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FAA Approved AIRPLANE FLIGHT MANUAL SUPPLEMENT

G1000 NXi Integrated Avionics System and Optional GFC 700 AFCS for Textron Aviation Inc. NAV III Series Aircraft

Dwg. Number: 190-02765-02 Rev. 3

RPHBUS-02
182TPHBUS-03
T182TPHBUS-03
206HPHBUS-04
T206HPHBUS-04

This Supplement must be attached to the FAA Approved Airplane Flight Manual when the GARMIN G1000 NXi Integrated Avionics System is installed in accordance with STC **SA01945WI**. The information contained herein supplements the information of the FAA Approved Airplane Flight Manual. For Limitations, Procedures, Performance information not contained in this Supplement, consult the FAA Approved Airplane Flight Manual and the basic Pilot's Operating Manual.

FAA approved sections of this supplement are labeled as "FAA APPROVED". Sections not labeled "FAA APPROVED" are provided for guidance information only.

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved By: Paul Mast

Paul Mast
ODA STC Unit Administrator
GARMIN International, Inc.
ODA-240087-CE

Date: 9-16-2022

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Log of Revisions

Pilot's Operating Handbook and FAA Approved Airplane Flight Manual Supplement for

G1000 NXi Integrated Avionics System and Optional GFC 700 AFCS for Textron Aviation Inc. NAV III Series Aircraft

REV NO.	PAGE NO(S)	DESCRIPTION	DATE OF APPROVAL	FAA APPROVED
1	ALL	Original Issue	6/10/2020	Paul Mast ODA STC Unit Administrator ODA-240087-CE
2	ALL	Updated for NXi upgrade. Updated abbreviations list. Added FS 510 section.	5/14/2021	Paul Mast ODA STC Unit Administrator ODA-240087-CE
3	ALL	Corrected Clerical Errors	See Cover	See Cover

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GENERAL

The information in this supplement is FAA-approved material and must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM) when the airplane has been modified by installation of the GARMIN G1000 NXi Integrated Avionics System and the optional GFC 700 Digital Automatic Flight Guidance System in accordance with GARMIN International, Inc. approved data, STC SA01945WI, in the Textron Aviation Inc. NAV III series aircraft (models 172R, 172S, 182T, T182T, 206H, T206H.)

The information in this supplement supersedes or adds to the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual only as set forth below. Users of the manual are advised to always refer to the supplement for possibly superseding information and placarding applicable to operation of the airplane. The FAA Approved sections of the Airplane Flight Manual are labeled "FAA APPROVED". Sections that are not labeled "FAA APPROVED" are for guidance only.

The GARMIN G1000 NXi system installed in this aircraft provides a fully integrated Display, Communications, Navigation and Flight Control System. Functions provided by the G1000 NXi system include: Primary Flight Information, Powerplant Monitoring, Navigation, Communication, Traffic Surveillance, TAWS Class B, Weather Avoidance, and an optional two-axis automatic flight control / flight director system.

Use of this supplement requires the installation of Garmin G1000 NXi hardware, and system software version 4013.00 or later in the aircraft. Pilots are advised to carefully review the contents of this revision before operating the airplane.

The installed ADS-B OUT system has been shown to meet the equipment performance requirements of 14 CFR 91.227.

G1000 NXi GNSS (GPS/SBAS) NAVIGATION SYSTEM EQUIPMENT APPROVALS

The Garmin G1000 NXi Integrated Avionics GNSS navigation system installed in this aircraft is a GPS system with a Satellite Based Augmentation System (SBAS) comprised of two TSO-C145a Class 3 approved Garmin GIAs, TSO-C146d Class 3 approved Garmin GDU 1054B or 1050 Display Units, Comant CI2580-200 antennas, and GPS software version 5.1 or later approved version. The G1000 NXi GNSS navigation system in this airplane is installed in accordance with AC 20-138D. When all the equipment is operative, the Garmin G1000 NXi system has two independent GNSS long-range navigation systems. Failure of any of the above equipment or the posting indicates only one operational GNSS system.

The Garmin G1000 NXi Integrated Avionics GNSS navigation system as installed in this airplane complies with the requirements of AC 20-138D and is approved for navigation using GPS and GPS/SBAS (within the coverage of a Satellite Based Augmentation System complying with ICAO Annex 10) for IFR en-route, terminal area, non-precision approach, and approach procedures with vertical guidance operations.

USE OF THE AFMS

The following definitions apply to WARNINGS, CAUTIONS and NOTES found throughout the AFMS:

WARNING

OPERATING PROCEDURES, TECHNIQUES, ETC., WHICH COULD RESULT IN PERSONAL INJURY OR LOSS OF LIFE IF NOT CAREFULLY FOLLOWED.

CAUTION

OPERATING PROCEDURES, TECHNIQUES, ETC., WHICH COULD RESULT IN DAMAGE TO EQUIPMENT IF NOT CAREFULLY FOLLOWED.

NOTE

Operating procedures, techniques, etc., which is considered essential to emphasize.

ELECTRONIC FLIGHT BAG

Electronic aeronautical charts displayed on this system have been shown to meet the guidance in AC 120-76D as a Type B Electronic Flight Bag (EFB) for FliteCharts and ChartView. Additional requirements may make a secondary source of aeronautical charts necessary on the aircraft and available to the pilot, such as traditional paper charts or an additional portable electronic device. If the secondary source of aeronautical charts is a Portable Electronic Device (PED), its use must be consistent with the guidance in AC 120-76D.

For operations under 14 CFR Part 91, it is suggested that a secondary or back up source of aeronautical information necessary for the flight be available to the pilot in the airplane. If the source of aeronautical information is in electronic format, operators must determine non-interference with the G1000 NXi system and existing aircraft systems for all flight phases.

Garmin International holds an FAA Type 2 Letter of Acceptance (LOA) in accordance with RTCA/DO-200A and AC 20-153B for database integrity, quality, and database management processes for many of its aviation databases. LOA status and RTCA/DO-200A List of Applicable Avionics (190-01999-00) can be viewed at FlyGarmin.com.

SYMBOLS, ABBREVIATIONS AND TERMINOLOGY

The following glossary is applicable within the airplane flight manual supplement

AC	Advisory Circular
ADS-B	Automatic Dependent Surveillance - Broadcast
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AFMS	Airplane Flight Manual Supplement
ALT	Altitude
AMMD	Airport Moving Map Display
AP	Autopilot
ATC	Air Traffic Control
AUX	Auxiliary
BARO	Barometric Setting
BC	Back Course
CDI	Course Deviation Indicator
DL	Datalink
FIS-B	Flight Information Service-Broadcast
FMS	Flight Management System
FPL	Flight Plan
GDU	Garmin Display Unit
GFC	Garmin Flight Control
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GPWS	Ground Proximity Warning System
GS	Glide Slope
IFR	Instrument Flight Rules

ILS	Instrument Landing System
LNAV	Lateral Navigation
LNAV/VNAV	Lateral Navigation / Vertical Navigation
LOC	Localizer
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
MFD	Multi Function Display
NAV	Navigation, or AFCS navigation mode, or NAV button on the GDU.
NEXRAD	Next Generation Radar (XM/FIS-B Weather Product)
ODA	Organization Designation Authorization
PFD	Primary Flight Display
POH	Pilot's Operating Handbook
RNAV	Area Navigation
SBAS	Satellite Based Augmentation System
STC	Supplemental Type Certificate
SVT	Synthetic Vision Technology
TAWS	Terrain Awareness and Warning System
TWY	Taxiway
VFR	Visual Flight Rules
VMC	Visual Meteorological Conditions
VNAV	Vertical Navigation
VOR	VHF Omni-directional Range
WAAS	Wide Area Augmentation System
WFDE	WAAS Fault Detection/Exclusion
WGS-84	World Geodetic System – 1984
XM LTNG	XM Satellite System Lighting

LIMITATIONS

INTRODUCTION

This AFMS is applicable to the System Software Version 4013.00, or later. The System Software Version number is displayed at the top right side of the MFD Power-up page.

COCKPIT REFERENCE GUIDE

The G1000 NXi Cockpit Reference Guide for Textron NAVIII series aircraft must be immediately available to the pilot during all phases of flight. Use the following G1000 NXi Cockpit Reference Guides when the following system software versions are installed:

Software Version	Cockpit Reference Guide
4013.00 or later	190-02824-00

G1000 NXI LIMITATIONS

GROUND MANEUVERING

Do not use SafeTaxi, FliteCharts, ChartView, or SurfaceWatch functions as the basis for ground maneuvering. These functions do not comply with the requirements of AC 20-159 and are not qualified to be used as an airport moving map display (AMMD). These functions are to be used by the flight crew to orient themselves on the airport surface to improve pilot situational awareness during ground operations.

IFR/VFR CHARTS

Do not use the IFR/VFR CHARTS page for pilotage navigation. The IFR/VFR CHARTS are intended only to improve pilot situational awareness.

TAWS, GPWS, AND TERRAIN SYSTEM LIMITS

Pilots are authorized to deviate from their current ATC clearance to the extent necessary to comply with TAWS or GPWS warnings.

The TAWS databases have an area of coverage as detailed below:

a) The terrain database has an area of coverage from North 90° Latitude to South 90° Latitude in all Longitudes.

b) The obstacle database has an area of coverage that includes the United States and Europe.

Use of the TAWS for navigation or terrain and/or obstacle avoidance is prohibited.

NOTE

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

NOTE

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

To avoid unwanted alerts, inhibit TAWS and/or GPWS when landing at an airport that is not included in the airport database.

Garmin International holds an FAA Type 2 Letter of Acceptance (LOA) in accordance with AC 20-153B for database integrity, quality, and database management practices for the Terrain and Obstacle databases. Flight crews and operators can view the LOA statuses and areas of degraded terrain performance by selecting the Type 2 LOA status quick link at www.FlyGarmin.com.

When responding to a TAWS “Pull Up” warning, the autopilot must be immediately disconnected and the evasive maneuver hand flown by the pilot.

TRAFFIC AVOIDANCE SYSTEM LIMITS

Use of the MAP - TRAFFIC MAP, Inset Map traffic display, or the SVT display to maneuver the airplane for traffic avoidance without outside visual reference is prohibited. The Traffic Information System (TIS) or optional Honeywell KTA-870 and Garmin GTS 800 Traffic Systems are intended as an aid for the pilot to visually locate traffic. It is the responsibility of the pilot to see and manually maneuver the airplane to avoid other traffic.

Maneuvers based solely on a traffic advisory (TA) or on information displayed on a traffic display are not authorized.

DATA LINK WEATHER (XM, CONNEXT, OR FIS-B WEATHER)

Datalink weather information displayed by the G1000 NXi system is limited to supplemental use only. XM, Garmin Connext, or FIS-B weather data is not a source of official weather information. Use of the NEXRAD, PRECIP, XM LTNG and DL LTNG (Datalink Lightning) data on the MAP – NAVIGATION MAP, MAP – WEATHER DATA LINK (XM), MAP – WEATHER DATA LINK (CNXT), and MAP – WEATHER DATA LINK (FIS-B) pages for hazardous weather, e.g., thunderstorm penetration, is prohibited.

NEXRAD, PRECIP, XM LTNG and DL LTNG information on the MAP – NAVIGATION MAP, MAP – WEATHER DATA LINK (XM), MAP – WEATHER DATA LINK (CNXT), and MAP – WEATHER DATA LINK (FIS-B) pages is intended only as an aid to enhance situational awareness of hazardous weather, not penetration. It is the pilot's responsibility to avoid hazardous weather using official weather data sources and the airplane's in-flight weather radar.

FMS FLIGHT PLAN

Do not delete the arrival airport or runway waypoint within a loaded arrival procedure. Arrival procedures loaded into the G1000 NXi FMS must be associated with the destination airport.

G1000 NXI GNSS (GPS/SBAS) NAVIGATION SYSTEM

The flight crew must confirm at system initialization that the Navigation database is current.

If the navigation database AIRAC cycle will change during flight, the pilot must ensure the accuracy of navigation data, including suitability of navigation facilities used to define the routes and procedures for flight. If an amended chart affecting navigation data is published for the procedure, the database must not be used to conduct the procedure.

GPS/SBAS based IFR enroute, oceanic, and terminal navigation is prohibited unless the flight crew verifies and uses a valid, compatible, and current Navigation database or verifies each waypoint for accuracy by reference to current approved data.

Discrepancies that invalidate a procedure must be reported to Garmin International. The affected procedure is prohibited from being flown using data from the Navigation database until a new Navigation database is installed in the aircraft and verified that the discrepancy has been corrected.

For flight planning purposes:

- In areas where SBAS coverage is not available, the pilot must check RAIM availability.

- Operations within the U.S. National Airspace System on RNAV procedures when SBAS signals are not available, the availability of GPS integrity RAIM must be confirmed for the intended route of flight. In the event of a predicted continuous loss of RAIM of more than five minutes for any part of the intended route of flight, the flight should be delayed, canceled, or re-routed on a track where RAIM requirements can be met.

- For operations within European B-RNAV and P-RNAV airspace, if more than one satellite is scheduled to be out of service, then the availability of GPS integrity RAIM must be confirmed for the intended flight (route and time). In the event of a predicted continuous loss of RAIM of more than five minutes for any part of the intended flight, the flight should be delayed, canceled, or re-routed on a track where RAIM

requirements can be met.

Manual entry of waypoints using latitude/longitude or place/bearing is prohibited for published RNAV routes.

“GPS”, “or GPS”, “RNAV (GPS)”, and “RNAV (GNSS)” instrument approaches using the G1000 NXi System are prohibited unless the pilot verifies and uses the current Navigation database. GPS based instrument approaches must be flown in accordance with an approved instrument approach procedure that is loaded from the Navigation database.

When conducting instrument approaches referenced to true North, the NAV Angle on the AUX-Units/Position (AUX - System Status) page must be set to True (T°).

Pilots planning to fly an RNAV instrument approach must ensure that the Navigation database contains the planned RNAV Instrument Approach Procedure and that approach procedure must be loaded from the Navigation database into the FMS flight plan by its name.

IFR non-precision approach approval using the GPS/SBAS sensor is limited to published approaches within the U.S. National Airspace System. Approaches to airports in other airspace are not approved unless authorized by the appropriate governing authority.

It is prohibited to flight plan to an alternate airport based on minima for which SBAS is required (RNAV(GPS) LP/LPV).

Use of the Garmin G1000 NXi GPS/SBAS receivers to provide navigation guidance during the final approach segment of an ILS, LOC, LOC-BC, LDA, SDF, MLS or any other type of approach not approved for “or GPS” navigation is prohibited. When using the G1000 NXi VOR/LOC/GS receivers to fly the final approach segment, VOR/LOC/GS navigation data must be selected and presented on the CDI of the pilot flying.

Navigation information is referenced to WGS-84 reference system, and should only be used where the Aeronautical Information Publication (including electronic data and aeronautical charts) conform to WGS-84 or equivalent.

Do not delete the arrival airport or runway waypoint within a loaded arrival procedure. Arrival procedures loaded into the G1000 NXi FMS must be associated with the destination airport.

EMERGENCY PROCEDURES

TAWS (IF EQUIPPED)

(Red PULL UP on PFD and aural “PULL UP” or “[Whoop, Whoop], PULL UP”)

1. **AP/ TRIM DISC Button ..... PRESS and RELEASE (To disconnect the autopilot)**
2. **Aircraft Attitude ..... PULL BACK ON CONTROL WHEEL**
3. **Power ..... MAXIMUM ALLOWABLE**
4. **Airspeed ..... BEST ANGLE OF CLIMB SPEED**

After Warning Ceases:

1. Power..... MAXIMUM CONTINUOUS
2. Altitude..... CLIMB AND MAINTAIN SAFE ALTITUDE
3. Advise ATC of Altitude Deviation, if appropriate.

NOTE

Only vertical maneuvers are recommended, unless either operating in visual meteorological conditions (VMC), or the pilot determines, based on all available information, that turning in addition to the escape maneuver is the safest course of action, or both.

SURFACEWATCH WARNING (IF EQUIPPED)

TAXIWAY TAKEOFF

(Red TWY TAKEOFF annunciator Is Displayed and Aural “Taxiway” Message)

1. **Takeoff ..... ABORT**
2. **Throttle Control ..... IDLE**
3. **Brakes ..... APPLY**
4. Aircraft Position and Runway Assignment ..... CONFIRM

If Aircraft Position and Runway Assignment are Correct:

1. SurfaceWatch Alerts ..... OFF
    - From the MFD AUX – System Setup page, set SurfaceWatch alerts OFF

NOTE

SurfaceWatch Alerts should be turned ON as soon as practical after takeoff to restore functionality for remainder of flight.

TAXIWAY LANDING

(Red TWY LANDING annunciator Is Displayed and Aural “Taxiway” Message)

1. **BALKED LANDING Procedure ..... EXECUTE**
2. Aircraft Position and Runway Assignment ..... CONFIRM

If Aircraft Position and Runway Assignment are Correct:

1. SurfaceWatch Alerts ..... OFF
    - From the MFD AUX – System Setup page, set SurfaceWatch alerts OFF

NOTE

SurfaceWatch Alerts should be turned ON as soon as practical after landing to restore functionality for ground operations.

RUNWAY TOO SHORT DURING TAKEOFF

(Red RWY TOO SHORT annunciator Is Displayed and Aural “Runway Too Short” Message)

1. **Takeoff ..... ABORT**
2. **Throttle Control ..... IDLE**
3. **Brakes ..... APPLY**
4. Aircraft Position and Runway Assignment ..... Confirm
5. Ensure correct origin, runway, and required takeoff distance have been entered into the G1000 system from the FPL – SurfaceWatch Setup page.

RUNWAY TOO SHORT DURING LANDING

(Red RWY TOO SHORT annunciator Is Displayed and Aural “Runway Too Short” Message)

1. **BALKED LANDING Procedure ..... EXECUTE**
2. Aircraft Position and Runway Assignment ..... CONFIRM
3. Ensure correct destination, runway, and required landing distance have been entered into the G1000 NXi system from the FPL – SurfaceWatch Setup page.

ABNORMAL PROCEDURES

TERRAIN AWARENESS AND WARNING SYSTEM (TAWS) (IF EQUIPPED)

(Amber **TERRAIN** annunciator is displayed with aural message)

1. When a TAWS CAUTION occurs, take positive corrective action until the alert ceases. Stop descending or initiate either a climb or a turn, or both, as necessary, based on analysis of all available instruments and information.

SURFACEWATCH CAUTION MESSAGES (IF EQUIPPED)

CHECK RUNWAY DURING TAKEOFF

(Amber **CHECK RUNWAY** annunciator displayed on PFD and aural "CHECK RUNWAY")

This caution alert is issued when the aircraft is taking off from a runway different than that entered in the FPL – SurfaceWatch Setup Page on the MFD.

1. Aircraft Position/Runway Assignment ..... CONFIRM

If Aircraft Position and Runway Assignment are Correct:

1. Takeoff ..... CONTINUE AS DESIRED

If Aircraft Position and Runway Assignment are Not Correct or Cannot be Determined:

1. Takeoff .....ABORT
2. Throttle Control … .....…IDLE (pull full out)
3. Brakes …… ..... …… APPLY
4. Enter correct origin, runway, and required takeoff distance into the G1000 NXi system from the FPL – SurfaceWatch Setup page on the MFD

CHECK RUNWAY DURING LANDING

(Amber CHECK RUNWAY annunciator displayed on PFD and aural “CHECK RUNWAY”)

This caution alert is issued when the aircraft is landing on a runway different than that entered on the MFD FPL – SurfaceWatch Setup Page.

1. Aircraft Position/Runway Assignment ..... CONFIRM

   If Aircraft Position and Runway Assignment are Correct:

2. Approach and Landing ..... CONTINUE AS DESIRED

   If Aircraft Position and Runway Assignment are Not Correct or Cannot be Determined:

3. BALKED LANDING Procedure ..... EXECUTE
4. Enter correct destination, runway, and required landing distance into the G1000 NXi system from the FPL – SurfaceWatch Setup page on the MFD.

SURFACEWATCH SYSTEM MESSAGES (IF EQUIPPED)

SURFACEWATCH INHIBITED

During certain flight operations, there may be a desire by the crew to inhibit the SurfaceWatch system, although it is considered abnormal to do so. Use the following procedures to inhibit the SurfaceWatch system:

1. MFD AUX – System Setup Page ..... VIEW
2. SurfaceWatch Alerts ..... SELECT OFF

NOTE

After inhibiting SurfaceWatch, the following will post as an alert on the PFD, in the Alerts window:

"SURFACEWATCH INHIBITED SurfaceWatch Inhibited."

SurfaceWatch Alerts will remain inhibited until manually un-inhibited by the pilot, or a power-cycle of the system. After a shutdown of the G1000 NXi system, SurfaceWatch will return to its normal state of operation and will not be inhibited.

SURFACEWATCH FAIL

If any of the required inputs for SurfaceWatch operation are failed, invalid, or unavailable (such as GPS position), SurfaceWatch will be inoperative until the required parameters are restored. If SurfaceWatch has failed, the following will post as a message on the PFD, in the Alerts window:

> "SURFACEWATCH FAIL One or more inputs invalid."

SurfaceWatch will automatically return to its normal state of operation without crew action once the required inputs are restored.

NO SURFACEWATCH RUNWAY POSITION DATA

There are certain runways at various worldwide airports that do not have valid position data for the SurfaceWatch system to use. If such a runway is entered into the system for either takeoff or landing via the FPL – SurfaceWatch Setup Page on the MFD, the following will post as a message on the PFD, in the alerts window:

> "NO RUNWAY POSITION DATA Inhibit SurfaceWatch. No runway position data."

SurfaceWatch should then be inhibited according to the SURFACEWATCH INHIBIT procedures outlined above. Failure to do so will result in nuisance TWY TAKEOFF or TWY LANDING warnings as applicable. After performing the takeoff or landing with SurfaceWatch inhibited, the system should be un-inhibited as soon as practical so that functionality will be restored for the remainder of the flight.

NORMAL PROCEDURES

No Change. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual or appropriate supplement.

PERFORMANCE

No Change. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual or appropriate supplement.

WEIGHT AND BALANCE/EQUIPMENT LIST

No Change. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual or appropriate supplement.

AIRPLANE AND SYSTEMS DESCRIPTIONS

FLIGHT STREAM 510 (OPTIONAL)

The Flight Stream 510 is a wireless device which is inserted into the bottom MFD card slot. It enables Bluetooth and Wi-Fi connection between a portable electronic device such as a tablet or smart phone and the G1000 NXi system. Various tasks may be accomplished through these connections, such as transferring flight plans, viewing weather information on a connected device, avionics system data logging, or transferring databases to the G1000 NXi system.

In normal operation, the Flight Stream 510 should remain inserted in the bottom MFD card slot and should only be removed for maintenance purposes. Removal of the Flight Stream 510 will result in loss of Bluetooth and Wi-Fi connections, and will interrupt any data transfer that may be occurring to or from the portable electronic device.

Refer to the G1000 NXi Pilot's Guide (190-02823-00) for more information regarding connecting and using portable electronic devices with the Flight Stream 510.

HANDLING, SERVICE, AND MAINTENANCE

No Change. Refer to Pilot's Operating Handbook and FAA Approved Airplane Flight Manual or appropriate supplement.

OTHER PROCEDURES

ADS-B OUT

The installed ADS-B OUT system has been shown to meet the equipment performance requirements of 14 CFR 91.227.

The ADS-B OUT system should be operational during all phases of flight, including airport surface movement operations.

The ADS-B OUT system is operational when the transponder is in the ON or ALT mode. This will be indicated in the transponder window in the lower right corner of the PFD.

If the G1000 NXi system is unable to transmit ADS-B OUT messages, the following message will post on the PFD in the alerts window:

XPDR1 ADS-B NO POS – Transponder: ADS-B is not transmitting position.

If the above message is received, verify valid GPS position is available.

1. MFD AUX – GPS Status Page.....VERIFY GPS Position

PRESSURE ALTITUDE BROADCAST INHIBIT

While conducting operations within airspace that requires ADS-B Out transmissions, operate the transponder in ALT mode unless requested otherwise by ATC. If ATC requests the inhibit of pressure altitude transmissions, select the transponder to ON mode:

1. XPDR Softkey on PFD.....PRESS
2. ON Softkey .....PRESS