GARMIN

G5 Electronic Flight Instrument Pilot's Guide for Experimental/LSA Aircraft

(includes the GFC 500)



SYSTEM OVERVIEW

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This manual reflects the operation of System Software version 8.70 or later. Some differences in operation may be observed when comparing the information in this manual to earlier or later software versions.

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October, 2026 190-02072-00 Rev. N Printed in the U.S.A.

BATTERY WARNINGS:

If these guidelines are not followed, the lithium-ion battery may experience a shortened life span or may present a risk of damage to the device, fire, chemical burn, electrolyte leak, and/or injury.

- *Do not leave the battery exposed to a heat source or in a high temperature environment. To help prevent damage, store the battery out of direct sunlight.*
- *For maximum battery longevity, store within a temperature range of -4˚F to 68˚F (from -20˚C to 20˚C).*
- *Do not use a sharp object to remove the battery.*
- *Do not disassemble, puncture, damage, or incinerate the device or battery.*
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- *Only replace the battery with the approved replacement from Garmin. Using another battery presents a risk of fire or explosion. To purchase a replacement battery, see you Garmin dealer or the Garmin website.*
- *Contact your local waste disposal department to dispose of the device and battery in accordance with applicable local laws and regulations.*

WARNING: *To reduce the risk of unsafe operation, carefully review and understand all aspects of the G5 Install Manual & Pilot's Guide documentation and the Pilot's Operating Handbook of the aircraft. Thoroughly practice basic operation prior to actual use. During flight operations, carefully compare indications from the G5 to all available flight displays. For safety purposes, always resolve any discrepancies.*

WARNING: *The altitude calculated by the G5 internal GPS receiver is geometric height above Mean Sea Level and could vary significantly from the altitude displayed by pressure altimeters. Always use the pressure altitude display, when available, for determining or selecting aircraft altitude.*

WARNING: *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.*



WARNING: *For safety reasons, the G5 operational procedures must be learned on the ground.*



WARNING: *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 Proposition 65. If you have any questions or would like additional information, please refer to our website at www.garmin.com/prop65*



CAUTION: *The display uses a lens with a special coating that may be sensitive to certain oils, waxes, and abrasive cleaners. CLEANERS CONTAINING AMMONIA WILL HARM THE ANTI-REFLECTIVE COATING. It is very important to clean the lens using a clean, lint-free cloth and a cleaner that is specified as safe for anti-reflective coatings. Avoid any chemical cleaners or solvents that can damage plastic components.*



CAUTION: *The G5 does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could result in permanent damage to the equipment and void both the warranty and the authority to operate this device under FAA, FCC, and other applicable regulations.*



NOTE: *This manual may not be used to install the G5 in a type-certificated aircraft.*



NOTE: *The term LRU, as used throughout this manual is an abbreviation for Line Replaceable Unit. LRU is used generically in aviation for a product (such as a GSA 28 or GMC 307) that can be readily "swapped out" (usually as a single component) for troubleshooting/repair.*



NOTE: *The G5 has a very high degree of functional integrity. However, the pilot must recognize 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 a fault indication shown by the G5. It is thus the responsibility of the pilot to detect such an occurrence by means of cross-checking with all redundant or correlated information available in the cockpit.*

NOTE: *All visual depictions contained within this document, including screen images of the G5 display, are subject to change and may not reflect the most current G5 functionality.*

NOTE: *Use of polarized eyewear may cause the display to appear dim or blank.*

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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.

This equipment has been tested and found to comply with the limits for a Class B digital device pursuant to part 15 of the FCC Rules. These limits are designed to provide reasonable protection against harmful interference in a residential installation. This equipment generates, uses, and can radiate radio frequency energy and if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. However, there is no guarantee that interference will not occur in a particular installation. If this equipment does cause harmful interference to radio or television reception, which can be determined by turning the equipment off and on, the user is encouraged to try to correct the interference by one of the following measures:

- Reorient or relocate the receiving antenna.
- Increase the separation between the equipment and receiver.
- Connect the equipment into an outlet on a circuit different from that to which the receiver is connected.
- Consult the dealer or an experienced radio/TV technician for help.

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*All new G3X units, including Non-TSO remote-mount or Non-TSO panel-mount, are warranted to be free from defects in materials or workmanship for the earlier of: 2 years or 800 flight hours from the date of purchase.

Part Number	Change Summary
190-02072-00	Initial release.

Rev	Date	Description
A	April, 2016	Production Release.
B	April, 2016	Updates to Installation Manual section.
C	September, 2016	Added interconnect drawings, various updates
D	December, 2016	Added autopilot trim and speed annunciations.
E	May, 2017	Added GMU 11 info, various updates
F	June, 2017	Added Declaration of Conformity for RED compliance
G	October, 2017	Removed Installation Manual section Updated AFCS Status Display throughout Added Electronic Stability & Protection (ESP) Added support for multiple navigation sources Added 'Unable to Charge Battery' indication Added ability to configure Sky Pointer or Ground Pointer Other miscellaneous updates for Software Version 4.10
H	July, 2019	Added GPS Roll Steering (GPSS) functionality throughout. Added Section where G3X Touch Integration was highlighted Added GTN 507 functionality Added GAD 13 functionality Updated throughout to reflect Software version 6.10.
J	August, 2019	Corrected various clerical errors
K	November, 2021	Updated battery status indicator information
L	February, 2023	Added information regarding interrupting and disabling ESP Updated title Changed battery caution to warning regarding flight into IMC Updated Before Takeoff Checklist
M	August, 2024	Added UKCA compliance information, new European address, clerical changes.
N	October, 2026	Formatting and clerical updates Audio Alert additions Heading Bug Auto Sync Mode addition ESP updates

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SECTION 1 SYSTEM OVERVIEW

The G5 Electronic Flight Instrument System (EFIS) features a bright, sunlight readable 3.5" LCD color display, sized to fit a standard 3-1/8" instrument cutout. The G5 can be used as a primary EFIS attitude indicator, or Directional Gyro / Horizontal Situation Indicator (DG/HSI) display, or as a fully integrated back-up flight instrument for the G3X™/G3X Touch, or other Experimental Amateur Built and Light Sport Aircraft (EAB/LSA) glass cockpits. When configured, the G5 provides stand-alone or back-up autopilot control, allowing coupled GPS approaches to be flown, or continued, in the event of a primary display loss. In the case of aircraft power loss, the optional battery back-up sustains the G5 flight display with up to 4 hours of emergency power. A dual G5 installation offers reversionary display capability plus the added redundancy of dual Air Data and Attitude Heading Reference Systems (ADAHRS) and back-up batteries.

1.1 BEZEL OVERVIEW



Figure 1-1 G5 Bezel Overview

Power Button	**Press**	Press to turn unit ON. Once on, press to adjust the backlight. Press and hold for 5 seconds to turn unit OFF. If unit does not completely power off, press and hold Power Button for 10 seconds or remove unit battery for shutdown.
microSD™ Card Slot		Insert microSD card to update software and log data.
Selection Knob	**Press**	Press to access the Menu. From the Menu, press to select the desired menu item. Press to accept the displayed value when editing numeric data or selecting from a list.
	Turn	From the Main Menu, turn the Selection Knob to move the cursor to the desired menu item. From the PFD Page, rotate to adjust the barometric setting. From the HSI Page, rotate to adjust the heading or track bug. Turn to select the desired value when editing numeric data or selecting from a list.

Table 1-1 G5 Bezel Controls and Features

1.2 MICROSD™ CARDS

NOTE: *The G5 has no internal databases.*

The G5 data card slot uses micro Secure Digital (SD) cards. The microSD™ card can be used for software updates and data logging. The maximum supported card size is 32GB.

Installing an microSD™ Card:

1) Insert the microSD™ card in the microSD™ card slot with the card contacts facing down (the card should be flush with the face of the bezel).

2) To eject the card, gently press on the microSD™ card to release the spring latch.

1.3 APPLYING SYSTEM POWER

NOTE: *If the unit does not completely power down using the standard method (for example, the screen backlighting is still present but the screen is black (see 'Power Button' in previous table)), press and hold the Power Button for 10 seconds or remove the unit battery.*

During system initialization, the G5 displays the message 'ALIGNING' over the attitude indicator. The G5 should display valid attitude typically within the first minute of power application. The G5 can align itself both while taxiing and during level flight.

1.4 OPERATION

NOTE: *Refer to the Installation portion of this manual for information on configuring the G5.*

1.4.1 G5 ANNUNCIATIONS

When a G5 function fails, a red 'X' is typically displayed over the instrument(s) or data experiencing the failure. Upon applying power to the G5, certain instruments remain invalid as equipment begins to initialize. All instruments should be operational within one minute of power being applied. If any instrument remains flagged, and it is not likely an installation related problem, the G5 should be serviced by a Garmin® authorized repair facility.



Figure 1-2 G5 Failure Annunciations

1.4.2 G5 ATTITUDE

The G5 calculates aircraft attitude using information from its built-in inertial sensors. Any failure of the inertial sensors results in loss of attitude and information (indicated by a red 'X' over the PFD attitude display). If the G5 senses the attitude solution is valid, but not yet within the internal accuracy limits, "ALIGNING" is displayed. The G5 can align itself both while taxiing and during level flight.

The G5 will also use GPS and airspeed data to provide the most accurate attitude information. If none of these additional sources of information are available, attitude calculations will still be valid but accuracy may be slightly affected.

1.4.3 G5 HEADING

Magnetic heading is available in a standalone installation with a magnetometer, and when the G5 is configured as a backup in a G3X™/G3X Touch system and the G5 is receiving magnetic heading data from an ADAHRS unit. If magnetic heading input data is not available, the G5 will display GPS-derived ground track instead.

The G5 corrects for shifts and variations in the Earth's magnetic field by applying the Magnetic Field Variation Database. The Magnetic Field Variation Database is derived from the International Geomagnetic Reference Field (IGRF). The IGRF is a mathematical model that describes the Earth's main magnetic field and its annual rate of change. The database is updated approximately every 5 years via a software update. Failure to update this database could lead to erroneous heading information being displayed to the pilot.

If the G5 senses the magnetic heading measurement is valid, but possibly outside of the internal accuracy limits, the numeric heading is displayed in yellow.

If the GAD 29B fails, VFR will be displayed in amber text and GPSS will be displayed in amber text, if GPSS mode is selected.



Figure 1-3 GAD 29B Fail (Amber VFR)



Figure 1-4 GAD 29B Fail (Amber GPSS)

1.4.4 BACKLIGHT INTENSITY

When set to Auto, the backlight is automatically adjusted according to ambient light conditions. When set to Manual, the backlight level is set by the pilot.

Adjusting backlight intensity:

1) While the unit is turned on, press the Power Button.
2) Turn the Selection Knob to adjust the backlight intensity.
3) Press the Selection Knob to close the backlight page.

Setting the backlight intensity to automatic or manual:

1) While the unit is turned on, press the Power Button.
2) Press the Power Button to toggle between Auto and Manual.
3) Press the Selection Knob to close the backlight page.

1.5 ACCESSING FUNCTIONALITY

1.5.1 PAGES

NOTE: *The G5 will automatically return to the PFD Page when the aircraft enters an unusual attitude (if enabled in the system configuration). Refer to the Installation Manual section for more information.*

When a single G5 is installed, the G5 has two main pages, the HSI Page and the PFD Page. The HSI Page can be accessed from the PFD Page (unless it has been disabled in configuration).



Figure 1-5 PFD Page



Figure 1-6 HSI Page

Displaying the HSI page from the PFD page:

1) From the PFD Page press the Selection Knob to display the Menu.
2) Use the Selection Knob to select HSI.

NOTE: *The G5 can be configured to display either the PFD or HSI page (if allowed by the current system configuration) when power is applied. Refer to the Installation Manual section for more information.*

1.5.2 MENU

Press the Selection Knob to access the G5 Menu. Navigate the menu by rotating the Selection Knob and make selections by pressing the Selection Knob.



Figure 1-7 PFD Page Menu



Figure 1-8 HSI Page Menu

1.6 G3X™ TOUCH INTEGRATION

The G5 provides many flight deck integration options, and one of the more popular pairings includes a G5 with a G3X Touch.



Figure 1-9 G5 with G3X™ Touch - Panel Example

NOTE: For further details on integrating the G3X Touch with a G5, please refer to the G3X Touch Pilot's Guide and Installation Manual.

1.7 SYSTEM MESSAGES

A message indicator [!] appears in the left corner of PFD and MFD Page to alert the pilot of any status messages. The [!] flashes when there is a new message that has not been viewed.



Figure 1-10 Message Indicator - PFD

Viewing messages on the PFD and MFD Page:

1) Press the Selection Knob to display the Menu. The Message Menu Option will appear.
2) If necessary, turn the Selection Knob to highlight the Message Menu Option.
3) Press the Selection Knob to select **Message**. A list of messages is displayed.



Figure 1-11 Message Indicator - PFD - Menu



Figure 1-12 Message Indicator - PFD

Message	Comments
External Power Lost	Aircraft power has been removed from the G5.
Critical battery fault! Powering off...	Battery has a critical fault condition and the unit is about to power off to avoid damage to the battery.
Battery fault	Battery has a fault condition - unit needs service..
Battery charger fault	Battery charger has a fault condition - unit needs service.
Low battery	Battery charge level is low
Hardware fault	Unit has a hardware fault - unit needs service.
Power supply fault	Unit power supply fault detected - unit needs service.
Unit temperature limit exceeded	Unit is too hot or too cold
Network address conflict	Another G5 with the same address is detected on the network (most commonly a wiring error on one of the units)
Communication error	General communication error (most commonly appears in conjunction with Network Address Conflict message)
Factory calibration data invalid	Unit calibration data not valid - unit needs service.
Magnetic field model database out of date	Internal magnetic field database is out of date - software update required
Magnetometer Hardware fault	The magnetometer has detected a fault - unit needs service. Heading data may not be available.
Using external GPS data	GPS data from another network LRU is being used. The unit's internal GPS receiver is enabled, but unable to establish a GPS fix
Not receiving RS-232 data	The G5 is not receiving RS-232 data from the GPS navigator - system needs service.
Not receiving ARINC 429 data	The G5 is not receiving ARINC 429 data from the navigation source - system needs service.
GPS receiver fault	The G5 on-board GPS receiver has a fault.

Table 1-2 System Messages

Message	Comments
ARINC 429 interface configuration error	The G5 ARINC 429 port is receiving information from an incorrect source - system needs service.
Servo clutch fault	An autopilot servo is reporting a clutch monitor fault
Software version mismatch	The G5 attitude indicator and the G5 HSI units have difference software. Cross fill of baro, heading, and altitude bugs, is disabled.

Table 1-2 System Messages

Blank Page

SECTION 2 FLIGHT INSTRUMENTS

2.1 PFD PAGE

The G5 PFD Page displays a horizon, airspeed, attitude, altitude, vertical speed, heading, and course deviation information. The following flight instruments and supplemental flight data are displayed on the PFD Page.



1. Airspeed Indicator
2. Attitude Indicator
3. Pitch Scale
4. Current Airspeed
5. Command Bars
6. Aircraft Symbol
7. V-speed Reference
8. Course Deviation Indicator
9. Ground Speed (GS)
10. Outside Air Temperature
11. Slip/Skid Indicator
12. Turn Rate Indicator
13. Altimeter Barometric Setting
14. Selected Vertical Speed
15. Vertical Speed Indicator
16. Current Altitude
17. Vertical Speed Bug
18. Altimeter
19. Selected Altitude
20. Altitude Select Mode
21. Selected Vertical Speed
22. Navigation Course
23. Vertical Speed Mode
24. Current Heading or Ground Track
25. Auto Pilot Mode
26. Rate of Turn Triangles
27. GPS Mode
28. Battery Status
29. True Airspeed

Figure 2-1 G5 PFD Flight Instruments

2.1.1 AIRSPEED INDICATOR

NOTE: *The G5 Vspeed Reference values depend upon the aircraft's specific system configuration and may vary from the examples discussed in this section.*

The Airspeed Indicator displays airspeed on a rolling number gauge using a moving tape. The numeric labels and major tick marks on the moving tape are marked at intervals of 10 knots. Speed indication starts at 30 knots, with 60 knots of airspeed viewable at any time. The actual airspeed is displayed inside the black pointer. The pointer remains black until reaching never-exceed speed (VNE), at which point it turns red.

A color-coded (red, white, green, yellow, and red/white "barber pole") speed range strip is located on the moving tape. The colors denote flaps operating range, normal operating range, caution range, and never-exceed speed (VNE). A red range is also present for low speed awareness.

The Airspeed Trend Vector is a vertical, magenta line, extending up or down on the airspeed scale, shown to the right of the color-coded speed range strip. The end of the trend vector corresponds to the predicted airspeed in 6 seconds if the current rate of acceleration is maintained. If the trend vector crosses VNE, the text of the actual airspeed display changes to yellow. The trend vector is absent if the speed remains constant or if any data needed to calculate airspeed is not available due to a system failure.

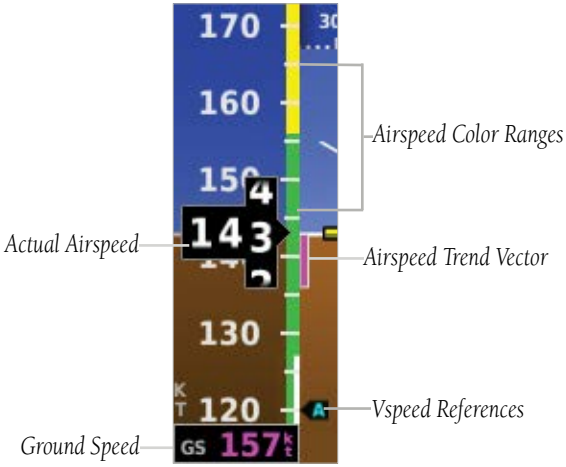


Figure 2-2 Airspeed Indicator

2.1.1.1 VNE ADJUSTED FOR TRUE AIRSPEED OR MACH NUMBER (OPTIONAL)

NOTE: *Mach number data is only available when the G5 is installed as part of a G3X™/G3X Touch system and is receiving air temperature data from an ADAHRS.*

The airspeed indicator can optionally be configured to display VNE adjusted for true airspeed or maximum Mach number (MMO). This is useful in aircraft where true airspeed or Mach number must be kept below a certain limit. If configured, the G5 can display VNE based on TAS or Mach in addition to IAS, which will cause the displayed value for VNE to be reduced at high altitudes. A solid red band is used between the TAS or Mach limit and the actual indicated value for VNE.

2.1.1.2 VSPEED REFERENCE

Vspeed references including VNE, Vno, Vso, Vs1, Vfe, Va, Vx, Vy, VYse, Vg, Vr, can be configured to display on the G5, refer to the Installation Manual section for more information.

When airspeed is present, the Vspeeds configured are displayed at their respective locations to the right of the airspeed scale, otherwise the Vspeeds are displayed at the bottom of the airspeed indicator in cyan.

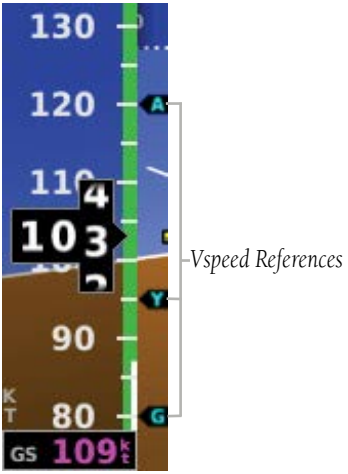


Figure 2-3 Vspeed References

2.1.1.3 HIGH AIRSPEED ALERT

If configured, an aural alert is played when the airspeed is at or near the aircraft configured VNE.

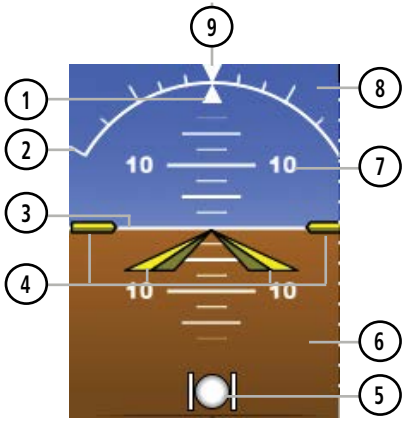
2.1.2 ATTITUDE INDICATOR

Attitude information is displayed over a virtual blue sky and brown ground with a white horizon line. The Attitude Indicator displays the pitch (indicated by the yellow symbolic aircraft on the pitch scale), roll, and slip/skid information.

The horizon line is part of the pitch scale. Pitch markings occur at 2.5˚ intervals through all pitch ranges. Refer to the Installation Manual section to configure the pitch scale.

The inverted white triangle indicates zero on the roll scale. Major tick marks at 30˚ and 60˚ and minor tick marks at 10˚, 20˚, and 45˚ are shown to the left and right of the zero. Angle of bank is indicated by the position of the pointer on the roll scale.

Slip/skid is indicated by the location of the ball.



1 *Roll Pointer*
2 *Roll Scale*
3 *Horizon Line*
4 *Aircraft Symbol*
5 *Slip/Skid Indicator*
6 *Land Representation*
7 *Pitch Scale*
8 *Sky Representation*
9 *Roll Scale Zero*

Figure 2-4 Attitude Indicator

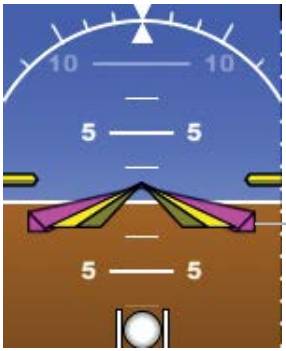


Figure 2-5 Attitude Indicator with Flight Director (Single Cue)

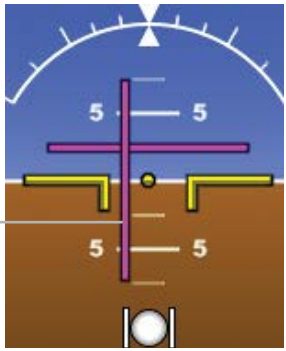


Figure 2-6 Attitude Indicator with Flight Director (Dual Cue)

2.1.2.1 ATTITUDE CONFIGURATION

The roll (bank angle) indication may be configured to be a Ground Pointer (default) or a Sky Pointer. Refer to the G5 Installation Manual for configuration information.

The Ground Pointer configuration displays both the roll arc and the pitch scale anchored to the horizon and the roll pointer beneath the roll arc pointing to the present roll angle.

The Sky Pointer configuration displays the pitch scale moving with the horizon, but the roll arc remains fixed and centered in the display. The roll pointer beneath the roll arc moves with the horizon and in the opposite direction of aircraft roll.

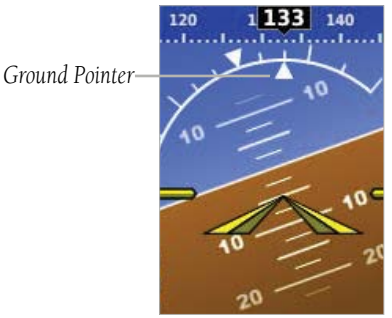


Figure 2-7 Ground Pointer Configuration

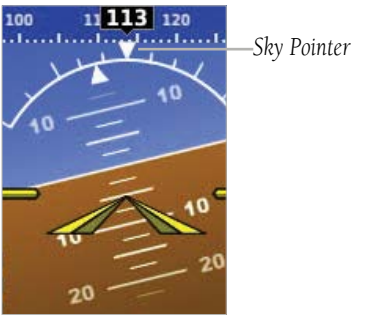


Figure 2-8 Sky Pointer Configuration

2.1.2.2 STANDARD RATE TURN BANK ANGLE POINTERS

The Standard Rate Turn Bank Angle Pointers are green pointers displayed on the roll scale that shows the bank angle that is needed for a standard rate turn.

Displaying the standard rate turn bank angle pointers:

1) With the full screen PFD displayed, press the MENU Key.

2) Touch More Options....

3) Touch in the Standard Rate Turn Bank Angle Pointers group to display the Standard Rate Turn Bank Angle Pointers options.

4) Touch Show.

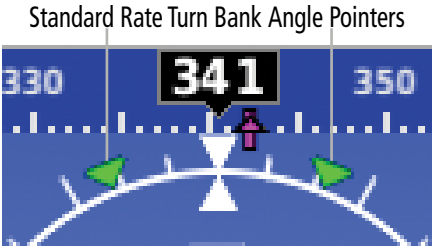


Figure 2-9 Standard Rate Turn Bank Angle Pointers

2.1.3 ALTIMETER

The Altimeter displays 400 feet of barometric altitude values at a time on a rolling number gauge using a moving tape. Numeric labels and major tick marks are shown at intervals of 100 feet. Minor tick marks are at intervals of 20 feet. The current altitude is displayed in the black pointer.

The Selected Altitude is displayed above the Altimeter in the box indicated by a selection bug symbol. A bug corresponding to this altitude is shown on the tape; if the Selected Altitude exceeds the range shown on the tape, the bug appears at the corresponding edge of the tape.

The Selected Altitude is synchronized between the G5 and the other displays in a G3X™/G3X Touch system.

Setting the selected altitude:

Rotate the ALT SEL Knob on the GMC 307 or 507.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Altitude and use the Selection Knob to change the Selected Altitude.

Syncing to the current altitude:

Press the ALT SEL Knob on the GMC 307 or 507.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Altitude and press and hold the Selection Knob to sync the Selected Altitude to the current altitude

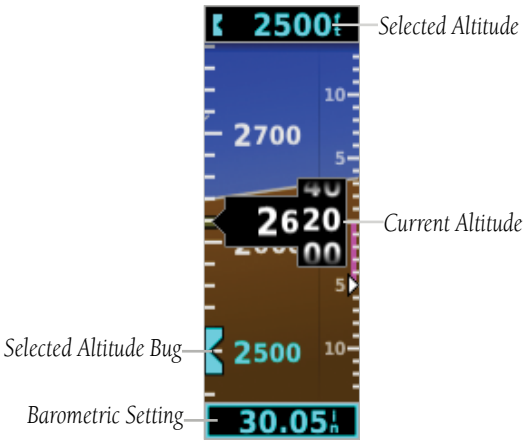


Figure 2-10 Altimeter

2.1.3.1 BAROMETRIC PRESSURE

The barometric pressure setting is displayed below the Altimeter in inches of mercury (inhg), hectopascals (hPa), or millibars. Configuration settings such as barometric pressure are synchronized between the G5 and the other displays in a G3X™/G3X Touch system.

Selecting the altimeter barometric pressure setting:

When on the PFD page, turn the Selection Knob to set the barometric pressure.

2.1.3.2 ALTITUDE ALERTING

The Altitude Alerting function provides the pilot with a visual alert when approaching the Selected Altitude. Whenever the Selected Altitude is changed, the Altitude Alerter is reset. The following will occur when approaching the Selected Altitude:

- Passing within 1,000 feet of the Selected Altitude, the Selected Altitude (shown above the Altimeter) flashes for 5 seconds.
- When the aircraft passes within 200 feet of the Selected Altitude, the Selected Altitude flashes for 5 seconds to indicate the aircraft is approaching the selected altitude.
- After reaching the Selected Altitude, if the pilot flies outside the deviation band (±200 Feet of the Selected Altitude), the Selected Altitude changes to yellow text on a black background, flashes for 5 seconds.

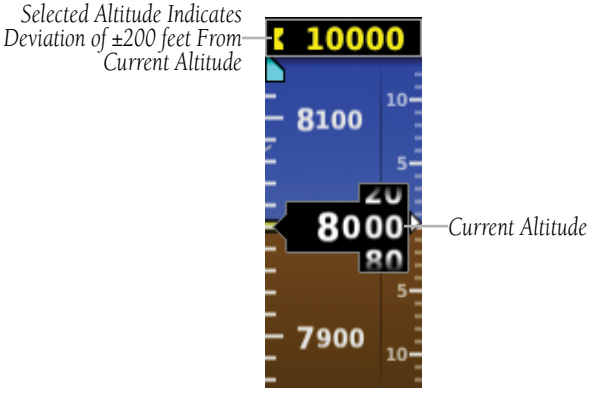


Figure 2-11 Altitude Alerting Visual Annunciation

2.1.4 TURN RATE INDICATOR

The Turn Rate Indicator is located at the bottom of the PFD Page. Tick marks to the left and right of the displayed heading denote standard turn rates (3 deg/sec). A magenta Turn Rate Trend Vector shows the current turn rate. A standard-rate turn is shown on the indicator by the trend vector stopping at the standard turn rate tick mark.



Figure 2-12 Turn Rate Indicator

2.1.5 HEADING/GROUND TRACK (PFD PAGE)

NOTE: *Heading is displayed if heading data is available from a magnetometer via the CAN network. Otherwise, Ground Track is displayed.*

A Heading/Ground Track Tape is displayed at the top of the PFD Page and displays numeric labels every 10°. Major tick marks are at 5° intervals and minor tick marks at 1° intervals. The current track is represented by a magenta triangle. The Heading/Ground Track Tape also displays the navigation course.

When displaying the Selected Heading, a cyan bug on the tape corresponds to the Selected Heading. When displaying Ground Track, a magenta bug is displayed on the tape. The heading bug turns hollow when GPSS is selected.

Adjusting the selected heading or ground track:

Use the HDG Knob on the GMC 307 or HDG/TRK Knob on the GMC 507.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Heading or Track and use the Selection Knob to change the Selected Heading or Track.

Syncing to the current heading or ground track:

Press the HDG Knob on the GMC 307 or HDG/TRK Knob on the GMC 507.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Heading or Track and press and hold the Selection Knob to sync the selected heading or ground track to the current heading or ground track.

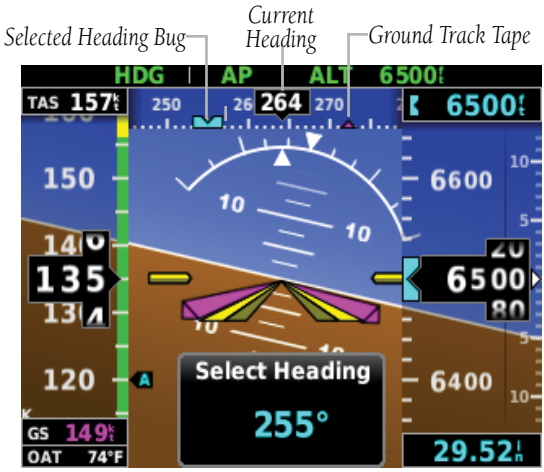


Figure 2-13 PFD Page - Selected Heading

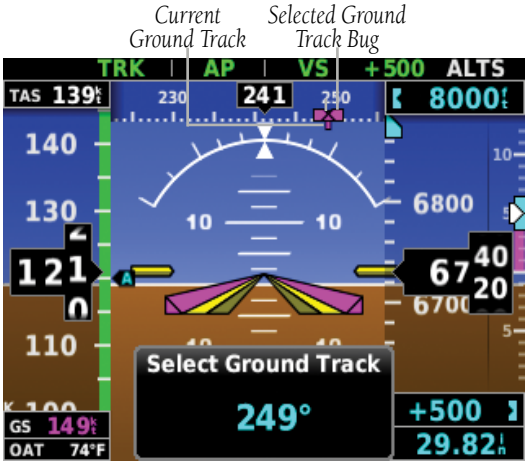


Figure 2-14 PFD Page - Selected Ground Track

2.1.6 VERTICAL SPEED INDICATOR (VSI)

The Vertical Speed Indicator displays the aircraft vertical speed using a non-moving tape with minor tick marks every 100 feet. The current vertical speed is displayed using a white arrow along the tape. From the Air Data Page in configuration mode, the Vertical Speed Indicator can be configured to display ± 1500 fpm, ± 2000 fpm, or ± 3000 fpm (refer to the Installation Manual section for more information).

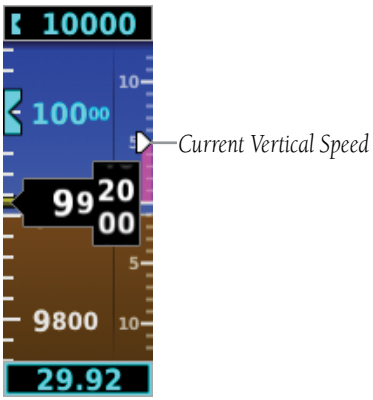


Figure 2-15 Vertical Speed Indicator

2.1.7 PFD PITCH ATTITUDE OFFSET

NOTE: *PFD Pitch Attitude Offset can be configured as disabled in configuration mode.*

The Pitch attitude offset function allows the yellow aircraft symbol on the attitude indicator to be adjusted up or down much like the aircraft on a mechanical attitude indicator. The pitch attitude can be adjusted as much as ± 5°. The pitch offset is synchronized between the G5 and the other displays in a G3X/G3X Touch system. This function can be disabled in configuration mode.

Changing the PFD pitch attitude offset:

1) From the PFD Page, press the Selection Knob to display the Menu.

2) Select Pitch and use the Selection Knob to select the desired Pitch Offset.

Centering the PFD pitch attitude offset:

1) From the PFD Page, press the Selection Knob to display the Menu.

2) Select Pitch and press and hold the Selection Knob to center the Pitch Offset.



Figure 2-16 Pitch Offset

2.1.8 BATTERY STATUS INDICATOR

NOTE: *If a battery is not present, and the system has not been configured for a battery, there will not be any battery indications displayed.*

When the 'Show Battery Status' configuration setting is set to Always, the Battery Status is always displayed in the top left corner of the display.

When the 'Show Battery Status' configuration setting is set to On Battery Only, and the G5 is powered by the aircraft electrical bus, the battery status indicator can be displayed by pressing the G5 Power Button. When the G5 is powered by the battery, the Battery Status Indicator is automatically displayed in the top left corner of the display.

WARNING: *When the 'Show Battery Status' configuration setting is set to On Battery Only, press the G5 Power Button to ensure the presence of a valid battery indication prior to any flight into IMC.*

When the G5 is powered by the battery, the estimated time until the battery is empty is displayed after approximately 1 minute on battery power. Otherwise, the current charge level of the battery in percent is displayed as a numeric value.



41%-100%

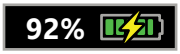


21%-40%



0%-20%

When the G5 is connected to external power and the battery is being charged, a lightning bolt symbol appears over the battery icon.



Charging

Other battery indications:



Battery charger hardware fault, or temperature too high/low to safely charge the battery. The system is running on external power but cannot charge the battery.



Battery fault.



Battery is not present.

2.2 HSI PAGE

NOTE: *The HSI Page can be configured as disabled in configuration mode.*



1. *Battery Status Indicator*
2. *Wind Speed and Direction*
3. *Navigation Source*
4. *Aircraft Symbol*
5. *GPS CDI Scale*
6. *Heading Bug*
7. *Bearing Pointer*
8. *Desired Track*
9. *Selected Heading/Ground Track*
10. *Bearing Pointer*
11. *Rotating Compass Rose*
12. *Current Heading*
13. *Distance To Waypoint*

Figure 2-17 Horizontal Situation Indicator (HSI) - Normal



1. *Wind Speed and Direction*
2. *Heading Bug*
3. *Bearing Pointer*
4. *Navigation Source*
5. *GPS CDI Scale*
6. *Desired Track*
7. *Selected Heading/Ground Track*
8. *Rotating Compass Rose*
9. *Aircraft Symbol*
10. *Bearing Pointer*
11. *Current Heading*
12. *Distance To Waypoint*

Figure 2-18 Horizontal Situation Indicator (HSI) - Expanded

Nav Source Annunciations				GPS CDI Scale Annunciations		
GPS/ GPS1/ GPS2	VLOC/ VLOC1/ VLOC2	VOR/ VOR1/ VOR2	LOC/ LOC1/ LOC2	LP	LPV	LNAV
				LNAV/VNAV	LNAV+V	APR
				TERM	ENR	OCN
				VFR (0.25NM, 1.25NM, 5.00NM)		
Navigator Messages Annunciations						
LOI	Loss of GPS Integrity			MSG	Pending Nav Message	
DR	GPS Dead-Reckoning Mode			WPT	Waypoint Arrival	

Table 2-3 Annunciations

NOTE: *The VFR CDI Scale is displayed when the G5 is connected to a GPS navigator via RS-232 only, or if ARINC 429 GPS navigation data is unavailable.*

2.2.1 HORIZONTAL SITUATION INDICATOR (HSI)

The Horizontal Situation Indicator (HSI) on the HSI Page displays a rotating compass card in a heading-up orientation. Letters indicate the cardinal points and numeric labels occur every 30˚. Major tick marks are at 10˚ intervals and minor tick marks at 5˚ intervals. The current track is represented on the HSI by magenta triangle and a dashed line. The HSI also presents course deviation, bearing, and navigation source information.

Displaying the HSI page from the PFD page:

1) From the PFD Page press the Selection Knob to display the Menu.
2) Select **HSI**.

2.2.1.1 BEARING POINTER

A bearing pointer can be displayed on the HSI for NAV (VOR) and GPS sources. The bearing pointer is cyan. The bearing pointer never overrides the CDI and is visually separated from the CDI by a white ring (shown when the bearing pointer is selected but not necessarily visible due to data unavailability).



Figure 2-19 HSI Page with Bearing Pointer

Enabling/disabling the bearing pointer:

1) From the HSI Page, press the Selection Knob to display the Menu.
2) Turn the Selection Knob to highlight Setup.
3) Turn the Selection Knob to highlight Bearing Pointer 1 or Bearing Pointer 2.

4) Turn the Selection Knob to highlight None or GPS.

5) Press the Selection Knob to enable or disable the Bearing Pointer.



Figure 2-20 HSI Page - Bearing Pointer Setup



Figure 2-21 Bearing Pointer Selection

2.2.1.2 COURSE DEVIATION INDICATOR (CDI)

The HSI contains a Course Deviation Indicator (CDI) with a Course Pointer. The course pointer (GPS or VLOC) points in the direction of the selected course.

The Course Deviation Indicator (CDI) moves left or right from the course pointer along a lateral deviation scale to display aircraft position relative to the course. If the course deviation data is not valid, the CDI is not displayed.

The CDI is capable of displaying multiple sources of navigation (GPS, VLOC, or both) depending on the external navigator(s) configured (refer to the G5 Installation Manual Section for more information). Color indicates the current navigation source: magenta (for GPS) or green (for VOR and LOC). The full-scale limits for the CDI are defined by a GPS-derived distance when coupled to GPS. When coupled to a VOR or localizer (LOC), the CDI has 10 degrees full scale deflection each direction.

2.2.1.3 HEADING/GROUND TRACK (HSI PAGE)

The Selected Heading or Ground Track is shown to the right of the HSI. The cyan bug (heading) or magenta bug (ground track) on the compass rose corresponds to the Selected Heading or Ground Track.

NOTE: *Heading is displayed if heading data is available from a magnetometer via the CAN network and/or if you have a GMC 507 configured. Otherwise, Ground Track is displayed.*

Adjusting the selected heading or ground track from the HSI page:

Use the HDG Knob on the GMC 307 or HDG/TRK Knob on the GMC 507.

Or:

From the HSI Page, turn the Selection Knob to adjust the selected heading or ground track.

Syncing to the current heading or ground track from the HSI page:

Press the HDG Knob on the GMC 307 or HDG/TRK Knob on the GMC 507.

Or:

From the HSI Page, press and hold the Selection Knob to sync to the current heading or ground track.

2.3 NAVIGATION

A G5 installed as part of a G3X/G3X Touch system with multiple navigation sources will display data from the primary navigation source, as configured. If the navigation source is a GNS/GTN unit, both GPS and VLOC data can be displayed. Displayed navigation information is also dependent upon the selection on the navigation configuration page.

2.3.1 COURSE DEVIATION INDICATOR (CDI)

The PFD Page displays the Course Deviation Indicator (CDI) below the slip/skid indicator. The HSI Page displays the CDI on the Horizontal Situation Indicator.

The Course Deviation Indicator (CDI) moves left or right along a lateral deviation scale to display the aircraft position relative to the course. If the course deviation data is not valid, the CDI is not displayed.

The CDI is capable of displaying multiple sources of navigation (GPS, VLOC, or both) depending on the external navigator(s) configured (refer to the G5 Installation Manual Section for more information). Color indicates the current navigation source: magenta (for GPS) or green (for VOR and LOC). The full-scale limits for the CDI are defined by a GPS-derived distance when coupled to GPS. When coupled to a VOR or localizer (LOC), the CDI has the same angular limits as a mechanical CDI.

If configured to do so, the CDI can correct for reverse sensing, where the CDI will compensate for course deviation indications such that displayed deflections provide normal steering guidance to the pilot.

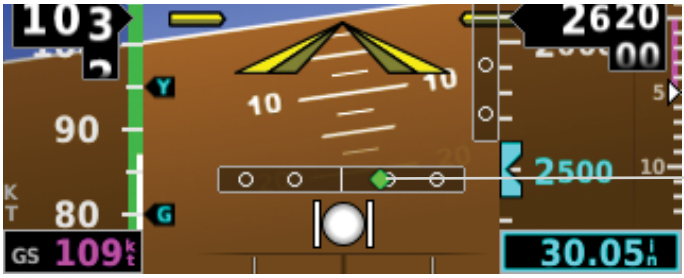


Figure 2-22 Course Deviation Indicator (PFD Page)



Figure 2-23 Course Deviation Indicator (HSI Page)

Changing the navigation source on the external navigator (GPS, VOR, LOC, or VLOC):

Use the associated external navigator to toggle between GPS and VOR/LOC source types. Refer to the appropriate external navigator Pilot's Guide for more information.

Changing the navigation source on the G5 (GPS, VOR, LOC, or VLOC):

1) From the PFD Page, press the Selection Knob to display the Menu.
2) Turn the Selection Knob to select Source.
3) Press the Selection Knob to cycle through available navigation sources.



Figure 2-24 Navigation 'Source' Menu Option (PFD Page)

2.3.2 VERTICAL DEVIATION INDICATOR AND VNAV INDICATOR

NOTE: *An external navigator must be configured to receive glideslope and/or glidepath vertical deviation indications.*

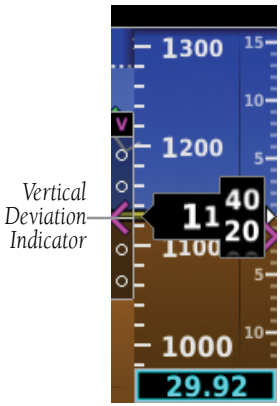


Figure 2-25 Vertical Deviation Indicator Position (PFD Page)

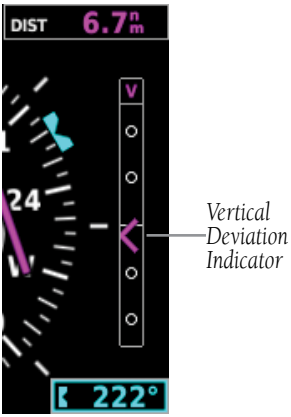


Figure 2-26 Vertical Deviation Indicator Position (HSI Page)

2.3.2.1 GLIDESLOPE - ILS SOURCE

The Vertical Deviation (Glideslope) Indicator (VDI) appears to the left of the altimeter whenever an ILS frequency is tuned in the active NAV field of an external navigator. A green diamond acts as the VDI Indicator, like a glideslope needle on a conventional indicator. If a localizer frequency is tuned and there is no glideslope signal, "NO GS" is annunciated.

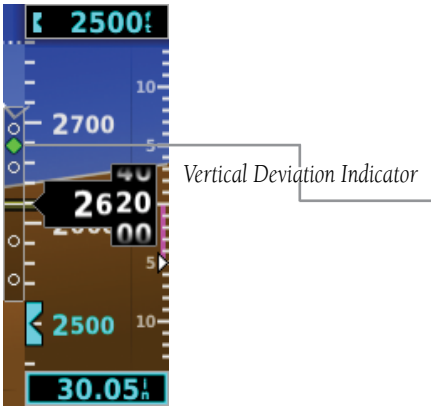


Figure 2-27 Vertical Deviation Indicator (Glideslope-ILS Source) - PFD

Figure 2-28 Vertical Deviation Indicator (Glideslope-ILS Source) - HSI

2.3.2.2 GLIDEPATH - GPS SOURCE

The Vertical Deviation (Glidepath) Indicator (VDI) also appears to the left of the altimeter during a GPS approach. The glidepath is analogous to the glideslope for GPS approaches supporting WAAS vertical guidance (LNAV+V, L/VNAV, LPV). The Glidepath Indicator appears on the G5 as a magenta diamond. If the approach type downgrades past the final approach fix (FAF), "NO GP" is annunciated.

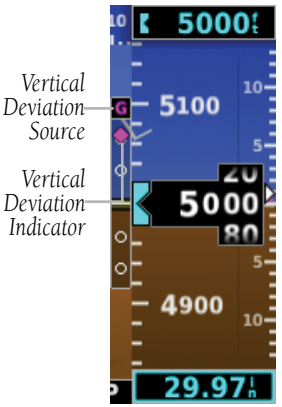


Figure 2-29 Vertical Deviation Indicator (Glidepath-GPS Source)

2.3.2.3 VNAV INDICATOR

The magenta chevron (VNAV Indicator) to the left of the altimeter on the Vertical Deviation Scale displays the VNAV profile.

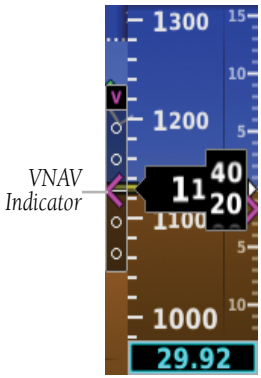


Figure 2-30 VNAV Indicator

2.3.3 COURSE SELECTION (OPTIONAL)

When the G5 is receiving VOR, LOC, or GPS data, a Course menu option is displayed.

Setting the course for a VOR or localizer:

1) From the PFD Page, press the Selection Knob to display the Menu.

2) Select Course and use the Selection Knob to adjust the course.

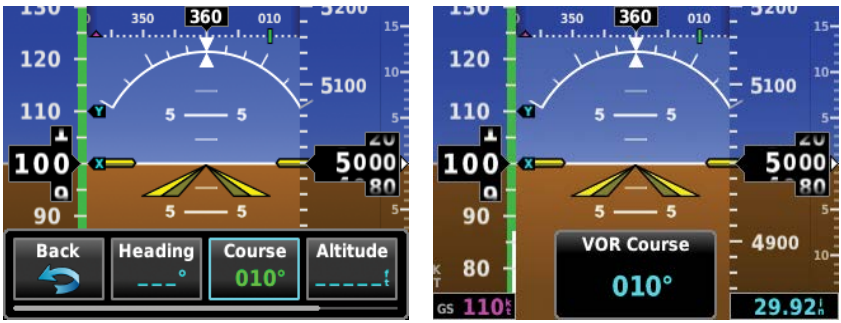


Figure 2-31 VLOC Course on PFD Page

Setting the OBS course:

1) From the PFD Page, press the Selection Knob to display the Menu.

2) Select Course and use the Selection Knob to adjust the course.

Refer to the G5 Installation Manual for information on configuring multiple navigation sources.

SECTION 3 AUTOMATIC FLIGHT CONTROL SYSTEM (OPTIONAL)



NOTE: *The aircraft documentation always supersedes the information in this Pilot's Guide.*



NOTE: *Refer to the appropriate aircraft documentation for emergency procedures.*



NOTE: *A GMC controller is required for G5 AFCS functionality.*

3.1 AFCS SYSTEM ARCHITECTURE

An Automatic Flight Control System (AFCS) is typically comprised of two major components: A flight director (FD) and autopilot servos. The flight director provides pitch and roll commands to the autopilot servos. These pitch and roll commands are displayed on the PFD Page as Command Bars. When the flight director is active the pitch and roll commands can be hand-flown by the pilot or when coupled with the autopilot, the autopilot servos drive the flight controls to follow the commands issued by the flight director. The flight director operates independently of the autopilot servos, but in most cases the autopilot servos can not operate independent of the flight director.

3.1.1 G5 AFCS CONFIGURATION

The G5 can be configured as a standalone unit or as a backup unit for a G3X/G3X Touch system.

When configured as a standalone unit with a GMC controller and GSA servos:

The G5 supports the following modes: LVL, PIT, ROL, HDG (for installations with a magnetometer), TRK (for installations without a magnetometer or with a GMC 507), GPS, VS, IAS, ALT, ALTS, GP, TO/GA (with a GMC 507) and VNAV.

GP mode requires ARINC 429 data from an IFR navigator.

VNAV mode requires RS-232 data from a portable GPS or GTN unit.

When configured as a backup unit for a G3X/G3X Touch system:

The G5 supports the following modes: LVL, PIT, ROL, HDG, TRK (if available on the G3X), GPS, VS, VNAV, IAS, ALT, ALTS, TO, GA, and GP.

GP mode requires ARINC 429 data from an IFR navigator.

TRK mode is selected using the HDG Key on the GMC 305/307, or TRK Key on the GMC 507.

3.1.2 AUTOPILOT AND YAW DAMPER OPERATION

The autopilot servos and optional yaw damper operate the flight control surfaces to provide automatic flight control. The autopilot controls the aircraft pitch and roll attitudes following commands received from the flight director. Pitch, Roll, and Yaw (if installed) autotrim provides trim commands to each servo to relieve any sustained effort required by the servo(s). Autopilot operation is independent of the optional yaw damper.

The optional yaw damper reduces Dutch roll tendencies, coordinates turns, and provides a steady force to maintain directional trim. It can operate independently of the autopilot and may be used during normal hand-flight maneuvers. Yaw rate commands are limited to 6 deg/sec by the yaw damper.

3.1.3 FLIGHT CONTROL

Pitch and roll commands are provided to the servos based on the active flight director modes. Yaw commands are provided by the yaw servo. Servo motor control limits the maximum servo speed and torque. This allows the servos to be overridden in case of an emergency.

3.1.4 PITCH AXIS AND TRIM

The autopilot pitch axis uses pitch rate to stabilize the aircraft pitch attitude during flight director maneuvers. Flight director pitch commands are rate and attitude-limited, combined with pitch damper control, and sent to the pitch servo motor. The pitch servo measures the output effort (torque) and optionally provides this signal to the pitch trim motor. The pitch servo commands the pitch trim motor to reduce the average pitch servo effort.

3.1.5 ROLL AXIS

The autopilot roll axis uses roll rate to stabilize aircraft roll attitude during flight director maneuvers. The flight director roll commands are rate- and attitude-limited, combined with roll damper control, and sent to the roll servo motor.

3.1.6 YAW AXIS

The yaw damper uses yaw rate and roll attitude to dampen the aircraft's natural Dutch roll response. It also uses lateral acceleration to coordinate turns and reduce or eliminate the need for the pilot to use rudder pedal force to maintain coordinated flight during climbs and descents.

3.1.7 CONTROL WHEEL STEERING (CWS) (OPTIONAL)

Control Wheel Steering allows the aircraft to be hand-flown without disengaging the AFCS. Press and hold the autopilot CWS Button (if equipped) to temporarily disengage the pitch and roll servos from the flight control surfaces and hand-fly the aircraft. The G5 autopilot control is synchronized to the aircraft attitude during Control Wheel Steering. The green 'AP' annunciation is temporarily replaced by a white 'CW' for the duration of Control Wheel Steering maneuvers.

The AP Disconnect and CWS are, in most configurations, the same button, where the AP Disconnect can be configured to also provide CWS functionality. The pilot can interrupt ESP by pressing and holding the Autopilot Disconnect / Control Wheel Steering (AP DISC/CWS) switch. Upon releasing the AP DISC/CWS switch, ESP force will again be applied. ESP can also be overridden by overpowering the servo's torque limit.

In most scenarios, releasing the CWS Button reengages the autopilot with a new reference, when configured. Refer to (Vertical Modes) and (Lateral Modes) for Control Wheel Steering behavior in each mode.

3.1.8 G5 AFCS STATUS BOX

The AFCS status box displays autopilot (AP) and flight director (FD) mode annunciations on the PFD Page.

A green autopilot (AP) status is displayed when the autopilot (AP) is engaged. Lateral modes are displayed on the left, and vertical modes are displayed on the right. Armed modes are displayed in white and active in green.

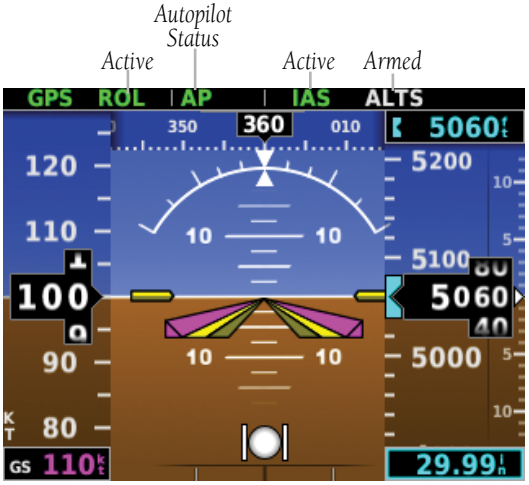


Figure 3-1 Autopilot Status Box

3.2 AFCS OPERATION

NOTE: *When the G5 is configured as part of a G3X/G3X Touch system, the G5 can be used to drive the autopilot and flight director only when all GDUs are removed from the network.*

The AFCS provides the following main operating functions:

- Flight Director (FD) — The flight director function provides pitch and roll commands needed to guide the aircraft toward the active reference selected by the pilot. These pitch and rolls commands are displayed on the G5 PFD Page as Command Bars. When the flight director is active the pitch and roll commands can be hand-flown by the pilot. When the autopilot is engaged the autopilot servos drive the flight controls to follow the commands issued by the flight director.
- Autopilot (AP) — The autopilot function is provided by servo actuators which move the flight control surfaces in response to flight director steering commands, aircraft attitude, and airspeed. The optional pitch auto-trim function serves to relieve any sustained effort required by the pitch servo to keep the aircraft in trim.

- Yaw Damper (YD) — The optional Yaw Damper function provides Dutch Roll damping, assists in turn coordination, and provides a steady force to help maintain directional trim. If installed the YD comes on when the autopilot is engaged. It can be turned on/off independent of the autopilot and may be used during normal hand-flying maneuvers.
- Manual Electric Trim (MET) — The optional Manual Electric Trim uses the same servo as the auto-trim function and allows the pilot to command trim via a trim switch when the autopilot is not engaged. The MET function does not preclude the use of the aircraft's basic mechanical trim system.
- Electronic Stability & Protection (ESP) (GFC 500) — The ESP function provides a soft barrier to keep the aircraft within the desired operating envelope when the autopilot is not engaged. When the AFCS senses the aircraft is near the defined operating limit in pitch attitude, roll attitude, high airspeed, or low airspeed, the ESP function will automatically engage one or more servos to nudge it back to the nominal operating envelope. While ESP utilizes the same sensors, processors, and actuators as the AFCS autopilot it is a separate mutually exclusive function. ESP can be easily overpowered by the pilot and can be interrupted using the AP DISC / TRIM INT Button.

NOTE: *Refer to the G5 Installation Manual Section for information on installing and configuring the G5 Integrated Autopilot Interface.*

3.2.1 AFCS PRE-FLIGHT ACTIONS (STANDALONE INSTALLATION)

To ensure the Automatic Flight Control System (AFCS) is operating properly prior to flight, perform the following Garmin® recommended preflight checks.

Before takeoff checklist:

1) Autopilot - ENGAGE (if configured, using AP/CWS Button, or AP Key on mode controller)

2) AP DISC button - PRESS (verify autopilot disengages)

3) Verify Yaw damper - OFF (if installed) (verify yaw damper disengages)

4) Flight director - SET FOR TAKEOFF (select IAS or VS mode or push FD Key to turn off the flight director)

5) Flight controls - CHECK (verify autopilot servos are disengaged from pitch, roll, and yaw controls, and all controls move freely)

6) Elevator trim control - SET FOR TAKEOFF

3.2.2 GMC 305/307/507 AFCS CONTROLS

NOTE: *Active Mode is represented by the LED indicator above the key. This LED flashes when the mode is armed, then steadies when the mode is activated.*

The GMC 305/307/507 AFCS Control Units have the following controls:

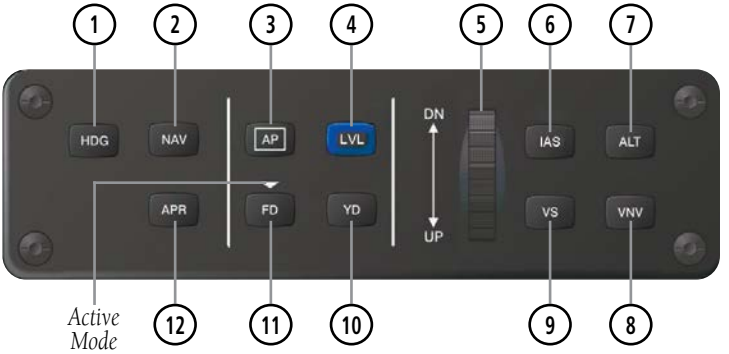


Figure 3-2 GMC 305 AFCS Control Unit

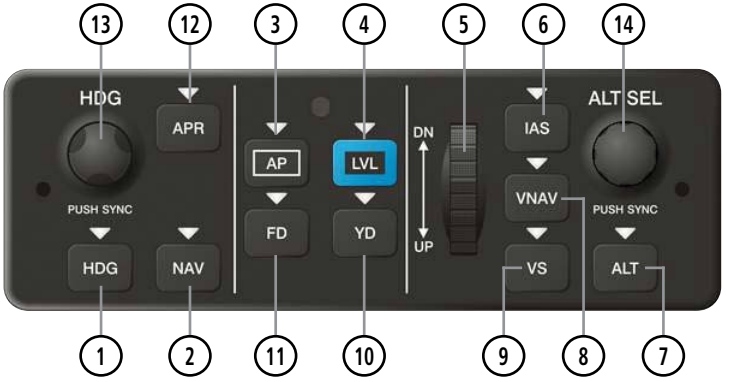


Figure 3-3 GMC 307 AFCS Control Unit

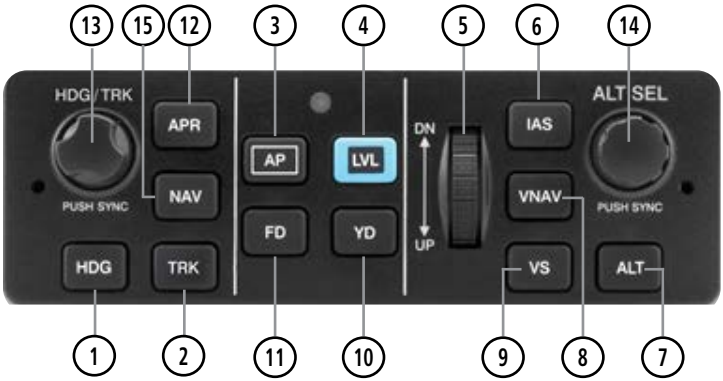


Figure 3-4 GMC 507 AFCS Control Unit

1	**HDG Key**	Selects/deselects Heading Select Mode. In GMC 507 installations without a magnetometer, the **HDG** Key has no function.
2	**NAV Key**	Selects/deselects Navigation Mode. Cancels GP Mode if GPS Mode is either active or armed.
3	**AP Key**	Engages/disengages the autopilot
4	**LVL (Level) Key**	Engages the autopilot (if the autopilot is disengaged) in level vertical and lateral modes
5	**NOSE UP/DN Wheel**	Adjusts the vertical mode reference in Pitch Hold, Vertical Speed, Indicated Airspeed, and Altitude Hold modes
6	**IAS Key**	Selects/deselects Indicated Airspeed Mode
7	**ALT Key**	Selects/deselects Altitude Hold Mode
8	**VNV or VNAV Key**	Selects/deselects Vertical Path Tracking Mode for Vertical Navigation Mode.
9	**VS Key**	Selects/deselects Vertical Speed Mode
10	**YD Key** (if installed)	Engages/disengages the yaw damper
11	**FD Key**	Activates/deactivates the flight director only Pressing once turns on the director in the default vertical and lateral modes. Pressing again deactivates the flight director and removes the Command Bars. If the autopilot is engaged, the key is disabled.

Table 3-1 AFCS Controls

(12)	**APR Key**	Selects/deselects Approach Mode
(13)	**HDG or HDG/TRK Knob**	Adjusts the Heading Bug*
(14)	**ALT SEL Knob**	Adjusts the Altitude Bug*
(15)	**TRK Key**	Selects/deselects Track Mode**

*GMC 307/507 only ** GMC 507 only

Table 3-1 AFCS Controls

The following AFCS controls are located separately from the G5 and GMC 305/307/507 AFCS Control Unit:

CWS/AP DISC Button (Autopilot Disconnect)	An AP DISC/CWS Button is typically located on the pilot's control stick. This button combines the functions of Autopilot Disconnect and Control Wheel Steering. (Note: the Control Wheel Steering function can be disabled in configuration mode, which causes the button to perform the Autopilot Disconnect function only) Press and release the AP DISC/CWS Button to disengage the autopilot. Pressing and holding the AP DISC/CWS Button when the autopilot is engaged will temporarily disengage the pitch and roll servos and interrupt autotrim operation. The pilot can then hand-fly the aircraft to a new attitude and release the AP DISC/CWS button to re-engage the autopilot servos and synchronize the flight director to the aircraft's new attitude. The ability to use Control Wheel Steering may be disabled in configuration mode if desired. If the configuration supports it, pressing and holding the AP DISC/CWS button while the autopilot is not engaged will cause the autopilot to engage. If the flight director was previously off, the default FD modes (PIT and ROL) will be selected. The ability to engage the autopilot using the CWS button may be disabled in configuration mode if desired.

Table 3-2 Other AFCS Controls

TO/GA Button (Takeoff/Go Around)	Selects flight director Takeoff or Go Around Mode (only applies to a G5 installed as part of a G3X/G3X Touch system or a GMC 507).
MET Switch (Manual Electric Trim)	Used to command manual electric trim for any properly configured servo (pitch, roll, or yaw).

Table 3-2 Other AFCS Controls

3.2.3 ENGAGING THE AUTOPILOT

An initial press of the AP Key on the GMC unit will activate the flight director and engage the autopilot in the default PIT and ROL modes (some modes may require an external navigator):

Control	Modes Selected			
	Lateral		Vertical	
	Mode/Annunciation		Mode/Annunciation	
CWS Button (if configured, press and hold)	Roll Hold	ROL	Pitch Hold	PIT
HDG	Heading	HDG	Pitch Hold	PIT
NAV	Navigation	GPS	Pitch Hold	PIT
ALT	Roll Hold	ROL	Altitude Hold	ALT
VS	Roll Hold	ROL	Vertical Speed	VS
VNAV	Roll Hold	ROL	Vertical Navigation	VNAV
APPR	Approach	GPS	Glidepath	GP

Table 3-3 Autopilot Modes

Navigation and Approach Modes must have an active GPS course to activate the autopilot.

3.2.3.1 ENGAGING THE AUTOPILOT (GMC 305/307/507)

An initial press of the AP Key on the GMC 305/307 will activate the flight director and engage the autopilot in the default PIT and ROL modes.

3.2.3.2 DISENGAGING THE AUTOPILOT

The autopilot is manually disengaged by pressing the autopilot disconnect button, typically on the control stick or yoke, or by pressing the AP Key on the GMC unit. Manual disengagement is indicated by a three-second flashing yellow 'AP' annunciation. Cancel the aural alert by pressing and releasing the AP/CWS Button again.

NOTE: *Aural alert only available via G3X or GMC 507.*

Automatic disengagement is indicated by a flashing red 'AP' annunciation. Automatic disengagement occurs due to:

- System failure
- Invalid sensor data
- Inability to compute default autopilot modes
- Detection of a GDU display on the CAN network (when installed as part of a G3X/G3X Touch system).

3.2.3.3 DISENGAGING THE AUTOPILOT WHEN A MALFUNCTION IS SUSPECTED

CAUTION: *If power is not removed from the servos, and the CWS function is enabled, the AP will reengage after the switch is released.*

Autopilot/Trim failure disengagement:

1) Firmly grasp the control wheel.

2) Press and hold the AP DISC Switch. The autopilot will disconnect and power is removed from the trim motor. Power is also removed from all primary servo motors and engaged solenoids. Note the visual alerting indicating autopilot disconnect.

3) Retrim the aircraft as needed. Substantial trim adjustment may be needed.

4) Pull the appropriate circuit breaker(s) to electrically isolate the servo and solenoid components.

5) Release the AP DISC Switch.

3.2.3.4 OVERPOWERING AUTOPILOT SERVOS

CAUTION: *A small amount of pressure or force on the pitch controls can cause the autopilot automatic trim to run to an out-of-trim condition. Therefore, any application of pressure or force to the controls should be avoided when the autopilot is engaged.*

In the context of this discussion, "overpowering" refers to any pressure or force applied to the pitch controls when the autopilot is engaged. Overpowering the autopilot during flight will cause the autopilot's automatic trim to run, resulting in an out-of-trim condition or cause the trim to hit the stop if the action is prolonged. In this case, larger than anticipated control forces may be required after the autopilot is disengaged.

3.2.4 FLIGHT DIRECTOR OPERATION

NOTE: *Refer to the Installation Manual section for AFCS setup information.*

The flight director function provides pitch and roll commands to the pilot and autopilot, which are displayed on the PFD Page. With the flight director active, the aircraft can be hand-flown to follow the path shown by the Command Bars. The flight director has the following maximum commands: pitch (-15°, +20°) and roll (30°) angles.

3.2.4.1 ACTIVATING THE FLIGHT DIRECTOR

An initial press of a key listed in the table below (when the flight director is not active) activates the flight director in the listed modes. The flight director may be turned off and the Command Bars removed from the display by pressing the FD Key again. The FD Key is disabled when the autopilot is engaged.

Control Pressed	Modes Selected			
	Lateral		Vertical	
FD Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
AP Key	Roll Hold (default)	ROL	Pitch Hold (default)	PIT
TO/GA Button	Takeoff (on-ground) Go Around (in-air)	TO GA	Takeoff (on-ground) Go Around (in-air)	TO GA
ALT Key	Roll Hold (default)	ROL	Altitude Hold	ALT
VS Key	Roll Hold (default)	ROL	Vertical Speed	VS
VNV or VNAV Key	Roll Hold (default)	ROL	Vertical Navigation [1]	VNAV
IAS Key	Roll Hold (default)	ROL	Indicated Airspeed	IAS
APR Key	Approach [2]	GPS	Pitch Hold (default)	PIT
NAV Key	Navigation [2]	GPS	Pitch Hold (default)	PIT
HDG Key	Heading Select	HDG	Pitch Hold (default)	PIT
LVL Key	Level Hold	LVL	Level Hold	LVL

[1] Must be receiving VNAV data from a GPS navigator.
[2] The selected navigation receiver must have an active GPS course before NAV or APR Key press activates flight director.

Table 3-4 Flight Director Activation

3.2.4.2 COMMAND BARS

Upon activation of the flight director, Command Bars are displayed in magenta on the PFD Page. If the aircraft is being flown by hand, the command bars are displayed hollow. The Command Bars do not override the Aircraft Symbol. The Command Bars move together vertically to indicate pitch commands and bank left or right to indicate roll commands.

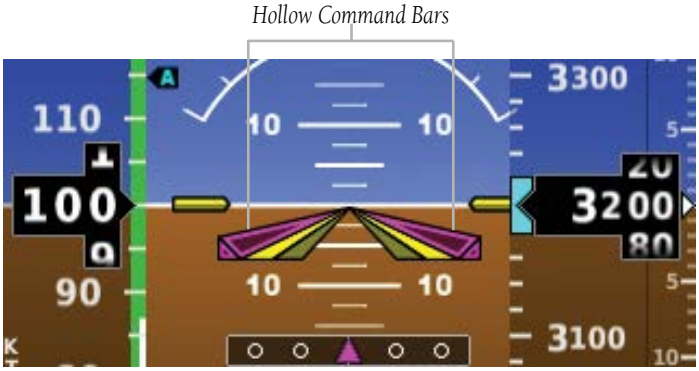


Figure 3-5 Command Bars - Hollow (Pilot Hand Flying)

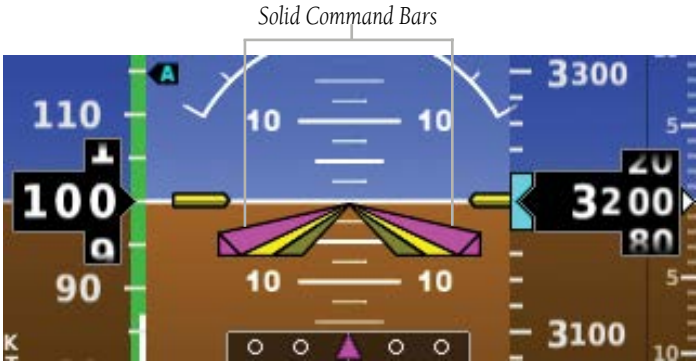


Figure 3-6 Command Bars - Solid (Auto Pilot Engaged)

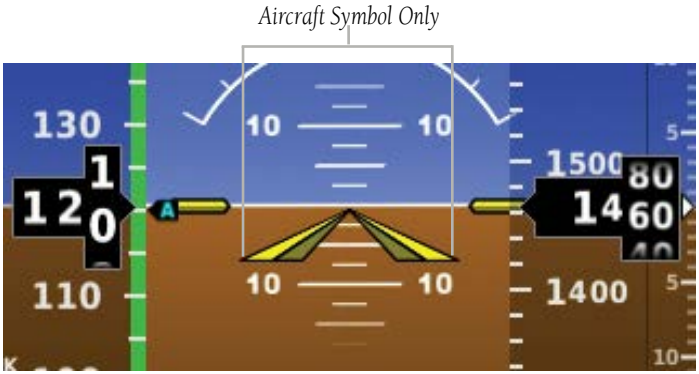


Figure 3-7 Command Bars - Absent (Invalid or Missing Data)

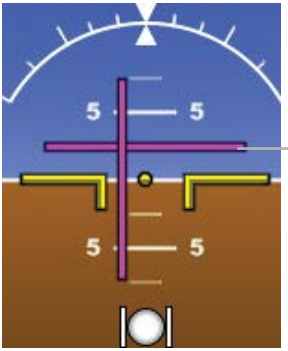


Figure 3-8 Flight Director (Dual Cue)

If the attitude information being sent to the flight director becomes invalid or unavailable, the Command Bars are removed from the display.

3.2.5 FLIGHT DIRECTOR MODES

Flight director modes are normally selected independently for the pitch and roll axes. Unless otherwise specified, all mode keys are alternate action (i.e., press on, press off). In the absence of specific mode selection, the flight director reverts to the default pitch and/or roll modes.

Armed modes are annunciated in white and active in green in the AFCS Status Box. Under normal operation, when the control for the active flight director mode is pressed, the flight director reverts to the default mode(s) for the axis(es). Automatic transition from armed to active mode is indicated by the white armed mode annunciation moving to the green active mode field and flashing for 10 seconds.

If the information required to compute a flight director mode becomes invalid or unavailable, the flight director automatically reverts to the default mode for that axis and the key on the GMC is disabled. A flashing yellow mode annunciation and annunciator light indicate loss of sensor or navigation data required to compute commands. When such a loss occurs, the system automatically begins to roll the wings level (enters Roll Hold Mode) or maintain the pitch angle (enters Pitch Hold Mode), depending on the affected axis. The flashing annunciation stops when the affected mode key is pressed or another mode for the axis is selected. If after 10 seconds no action is taken, the flashing annunciation stops.

The flight director is automatically disabled if the attitude information required to compute the default flight director modes becomes invalid or unavailable.

3.2.5.1 FLIGHT DIRECTOR ALTITUDE CONTROLS

CAUTION: *The following settings change the flight director operation. Before changing these settings become familiar with how these changes affect the use of the flight director.*

NOTE: *Refer to the Installation Manual for AFCS setup information.*

The Flight Director Altitude Controls allow the user to select Normal or Simplified.

When Altitude Controls are set to Normal, the following additional selections appear:

ALT Mode User Select Action: Determines the behavior of the flight director when the user selects Altitude Hold Mode by pressing the ALT Key on the GMC or touching the ALT Key on the display. The following two options are available:

- Normal: The flight director enters Altitude Hold (ALT) Mode.
- Sync Selected Altitude: The flight director enters Altitude Hold (ALT) Mode and the Selected Altitude (Altitude Bug) changes to the current aircraft altitude.

ALT Mode User Up/Down Action: Determines the behavior of the flight director when the flight director is in Altitude Hold (ALT) Mode and the user moves the pitch wheel on the GMC control unit, or touches Nose Up or Nose Down on the AFCS display. The following two options are available:

- Normal: Adjusts the Target Altitude in 10-foot increments, up to ±200 feet from the original Target Altitude.
- Select VS Mode: The flight director changes from Altitude Hold (ALT) Mode to Vertical Speed (VS) Mode and initiates a climb or descent. Subsequent vertical speed adjustments are in increments of 100 fpm. The Default Vertical Speed that is used for the initial climb or descent is set using a pair of fields that appear when Select VS Mode is selected.

When Altitude Controls are set to Simplified, Altitude Hold (ALT) Mode behavior differs in the following ways:

***NOTE:** With Altitude Controls set to Simplified, the user will not be able to pre-select a new altitude while ALT mode is already active.*

Selecting Altitude Hold (ALT) Mode causes the Selected Altitude (Altitude Bug) to change to the current aircraft altitude.

There is no longer a difference between the Selected Altitude (Altitude Bug) and the Target Altitude for Altitude Hold (ALT) Mode.

After Altitude Hold (ALT) Mode captures the Selected Altitude, subsequent changes to the Selected Altitude will cause ALT Mode to climb or descend towards the new Selected Altitude.

- Subsequent vertical speed adjustments are in increments of 100 fpm, with the exception the user cannot adjust the target vertical speed to a value that would cause the aircraft to fly away from the Selected Altitude.
- Unlike Select VS Mode described previously, this option does not switch to VS mode. Instead, it displays a vertical speed bug.
- The initial vertical speed used for climb or descent towards the new altitude is determined by the Default Vertical Speed fields as described previously.

When Altitude Hold (ALT) Mode has captured the Selected Altitude, the vertical speed bug is removed and vertical speed adjustments have no effect.

3.2.5.2 VERTICAL MODES

The table lists the vertical modes with their corresponding controls and annunciations. The mode reference is displayed next to the active mode annunciation for Altitude Hold, Vertical Speed, and Indicated Airspeed modes. The NOSE UP/DN Wheel can be used to change the vertical mode reference while operating under Pitch Hold, Vertical Speed, Indicated Airspeed, or Altitude Hold modes. Increments of change of values for each of these references using the NOSE UP/DN Wheel, are also listed in the table.

Vertical Mode	Description	Control	Annunciation	Reference Change Increment
Pitch Hold	Holds the current aircraft pitch attitude; may be used to climb/descend to the Selected Altitude	(default)	PIT	0.5°
Selected Altitude Capture	Captures the Selected Altitude	[1]	ALTS	10 ft
Altitude Hold	Holds the current Altitude	**ALT** Key	ALT	
Vertical Speed	Maintains the current aircraft vertical speed; may be used to climb/descend to the Selected Altitude	**VS** Key	VS	100 fpm
Indicated Airspeed (IAS)	Maintains the current aircraft airspeed in IAS while the aircraft is climbing/descending to the Selected Altitude	**IAS** Key	IAS	1 kt
Vertical Navigation	Captures and tracks descent legs of an active vertical profile	**VNV or VNAV** Key	VNAV	
VNAV Target Altitude Capture	Captures the Vertical Navigation (VNAV) Target Altitude	[2]	ALTV	
Glidepath	Captures and tracks the SBAS glidepath on approach	**APR** Key	GP	
Takeoff	Commands a constant pitch angle and wings level on-ground in preparation for takeoff	GA Button	TO	
Go Around	Commands a constant pitch angle and wings level in the air		GA	

[1] ALTS armed automatically when PIT, VS, IAS, or GA active, and under VNAV when Selected Altitude is to be captured instead of VNAV Target Altitude.
[2] ALTV armed automatically under VNAV when VNAV Target Altitude is to be captured instead of Selected Altitude.

Table 3-5 Flight Director Vertical Modes

3.2.5.2.1 Pitch Hold Mode (PIT)

When the flight director is activated (FD Key pressed) or when the autopilot is activated, Pitch Hold Mode is selected by default. Pitch Hold Mode is indicated as the active vertical mode by the green 'PIT' annunciation. This mode may be used for climb or descent to the Selected Altitude (shown above the Altimeter), since Selected Altitude Capture Mode is automatically armed when Pitch Hold Mode is activated.

In Pitch Hold Mode, the flight director maintains a constant pitch attitude. The pitch reference is set to the aircraft pitch attitude at the moment of mode selection. If the aircraft pitch attitude exceeds the flight director pitch command limitations, the flight director commands a pitch angle equal to the nose-up/down limit.

Changing the pitch reference:

When operating in Pitch Hold Mode, the pitch reference can be adjusted by using the NOSE UP/DN Wheel.

Or:

Hold the Control Wheel Steering (CWS) Button (if configured), establish the desired pitch attitude, then release the CWS Button.



Pitch Hold & Selected Altitude Capture Modes

3.2.5.2.2 Selected Altitude Capture Mode (ALTS)

Selected Altitude Capture Mode is automatically armed with activation of the following modes:

- Pitch Hold
- Vertical Speed
- Indicated Airspeed
- Takeoff/Go Around
- Vertical Navigation

The white 'ALTS' annunciation indicates Selected Altitude Capture Mode is armed.



Figure 3-9 Selected Altitude Capture Mode (Armed)

As the aircraft nears the Selected Altitude, the flight director automatically transitions to Selected Altitude Capture Mode with Altitude Hold Mode armed. This automatic transition is indicated by the green 'ALTS' annunciation flashing for up to 10 seconds and the appearance of the white 'ALTS' annunciation.

At 50 feet from the Selected Altitude, the flight director automatically transitions from Selected Altitude Capture to Altitude Hold Mode and holds the reference altitude. As Altitude Hold Mode becomes active, the white 'ALTS' annunciation moves to the active vertical mode field and flashes green for 10 seconds to indicate the automatic transition.

Setting the selected altitude:

Use the ALT SEL Knob on the GMC 307 or 507 to adjust the selected altitude.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Altitude and use the Selection Knob to change the Selected Altitude.

Syncing to the current altitude:

Press the ALT SEL Knob on the GMC 307 or 507.

Or:

1) Press the Selection Knob to display the Menu.
2) Select Altitude and press and hold the Selection Knob to sync the Selected Altitude to the current altitude

Changing the Selected Altitude while Selected Altitude Capture Mode is active causes the autopilot to revert to Pitch Hold Mode with Selected Altitude Capture Mode armed for the new Selected Altitude.

3.2.5.2.3 Altitude Hold Mode (ALT)

Altitude Hold Mode can be activated by pressing the **ALT** Key; the AFCS maintains the current aircraft altitude (to the nearest 10 feet) as the Altitude Reference. Altitude Hold Mode active is indicated by a green 'ALT' annunciation in the G5 Autopilot Status Box.

Altitude Hold Mode is automatically armed when in Selected Altitude Capture Mode. Selected Altitude Capture Mode automatically transitions to Altitude Hold Mode when within 50 feet of the Selected Altitude. In this case, the Selected Altitude becomes the Altitude Reference.

Changing the Altitude Reference

When operating in Altitude Hold Mode, the Altitude Reference can be adjusted in the following ways:

- The Altitude Reference can be adjusted up or down in 10-foot increments by rolling the NOSE UP/DN Wheel. Using this method, up to 200 feet of altitude change can be commanded. To change the Altitude Reference by more the 200 feet, use the CWS Button (if configured) as described below, or climb/descend using another vertical mode (PIT, VS) to capture the desired Selected Altitude.
- If the aircraft is configured with a CWS Button, pressing the CWS Button allows the aircraft to be hand-flown to a new Altitude Reference. When the CWS Button is released at the desired altitude, the new altitude is established as the Altitude Reference.



Figure 3-10 Altitude Hold Mode

3.2.5.2.4 Vertical Speed Mode (VS)

In Vertical Speed Mode, the flight director acquires and maintains a Vertical Speed Reference. Current aircraft vertical speed (to the nearest 100 fpm) becomes the Vertical Speed Reference at the moment of Vertical Speed Mode activation. This mode may be used for climb or descent to the Selected Altitude (shown above the Altimeter) since Selected Altitude Capture Mode is automatically armed when Vertical Speed Mode is selected.

When Vertical Speed Mode is activated by pressing the VS Key, 'VS' is annunciated in green in the Autopilot Status Box. The Vertical Speed Reference is also displayed below the Vertical Speed Indicator. A Vertical Speed Reference Bug corresponding to the Vertical Speed Reference is shown on the indicator.

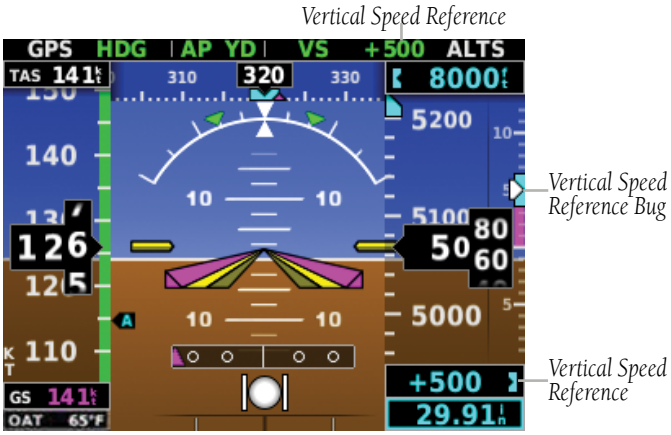


Figure 3-11 Vertical Speed Reference on PFD Page

Changing the Vertical Speed Reference

The Vertical Speed Reference may be adjusted in the following ways:

- Use the NOSE UP/DN Wheel to adjust the Vertical Speed Reference in increments of 100 fpm.
- Press the CWS Button (if configured) and hand-fly the aircraft to a new Vertical Speed Reference. When the CWS Button is released, the aircraft's vertical speed (to the nearest 100 fpm) is established as the new Vertical Speed Reference.



Figure 3-12 Vertical Speed Mode

3.2.5.2.5 Indicated Airspeed Mode (IAS)

Indicated Airspeed Mode is selected by pressing the IAS Key on the GMC. This mode acquires and maintains the Airspeed Reference (IAS) while climbing or descending. When Indicated Airspeed Mode is active, the flight director continuously monitors Selected Altitude and current airspeed and altitude.

The Airspeed Reference is set to the current airspeed upon mode activation. Indicated Airspeed Mode is indicated by a green 'IAS' annunciation in the Autopilot Status Box. The Airspeed Reference is also displayed as a cyan bug corresponding to the Airspeed Reference along the airspeed tape.

Engine power must be adjusted to allow the autopilot to fly the aircraft at a pitch attitude corresponding to the desired flight profile (climb or descent) while maintaining the Airspeed Reference.

Changing the Airspeed Reference

The Airspeed Reference (shown in both the Autopilot Status Box and above the Airspeed Indicator) may be adjusted by using the NOSE UP/DN Wheel.

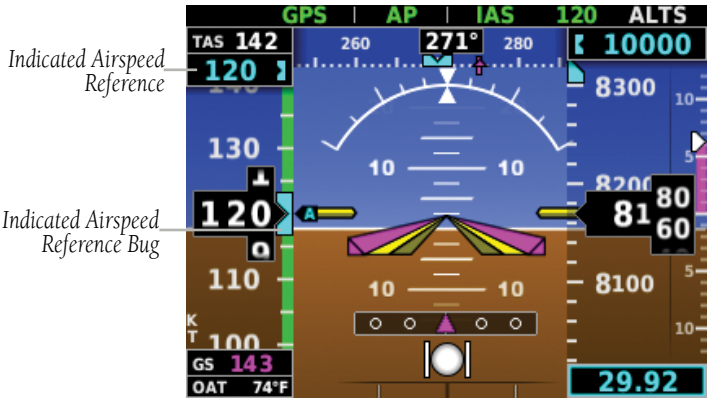


Figure 3-13 Indicated Airspeed Reference on PFD Page

3.2.5.2.6 Vertical Navigation Mode (VNAV)

NOTE: *If another vertical mode is touched while VNAV Mode is selected, VNAV Mode reverts to armed.*

NOTE: *Pressing the CWS Button (if equipped and supported) while VNAV Mode is active does not cancel the mode. The autopilot guides the aircraft back to the descent path upon release of the CWS Button.*

Vertical Navigation (VNAV) Mode is available for enroute/terminal cruise and descent operations any time that VNAV input data is being received.



Figure 3-14 Vertical Navigation Mode

Activating vertical navigation mode:

1) When a flight plan is active, VNAV data is valid, and the VNV Key (GMC 305) or VNAV Key is selected (GMC 307/507), VNAV mode is armed in preparation for descent path capture. 'VNAV' is annunciated in white in the G5 Autopilot Status Box. If applicable, the appropriate altitude capture mode is armed for capture of the VNAV Target Altitude (ALTV) or the Selected Altitude (ALTS), whichever is greater.

2) When a descent leg is captured (i.e., vertical deviation becomes valid), VNAV Mode is activated and tracks the descent profile. An altitude capture mode (ALTS or ALTV) is armed as appropriate.

3) When approaching the VNAV Target Altitude (or Selected Altitude) the system automatically transitions to ALTS or ALTV Mode with ALT Mode armed.

If the altimeter's barometric setting is adjusted while VNAV mode is active, the autopilot increases/decreases the descent rate by up to 500 fpm to re-establish the aircraft on the descent path (without commanding a climb). For large changes, it may take several minutes for the aircraft to reestablish on the descent path. If the change is made while nearing the VNAV waypoint, the aircraft may not reestablish on the descent path in time to level off at the NVAV Target Altitude. In this case, the autopilot will revert to Pitch Hold mode upon passing the VNAV waypoint, and Selected Altitude Capture (ALTV) mode will be automatically armed.

3.2.5.2.7 Automatic Reversion to Pitch Hold Mode

Several situations can occur while VNAV Mode is active which cause the AFCS to revert to Pitch Hold Mode:

- The aircraft does not level off at the selected altitude.
- Vertical deviation exceeds 200 feet during an overspeed condition.
- Vertical deviation becomes invalid (the Deviation Indicator is removed from the PFD Page).

Following a reversion to Pitch Hold Mode, VNAV Mode becomes armed to allow for possible profile recapture.

3.2.5.2.8 VNAV Target Altitude Capture Mode (ALTV)

VNAV Target Altitude Capture is analogous to Selected Altitude Capture Mode and is armed automatically after the VNV Key (GMC 305) or VNAV (GMC 307/507) is selected if the VNAV Target Altitude is to be intercepted before the Selected Altitude. The annunciation 'ALTV' indicates the VNAV Target Altitude is to be captured. Refer to Section 2.3 (Vertical Navigation) for more information on setting up the VNAV target altitude.

As the aircraft nears the VNAV Target Altitude, AFCS automatically transitions to VNAV Target Altitude Capture Mode with Altitude Hold Mode armed. This automatic transition is indicated by the green 'ALTV' annunciation flashing for up to 10 seconds and the appearance of the white 'ALT' annunciation.

At 50 feet from the VNAV Target Altitude, the AFCS automatically transitions from VNAV Target Altitude Capture to Altitude Hold Mode and selects the VNAV target altitude as the new Autopilot Altitude Reference. As Altitude Hold Mode becomes active, the white 'ALT' annunciation moves to the active vertical mode field and flashes green for 10 seconds to indicate the automatic transition.

3.2.5.2.9 Glidepath Mode (GP) (with external WAAS enabled IFR navigator ONLY)

Glidepath Mode is used to track a WAAS or other satellite-based augmentation system SBAS generated glidepath. When Glidepath Mode is armed, 'GP' is annunciated in white in the Autopilot Status Box.

Selecting glidepath mode:

1) EXTERNAL NAVIGATOR: Ensure a GPS approach with vertical guidance (LPV, LNAV/VNAV, LNAV +V) is loaded into the active flight plan. The active waypoint must be part of the flight plan (cannot be a direct-to a waypoint not in the flight plan).

2) Ensure that GPS is the selected navigation source.

3) Press the **APR** Key.

NOTE: *Some RNAV (GPS) approaches provide a vertical descent angle as an aid in flying a stabilized approach. These approaches are NOT considered Approaches with Vertical Guidance (APV). Approaches that are annunciated on the HSI as LNAV or LNAV+V are considered Non-precision Approaches (NPA) and are flown to an MDA even though vertical glidepath (GP) information may be provided.*

WARNING: *When flying an LNAV approach (with vertical descent angle) with the autopilot coupled, the aircraft will not level off at the MDA even if the MDA is set in the altitude preselect.*

Upon reaching the glidepath, the flight director transitions to Glidepath Mode and begins to capture and track the glidepath.

Once the following conditions have been met, the glidepath can be captured:

- The active waypoint is at or after the final approach fix (FAF).
- Vertical deviation is valid.
- The CDI is at less than full-scale deviation.
- Automatic sequencing of waypoints has not been suspended.



Figure 3-15 Glidepath Mode

3.2.5.2.10 Go Around (GA) and Takeoff (TO) Modes

NOTE: *TO and GA modes are only available when the G5 is configured as a backup unit in a G3X/G3X Touch system.*

Go Around and Takeoff modes are coupled pitch and roll modes and are annunciated as both the vertical and lateral modes when active. In these modes, the flight director commands a constant set pitch attitude and keeps the wings level. The GA Switch is used to activate both modes. The mode entered by the flight director depends on whether the aircraft is on the ground or in the air.

Takeoff Mode provides an attitude reference during rotation and takeoff. This mode can be selected only while on the ground by pushing the TO/GA Button. The flight director Command Bars assume a wings-level, pitch-up attitude.

Pressing the TO/GA Button while in the air activates the flight director in a wings-level, pitch-up attitude, allowing the execution of a missed approach or a go around. Go Around Mode arms the Selected Altitude Capture Mode automatically, and attempts to modify the aircraft attitude (i.e., with the NOSE UP/DN Wheel). This will result in reversion to Pitch and Roll Hold modes.

3.2.5.3 LATERAL MODES

The following table lists the lateral modes and respective control(s) and annunciation. Refer to the vertical modes section for information regarding Takeoff and Go Around Modes.

Lateral Mode	Control	Description	Annunciation
Roll Hold	(default)	Holds the current aircraft roll attitude or rolls the wings level, depending on the commanded bank angle	ROL
Heading (G5 stand-alone and G3X installations require an optional magnetometer	**HDG** Key	Captures and tracks the Selected Heading	HDG

Table 3-6 Flight Director Lateral Modes

Lateral Mode	Control	Description	Annunciation
Track (GMC 305/307 only)	**TRK** Button/ Softkey (On the G3X Touch/G3X)	Captures and tracks the Selected Ground Track	TRK
Track (GMC 507 only)	**TRK** Key		
Navigation, GPS	**NAV** Key	Captures and tracks the selected navigation source (GPS)	GPS
Approach, GPS	**APR** Key	Captures and tracks the selected navigation source (GPS)	GPS
Takeoff	TO/GA Button	Commands a constant pitch angle and wings level on-ground in preparation for takeoff	TO [1]
Go Around		Commands a constant pitch angle and wings level in the air	GA [1]
[1] *TO and GA modes are only available when the G5 is installed.*			

Table 3-6 Flight Director Lateral Modes

The CWS Button (if configured) does not change lateral references for HDG or NAV modes. The autopilot guides the aircraft back to the Selected Heading/ Course upon release of the CWS Button.

3.2.5.3.1 Roll Hold Mode (ROL)

NOTE: *If Roll Hold Mode is activated as a result of a mode reversion, the flight director rolls the wings level.*

When the flight director is activated or switched, Roll Hold Mode is selected by default. This mode is annunciated as 'ROL' in the Autopilot Status Box. The current aircraft bank angle is held, subject to the bank angle condition.



Figure 3-16 Roll Hold Mode Annunciation

Bank Angle	Flight Director Response
< 6°	Rolls wings level
6 to 30°	Maintains current aircraft roll attitude
> 30°	Limits bank to 30°

Table 3-7 Roll Hold Mode Responses

Changing the Roll Reference

Adjusting the roll reference in Roll Hold Mode:

Hold the CWS Button (if configured), establish the desired bank angle, then release the CWS Button.

3.2.5.3.2 Heading Select Mode (HDG)

NOTE: *HDG mode is available in a standalone installation with a magnetometer and when the G5 is configured as a backup in a G3X/G3X Touch system and the G5 is receiving magnetic heading data from an ADAHRS unit.*

Heading Select Mode is activated by pressing the HDG Key. Heading Select Mode acquires and maintains the Selected Heading. The Selected Heading is shown by a cyan bug on the HSI and in the box on the bottom right of the HSI.

Changing the selected heading:

1) Press the Selection Knob to display the Menu.
2) Select Heading and use the Selection Knob to change the Selected Heading.

   Or:

   Rotate the HDG Knob (GMC 307 or 507).

Activating heading mode:

Press the HDG Key on the GMC.

Holding the CWS Button (if configured) and hand-flying the aircraft does not change the Selected Heading. The autopilot guides the aircraft back to the Selected Heading upon release of the CWS Button.

Turns are commanded in the same direction as Selected Heading Bug movement, even if the bug is turned more than 180˚ from the present heading (e.g., a 270˚ turn to the right). However, Selected Heading changes of more than 330˚ at a time result in turn reversals.





Figure 3-17 Heading Mode Annunciation

3.2.5.3.3 Heading Bug Auto Sync Mode

If configured, Heading Bug Auto Sync Mode allows the heading bug to be continuously synchronized to the aircraft heading while the autopilot is engaged and a Flight Director navigation lateral mode (GPS, VOR, LOC, BC) is active. When Heading Bug Auto Sync Mode is active, the heading value on the Heading Button displays 'SYNC.' An annunciator also appears above and to the left of the attitude indicator.

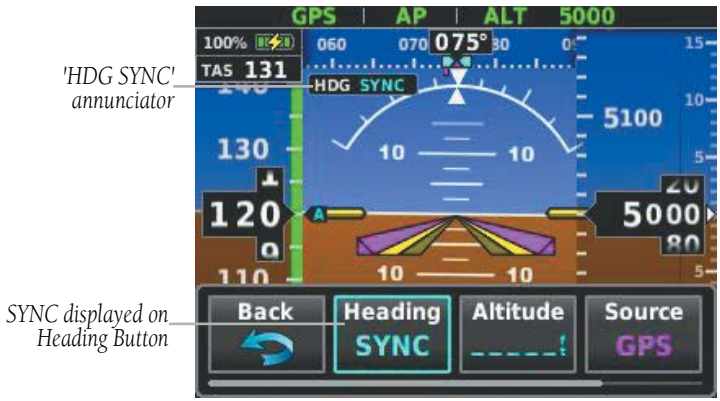


Figure 3-18 Heading Bug Auto Sync Mode

Heading Bug Auto Sync Mode remains active until manually canceled (see following procedures), or the autopilot is disengaged, or the flight director lateral mode is no longer a navigation mode.

Activating Heading Bug Auto Sync Mode:

1) Press the Selection Knob to display the Menu.
2) Select Heading.
3) Press and hold the Selection Knob. 'SYNC' is displayed in the 'Select Heading' Window.

Deactivating Heading Bug Auto Sync Mode:

1) Press the Selection Knob to display the Menu.
2) Select Heading.
3) Rotate the HDG Knob to select a new heading (confirm by pressing the Selection Knob).

3.2.5.3.4 Track Mode (TRK)

Track Mode is activated by pressing TRK Key on the GMC 507 or the TRK Button/Softkey on the G3X Touch/G3X. Track Mode acquires and maintains the Selected Ground Track. The Selected Ground Track is displayed as a magenta bug on the HSI and in the box on the bottom right of the HSI.

Changing the selected ground track:

1) Press the Selection Knob to display the Menu.
2) Select Track and use the Selection Knob to change the Selected Ground Track.

   Or:

   Rotate the HDG Knob on the GMC 307 or **HDG/TRK** Knob on the GMC 507.

Activating track mode:

Press the TRK Key on the GMC 507 or the TRK Button/Softkey on the G3X Touch/G3X.

Holding the CWS Button (if configured) and hand-flying the aircraft does not change the Selected Ground Track. The autopilot guides the aircraft back to the Selected Ground Track upon release of the CWS Button.

Turns are commanded in the same direction as Selected Ground Track Bug movement, even if the bug is turned more than 180° from the present heading (e.g., a 270° turn to the right). However, Selected Ground Track changes of more than 330° at a time result in turn reversals.



Figure 3-19 Track Mode Annunciation

3.2.5.3.5 Navigation Mode (GPS)

NOTE: *The navigation receiver must have an active GPS course for the flight director to enter Navigation Mode.*

NOTE: *When intercepting a flight plan leg, the flight director gives commands to capture the active leg at approximately a 45° angle to the track between the waypoints defining the active leg. The flight director does not give commands to fly to the starting waypoint of the active leg.*

Pressing the NAV Key selects Navigation Mode. Navigation Mode acquires and tracks the navigation source. The flight director follows GPS roll steering commands when GPS is the navigation source. Navigation Mode can also be used to fly non-precision GPS approaches where vertical guidance is not required.

If the Course Deviation Indicator (CDI) shows greater than one dot when the NAV Key is pressed, the selected mode is armed. If the CDI is less than one dot, Navigation Mode is automatically captured when the NAV Key is pressed. The armed annunciation appears in white to the left of the active roll mode.



Figure 3-20 Navigation Mode Annunciation

If Navigation Mode is active and either of the following occur, the AFCS reverts to Roll Hold Mode (wings rolled level):

- Active navigation source manually switched
- Active flight plan is deleted
- GPS reception is lost

3.2.5.3.6 Approaches without Vertical Guidance

NOTE: *The selected navigation receiver must have an active GPS course for the flight director to enter Approach Mode.*

Press the NAV Key to arm/activate GPS (LNAV only) lateral mode. The lateral mode acquires and tracks the selected navigation source, depending on the loaded approach. Press NAV when the CDI is greater than one dot to arm the selected mode (annunciated in white). Press NAV when the CDI deviation is less than one dot to activate, capture and track the selected navigation source.

Example	Control	Lateral Mode	Annunciation	Description
LNAV	**NAV** Key	Approach, GPS	GPS	Captures and tracks the selected navigation source (GPS, VOR, LOC, BC)
VOR		VOR Approach Capture/Track	VOR	
LOC		LOC Approach Capture/Track	LOC	
BC		BC Approach Capture/Track	BC	

Table 3-8 Approach without Vertical Guidance

3.2.5.3.7 GPS Approach without Vertical Guidance

A GPS approach without vertical guidance (LNAV) is flown using GPS NAV Mode.

Selecting a GPS Approach without vertical guidance:

1) EXTERNAL NAVIGATOR: Ensure a GPS approach without vertical guidance (LNAV) is loaded into the active flight plan.
2) EXTERNAL NAVIGATOR: Ensure the 'GPS' indication is showing in the lower-left corner. If not, press the CDI Key.
3) EXTERNAL NAVIGATOR: Select and activate the GPS approach using the PROC Key.
4) Press the NAV Key.
5) Adjust the aircraft's pitch axis as required.

3.2.5.3.8 GPS Approaches with Lateral + Vertical Guidance

Press the APR Key to arm/activate both lateral and vertical modes for approach. When Glidepath (GP) Mode is armed for a GPS approach with vertical guidance, GPS Mode is automatically armed. Press the APR Key when the CDI is greater than one dot to arm the selected modes (annunciated in white). Press the APR Key when the CDI deviation is less than one dot to activate, capture and track the selected navigation source.

Example	Control	Modes	Annunciation	Description
LPV, LNAV/ VNAV, LNAV+V	**APR** Key	Lateral: GPS	GPS	Captures and tracks the lateral portion of a GPS approach
		Vertical: Glidepath	GP	Captures and tracks a WAAS approach glidepath

Table 3-9 Lateral + Vertical Approaches

NOTE: *To cancel Glidepath (GP) Mode without cancelling GPS Mode, Press NAV once. Pressing it a second time cancels GPS Mode.*

When Glidepath (GP) Mode is armed for a GPS approach with vertical guidance, GPS Mode is automatically armed.

Selecting a GPS approach with vertical guidance:

1) EXTERNAL NAVIGATOR: Ensure a GPS approach with vertical guidance (LPV, LNAV/VNAV, LNAV+V) is loaded into the active flight plan.

2) EXTERNAL NAVIGATOR: Ensure the 'GPS' indication is showing in the lower-left corner. If not, press the CDI Key.

3) EXTERNAL NAVIGATOR: Select and activate the GPS approach using the PROC Key.

4) Press the APR Key.

3.2.5.3.9 Level Mode

NOTE: *If AGL height data is unavailable (i.e., GPS altitude or terrain data is unavailable), automatic engagement of Level mode is not supported.*

Level Mode is coupled in pitch and roll modes and is annunciated as LVL in both the vertical and lateral modes when active. Pressing the LVL Key engages the autopilot in Level vertical and lateral modes. Level Mode does not track altitude or heading. When the LVL Key is pressed all armed and active modes are cancelled and the autopilot and flight director revert to LVL mode for pitch and roll. While in level mode, all other modes are available by pressing the corresponding key.

Level mode as activated by ESP is limited by altitude. ESP will not be able to activate Level mode until the aircraft climbs above 2000 feet AGL. ESP will be locked out of automatically activating Level mode after the aircraft descends below 1500 feet AGL as well. Also note that Level mode as activated by ESP is different than manually selected Level mode. Manually selected Level mode is not limited by altitude at all.

3.3 AFCS ALERTS (OPTIONAL)



Figure 3-21 AFCS Alerts

3.3.1 STATUS ALERTS

If the commanded operation cannot be achieved due to the limitations configured, the following messages can be displayed over the pitch scale. The annunciation is removed once the condition is resolved.

Alert Condition	Annunciation	Description
Up-elevator Trim Required	TRIM UP	The autopilot does not have the required elevator authority to reach the desired flight condition.
Down-elevator Trim Required	TRIM DOWN	

Table 3-10 Status Alerts

3.3.2 SPEED ALERTS

If the remote autopilot unit supports speed alerts and the airspeed limitations configured have been reached, the following messages can be displayed in the upper left corner and will be accompanied by an aural alert. The annunciation is removed once the condition is resolved.



Figure 4-1 ESP Engaged - High Airspeed



Figure 4-2 ESP Engaged - Low Airspeed

Alert Condition	Annunciation	Description
High speed Protection	**MAXSPD**	Autopilot Overspeed Protection mode is active. Autopilot will raise the nose to limit the aircraft's speed.
Low speed Protection	**MINSPD**	Autopilot Underspeed Protection mode is active. Autopilot will lower the nose to prevent the aircraft's speed from decreasing.

Table 3-11 Speed Alerts

SECTION 4 ADDITIONAL FEATURES

4.1 ELECTRONIC STABILITY & PROTECTION (ESP)

WARNING: *Do not assume ESP will provide stability protection in all circumstances. There are in-flight situations that can exceed the capabilities of ESP technology.*

Electronic Stability and Protection (ESP) is a feature that is intended to monitor the aircraft and provide guidance for the pilot to adjust pitch and/or power in order to maintain proper airspeed and bank angle, when necessary, to discourage operating the aircraft at potentially unsafe attitudes and/or airspeeds. If enabled, this feature will automatically arm when the aircraft is above 500 feet AGL and the autopilot is not engaged, and disarm when below 200 feet AGL.

When enabled, ESP engages automatically when the aircraft approaches or exceeds one or more predetermined airspeed or attitude limitations. Stability protection for each flight axis is provided by the autopilot servos, which apply force to the appropriate control surface(s) to discourage pilot control inputs that would cause the aircraft to exceed the normal or "protected" flight envelope. This is perceived by the pilot as resistance to control movement in the undesired direction when the aircraft approaches a steep attitude, and/or the airspeed is below the minimum or above the maximum configured airspeed. ESP engagement will trigger an aural alert annunciating the affected axis.

As the aircraft deviates further from the normal attitude and/or airspeed, the force increases proportionally (up to an established maximum) to encourage control movement in the direction necessary to return to the normal attitude and/or airspeed range.

When ESP has been engaged for more than fifteen seconds (cumulative; not necessarily consecutive seconds) of a 30-second interval, the autopilot can be configured to engage with the flight director in Level Mode, bringing the aircraft into level flight. If configured, an aural "Engaging Autopilot" alert is played and the flight director mode annunciation will indicate 'LVL' for vertical and lateral modes.

Level mode as activated by ESP is limited by altitude. ESP will not be able to activate Level mode until the aircraft climbs above 2000 feet AGL. ESP will be locked out of automatically activating Level mode after the aircraft descends below 1500 feet AGL as well. Also note that Level mode as activated by ESP is different than manually selected Level mode. Manually selected Level mode is not limited by altitude at all.

The pilot can interrupt ESP by pressing and holding the AP DISC / TRIM INT Button. Upon releasing the AP DISC / TRIM INT Button, ESP force will again be applied. ESP can also be overridden by overpowering the servo's torque limit.

NOTE: *If AGL height data is unavailable (i.e., GPS altitude or terrain data is unavailable), automatic engagement of Level mode is not supported.*

ESP is enabled or disabled from the PFD Page Menu.

Enabling/Disabling ESP:

1) From the PFD Page, press the Selection Knob to display the Menu.

2) Turn the Selection Knob to highlight ESP.

3) Press the Selection Knob to enable or disable ESP.



Figure 4-3 AFCS (ESP Enabled)

4.1.1 ROLL ENGAGEMENT

When ESP is available, Roll Limit Indicators displayed on the roll scale are configurable between 45º and 60º right and left, indicating where ESP will engage. As roll attitude exceeds the configured limit, ESP will engage and the Roll Limit Indicators will move to 15º less than the configured ESP bank limit. The Roll Limit Indicator now indicates where ESP will disengage as roll attitude decreases.

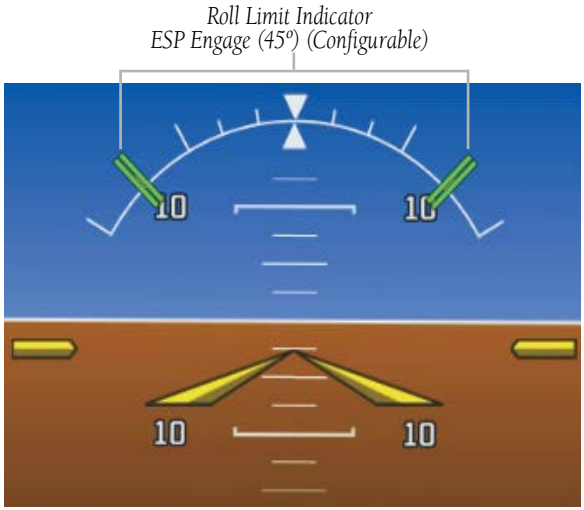


Figure 4-4 ESP Roll Engagement Indication (ESP Enabled but NOT Engaged)

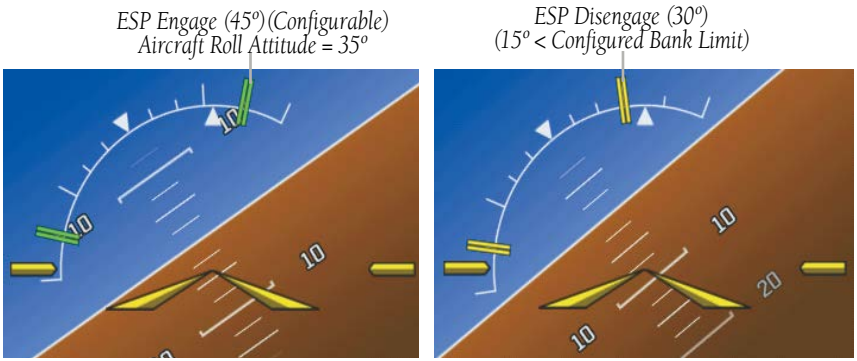


Figure 4-5 Roll Increasing to ESP Engagement

Once engaged, the torque applied by ESP is at its maximum when bank angle is 15° more than the configured bank limit, and tapers to the minimum applied torque when the bank angle is 15° less than the configured bank limit. The force increases as roll attitude increases and decreases as roll attitude decreases. The applied force is intended to encourage pilot input to return the airplane to a more normal roll attitude. When beyond 15° of the configured bank limit, the maximum torque is held until the aircraft returns inside the protected envelope.

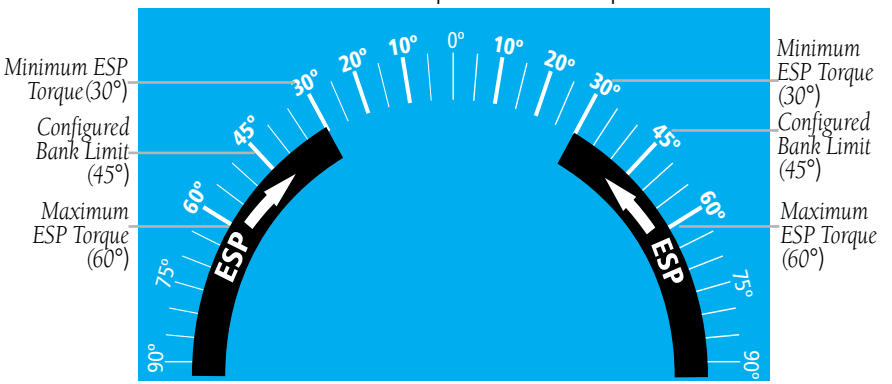


Figure 4-6 ESP Roll Operating Range When Engaged (Force Increases as Roll Increases & Decreases as Roll Decreases)

4.1.2 PITCH ENGAGEMENT

ESP pitch engagement is configurable between 10° and 25° nose-up and between 5° and 25° nose-down. Once engaged, chevrons appear over the pitch ladder and are pointed in the direction that correction is needed. The torque applied by ESP is at its maximum when pitch is 5° more than the configured nose-up and nose-down pitch limits, and tapers to the minimum applied torque when pitch is 5° less than the configured nose-up and nose-down pitch limits. When beyond 5° of the configured pitch limit, the maximum torque is held until the aircraft returns inside the protected envelope.

The opposing force increases or decreases depending on the pitch angle and the direction of pitch travel. This force is intended to encourage movement in the pitch axis in the direction of the normal pitch attitude range for the aircraft.



Figure 3-22 ESP Pitch Engagement Chevrons

4.1.3 AIRSPEED PROTECTION

NOTE: *If AGL height data is unavailable (i.e., GPS altitude or terrain data is unavailable), low-airspeed protection is not supported.*

An airspeed below the minimum configured airspeed or above maximum configured airspeed will result in ESP applying force to raise or lower the nose of the aircraft. When the high or low airspeed condition is remedied, ESP force is no longer applied.

4.2 GPS STEERING (GPSS)

NOTE: *This section is only applicable to non-Garmin® autopilots.*

When installed with the appropriate interfaces, the G5 can interface to some third-party autopilot systems.

4.2.1 GAD 29/29B (OPTIONAL)

The GAD 29B (optional) is an adapter that converts digital heading and course data into analog signals used by analog autopilot systems. The GAD 29B is installed remotely between the G5 and an existing autopilot. The analog signals from the GAD 29B mimic those of spinning-mass heading gyros that provide data to the autopilot and allow the gyro to be replaced by the G5 and GAD 29B combination. The GAD 29B is also used to interface certain Garmin IFR navigators with the G5.

The GAD 29B sends analog information about the G5's heading bug to a third-party analog autopilot, allowing it to operate in HDG mode and follow the G5 heading bug.

The navigation course selected on the G5 is also sent to the analog autopilot, enabling proper operation of the autopilot's NAV mode.

NOTE: *If multiple navigators are configured, course data is sent by the GAD 29B for navigator #1 only.*



Figure 4-1 GAD 29B (Optional)

GPS Steering (GPSS) provides roll command signals calculated by the GPS navigator to the autopilot in order to allow the aircraft to anticipate turns, make smooth transitions when passing waypoints, and fly leg types such as procedure turns and holding patterns.

Some autopilots have built-in support for GPS Steering (GPSS) commands from a GPS navigator. These autopilots receive digital GPSS commands directly from the navigator. Refer to the Airplane Flight Manual and autopilot system documentation for instructions on how to use the autopilot's GPSS function.

For older autopilots that do not have built-in support for digital GPSS signals, GPSS functionality may be emulated using the analog heading bug output of the G5 and GAD 29B, by operating the autopilot in HDG mode and selecting GPSS from the G5 menu.

NOTE: *If multiple navigators are configured, GPSS emulation is supported for navigator #1 only.*

NOTE: *GPSS commands are not sent to the autopilot when a VLOC source is displayed on the HSI.*

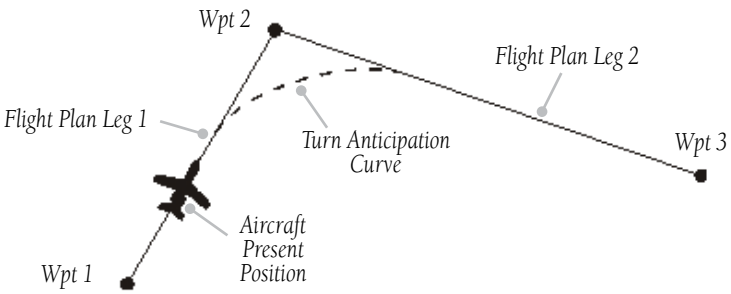


Figure 4-2 GPSS Turn Anticipation

Enabling/Disabling GPSS Mode:

1) Press the Selection Knob to display the Menu.

2) Turn the Selection Knob to select GPSS.

3) Press the Selection Knob to enable/disable GPSS Mode.

When GPSS is selected on the G5, the heading bug will change to a hollow outline, and a crossed-out heading bug symbol appears on the G5 indicating the autopilot is not coupled to the heading bug. The heading bug is still controllable and may still be used for reference.

When the G5 and GAD 29B are providing analog GPSS emulation, GPSS turn commands from the navigator are converted into a heading error signal to the autopilot. When the autopilot is operated in HDG mode, the autopilot will fly the turn commands from the GPS navigator. If the GPSS data is invalid (for example, if there is not active GPS leg) or the selected HSI source on the G5 is not GPS, the annunciated "GPSS" text will turn amber and a zero turn command will be sent to the autopilot.



Figure 4-3 GPSS Enabled (PFD Page)



Figure 4-4 GPSS Enabled (HSI Page)

4.2.2 GAD 13 (OPTIONAL)

The GAD 13 (optional) is an adapter that converts Outside Air Temperature (OAT) probe information for use by the G5. When installed appropriately, the GAD 13 communicates OAT, True Airpseed (TAS), and Winds (direction and velocity) to one, or multiple, G5 units.



Figure 4-5 GAD 13 - PFD



Figure 4-6 GAD 13 - HSI

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