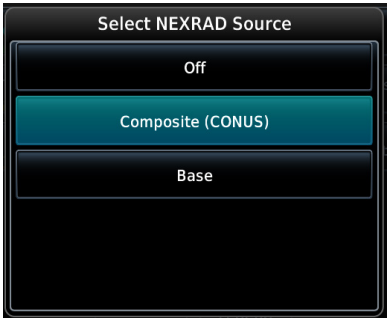


Figure 12-9 SiriusXM NEXRAD Weather Selection

NOTE: *Depending on the SXM service and installed GDL hardware, radar base reflectivity imaging may have broader coverage within North America or be limited to only Canada.*

2. Touch the desired **NEXRAD** source selection and then the **Back** key to view the weather information.

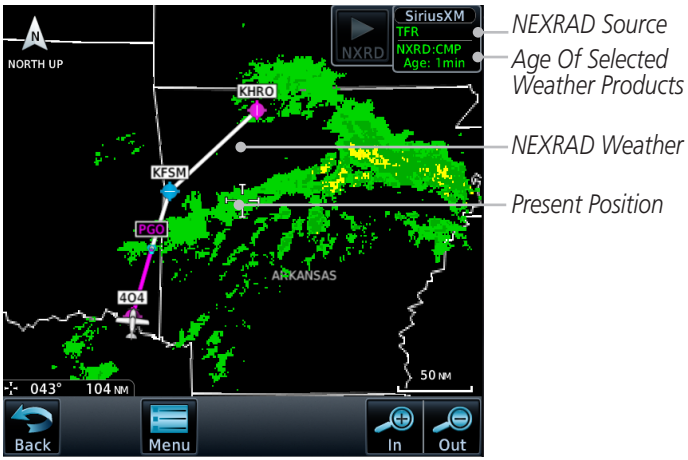


Figure 12-10 SiriusXM NEXRAD Weather

12.1.18 Icing

The Icing product shows a graphic view of the current icing environment in four categories: light, moderate, severe, and extreme (not specific to aircraft type). The Icing product is not a forecast, but a presentation of the current conditions at the time of the analysis. Supercooled Large Droplet (SLD) icing conditions are characterized by the presence of relatively large, super cooled water droplets indicative of freezing drizzle and freezing rain aloft. SLD threat areas are depicted as black and red blocks over the Icing colors. Icing and SLD data are shown between 1,000 feet and 30,000 feet in 3,000 foot increments.

1. While viewing the Data Link Weather menu, touch the **Icing** key.

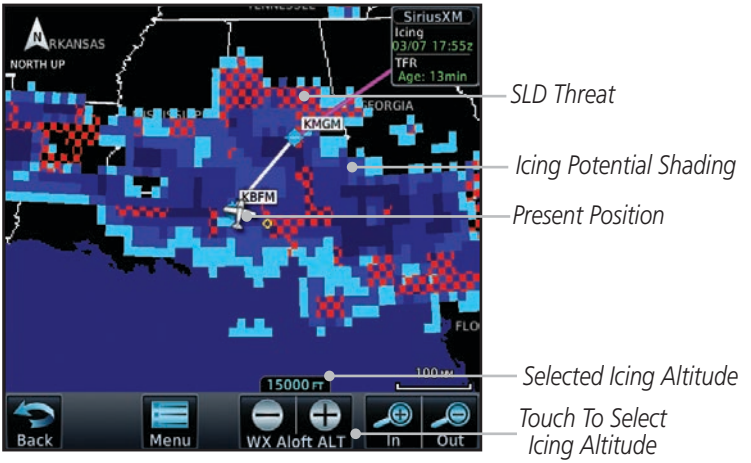
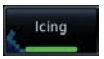


Figure 12-40 Icing and SLD

2. Touch the **WX Aloft ALT** − or + keys to increase or decrease the reporting altitude of icing in 3,000 foot increments. The selected altitude is shown in a window above the altitude keys.



3. Touch the **Icing** key again to turn it off.

G3 SiriusXM **G4 SiriusXM**

Figure 12-41 Icing Legend

12.4 GWX Radar Operation in Weather Mode

WARNING: *Begin transmitting only when it is safe to do so. When transmitting while the aircraft is on the ground, no personnel or objects should be within 11 feet of the antenna.*

CAUTION: *In Standby mode, the antenna is parked at the center line. It is always a good idea to put the radar in Standby mode before taxiing the aircraft to prevent the antenna from bouncing on the bottom stop and possibly causing damage to the radar assembly.*

When the weather radar system is in the Weather or Ground Map mode, the system automatically switches to Standby mode on landing.

The GWX 68 synchronizes the controls from all connected displays. All other GWX radars take commands from each display independently and perform a separate sweep for each.

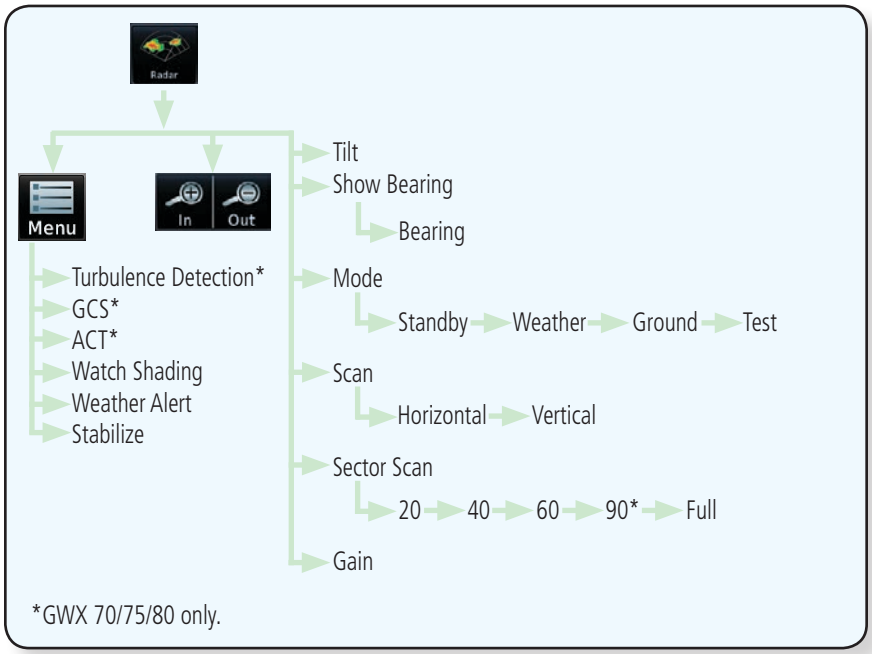


Figure 12-59 Weather Radar Functional Diagram

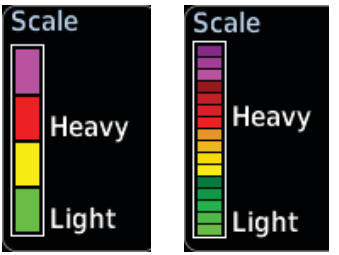
12.4.1 Viewing Weather on the Weather Radar Page

1. From the Home page, touch **Weather** and then **Radar** (if necessary).

Figure 12-60 Weather Radar Page (Horizontal Scan)

2. Touch the **MODE** key and then touch the function desired.

3. The color-coded precipitation scale is shown on the left side of the display. A table describing the precipitation intensity levels is in section 12.3.5.1.



Precipitation Color Values

GWX 68/70 *GWX 75/80*

Figure 12-61 Weather Radar Precipitation Scale

4. Touch the **IN** and **OUT** keys to select the desired range. Touch the desired keys to set any required values as described below.

12.4.2 Weather Radar Modes

Selecting Ground, Weather, or Test mode initiates a warm-up period (a countdown timer displays on the screen). The selected mode is available once warm-up is complete.

Mode Off

1. While on the ground, touch **MODE**.

Mode Standby

2. In the Weather Radar Mode window, touch **STANDBY**.

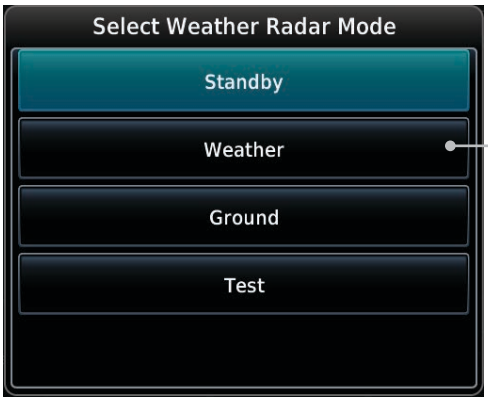


Figure 12-62 Weather Radar Mode Selection

Mode Weather

3. Touch **MODE** and select Weather, Ground, or Test. A caution window is displayed.

Figure 12-63 Caution for Radar Activation Confirmation

OK

4. Touch **OK** to acknowledge the selected mode will be activated.

   If Weather or Ground is selected, a warm-up period is initiated (countdown is displayed on the screen). After the warm-up is complete, the radar begins transmitting.

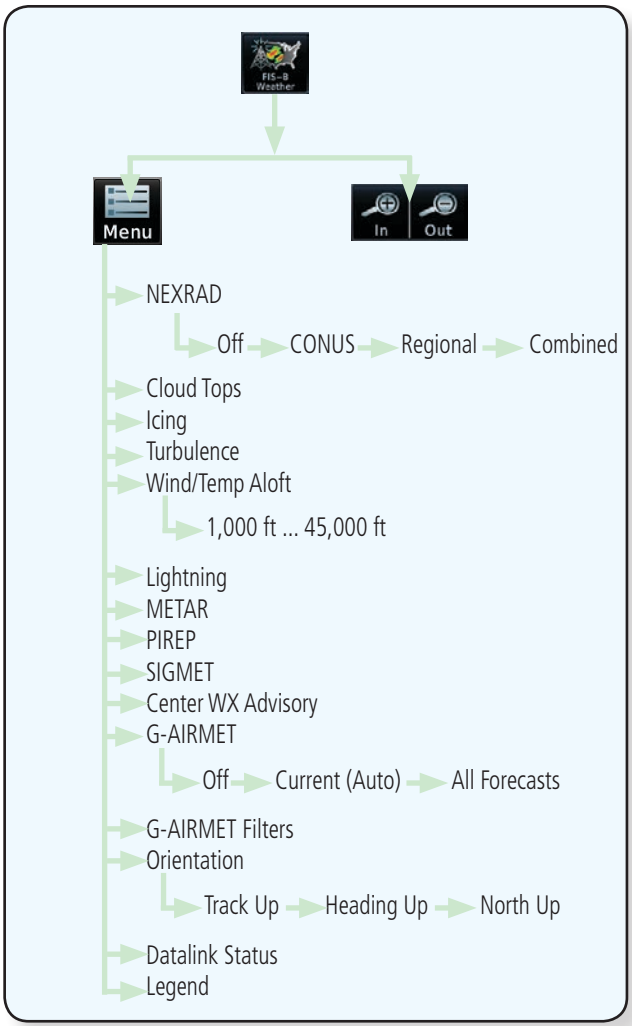


Figure 12-94 FIS-B Weather Functional Diagram

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

12.6.1 FIS-B Operation

Weather data reception time is shown in the upper right corner of the screen. An indicated time shows if the aircraft is currently within reception coverage of a ground station with weather broadcast capabilities. The ground system determines the weather coverage area and extent of data that is transmitted by each ground station.

Due to similarities in depiction, the following FIS-B Weather products are mutually exclusive: NEXRAD, Cloud Tops, Icing, Turbulence, Winds and Temperatures Aloft, and Lightning.

1. From the Home page, touch the **Weather** key on the Home page and then touch the **FIS-B Weather** key (if necessary).

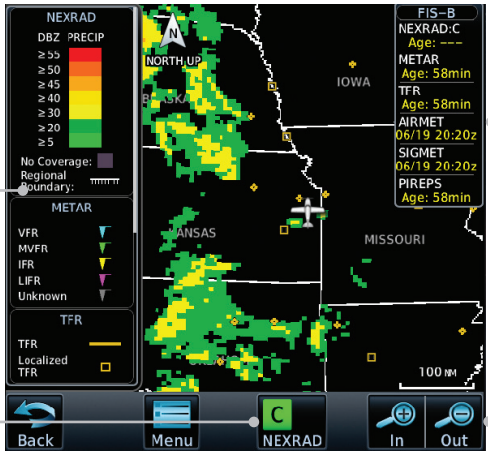


Figure 12-95 FIS-B Weather Page (NEXRAD Key Shown)

2. While viewing the FIS-B weather page, touch the **Menu** key to configure the Data Link Weather page.

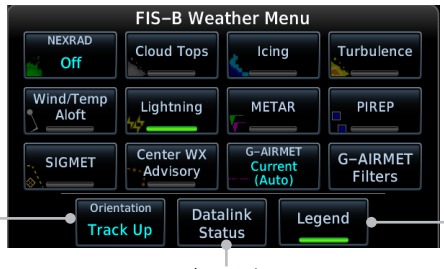


Figure 12-96 FIS-B Weather Data Link Menu

3. Once you selected what items you want to display, touch **BACK** to return to the FIS-B Weather page.

12.6.2 FIS-B NEXRAD

WARNING: *Never use NEXRAD weather for maneuvering in, near, or around areas of hazardous weather. NEXRAD images are snapshots of past weather data. They are not safe for use as real time depictions of nearby weather activity.*

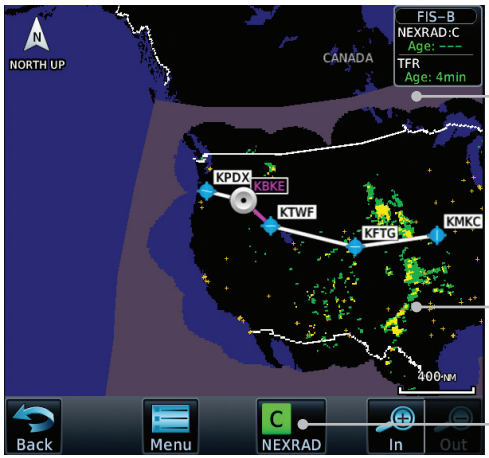


Figure 12-97 FIS-B CONUS NEXRAD

NEXRAD weather radar displays a mosaic of precipitation data, colored according to reflectivity. Composite reflectivity images depict the highest radar energy received from multiple antenna tilt angles at various altitudes. Base reflectivity images depict radar returns from the lowest antenna tilt angle. Per AC 00-63A, FIS-B CONUS and Regional NEXRAD are composite reflectivity images.

The precipitation intensity level reflected by each pixel represents the highest level of composite radar reflectivity data sampled in that location.

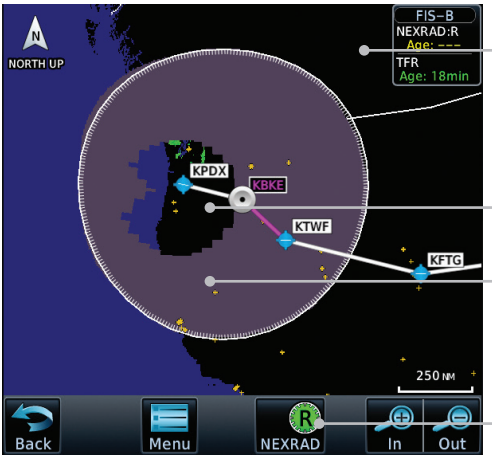


Figure 12-98 Regional NEXRAD

A clear understanding of ground-based Doppler weather radar capabilities will allow you to interpret the NEXRAD weather imagery in the safest way possible. The National Oceanic and Atmospheric Administration hosts a description of the technology on its website: https://www.weather.gov/jetstream/doppler_intro

12.6.2.1 Radar Data Animations

NOTE: *Animated NEXRAD functionality is available in software v6.00 and later.*

To depict trending weather movements over time, an animation function stitches the last three to six received radar images together in sequence, from oldest to newest, and replays them on a continuous loop.

Play and stop controls are active when three or more NEXRAD images are available for playback.

12.6.2.2 CONUS and Regional NEXRAD

To depict trending weather movements over time, an animation function stitches the last three to six received radar images together in sequence, from oldest to newest, and replays them on a continuous loop.

Figure 12-99 FIS-B CONUS & Regional NEXRAD Combined

Depending on the locations of received FIS-B ground stations, Regional NEXRAD coverage can extend as far as 250 nm around an aircraft's position. Aircraft flying at higher altitudes typically receive data from more ground stations than aircraft flying at low altitudes.

FIS-B NEXRAD does not differentiate between liquid and frozen precipitation types.

Source options are selectable from the weather setup menu or the NEXRAD key at the bottom left of the FIS-B Weather page. The key label changes to reflect the active source.

CONUS	Regional	Combined
		

Type	Description
CONUS	• Large, low-resolution weather image for the entire continental U.S. • Pixels are 7.5 min (7.5 nm = 13.89 km) wide by 5 min (5 nm = 9.26 km) wide
Regional	• High-resolution weather image with limited range, centered around each broadcasting ground station • Pixels are 1.5 min (1.5 nm = 2.78 km) wide by 1 min (1 nm = 1.852 km) tall • Each weather pixel varies with latitude. Above 60° latitude, pixel block width doubles to 3 min/nm for regional maps
Combined	• Both CONUS and Regional NEXRAD images display simultaneously • White hash mark indicates regional boundary • Animation functionality not available

Table 12-31 FIS-B NEXRAD Types

12.6.2.3 NEXRAD Abnormalities

There are possible abnormalities regarding displayed NEXRAD images. Some, but not all, causes of abnormal displayed information include:

- Ground Clutter
- Strobes and spurious radar data
- Sun strobes, when the radar antenna points directly at the sun
- Military aircraft deploy metallic dust which can cause alterations in radar scans
- Interference from buildings or mountains, which may cause shadows
- Scheduled maintenance may put a radar off-line

Affected Areas

Any area in the continental United States (CONUS) or Alaska where the distance from ADS-B ground stations, or the combined effect of distance and low altitude, is sufficiently great may cause poor reception. To find the latest ground station coverage, visit www.faa.gov.

Reception will improve in some affected areas as the FAA completes the NextGen ADS-B ground station infrastructure. However, due to line-of-sight broadcast characteristics, operators with properly installed and functioning equipment may still receive incomplete FIS-B data when signal reception is limited by the distance from ground stations combined with a low altitude.

The example below displays an area where FIS-B data is degraded due to poor reception:

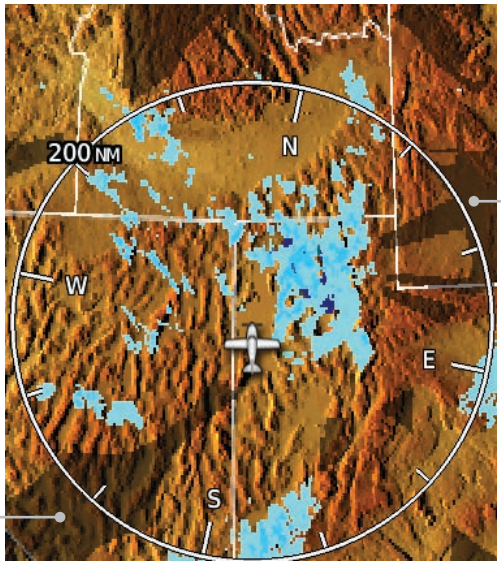


Figure 12-100 FIS-B Reception Unavailable

NOTE: *No coverage areas are semi-transparent in software v6.60 and later.*

Selecting NEXRAD in the FIS-B Weather Menu

1. While viewing the FIS-B weather page, touch the **Menu** key to select the NEXRAD choice.
2. Touch the **NEXRAD** key to select Off, Regional, CONUS, or Combined.

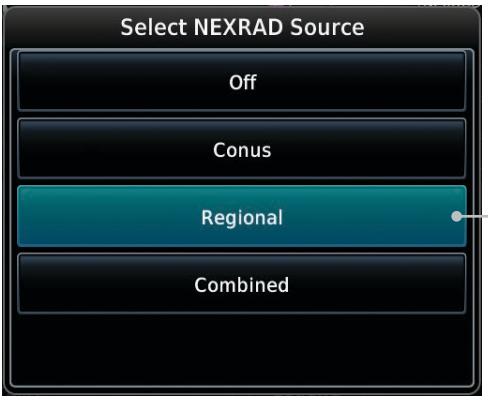


Figure 12-101 NEXRAD Source Selection

3. Touch the **Back** key to return to the FIS-B Weather Menu.

12.6.4 Cloud Tops

Cloud tops indicate the altitude of the highest visible portions of a cloud at the time of measurement.

FIS-B cloud top data is generated by a computer model and has limited accuracy compared to actual conditions.

Due to similarities in color schemes, this product is mutually exclusive with Echo Tops.

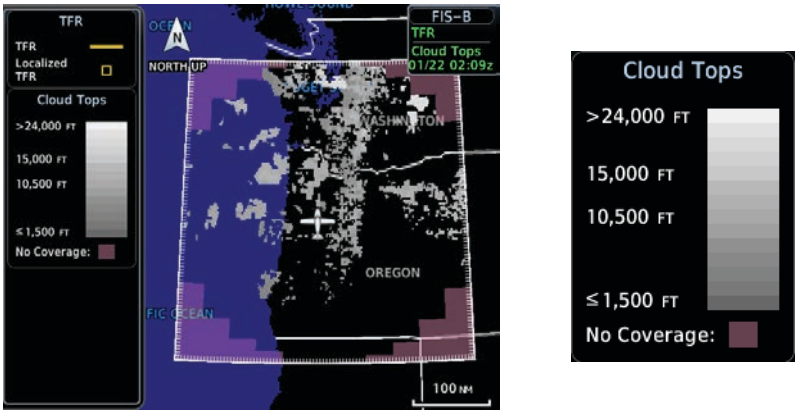


Figure 12-104 FIS-B Cloud Tops

1. While viewing the FIS-B Weather menu, touch the **Cloud Tops** key.

12.6.5 Lightning

FIS-B lightning strikes display as a lightning bolt.

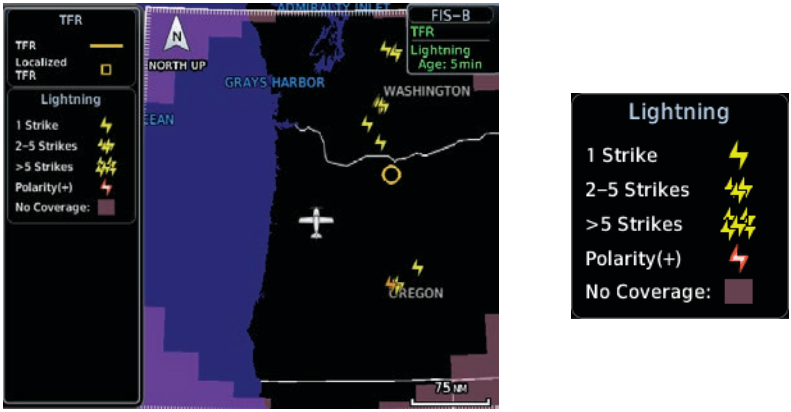


Figure 12-105 FIS-B Lightning

1. While viewing the FIS-B Weather menu, touch the **Lightning** key.

12.6.7 FIS-B SIGMETs and Textual AIRMETs

SIGMETs (SIGnificant METerological Information) and AIRMETs (AIRmen's METerological Information) are broadcast for potentially hazardous weather considered of importance to aircraft. The update rate is approximately every 20 minutes.

Figure 12-107 FIS-B SIGMET/AIRMET Legend

1. While viewing the FIS-B Weather menu, touch the **SIGMET/AIRMET** key.

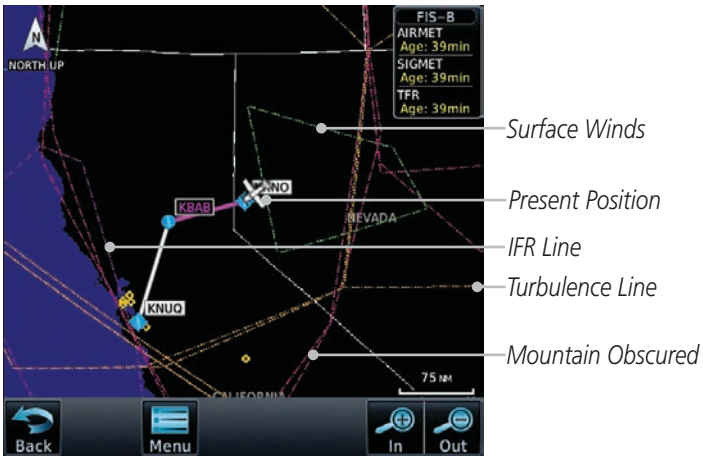


Figure 12-108 FIS-B SIGMETs and AIRMETs

2. Touch a SIGMET/AIRMET line to view details. Touch the **Back** key to return to the Weather display.

Figure 12-109 SIGMET and AIRMET Details

3. Touch the **SIGMET/AIRMET** key again to turn it off.

12.6.8 Graphical AIRMETs

Graphical AIRMETs (G-AIRMETs) display more weather phenomena than textual AIRMETs, while eliminating the need to interpret raw text. Updates occur four times daily. Filtering options allow you to mitigate page clutter.

Forecast Settings

Current (Auto): Displays active graphical records based on the current UTC. The function automatically switches from 0 hr to 3 hr forecasts.

All Forecasts: Displays the most recent, non-expired graphical records.

Off: Turns the G-AIRMETs product off.

Forecast Periods are 0 hr, 3 hr, and 6 hr.

Figure 12-110 FIS-B G-AIRMET Forecast Settings

Filter Settings

Filters include: Freezing Level, Icing, IFR, Low-level Wind Shear, Mountain Obscuration, Surface Winds, and Turbulence.

Figure 12-111 FIS-B G-AIRMET Filters

Viewing Graphical AIRMETs

G–AIRMET Current (Auto)

1. While viewing the FIS-B Weather menu, touch the **G-AIRMET** key.

Figure 12-112 FIS-B G-AIRMETs

2. Select between Current (Auto), All Forecasts, or Off.

G–AIRMET Filters

3. Select one or more filters.

4. Touch a G-AIRMET line to view details. Touch the **Back** key to return to the Weather display.

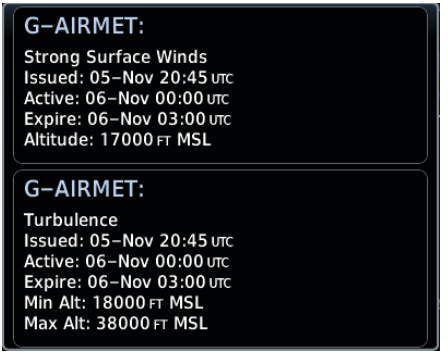
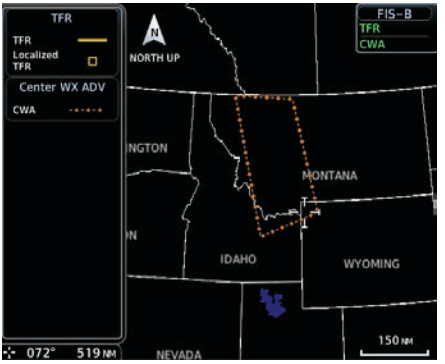


Figure 12-113 G-AIRMET Details

12.6.9 Center Weather Advisory

These advisories communicate en route and terminal weather conditions expected to occur within the next two hours.

Information is valid for up to 2 hours.



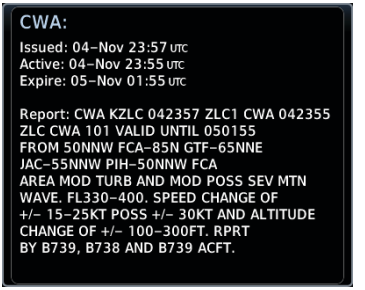


Figure 12-114 FIS-B Center Weather Advisory

1. While viewing the FIS-B Weather menu, touch the **Center WX Advisory** key.

4. Touch a CWA line to view details. Touch the **Back** key to return to the Weather display.

12.6.10 FIS-B Winds and Temperatures Aloft

Winds and Temperatures Aloft data shows the forecast wind speed, direction, and Temperature at selected altitudes. Altitudes can be selected in increments from 1,000 feet up to 53,000 feet. The update rate is every 12 hours.

1. While viewing the Data Link Weather menu, touch the **Wind/Temp Aloft** key.

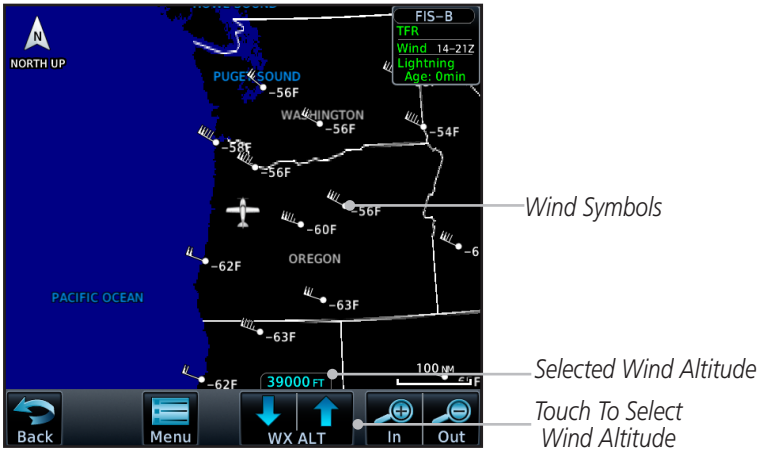


Figure 12-115 Winds Aloft

2. Touch the **WX Aloft ALT** − or + keys to increase or decrease the reporting altitude of the winds aloft in increments. The selected altitude is shown in a window above the altitude keys.

3. Touch the **Wind/Temp Aloft** key again to turn it off.

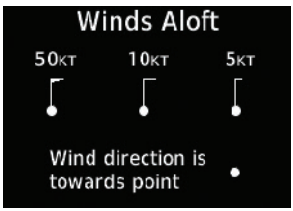


Figure 12-116 FIS-B Winds Aloft Legend

12.6.11 Icing

NOTE: *Due to the incremental and overlapping nature of the FIS broadcast, timestamps, regional coverage, and map data availability may vary with altitude for computer generated icing forecasts.*

Icing potential is not a forecast, but a presentation of icing potential at the time of analysis. For FIS-B, the icing timestamp shows the valid time in UTC.

Supercooled Large Droplet (SLD) icing conditions are characterized by the presence of relatively large, super cooled water droplets indicative of freezing drizzle and freezing rain aloft. SLD threat areas are depicted as black and pink blocks over the icing colors.

The icing potential shows a graphic view of the current icing conditions. Categories vary depending on the configured weather source. For FIS-B, they include: Trace, Light, Moderate, and Heavy.

Altitude Range: 2,000 to 24,000 ft.

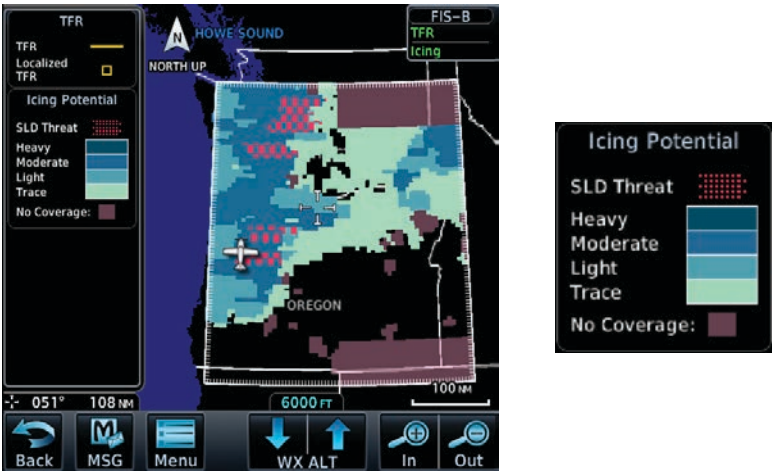


Figure 12-117 FIS-B Icing

1. While viewing the FIS-B Weather menu, touch the **Icing** key.

12.6.12 Turbulence

NOTE: *Due to the incremental and overlapping nature of the FIS broadcast, timestamps, regional coverage, and map data availability may vary with altitude for FIS-B turbulence forecasts.*

Turbulence is classified as light, moderate, severe, or extreme. Turbulence data is intended to supplement AIRMETs and SIGMETs.

For FIS-B, the turbulence timestamp shows the valid time in UTC.

Altitude Range: 2,000 to 24,000 ft (at 2,000 ft intervals).

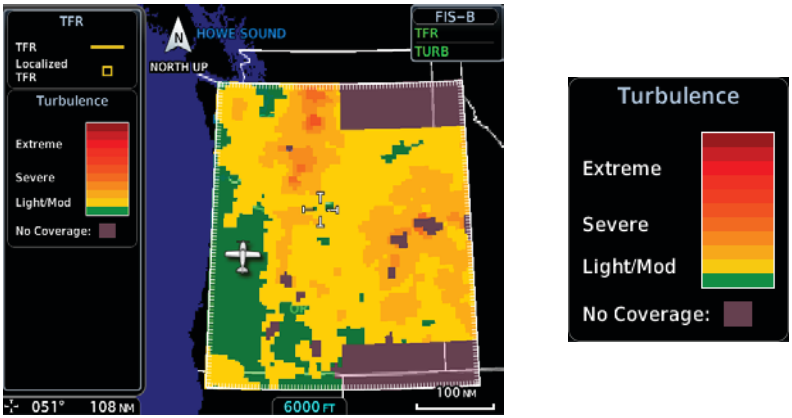


Figure 12-118 FIS-B Turbulence

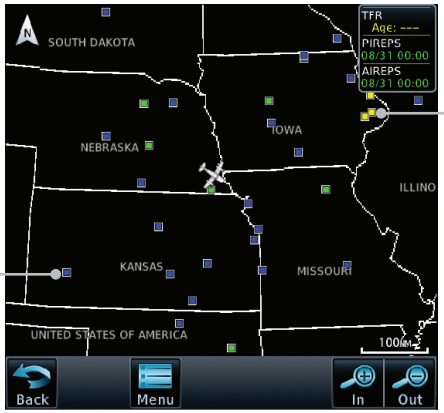
1. While viewing the FIS-B Weather menu, touch the **Turbulence** key.

12.6.13 FIS-B PIREPs

Pilot Weather Reports (PIREPs) provide timely weather information. When significant weather conditions are reported or forecast, Air Traffic Control (ATC) facilities are required to solicit PIREPs. A PIREP may contain non-forecast adverse weather conditions, such as low in-flight visibility, icing conditions, wind shear, and turbulence. PIREPs are issued as either Routine (UA) or Urgent (UUA). The update rate is approximately every 20 minutes.

1. While viewing the FIS-B weather page, touch the **Menu** key to select the PIREP choice.

2. Touch the **PIREP** key to toggle PIREPs on or off.



Urgent PIREP Symbol (Yellow). Touch For Details.

Routine PIREP Symbol (Blue). Touch For Details.

Figure 12-119 Weather Display With PIREP Information Active

3. Touch a weather information symbol to view details for that item.

Figure 12-120 PIREP Information Detail

4. Touch the **Back** key to remove the detailed information.

5. Touch the **PIREP** key again to turn it off.

16.4.6.3 GTN-G3X Touch Crossfilling

NOTE: *Requires pilot activation on both the GTN and the G3X Touch. This feature is available in software v6.60 and later.*

When this function is enabled by the pilot, active flight plan navigation is crossfilled with the G3X Touch. It is recommended that all flight plan edits be made using the G3X Touch when this function is active.

1. While viewing the System Setup page, touch **External FPL XFILL** to toggle between Enabled and Disabled Crossfill with the G3X Touch.
2. Ensure that the crossfilling function on G3X Touch is active.

Message	Description	Action
FLIGHT PLAN IMPORT - New imported flight plan(s) available for preview.	The GTN has received a new flight plan that is available for preview by the pilot.	No action is necessary; message is informational only.
FLIGHT PLAN IMPORT - Changes to the active route are disabled.	Unit receives a flight plan from G3X Touch, but the External FPL Crossfill function is off.	Enable the External FPL Crossfill function. Home > **System** > **Setup** > **External FPL Xfill**.
FLIGHT PLAN IMPORT - GDU disconnected. External flight plan crossfill inoperative.	Communication with the G3X Touch is lost.	Verify that the GDU is on. Contact dealer for service.
FPL WAYPOINT LOCKED - Stored flight plan waypoint is not in current navigation database.	A stored flight plan waypoint is no longer in the current navigation database.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
FPL WPT MOVED - Stored flight plan waypoint has changed location.	A stored flight plan waypoint has moved by more than 0.33 arc minutes from where previously positioned.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
GLIDESLOPE - Glideslope receiver has failed.	The glideslope board is not communicating property with the system.	Fly an approach that does not use the glideslope receiver (VOR, LOC, GPS). Contact dealer for service.

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