

# Entegra EX5000

## Piper PA28, PA32, PA44

Warrior III, Archer III, Arrow, Seminole,  
6X, 6XT, Saratoga II HP, Saratoga II TC

## Multi-Function Display Pilot's Guide





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## System Configuration

When contacting your dealer or Avidyne technical support, and when logging onto MyAvidyne.com for the first time, please have your EntegraEX5000 serial number and Subscriber Communicator serial number available:

EntegraEX5000 S/N: \_\_\_\_\_

Datalink Subscriber Communicator S/N: \_\_\_\_\_

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# Contents

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<b>1</b>	<b>Introduction .....</b>	<b>1</b>
	About this Guide .....	4
	Notes and Warnings .....	5
	Copyrights and Trademarks .....	8
	AVIDYNE EXCLUSIVE LIMITED WARRANTY/LIMITATIONS ON LIABILITY .....	9
	Using the Entegra EX5000 MFD .....	11
<b>2</b>	<b>Map Page .....</b>	<b>13</b>
	Map Page—Controls .....	14
	Map Page Symbols—Terrain and Position .....	18
	Map Page Symbols—Runways and Flight Plan .....	21
	Map Orientation Control .....	23
	Errors Displayed on the Map Page .....	24
	Loss of GPS Input .....	24
	Loss of Heading Input .....	24
<b>3</b>	<b>Traffic Mode and the Traffic Page .....</b>	<b>26</b>
	The Dedicated Traffic Page .....	26
	Traffic Symbols .....	29
	TIS Sensor Status .....	30
<b>4</b>	<b>TAWS Page (Optional) .....</b>	<b>31</b>
	TAWS Information .....	31
	TAWS Operation .....	34
	TAWS Reference .....	36
	Auto-Range .....	36
	Simultaneous Alerts .....	36
	Terrain Messages and Error Indications .....	36
<b>5</b>	<b>CMax Chart Pages (Optional) .....</b>	<b>38</b>
	About CMax .....	38
	About Geo-Referenced Charts .....	39
	CMax Chart Page .....	39
	CMax Views .....	43
	Procedure Chart Views .....	43
	Airport Chart Views .....	45
	CMax Selection Page .....	47
	Selecting an Airport .....	49
	Chart NOTAMs Page .....	51

<b>6</b>	<b>Trip Page</b>	<b>53</b>
	Trip Page Information	53
<b>7</b>	<b>Nearest Page (NRST)</b>	<b>59</b>
	Nearest Page	59
	Airport Info Page	61
<b>8</b>	<b>Aux Page – Configuring the EX5000</b>	<b>62</b>
	Aux Main Page	62
	Airport Filter Setup Page	64
	Declutter Setup Page	66
	Data Block Edit Page	68
	System Time Page	70
	Datalink Configuration Page	72
<b>9</b>	<b>Engine Pages</b>	<b>75</b>
	Engine Page Overview	76
	PA28 Engine Page	79
	PA28 Initial Usable Fuel Page	83
	PA28 Lean Assist	84
	Leaning for Best Economy	84
	Leaning for Best Power	85
	PA28 Data Blocks on Map Page	86
	Lean Data Block States	86
	PA32 Engine Page	87
	PA32 Initial Usable Fuel Page	91
	PA32 Non-Turbo Lean Assist	92
	PA32 Turbo Lean Assist	94
	PA32 Data Blocks on Map Page	95
	Lean Data Block States	96
	PA44 Engine Page	97
	PA44 Initial Usable Fuel Page	101
	PA44 Lean Assist	102
	Leaning for Best Economy	102
	Leaning for Best Power	103
	PA44 Data Blocks on Map Page	104
	Lean Data Block States	104
	EMax Total Engine Management	105
	Engine Sensor Status Box	105
<b>10</b>	<b>Using Datalink</b>	<b>106</b>
	About Datalink Services	106
	Overview of Datalink Weather	108
	About Narrowcast Datalink	110

Setting up a Narrowcast Account.....	110
Flight Tracking.....	110
Using Narrowcast Datalink in Flight .....	110
Loss of Satellite Coverage .....	111
About Broadcast Datalink .....	112
Setting up a Broadcast Datalink Account.....	112
Using Broadcast Datalink in Flight .....	112
About Broadcast Datalink Weather .....	112
Map Page with Datalink Weather .....	114
Symbols Displayed using Datalink .....	116
Using Datalink without a Traffic Sensor .....	118
Trip Page with Datalink Weather .....	119
Nearest Page with Datalink Weather.....	120
About Multilink .....	121
Using Multilink .....	121
Setting up a Multilink Account.....	121
Using Multilink Features .....	122
Viewing Multilink Data .....	122
Optimizing your Multilink Setup.....	125
Multilink Usage Guidelines.....	127
Datalink Messaging .....	128
Messaging Knobs and Buttons .....	129
Using Datalink Messaging.....	131
<b>11 Reference.....</b>	<b>133</b>
Updating Your Databases .....	134
Loading NavData (the Navigation Database).....	135
Loading CMax Chart Data.....	137
Downloading EMax Data.....	138
Broadcast Datalink Service Purchase and Activation.....	140
Creating Your XM WX Account.....	140
Activating Your Account .....	140
Cleaning the EX5000 Screen .....	142
Sensor Status Block Symbols .....	143
Map Symbols.....	145
Line Styles .....	147
Data Blocks .....	149
TAWS Messages.....	151
Nav Messages.....	153
Traffic Messages .....	154
Lightning Messages.....	156
Engine Messages.....	158

PFD Messages .....159

Narrowcast Datalink Messages .....160

Broadcast Datalink Messages .....162

**12 Software License..... 166**



## List of Figures

---

Figure 1.1 Entegra EX5000 Initialization Page .....	2
Figure 1.2 Entegra EX5000 MFD .....	11
Figure 2.1 Map Page Controls .....	14
Figure 2.2 Map Page Symbols—Terrain and Position .....	18
Figure 2.3 Map Page Symbols—Runways and Flight Plan .....	21
Figure 3.1 Map Page—Traffic Mode .....	27
Figure 4.1 TAWS Information .....	31
Figure 4.2 Terrain Caution Condition .....	34
Figure 4.3 Terrain Warning Condition .....	35
Figure 5.1 CMax Chart Page (Airport) .....	40
Figure 5.2 CMax Chart Page (Procedure) .....	42
Figure 5.3 Procedure Chart views .....	44
Figure 5.4 Airport Chart Views .....	45
Figure 5.5 Airport Departure Chart (Night View) .....	46
Figure 5.6 CMax Selection Page .....	47
Figure 5.7 Airport Selection Page .....	49
Figure 5.8 Chart NOTAMs Page .....	51
Figure 6.1 Trip Page Information .....	53
Figure 7.1 Nearest Page .....	59
Figure 7.2 Airport Information Page .....	61
Figure 8.1 Aux Main Page .....	62
Figure 8.2 Airport Filter Setup Page .....	64
Figure 8.3 Declutter Setup Page .....	66
Figure 8.4 Data Block Edit Page .....	68
Figure 8.5 System Time Page .....	70
Figure 8.6 Datalink Configuration Page .....	72
Figure 9.1 PA28 Engine Main Page (with EMax) .....	79
Figure 9.2 PA28 Initial Usable Fuel Page .....	83
Figure 9.3 Engine Information—Map Page .....	86
Figure 9.4 PA32 Engine Main Page .....	87
Figure 9.5 PA32 Initial Usable Fuel Page .....	91
Figure 9.6 Engine Information—Map Page .....	95
Figure 9.7 PA44 Engine Main Page (with EMax) .....	97
Figure 9.8 PA44 Initial Usable Fuel Page .....	101
Figure 9.9 PA44 Engine Information—Map Page .....	104
Figure 10.1 Broadcast Datalink Weather Boundaries .....	113
Figure 10.2 Datalink Weather—Map Page .....	114
Figure 10.3 Broadcast Datalink Weather .....	116
Figure 10.4 Datalink Weather without Traffic Sensors .....	118

## List of Figures

Figure 10.5 Trip Page with Datalink Weather .....	119
Figure 10.6 Nearest Page with Broadcast Datalink .....	120
Figure 10.7 Broadcast Datalink NEXRAD Coverage .....	123
Figure 10.8 Narrowcast and Broadcast Datalink NEXRAD Coverage .....	123
Figure 10.9 Broadcast Datalink, without Canadian METARs .....	124
Figure 10.10 Multilink Datalink with Canadian METAR flags .....	125
Figure 10.11 XM WX NEXRAD Coverage Area .....	126
Figure 10.12 Datalink Messaging Knobs and Buttons .....	129
Figure 10.13 Receiving a Datalink Message .....	132

## List of Tables

---

Table 2.1 Track Indicator Graphics .....	19
Table 2.2 Obstacle .....	22
Table 3.1 Traffic Symbols .....	29
Table 4.1 EGPWS Display Color Formats .....	37
Table 5.1 Airport Procedure Views .....	44
Table 5.2 Airport Chart Views .....	45
Table 10.1 Message Status Indicators .....	129
Table 10.2 NOC Message Text Colors .....	130
Table 11.1 Sensor Status Block Symbols .....	143
Table 11.2 Broadcast Datalink Sensor Status Block (Optional)....	144
Table 11.3 Map Symbols – Airports .....	145
Table 11.5 Map Symbols – Traffic Symbols .....	146
Table 11.6 Map Symbols – Other .....	146
Table 11.4 Map Symbols – Navigational Fixes .....	146
Table 11.7 Airspace and Airways Lines .....	147
Table 11.8 SUA and TFR Status Lines .....	147
Table 11.9 AIRMET and SIGMET Boundary Lines .....	148
Table 11.10 Data Block Information .....	149
Table 11.11 Engine Instrument Data Block Information .....	150
Table 11.12 TAWS Messages .....	151
Table 11.13 Nav Messages .....	153
Table 11.14 Traffic Messages .....	154
Table 11.15 Lightning Messages .....	156
Table 11.16 Engine Messages .....	158
Table 11.17 PFD Messages .....	159
Table 11.18 Narrowcast Datalink Messages .....	160
Table 11.19 Broadcast Datalink Messages .....	162

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# 1 Introduction

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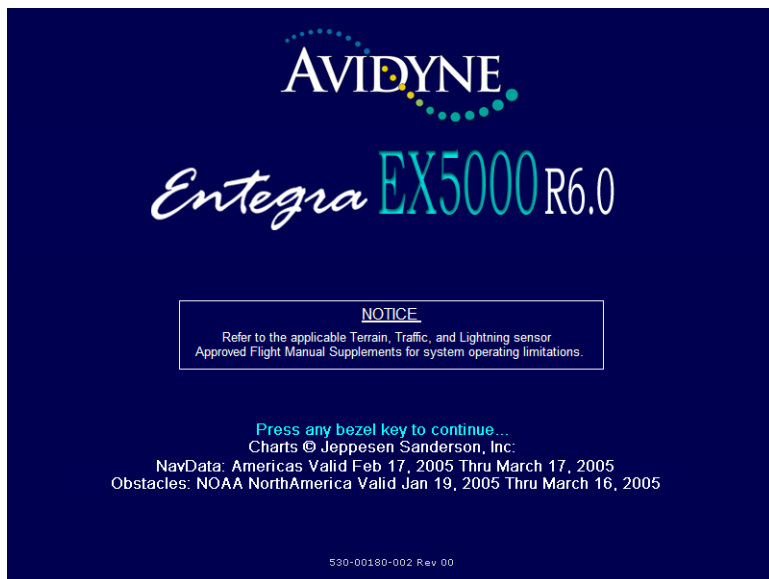
The EntegraEX5000 Multi-Function Display (MFD) provides a pictorial view of your flight situation based on input from your GPS navigator. It uses on-board database information for mapping navigation data such as nearby airports, VORs, NDBs, special-use and other airspace, etc., as well as terrain, water, and obstacle databases. The EX5000 also offers the following standard and optional features:

- Engine instruments display.
- Lightning information display from a WX-500 lightning sensor, if installed.
- Full ARINC-429 databus capability, allowing the EX5000 to display curved flight paths, procedure turns, and holding patterns from a compatible GPS navigator.
- Traffic information display from L-3 Skywatch, Ryan TCAD, or Garmin TIS traffic systems.
- Terminal procedure chart display using the CMax™ function.
- Display of weather and flight restriction information when interfaced with an external Broadcast Datalink receiver or internal Narrowcast Datalink receiver.
- Display of TAWS terrain information when interfaced with an installed EGPWS system.

**Note:** Consult the Flight Manual Supplement (FMS) provided with the aircraft and/or sensors prior to operation. The FMS contains information specific to your installation and may contain operating limitations applicable to your aircraft configuration.

On power up, the system performs a brief hardware self-test, then systematically initializes its functions. After the system initializes (about a minute after power-on), the title page, with database currency information, is displayed. Check to ensure that you do not have any expired databases before continuing.

When the EX5000 is ready, the “Press any bezel key to continue” message displays.



**Figure 1.1 Entegra EX5000 Initialization Page**

The EX5000 Startup Page reports the valid dates for the currently loaded CMax™ chart data and NavData. Check to ensure that you do not have any expired databases before continuing.

For CMax data:

- If the issue date for the next update has passed, the Startup Page displays “Update Available” in white.
- If the current date is more than a week past the issue of the next update, “Update Required” displays in yellow cautionary text.
- If CMax is more than 10 weeks out of date, access to the charts is revoked until new CMax data is loaded.

For NavData, the date range displays if the data is valid; if it is not valid, the word “EXPIRED” and the expiration data display in yellow.

For more information about updating CMax and NavData, see Section 11.1, "Updating Your Databases" on page 134.

## **1.1 About this Guide**

This guide assumes that all available sensors and software options have been installed in your airplane. The page layouts and button descriptions in this guide may differ slightly from what you observe on your EX5000. If your system is configured with a partial set of the available sensors, then some views may differ from this guide.

**Note:** All images contained within this document, including screenshots and other displays, are for reference use only and are subject to change. The images contained herein may differ slightly from your actual equipment or display.



## 1.2 Notes and Warnings

Notes and warnings provide guidance for the use of the EX5000. Avidyne strongly suggests that you pay close attention to notes and warnings for your own safety.

For example:

**Note:** Notes provide useful information about how to use the EX5000.



Warnings are prefaced with exclamation points and denote information that can prevent serious injury or death on the part of the user.

The instructions and warnings in this manual are not intended to replace the instructions and warnings for other equipment on your aircraft. It is critical that you as the pilot in command have a complete understanding of the warnings, operating instructions, and limitations for all equipment installed on your aircraft.



This manual assumes that the reader is an appropriately licensed pilot. Avidyne strongly recommends that you use the EX5000 only under VFR conditions until you are very familiar with the EX5000.

If you have questions, please contact Avidyne at **800-284-3963 (800-AVIDYNE)** before operating with the EX5000 under IFR conditions.



Before conducting flight operations, be sure to verify that time and date settings on the System Time Setup Page are correct and in GMT (UTC). It is critical that the time be set to GMT to provide accurate display of Datalink weather. See Section 8.1, "Aux Main Page" on page 62 for more information.



When using the EX5000, be sure to cross-check the data displayed against other data sources for accuracy including other flight deck instruments and charts.



The displayed terrain and obstacle indicators are only advisory. Do not rely on the EX5000 as the sole source of obstacle and terrain avoidance information. Always refer to current aeronautical charts for appropriate terrain and obstacle information.



The EX5000 is not intended to replace your navigation charts or primary navigation aids. Use the EX5000 as a supplement to other navigation sources, to enhance your overall situational awareness. Do not rely on the navigation data in your EX5000 as your sole reference for navigation.



While a properly updated database contains the latest official information available, the manufacturers will not be held responsible for any inaccuracy or omissions therein. **Never** use the terrain displayed on the EX5000 as the only reference for terrain avoidance.



The transmission of datalink weather information means there is some delay from real time until the weather information is displayed on the EX5000. Therefore, use datalink weather information only for strategic route planning. Avoid severe weather areas with a safe margin of distance. Do not use the EX5000 to penetrate severe weather, thunderstorms, cells or lines of cells.



By using Broadcast datalink, you can access weather information made available from sources external to Avidyne Corporation. Avidyne does not control, edit or review the content of such information and is not responsible for such information or the actions or conduct of any company that provides sources of weather data through the Broadcast datalink. Therefore, ALL WEATHER DATA ARE PROVIDED AS-IS and neither Avidyne nor its suppliers, subcontractors, or developers (collectively called "Suppliers") are responsible for: 1) the accuracy, completeness, timeliness, reliability, content, or availability of the weather data or any other datalink information accessed; 2) loss or damage to your records or data; or 3) your use of, or results achieved from, the weather data or any other information accessed.

### **Notice regarding NOTAM information**

NOTAM information is subject to constant change and it is extremely important that all pilots check with Flight Service for applicable NOTAMs prior to EVERY flight. Call 1-800-WXBRIEF (992-7433) for the latest information.

The NOTAM information provided by the EX5000 is for planning purposes only. Always consult official NOTAMS for the latest restrictions.

Avidyne does not provide a complete list of NOTAMS. Local NOTAMS, most laser light NOTAMS, and any NOTAMS other than restricted airspace are not listed.



By using the Avidyne Services you are able to access information made available from a variety of sources. Avidyne does not control, edit or review the content of such information and is not responsible for such information or the actions or conduct of any company that provides sources of weather data procured by Avidyne. Therefore, although Avidyne uses diligent efforts to provide Services of high quality, ALL SERVICES AND WEATHER DATA ARE PROVIDED AS-IS and neither Avidyne nor its suppliers (including ORBCOMM and its affiliates), subcontractors, information sources or developers (collectively called "Suppliers") are responsible for: 1) the accuracy, completeness, timeliness, reliability, content, or availability of the Services or any information accessed; 2) loss or damage to your records or data; or 3) your use of, or results achieved from, the Services or any information accessed.

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- (c) The Product has not been altered in any manner other than as previously authorized by Avidyne in writing; and
- (d) Repairs to the Product have not been made by anyone other than Avidyne or an Avidyne authorized service facility.

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If warranty protection is applicable to the Product, Avidyne will use reasonable efforts to repair or replace Product within ten (10) business days of its receipt of the Product.

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Some jurisdictions may not allow the exclusion or limitation of warranties or liabilities, in which case the above limitations or exclusions, or some of them, may not apply in those jurisdictions.

## 1.5 Using the Entegra EX5000 MFD



Figure 1.2 Entegra EX5000 MFD

The controls on the bezel of the EntegraEX5000 are placed to allow you quick and intuitive access to the information you need, when you need it.

- 1) **PhotoCell Light Sensor**—Automatically compensates display brightness for varying lighting conditions.
- 2) **Brightness Control**—Allows you to override the default display brightness and adjust the brightness level. Press the top button to brighten the display; press the bottom button to dim it.

- 3) **Data Port**—Provides a front panel access point for loading database updates.

**Note:** When removing the rubber cap from the data port, pull the cap gently **from the top** until it pops out. Make sure the cap is out of the way (but not removed) before plugging anything into the USB port.

Do not tug on the tab at the bottom of the cap; this can cause the loss of the protective cap.

- 4) **Buttons**—Used to select modes or change the display as indicated. Buttons are active when a label appears on the screen adjacent to the key.
- 5) **Page Control Knob**—The left knob provides quick access to the main EX5000 pages, including the Map Page, Trip Page, and Aux Page, as well as the main pages for any optional features. The current page is highlighted in the Page Bar on the lower left corner of screen.
- 6) **Selection & Range Control Knob**—Depending on the page you are viewing, the right knob controls functions such as selecting items on the page or changing the view range. The label on right knob changes as appropriate.
- 7) **Message Bar**—The message bar keeps you informed about critical as well as routine information from the EX5000. When information needs to be conveyed the message bar appears next to the bottom right button.

**Note:** The message bar displays one message at a time. If more than one message is available, the message bar will display the highest priority message first. Press the ACK button to clear the current message and view those underneath.



## 2 Map Page

---

The Map Page displays your current flight plan overlaying a map of the area over which you are flying. The EX5000 allows you to select the data you want to display on the Map Page.

Turn the *Select* knob on the Page Bar to Map to display the Map Page.

This section discusses the following topics:

- *Map Page—Controls*, page 14
- *Map Page Symbols—Terrain and Position*, page 18
- *Map Page Symbols—Runways and Flight Plan*, page 21
- *Map Orientation Control*, page 23
- *Errors Displayed on the Map Page*, page 24

## 2.1 Map Page—Controls

Buttons on the left side of the bezel provide access to sensor modes and pages. Buttons on the right side of the bezel access the mapping functions, and control how the Map is viewed.



Figure 2.1 Map Page Controls

**Note:** For information about the Map Symbols, see Section 11.5, "Map Symbols" on page 145.

- 1) **Sensor Functions**—Control overlay and modes of available sensors. Buttons only display for the sensors installed in your aircraft:
  - **Traffic**—Cycles through traffic sensor modes. See Chapter 3 "Traffic Mode and the Traffic Page," for more information on traffic modes.
  - **Lightning**—Depending on your WX XM service level, when both Broadcast Datalink and a WX-500 lightning sensor are installed, cycles through lightning sensor modes and overlays in the following order; Strike, Cell, Datalink, Display Off.

When only one source of lightning data is installed, only the appropriate modes are available. See your lightning sensor User's Manual for further details.

**Note:** The lightning sensor maps thunderstorm activity by monitoring electrical discharge activity within a 200-mile radius of the aircraft. If the display range is set to less than 25NM, only lightning strikes within 25NM are shown. If the display range is set to greater than 25NM, all lightning strikes are shown.

- **Clear WX-500**—Removes current lightning symbols to allow for the refresh of lightning data when using a WX-500 lightning sensor. Does not remove Datalink lightning.
- **WX Rpts**—Controls the type of Datalink weather information displayed on the map, as follows:
  - ◆ **All**—Displays graphical METARs, AIRMETs, and SIGMETs.
  - ◆ **METARS**—Displays graphical METARs only.
  - ◆ **AIRMET**—Displays graphical AIRMETs only.
  - ◆ **SIGMET**—Displays graphical SIGMETs only.
  - ◆ **DSPLY OFF**—Turns off display of all weather information.



For more information about Datalink functions, see Section 10.5, "Map Page with Datalink Weather" on page 114.

## 2) **Map Functions**—Controls basic look of the map in terms of orientation, number of elements, and base map.

- **View**—Orients the map for either Track/Heading Up or North Up. FORWARD and CENTER views are oriented with Track/Heading Up. North Up orients the map to true North, with the ownship symbol rotated to show track/heading.
- **Declutter**—Controls the four levels of navigation database detail on the Map from most to least:



- **Base Map**—Controls the base map layers:

- ◆ **TERRAIN**—Color-contoured terrain, bodies of water, and political boundaries.
- ◆ **BASE**—Bodies of water and Political boundaries
- ◆ **NONE**—No base map
- **WX Only**—Controls the type of weather information displayed on the map. Pressing this button toggles the display between:
  - ◆  **NEXRAD** —If Narrowcast Datalink is installed, displays Narrowcast NEXRAD information on the map. Narrowcast uses two-way messaging to send your flight plan to the Avidyne Network Operations Center (NOC), which then sends you only the data pertinent to your flight.
  - ◆  **NEXRAD** —If Broadcast Datalink is installed, displays Broadcast NEXRAD information on the map. Depending on your XM WX service level, the NEXRAD overlay also displays Storm Cell symbols when significant weather formations are determined by the weather provider.

For most operations, the EX5000 displays weather data the same way regardless of which Datalink system is in use. Both systems provide NEXRAD data; a composite image depicting precipitation as seen by multiple ground-based weather radar sites. The image is color-coded to show both intensity levels and precipitation types. For more information about Datalink, see Section 10.1, "About Datalink Services" on page 106.
  - ◆ **NONE** - Removes all NEXRAD data from the map display.
- 3) **Range Control Knob**—The right knob controls the map's range and allows you to set the scale from 1NM out to 1500NM. The selectable ranges are, in nautical miles, 1, 2, 5, 10, 15, 20, 30, 40, 50, 75, 100, 150, 200, 300, 400, 500, 750, 1000, and 1500.

**Note:** The terrain base map is automatically removed and Nav database information is fully decluttered at 750NM and higher ranges.

**Note:** The Map Page monitors the “health” of the sensors (traffic and lightning) by means of a signal pulse. Map looks for a signal every three seconds from each sensor. If it doesn’t see this signal it assumes the sensor has failed in some way. When this happens, the following occurs on the display:

- Sensor data is removed from the overlay display.
- The word “FAIL” displays in the sensor's status line in yellow.
- The sensor symbol changes from cyan to yellow (if the sensor was on).

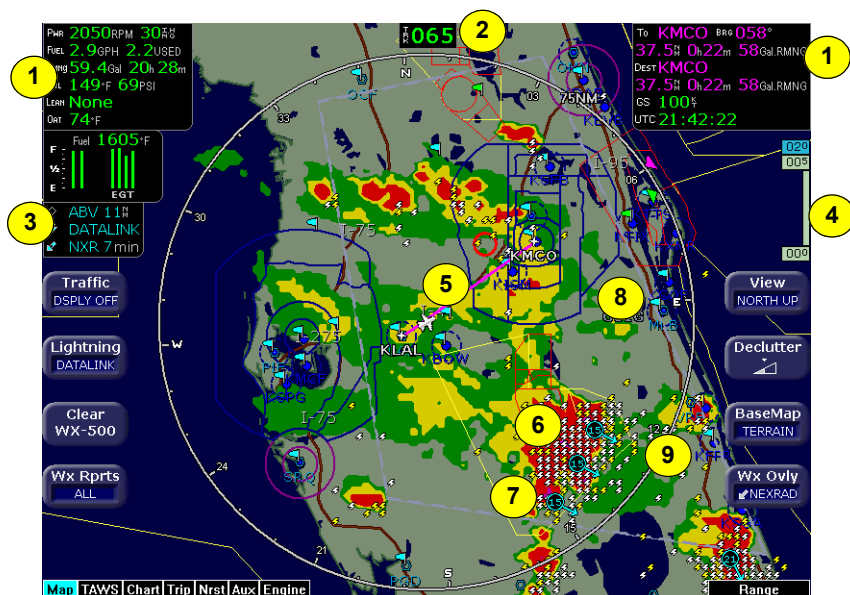
What to do:

Select the Setup Page and perform Self-Test for the applicable sensor.

## 2.2 Map Page Symbols—Terrain and Position

The EX5000 Map Page depicts your aircraft's position in relation to your flight plan, nearby airports, terrain, traffic, lightning, special use airspace and other nav aids.




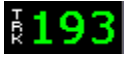




**Note:** For information about the Map Symbols, see Section 11.5, "Map Symbols" on page 145.



**Figure 2.2 Map Page Symbols—Terrain and Position**

- 1) **Data Blocks (Left & Right)**—View navigation and engine (when equipped with engine monitor) data in data blocks in the upper corners of the display. For more information, see Section 8.4, "Data Block Edit Page" on page 68.
- 2) **Heading/Track Indicator**—Three triangles around the compass rose provide actual track, desired track, and heading indications. The H/T Block provides digital readout of the current heading, or actual track. Map orientation is indicated in the triangle to the right of the H/T Block.

**Table 2.1 Track Indicator Graphics**

Heading		Track		Map Orientation	
	Heading		Desired Track		North Up
	Track		Heading		Heading Up
			Actual Track		Track Up

- 3) **Sensor Status Box**—Displays the status of the lightning and traffic sensors installed on the aircraft. See Table 11.1 Sensor Status Block Symbols on page 143 for more information on status box symbols. (Optional Engine Instrument Sensor Status information is described in Table 11.11 Engine Instrument Data Block Information on page 150).



When using Datalink weather, monitor the data age so you are aware of the time elapsed since the last weather update.

- 4) **Terrain Scale**—Shows highest and lowest limits of terrain in displayed area. Legend colors in between these numerics represent terrain elevations. Blue obstacle clearance number shows the top of the highest obstacle, when greater than the highest displayed terrain. Terrain data is not displayed when your aircraft's latitude is greater than 75 degrees (north or south).



The displayed terrain and obstacle indicators are only advisory. It is dangerous to rely on the EX5000 as the sole source of obstacle and terrain avoidance information. Always refer to current aeronautical charts for appropriate terrain and obstacle information.

- 5) **Special Use Airspace**—The EX5000 uses several different line styles to convey special use and class airspaces. Class B is solid blue line, Class C is solid magenta line. Class D is dashed blue line, MOA, Warning, and Alert areas are solid yellow lines, and restricted and prohibited areas are solid red lines. See Table 11.7 Airspace and Airways Lines on page 147.

- 6) **Lightning Indications**—If configured with WX-500 sensor, shows geographically referenced lightning strikes. WX-500 lightning strikes display for three minutes. Lightning display depends on the selected mode, as follows:


- **Datalink Mode**—If Broadcast Datalink is installed and you have an appropriate XM WX service level, shows as color-coded lightning symbols. Datalink strikes darken in color until they are removed after 15 minutes.

⚡ Datalink strikes within 5 minutes  
 ⚡ Datalink strikes between 5 to 10 minutes  
 ⚡ Datalink strikes between 10 to 15 minutes






- **WX-500 Strike Mode**—

- **WX-500 Cell Mode**—

- 7) **Storm Cells**—If storm cells are present, the EX5000 displays the cells along with the cell's groundspeed, in knots, and direction of travel. If there is a greater than 50% chance of hail, the cell displays with a white background.

Storm  speed (kts) & direction of travel  
 Cells  >50% chance of severe hail

- 8) **METAR Flags**—For each reporting airport, when Datalink is installed and active, a METAR flag provides a quick overview of the weather for that station. The METAR flags are color-coded as follows:

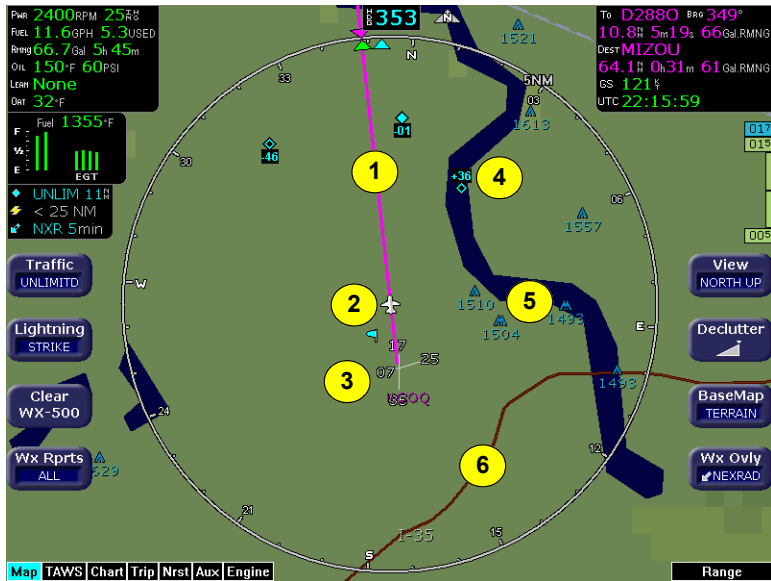
METARs  VFR: > 5 SM & > 3000 ft  
 MVFR: 3-5 SM or 1000-3000 ft  
 IFR: 1-3 SM or 500-999 ft  
 LIFR: .5-1 SM or 200-499 ft  
 <CAT1: <.5 SM or <200 ft

- 9) **Compass Rose/Range Ring**—Displays a 360-degree or 120-degree compass circle or arc and also indicates current range setting. The range number is the distance from the airplane symbol to the compass arc.



## 2.3 Map Page Symbols—Runways and Flight Plan

When looking at the Map Page in short range, you can see details, such as runway diagrams, that are not available at longer ranges. Note that your flight plan is always shown.



**Figure 2.3 Map Page Symbols—Runways and Flight Plan**

- 1) **Flight Plan**—Displays the active flight plan from the GPS. The current leg displays in magenta and all remaining legs are shown in white. When you select an approach procedure on the Garmin 430, all approach segments including holds, DME arcs, procedure turns, etc., are shown (when connected via the ARINC 429 bus).





**Note:** The Garmin GNS 430/GNC 420 does not differentiate curved flight path segments from straight segments when interfaced with the EX5000 via an RS232 interface. Therefore, the EX5000 will connect the beginning and end waypoints of a curved segment, such as a DME arc, with a straight line. Under these circumstances, the straight line must be ignored. Approach procedures should be flown using the GNS 430/GNC 420 navigator's CDI as the primary reference. Consult your avionics installation facility to determine if your EX5000 is interfaced to the GNS 430/GNC420 via ARINC 429 or RS232.

**Note:** For most GPS units, the EX5000 does not display the active course leg when you are adjusting the desired track in OBS mode. The desired track leg will display after you finish selecting the course and exit the OBS mode of the GPS.

- 2) **Ownship Symbol**—Shows the position of your aircraft in relation to the moving map and the selected view.
- 3) **Airport Runway Diagrams**—Displays runway layouts of nearby airports when looking at the map at a less than 5NM range. As you range in, the scaled runway diagram with heading labels shows your exact location in proximity to the field.
- 4) **Traffic Indications**—Shows traffic symbol relative to current position and includes relative altitude (when available) with respect to airplane symbol. See your traffic sensor User's Manual for further details. When available, TIS installations will show a ground track "stinger" for each intruder, indicating the intruder's track as measured by ground radar. Traffic Symbols are shown in Table 3.1 Traffic Symbols on page 29.
- 5) **Obstacles**—The EX5000's database contains towers and other obstacles greater than 200 feet AGL. Obstacles can be displayed with MSL altitude label.

**Note:** For example, a 2000 foot tall TV tower located in Denver (elevation 5300 feet MSL) will be depicted as being at 7300 feet MSL.

**Table 2.2     Obstacle**

Graphic	Meaning	Height (AGL)
	Single Obstacle	200' AGL to < 1000' AGL
	Obstacles within 1NM of each other	200' AGL to < 1000' AGL
	Single Obstacle	1000' AGL or higher
	Obstacles within 1NM of each other	1000' AGL or higher

- 6) **Interstate Highways**—Depicted as brown lines when terrain is selected to be shown. Interstates are labeled in white. (e.g. I-95). Highways are removed from the terrain map when the range is greater than 300NM.

## **2.4 Map Orientation Control**

The Map View button allows you to control the orientation of the map and sensor data displayed on the EX5000. EX5000 traffic and lightning sensor symbols are positioned relative to the aircraft nose. When the Map View is North-Up you need to pay more attention to locate traffic outside the aircraft. Set Map View to Center or Forward to display this data consistent with typical dedicated traffic and lightning sensor displays.

## **2.5 Errors Displayed on the Map Page**

In general, the following errors are generated externally to the MFD, but you may notice them on the Map or other pages within FlightMax.

### **2.5.1 Loss of GPS Input**

Loss of primary GPS is annunciated in a number of ways on your EX5000.

- The “Nav Source not communicating” message displays.
- The aircraft symbol is removed.
- There is no heading information displayed (if GPS has been selected as your heading source/track).
- The desired track icon is removed from the compass rose.
- There is no groundspeed information displayed.

The EX5000 continues to provide Datalink weather for your flight at its last known position. If the primary GPS fails during flight and you have a second GPS connected to the EX5000, you may switch your GPS input to the backup source by pressing the Nav Src button on the Aux Page.

### **2.5.2 Loss of Heading Input**

The source for heading data on your aircraft is dependent upon the particular complement of equipment you have installed in your aircraft. Loss of heading is typically associated with the failure of one of the following:

- The WX-500 Stormscope system (if installed and a heading source is connected to the WX-500).
- The Skywatch system (if installed and a heading source is connected to the TAS).
- A problem with heading from a Primary Flight Display (PFD).
- The GPS (This would be a pass through of the heading from another source, such as an Avidyne PFD. The GPS does not determine heading).

If an installed heading source becomes unavailable or invalid, the EX5000 will automatically switch to using GPS track for map alignment.

If the track source also becomes unavailable or invalid, the following conditions will occur:

- All traffic and lightning data is removed from the display.
- The aircraft symbol is replaced by a direction-less symbol (a white + symbol).
- The compass labels (N,S, E, and W) are removed from the display.
- The map and flight plan data will continue to be displayed.
- The map orientation annunciation is removed from the display
- The heading/track indicator will display a series of dashes (“---”)
- The map is oriented True North Up.

What to do:

- Have the avionics wiring inspected.

When heading/track is restored, Map will resume normal operations.

## 3 Traffic Mode and the Traffic Page

When a Traffic Advisory (TA) is reported from the traffic sensor, the EX5000 displays a traffic alert message in the Message Bar. Pressing the ACK button next to the message acknowledges the traffic alert and displays the dedicated traffic page that provides you maximum traffic situational awareness.



It is dangerous to rely on the EX5000 as your sole source of data for collision avoidance. Traffic information is provided as an aid to visually acquiring traffic. Maneuver your aircraft based only on ATC guidance or positive acquisition of conflicting traffic. It is your duty as pilot in command to see and avoid.

**Notes:** The intruder track information provided by TIS traffic systems is only accurate to within 45° of true intruder track. Take this into account when visually acquiring the reported traffic.

Keep in mind that intruder traffic can maneuver at any time, and the current intruder track direction does not guarantee the intruder will continue along that track.

For traffic sensors without track information (e.g. TAS), traffic symbols are shown without the “stinger”.

### 3.1 The Dedicated Traffic Page

The dedicated Traffic Page is a specially configured Map page with the following settings:

- **View**—Center, with heading (or track) up
- **Range**—5 NM
- **Base Map**—No terrain or political boundaries
- **Declutter**—No symbol or airspace depictions
- **Lightning**—Not displayed
- **Flight Plan**—Displayed
- **Datalink Weather**—Not displayed.

Up to 5 non-bearing intruders (traffic threats reported by the traffic sensor without valid bearing) are listed below the airplane symbol.

Acknowledging the TA message from the Traffic mode removes it from the message bar, allowing other messages to be displayed. The TA message is automatically removed when the threat is reduced or the intruder is no longer present.

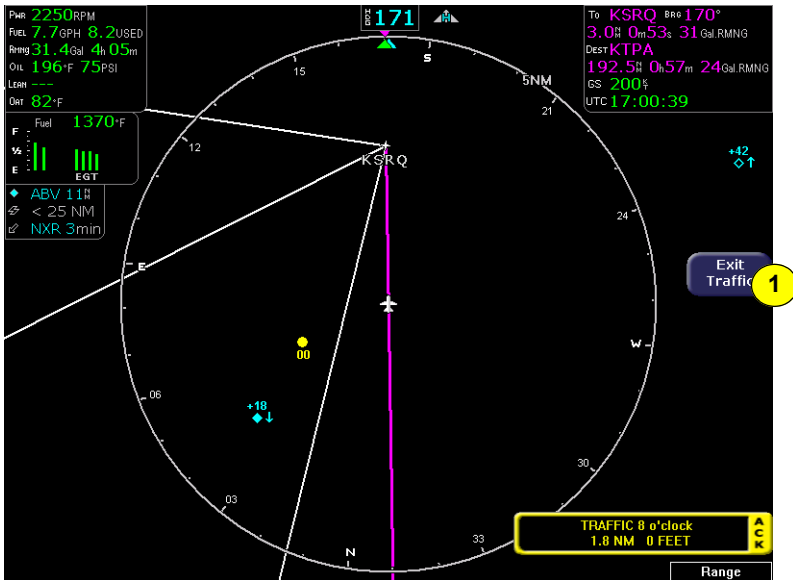


Figure 3.1 Map Page—Traffic Mode

- 1) **Exit Traffic**—Restores the Map Page to the previous settings. If the Map Page is restored prior to acknowledging a TA, the message will remain displayed and acknowledging it will once again bring up the dedicated Traffic Page.

**Note:** Traffic limitations and operational ranges depend on the installed traffic sensor. For TAS or TCAD sensors, see the corresponding sensor Pilot Guide. For TIS sensors, see Section 1-3-5 of the Aeronautical Information Manual.

The available Traffic button modes are listed below. For more information on specific traffic sensor modes, consult the user documentation for your traffic sensor.







- **Skywatch TAS and TCAD 9900BX**—Traffic modes are ABOVE, NORMAL, UNLIMITD, BELOW, and DSPLY OFF.
- **TIS**—Traffic modes are DSPLY ON and DSPLY OFF.
- **TCAD 9900B**—Traffic modes are GROUND, TERMINAL, STANDARD, ENROUTE, UNLIMITED, APPROACH, and DSPLY OFF. Note that some TCAD installations will support automatic mode switching by the TCAD unit. The current mode is always reported on the EX5000 screen.



3.2 Traffic Symbols

On the EX5000, aircraft traffic detected by a Traffic Sensor (referred to as intruders) are displayed as one of three symbols. If a compatible TIS system is installed and intruder track information is available, the appropriate symbol will be shown with a “stinger” which depicts the current ground track of the intruder, as detected by ATC radar systems. Traffic symbols are:

Table 3.1 Traffic Symbols

Non-TIS Symbol	TIS Symbol	Type	Meaning
		Traffic Alert (TA)	Traffic within the alert zone defined by the traffic sensor.
		Proximate Traffic	Traffic close to your position but not within an alert zone.
		Other Traffic	Traffic detected by the traffic sensor, but determined not to be a current threat.



Traffic sensors do not provide any traffic awareness data for aircraft without operating transponders. Therefore, these aircraft will not display on the EX5000. It is your responsibility to see and avoid all other traffic and to maintain appropriate separation.



Traffic alert information is displayed in the message bar as shown in the example above.

- 1) Relative bearing of target.
- 2) Range in nautical miles.
- 3) Relative altitude, for example, -200 would be 200 feet below. For example, -200 would be 200 feet below your aircraft, as reported by the traffic sensor.

Intruders are displayed as they are received from and identified by the sensor. The threat level assigned to an intruder is specified by the sensor when it transmits the intruder data. Threat data, range, bearing, altitude, ID and closing direction are defined by the sensor and the type of sensor used in your system.

If the intruder altitude and vertical speed are known, they are displayed alongside the intruder symbol. The number immediately above or below the traffic symbol indicates the relative altitude of the intruder to your position, in hundreds of feet. An arrow next to an intruder symbol shows the direction of any vertical movement of the intruder that is in excess of 400 feet per minute.

For example, in the Traffic Alert example shown in Table 3.1, the intruder is 500 feet below and is climbing. In addition, this example with an intruder track shows the intruder is moving along a track approximately 45 degrees to the right of our current map alignment. (i.e. if the EX5000 map is set for North Up, the intruder is flying a track somewhere between 023 and 067. This is the accuracy limit of the intruder track data.)

### **3.3 TIS Sensor Status**

For TIS installations, the following may be reported in the Traffic status block on the EX5000 Map Page:

- **OPER**—The TIS sensor is operating normally.
- **CST 00:00**—The TIS sensor has temporarily lost the information feed from ground-based radar and is in “coast” mode. The EX5000 will continue to display the traffic last received, while the CST timer will count the seconds since the last valid data.
- **RMV 00:00**—After 12 seconds of coasting, the TIS sensor will remove the traffic display and display RMV, and continue to count the time since the last valid data.
- **UNAVAIL**—More than 60 seconds have passed since valid data was received, or TIS data is not available at the current aircraft location.
- **SBY**—The TIS sensor is in standby mode.
- **DATA FAIL**—The TIS sensor has reported an internal fault. Traffic information will be removed from display.

# 4 TAWS Page (Optional)

If your EX5000 system has been configured with a Terrain Awareness and Warning System (TAWS), turn the Page knob to “TAWS” to view the TAWS Page.



Any display of yellow or red on the TAWS page indicates an imminent terrain or obstacle hazard.



The TAWS display on the EX5000 is an optional component of any TAWS-B installation, and is intended only to enhance situational awareness. All terrain avoidance maneuvering must be predicated on indications from the installed TAWS system, and not from the EX5000.

## 4.1 TAWS Information

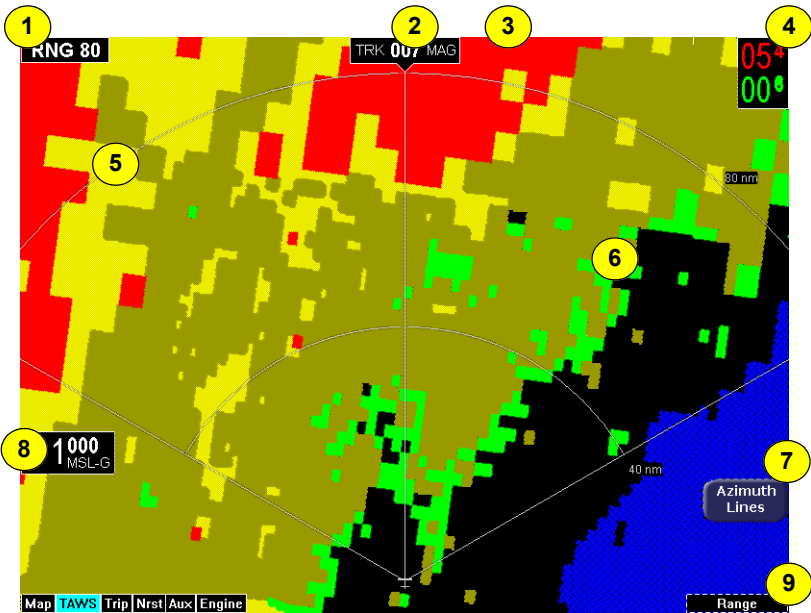


Figure 4.1 TAWS Information

- 1) **Range Annunciation**—The range number indicates the currently selected range as selected by the Range knob. The supported ranges are 2.5, 5, 10, 20, 40, 80, 160, 240, and 320 nm. At start up, the EX5000 TAWS range defaults to 80nm.
- 2) **Display Orientation**—This annunciation describes the orientation of the TAWS display. If heading is available to the EGPWS, the TAWS display orientation is “heading up”, with the aircraft's heading to the top of the display. HDG #### MAG displays, where #### is the aircraft's magnetic heading as reported by the EGPWS.

If Heading is lost or not available to the EGPWS, the EGPWS may use magnetic ground track instead, and TRK #### MAG displays, where #### is the aircraft's magnetic ground track.

In certain locales, such as near the magnetic poles, magnetic variation may become unreliable. The Display Orientation will switch to the “true” value, for example, HDG #### TRU or TRK #### TRU.

If neither heading nor ground track is available, the terrain will be replaced by the cyan message “TAWS Display Unavailable”.

- 3) **Scan Marker**—The marker is a short white line that moves across the top of the display area. It indicates the current position of the scan.
- 4) **Peaks Mode Elevations**—Appears only when your EGPWS has been installed with the “Peaks Mode” option selected. The two numerical values correspond to the highest terrain/obstacle elevation displayed and the bottom elevation of the lowest color band displayed. Elevations are expressed in feet above sea level, with the hundreds digit displayed half size, i.e. 108 is equal to 10,800 feet and 010 is equal to 1,000 feet. If there is no appreciable difference in elevation (flat terrain) only the highest value displays. The color of each elevation value is the same as the color of the terrain display containing that elevation (green, yellow, or red). During a terrain alert, threatening terrain will be displayed as bright red and/or bright yellow. The elevation value colors are not modified in this case, but continue to correspond to the colors that would appear in the TAWS display under normal circumstances, and represent the actual elevation of the terrain relative to the aircraft.

- 5) **Range Rings**—Range rings are shown as solid white lines. The distance to the outer ring is shown in the Range annunciation. The inner ring is one half the range of the outer ring.
- 6) **Terrain Data**—Terrain data is depicted as color areas representing various elevations relative to your aircraft and potential hazard situations.
- 7) **Azimuth Lines**—When pressed, labeled azimuth lines appear every 20 degrees. Press it again to remove the azimuth lines.
- 8) **Geometric Altitude**—Presents current geometric altitude as calculated by the EGPWS. The geometric altitude is calculated via GPS altitude reporting.
- 9) **Range Knob**—Changes the TAWS display range. During the short delay between the request for a new range (by turning the range knob) and the actual display of data at the new range, a “Requested Range Annunciation” displays. This is a dashed box immediately below the Range Annunciation, containing the new range that has been requested. If too many TAWS range requests are made before the EGPWS completes a full scan, the display may temporarily say “TAWS Failed”, but will resume normal operation within a few seconds.

**Note:** The EX5000 displays TAWS data that is received from the TAWS sensor. The EX5000 does not generate its own TAWS data.



MSL-G is based on an internally calculated geometric altitude by the TAWS. Geometric altitude is the height above MSL derived from GPS. It represents the aircraft's calculated height above MSL and serves as the reference altitude for color-coding of the TAWS terrain display and as the input to the TAWS look-ahead algorithm. Because it is derived from GPS altitude, this reference altitude will often differ from corrected barometric altitude. The geometric altitude, which may be in error by 100 feet or more, is not to be used for navigation. It is presented to provide the crew with additional situational awareness of true height above sea level upon which TAWS terrain alerting and display is based.

## 4.2 TAWS Operation

Terrain and obstacle alerts are the most critical situations displayed by TAWS. There are two levels of alerts:

- **Caution**—Possible terrain or obstacle conflict within 40-60 seconds.
- **Warning**—Possible terrain or obstacle conflict within 30 seconds.

**Note:** At the maximum range settings of 240nm and 320nm, terrain data for portions of the display beyond 320 nm may not be available. At these range settings, portions of the display representing distances greater than 320 nm may be black even though significant terrain may be present. The occasional loss of this display data occurs at the extreme limits of the EGPWS, but does not compromise safety or terrain awareness.

When a caution alert is triggered, the terrain or obstacle that caused the alert displays in bright yellow, as shown below. In addition, a message describing the nature of the alert is presented in the message bar.

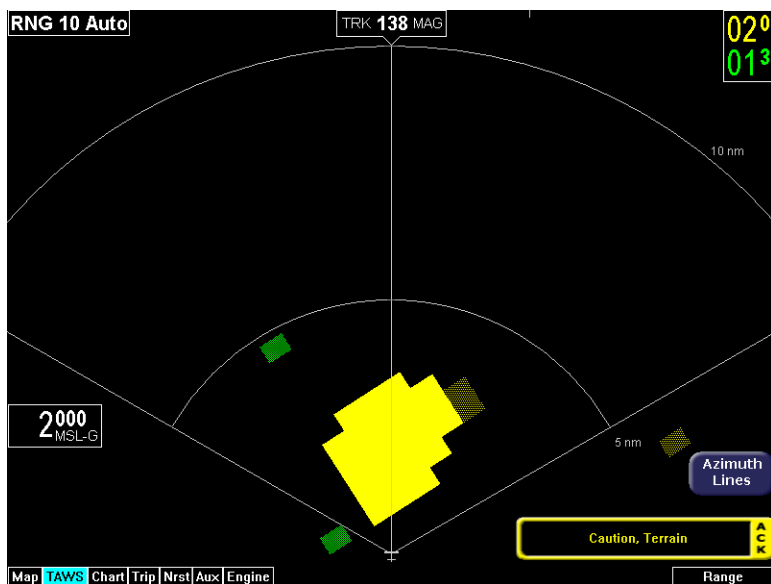
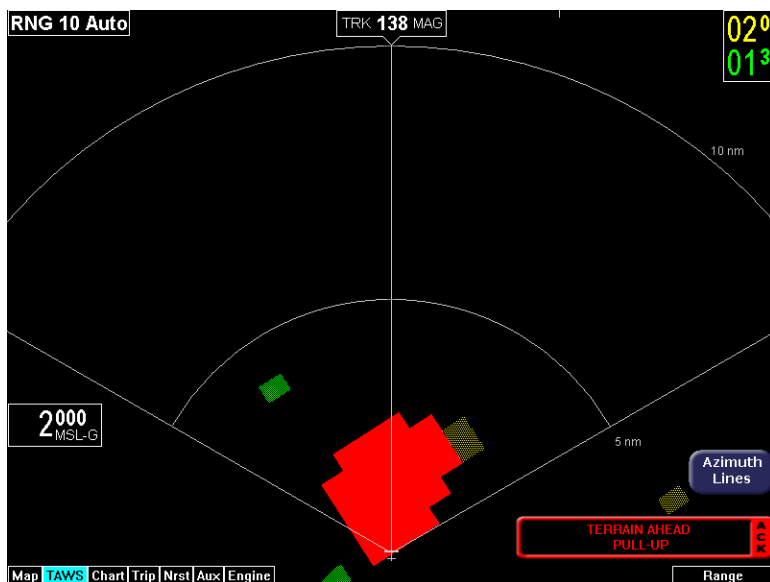


Figure 4.2 Terrain Caution Condition

When a warning alert is triggered, the terrain or obstacle that caused the alert displays in bright red. In addition, a message describing the nature of the alert is presented in the message bar.



**Figure 4.3 Terrain Warning Condition**

When a caution or warning alert is active, the display image surrounding the target is enlarged somewhat to allow the terrain or obstacle to be better seen on the display. See Table 11.8 TAWS Messages on page 151 for a complete listing of TAWS messages.

If a terrain or obstacle alert occurs while a page other than TAWS Display is being displayed, a terrain or obstacle alert message displays in the Message Bar. When you acknowledge this message, the EX5000 automatically switches to the TAWS Display Page. The message bar is removed from the display when the EGPWS is no longer in alert status, or if you acknowledge the message from the TAWS Page.

## **4.3 TAWS Reference**

### **4.3.1 Auto-Range**

If the EGPWS has been installed with the “auto range” option selected, the terrain display range is automatically set to 10nm whenever a terrain or obstacle alert takes place, overriding the current range selection. To remind you that the range has been automatically changed, the text “Auto” is added in the range annunciation. Manual range control is not disabled by auto-range. You can reset the range to any desired value.

### **4.3.2 Simultaneous Alerts**

If a terrain or obstacle alert and Traffic Advisory (TA) are issued at the same time, TAWS will have priority, and the terrain or obstacle alert message will be presented in the Message Bar. When you acknowledges the alert, the EX5000 switches to the TAWS Display Page. After you acknowledge the TAWS message from the TAWS Page, the TA is shown in the Message Bar. If you then acknowledge the TA, the dedicated Traffic Page will pop up.

If a TA occurs while a terrain or obstacle alert is in progress and the TAWS Display Page is being displayed, the EX5000 will remain in TAWS Display and the TA message will appear in the Message Bar. Acknowledging the TA message displays the dedicated Traffic Page, discussed in Section 3.1, "The Dedicated Traffic Page" on page 26.

### **4.3.3 Terrain Messages and Error Indications**

The TAWS display may present messages in the Message Bar. Press ACK button to acknowledge TAWS Page messages and remove them from the message bar. Large text annunciations will remain. See Table 11.8 TAWS Messages on page 151 for a listing of possible TAWS messages.

If the TAWS Page is accessed immediately after you turn on the EGPWS, the system may still be initializing and the TAWS Page will display the text “TAWS Initializing” rather than the expected terrain. The EGPWS and TAWS Page will begin normal operation when initialization is complete.



**Table 4.1 EGPWS Display Color Formats**

Color	Meaning
Solid Red	Terrain/Obstacle threat area, a warning is generated.
Solid Yellow	Terrain/Obstacle threat area, a caution is generated.
50% Red Dots	Terrain/Obstacle that is more than 2,000 feet above aircraft.
50% Yellow Dots	Terrain/Obstacle that is between 1,000 and 2,000 feet above aircraft.
25% Yellow Dots	Terrain/Obstacle that is 500 (250 with gear down) feet below to 1,000 feet above aircraft altitude.
Solid Green	<b>Peaks mode only.</b> Shown only when no Red or Yellow Terrain/ Obstacle areas are within range on the display. Highest Terrain/Obstacle not within 500 (250 with gear down) feet of aircraft altitude.
50% Green Dots	Terrain/Obstacle that is 500 (250 with gear down) feet below to 1,000 feet below aircraft altitude.
50% Green Dots	<b>Peaks mode only.</b> Terrain/Obstacle that is the middle elevation band when there is no Red or Yellow terrain areas within range on the display.
16% Green Dots	Terrain/Obstacle that is 1,000 to 2,000 feet below aircraft altitude.
16% Green Dots	<b>Peaks mode only.</b> Terrain/Obstacle that is the lower elevation band when there is no Red or Yellow terrain areas within range on the display.
Black	No significant terrain/obstacle.
16% Blue	<b>Peaks mode only.</b> Water at sea level elevation (0 feet MSL).
Magenta Dots	Unknown terrain. No terrain data in the data base for the magenta area shown.

## 5 CMax Chart Pages (Optional)

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CMax™ is an optional Avidyne feature that allows you to view Jeppesen Terminal Procedure charts on your EX5000. If CMax is installed on your aircraft, you can select Charts from the Page Bar to view the CMax charts. This section discusses the following topics:

- *About CMax*, page 38
- *About Geo-Referenced Charts*, page 39
- *CMax Chart Page*, page 39
- *CMax Views*, page 43
- *CMax Selection Page*, page 47



As pilot in command, it is your duty to have alternate sources of approach data available to you. Do not rely upon CMAX charts as your sole source of navigation information.



It is critical that you update the Jeppesen database regularly and prior to conducting flight operations to insure accurate data. **Use of an outdated database is entirely at your own risk.**

### 5.1 About CMax

CMax charts include instrument approach procedures, arrivals, departures, airport diagrams, and various taxiway and airspace diagrams typical of Jeppesen printed charts. CMax requires that you have a valid chart data subscription from Jeppesen Sanderson, Inc. For information on obtaining a CMax subscription, see the *Avidyne Data Update Guide* or the Jeppesen website at [www.jeppesen.com](http://www.jeppesen.com).

The *Data Update Guide* also contains instructions for loading the chart data to your Zip Drive or USB Flash Memory Drive. See Section 11.1, "Updating Your Databases" on page 134 for information about loading CMax Data onto your EX5000.

**Note:** You can load new CMax Chart data into the MFD as soon as you receive each data cycle. Any charts that have changes that are effective on a certain date are controlled within the data. The MFD will display the proper Chart data based on the current date and the effective date of the changes to the chart.

## **5.2 About Geo-Referenced Charts**

The greatest additions to situational awareness come from charts that are geo-referenced. A chart is geo-referenced when the chart data supports a correlation of chart position to actual latitude and longitude coordinates. This allows an ownship symbol and flight plan legs to be accurately represented on the chart. If a chart is not geo-referenced, the ownship and flight plan legs cannot be drawn on the chart. Most Jeppesen approach charts and airport diagrams are geo-referenced; most arrival, departure, and miscellaneous charts are not.

## **5.3 CMax Chart Page**

The CMax function is found on the EX5000 as the "Chart" Page, listed in the Page Selector bar if CMax is enabled on your EX5000. The Chart Page is capable of having two charts ready for viewing at any one time: an airport diagram, and a procedure chart (or other miscellaneous chart associated with that airport). The airport and associated charts are selected on the Chart Selection Page, described in Section 5.5, "CMax Selection Page" on page 47.

The EX5000 Startup Page reports the valid dates for the currently loaded chart data. If the date for the next update has passed, the Startup Page will report this in yellow cautionary text. If the chart data becomes more than 10 weeks out of date, access to the charts shall be revoked until new chart data is loaded.

On power up, if your EX5000 is receiving a valid position from your GPS unit, the Chart Page will default to display the airport diagram of your current position. An approach procedure chart will not be displayed until one is selected. If no valid GPS position is available at start-up, the Chart Page will default to the Chart Selection Page for manual selection of a chart.

If you select the Chart Page immediately upon power up, CMax may still be initializing and will display the following message: "CMax Initializing/Please Wait." The Chart Page will begin normal operation when initialization completes.

On landing, if the Chart Page is being displayed, the EX5000 will automatically switch to display the Airport diagram for the current location when the GPS Ground Speed drops below 50 knots.

## CMax Chart Pages (Optional)

The Chart Page shows the airport diagram of the current airport, with ownship symbol for current aircraft position, if the airport diagram is geo-referenced.

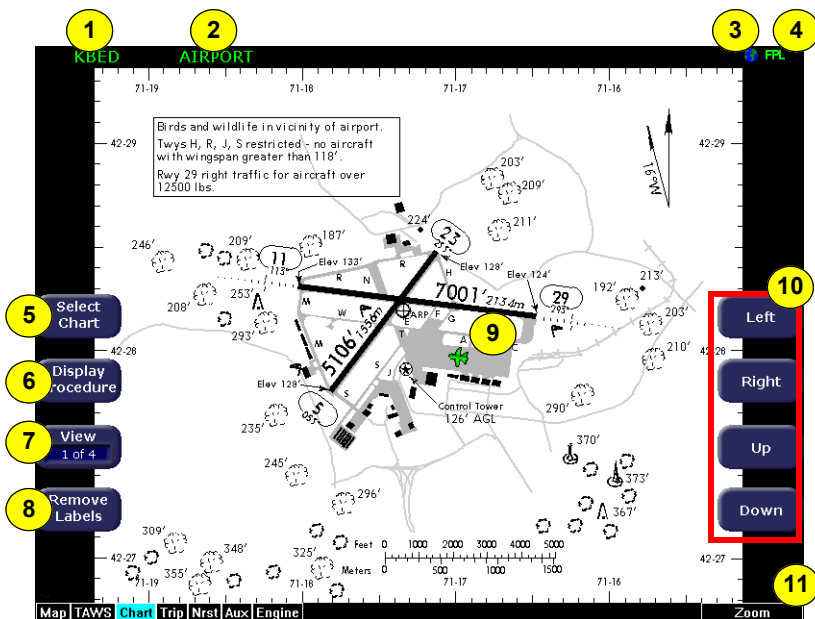


Figure 5.1 CMax Chart Page (Airport)

- 1) **Airport Identifier**—The airport identifier for the current airport displays in green.
- 2) **Chart Name**—The name of the current chart being displayed, also in green.
- 3) **Geo-referenced Symbol**—When the displayed chart is geo-referenced, a small globe displays. If the chart is not geo-referenced, the globe symbol is crossed out.
- 4) **Flight Plan Symbol**—an FPL symbol indicates the option to display the current flight plan is turned on. If the display of flight plan is turned off, the FPL symbol is crossed out. Note that if a chart is not geo-referenced or no flight plan is received from the GPS, the flight plan cannot be displayed even if the option is selected.

- 5) **Select Chart**—Displays the Selection Page to allow you to select a new chart for display. For more information, see Section 5.5, "CMax Selection Page" on page 47.
- 6) **Display**—*Display* allows you to toggle between displaying Airport and Procedure charts.
  - *Display Airport* shows when the current Procedure chart displays. Press *Display Airport* to display the Airport chart.
  - *Display Procedure* shows when the current Airport chart displays. Press *Display Procedure* to display the Procedure chart.
- 7) **View**—Controls which portion of the chart is being displayed. See details below.
- 8) **Remove Labels**—Removes the button labels from the page to allow a full view of the current chart. Press the button again to redisplay the labels.
- 9) **Ownship**—Displays the current position of the aircraft. The chart nominally remains fixed and the ownship symbol moves across the chart with aircraft movement.
- 10) **Pan Buttons**—The right-hand buttons allow you to manually move the chart on the screen. The pan buttons are only active when the current view can be panned. The Plan view of each chart can generally be panned; many information pages, such as header and departure views, cannot.
 

**Not shown: Center**—When you use *Pan*, the *Center* button is displayed to allow you to re-center the chart. When panning, the aircraft position, and ownship symbol, may move towards or off the edges of the chart area. Press *Center* to re-center the chart on the current position hide the *Center* button.
- 11) **Zoom Control Knob**—The right knob allows you to zoom the chart for close-up examination of a specific area. The label only appears when the current view can be zoomed. Most information view pages, such as headers, cannot be zoomed. If you have panned the chart, zooming all the way out to the full-screen chart size also re-centers the chart on the screen.

A typical approach procedure chart is shown in Figure 5.2:

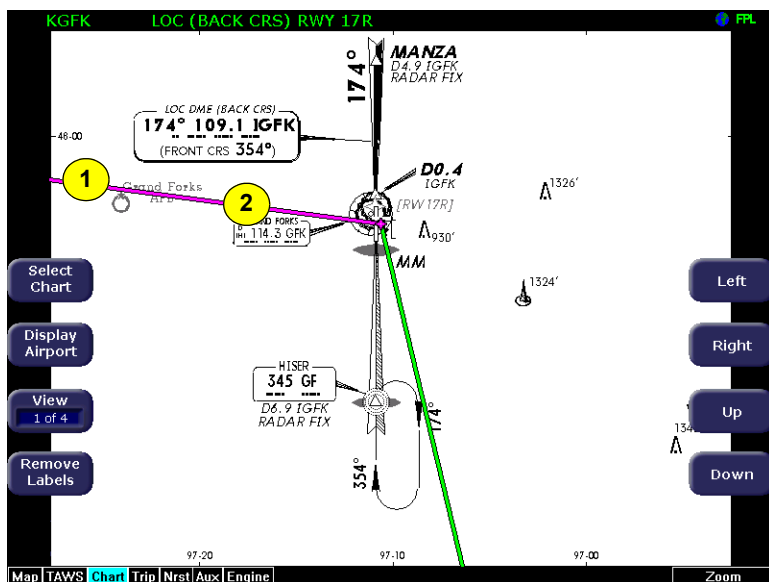


Figure 5.2 CMax Chart Page (Procedure)

- 1) **Flight Plan**—The flight plan is overlaid on the Plan View when you select the flight plan display option (on Selection Page) and the chart is geo-referenced. If a flight plan does not display, check that you selected the correct airport and approach.
- 2) **Flight Plan Active Leg**—The active leg of the current flight plan, if displayed, is magenta. Non-active legs are shown in green.

**Note:** The ownship symbol on the Chart page is always oriented according to the current GPS ground track. Therefore, the ownship is always pointed in the direction the aircraft is moving, and does not show any crab angle induced by crosswind components.

**Note:** For a flight plan to be displayed on a given chart there must be a waypoint on that chart in the flight plan. For example, a direct flight plan from KBED to KLAX passes over KEMT. If you bring up KEMT charts, the KBED-KLAX flight plan will not display. To display the flight plan over KEMT, a waypoint on an approach for KEMT must be included in the flight plan.

## 5.4 CMax Views

The EX5000 provides two sets of charts, Procedure and Airport. For ease of use and readability, each chart is divided into sections that are shown individually. Use the *Display* button to toggle between Procedure charts and Airport charts. Press *View* to cycle through the available views for that chart.

**Note:** If CMax detects non-standard data for a particular chart, a full chart view will be the only available view for that chart, and the geo-referenced ownship and flight plan will not be displayed.

### 5.4.1 Procedure Chart Views

For the Procedure chart, the Header, Profile, and Minimums views also feature a small “preview pane” of the Plan View, which, although too small to read all chart details, gives the user a general overview of the approach for situational awareness. The flight plan and ownship symbol are also displayed on the preview pane.

The available views are:

Table 5.1     Airport Procedure Views

#	View	Description
1 of 4	Plan	Includes a flight plan overlay if available (shown in Figure 5.2).
2 of 4	Header	Contains general chart information and appropriate communication frequencies.
3 of 4	Profile	Includes the profile view of the approach procedure.
4 of 4	Minimums	Shows the descent minimums for the approach.

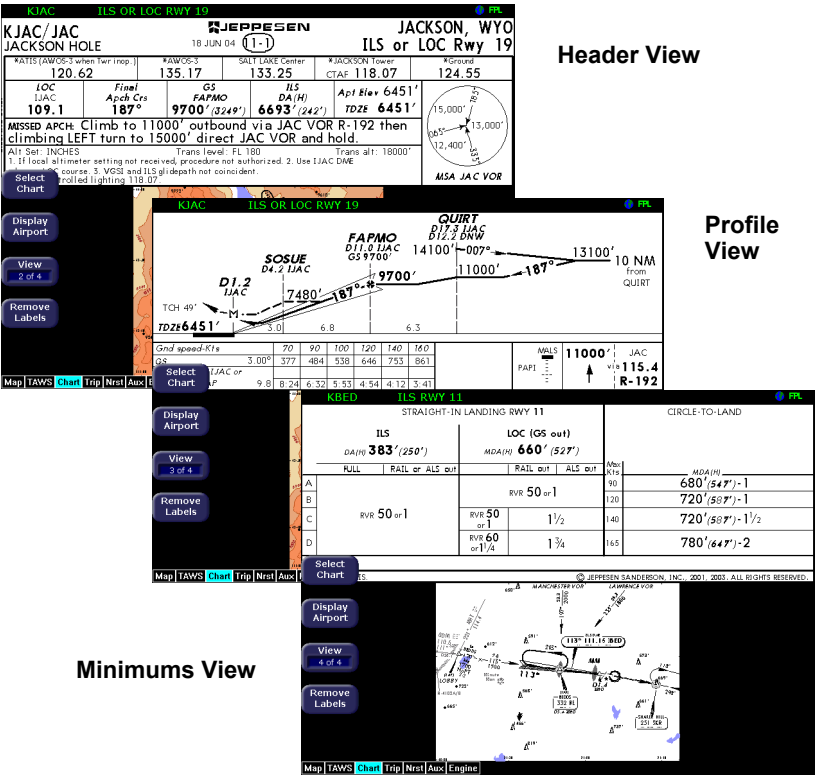


Figure 5.3 Procedure Chart views

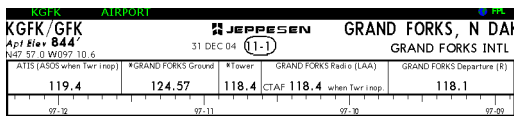


### 5.4.2 Airport Chart Views

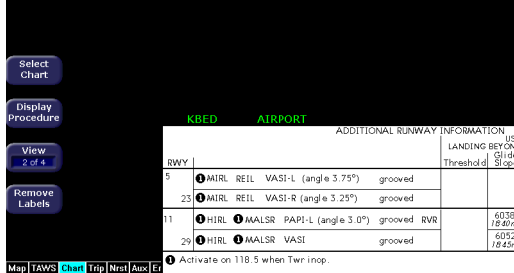
For airport charts, the available views are as follows:

### Table 5.2 Airport Chart Views

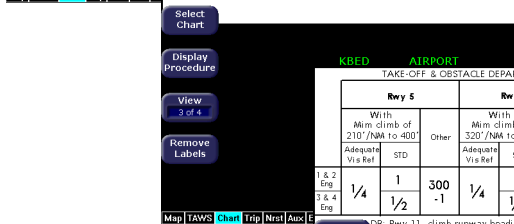
#	Chart	Description
1 of 4	Plan	Includes a flight plan overlay, if available (shown in Figure 5.1).
2 of 4	Header	Includes general chart information and communications frequencies.
3 of 4	Runways	Shows runway information for the airport.
4 of 4	Departure	Displays specific departure procedure information.



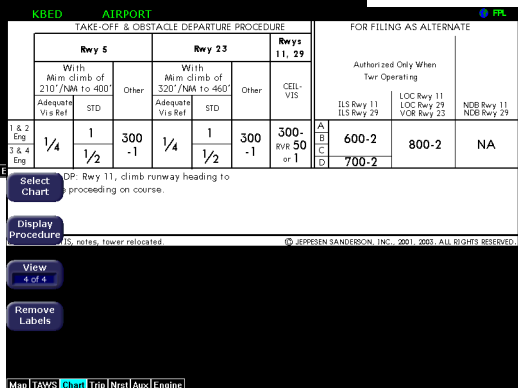
## Header View



## Runways View



## Departure View



### Figure 5.4 Airport Chart Views

## CMax Chart Pages (Optional)

Note that not all charts will have all information sections. Airport charts, for example, may or may not have runway or departure information. For larger airports, this information is often large enough to warrant a separate chart, which can be selected from list on the Selection Page.

Charts that cannot be split into smaller sections are shown as a complete chart, with the View button not displayed, since only one View type is available.

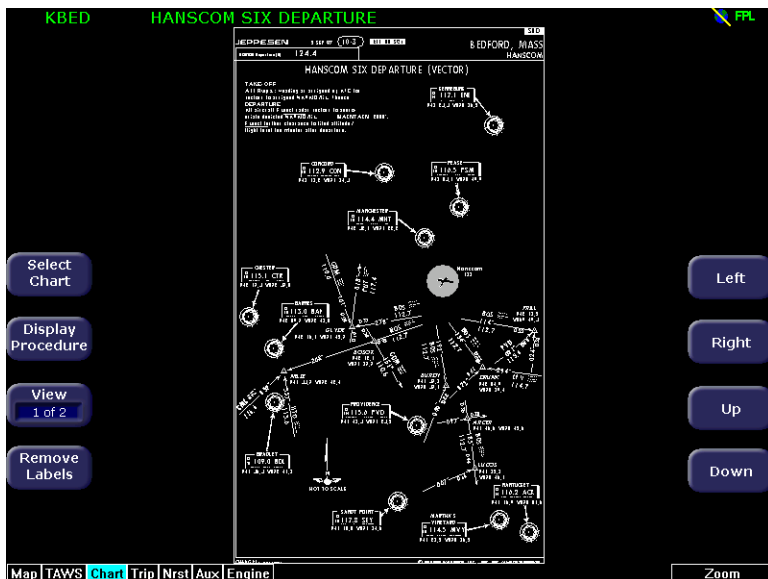


Figure 5.5 Airport Departure Chart (Night View)

## 5.5 CMax Selection Page

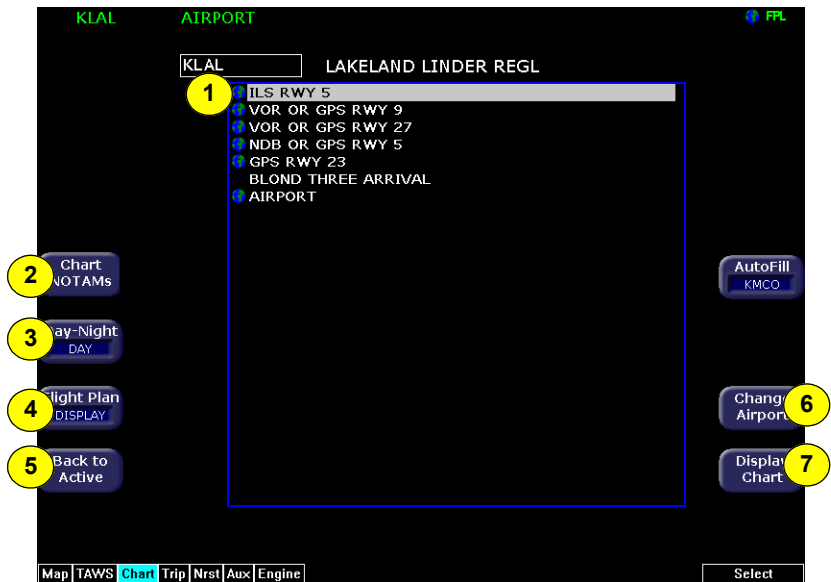


Figure 5.6 CMax Selection Page

- 1) **Chart Selection list**—A list of all charts available for the identified airport. Although the majority of charts listed are indeed instrument approach procedure charts and are generally referred to in this documentation as procedures, the list also includes other types of charts such as airspace diagrams, taxi diagrams, special instructions, and other miscellaneous charts.

**Note:** The EX5000 shows only those charts covered by your Chart data subscription. The Charts are listed in the Jeppesen chart index order.

- 2) **Chart NOTAMS**—The *Chart NOTAMS* button only displays if chart NOTAMS exist for the currently-selected airport. Press *Chart NOTAMS* to bring up a window that lists any associated chart NOTAMS for the airport currently entered in the Airport Entry Field. See Section 5.6.1, "Chart NOTAMS Page" on page 51 for more information.

- 3) **Day/Night**—Toggles the chart display between *Day* and *Night* modes. Day mode displays black text on a white background; Night mode is white text on a black background. Other colors such as water or shaded terrain are also adjusted for Day or Night mode. The EX5000 starts in Night mode to preserve night vision.
- 4) **Flight Plan**—Toggles the display of the flight plan overlay on the chart Plan View between DISPLAY and DSPLY OFF. Changes to this selection are effective immediately.
- 5) **Back to Active**—Returns to the current active chart display screen. Any inputs to the Airport Entry Field or Chart list are abandoned. Changes to flight plan display status, however, are preserved.
- 6) **Change Airport**—Moves the cursor to the Airport Entry field, described in Section 5.6, "Selecting an Airport" on page 49.
- 7) **Display Chart**—Loads the selected chart and displays it on the Chart Page. Remember that the associated Airport diagram is also automatically made available on the Chart Page when a procedure chart is loaded by pressing Display Chart.

**Note:** As a valid chart, the Airport diagram is listed in the Chart Selection list, however, it is not usually necessary to load the Airport chart, since it is always accessible on the Chart Page by pressing the Display Airport button.

## 5.6 Selecting an Airport

Use the Airport Entry Field to specify the airport you want to view.



**Figure 5.7 Airport Selection Page**

- 1) **Airport Entry Field**—This field accepts airport identification codes (such as KCAD, etc.). The EX5000 will try to auto-complete an airport entry as the first characters are entered. Press the *AutoFill* button to immediately fill this field with the destination airport. Only those airports within the coverage area are auto-completed.

A list of all charts available for the identified airport appears in the chart list area. The name of the airport in the Airport Entry Field is listed next to the entry field.

- 2) **AutoFill**—When pressed, moves the detected destination airport listed on the button into the Airport Entry Field.

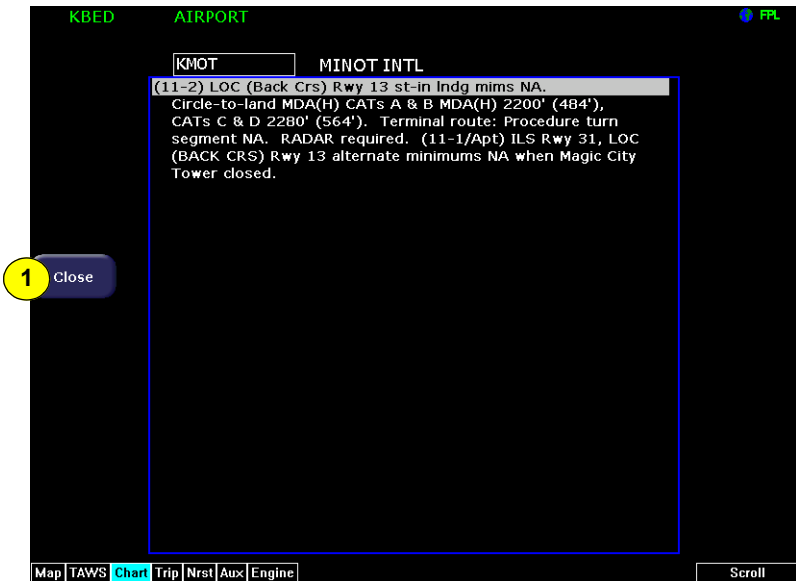
**Note:** The AutoFill button automatically detects the destination airport if the final waypoint is an airport or a waypoint that is part of an instrument approach procedure. However, for some approaches, *AutoFill* may detect another nearby airport rather than the intended destination. Make sure the desired airport is displayed before pressing the button. *AutoFill* does not display under the following conditions:

- An Airport cannot be determined due to GPS limitations.
- When the feature is not supported by some GPS models.
- The current airport destination is not available in your chart data coverage area.

- 3) **Select Chart**—Moves the active selection cursor from the Airport Entry Field to the Chart Selection list.
- 4) **Next Letter**—Use *Next Letter* to move the cursor within the Airport Entry Field to the next character location.
- 5) **Select Knob**—Use the right knob to select the character for the current cursor position when entering an airport identifier. The character selection scrolls through A to Z, 0 to 9, and common punctuation marks and symbols before returning to A.

### 5.6.1 Chart NOTAMs Page

Displays the chart NOTAMs associated with the currently displayed airport.



**Figure 5.8 Chart NOTAMs Page**

- 1) **Close**—Press *Close* to close the Chart NOTAMs window and return to the Selection Page.

Press the *Chart NOTAMs* button from the Selection Page to display the chart NOTAMs associated with that airport. Chart NOTAMs specific to that airport are listed first, followed by any general chart NOTAMs.

**Note:** Chart NOTAMs address changes to information contained on the charts, and do not include local or regional operational NOTAMs. Always obtain local and regional NOTAMS before any flight.



In the unlikely event of data corruption during operations, the EX5000 may exhibit one of the following symptoms:

- EX5000 reports that no chart data is available at all.
- Chart page is not accessible.
- Expected airports are not available for chart selection.

If you observe any of these, reload the CMax chart data using the CMax Dataloader, described in the Avidyne *CMax Data Update Guide* or in the Jeppesen JeppView for MFD *Quick Start Guide*. If problems persist, contact your dealer or Avidyne Technical Support.

As pilot in command, it is your duty to have backup sources of data available.



## 6 Trip Page

The Trip Page is continuously updated during flight. The distance and the time values are updated with each new positive fix from the GPS. The route legs advance with each waypoint message. Turn the Page knob to bring up the Trip Page, which shows the remaining legs in the current flight plan and other data being received by the EX5000 from the GPS.

If the entire flight plan does not fit on the screen, an ellipsis (...) displays in the next to last line. The destination line is always displayed. All flight plans are from the GPS. A “No Flightplan Available” message displays if there is no flight plan entered or if the GPS has failed.

### 6.1 Trip Page Information

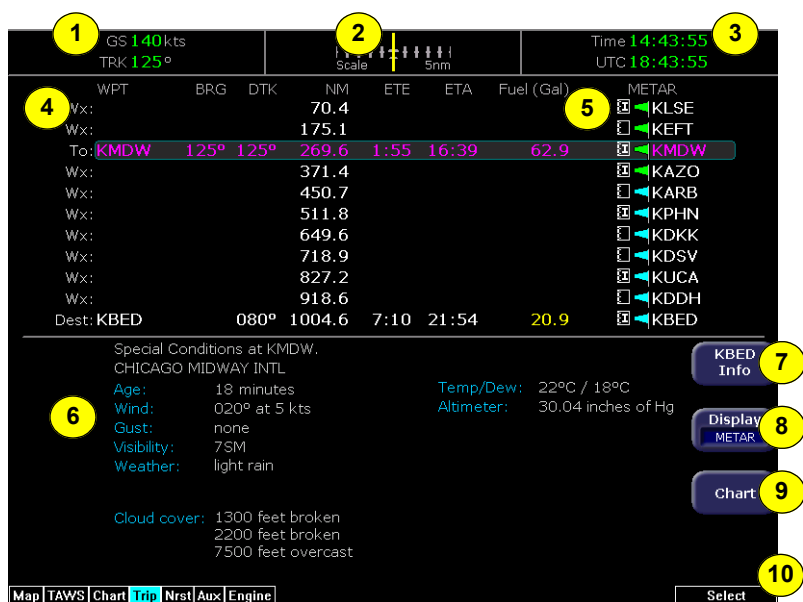



















Figure 6.1 Trip Page Information

- 1) Current ground speed and track**—As reported by your GPS Navigator.

- 2) **Course Deviation Indicator (CDI)**—Shows lateral distance (Crosstrack deviation) from desired course, providing continuous navigation reference when viewing the Trip Page.
- 3) **Time**—Local and UTC time in HH:MM:SS using a 24-hour clock format.
- 4) **Flight Plan Waypoints**—Flight Plan information from your GPS. Active waypoint is shown in magenta.
  - For Flight Plan waypoints, the following data displays:
    - ◆ **WPT**—Waypoint identifier as received from the GPS.
    - ◆ **BRG**—Bearing to current waypoint.
    - ◆ **DTK**—Desired track to waypoint.
    - ◆ **NM** —Cumulative great circle distance of each flight plan leg.
    - ◆ **ETE**—Cumulative estimated time enroute to waypoint in H:MM format for each flight plan leg at current ground speed.
    - ◆ **ETA**—Estimated time of arrival to waypoint in HH:MM formatted for local time.
    - ◆ **Fuel (Gals)**—Available with Engine and Fuel Monitor function. Displays remaining fuel at each waypoint.
    - ◆ **Chart Icon**—Indicates that an Instrument Procedure chart is available for the associated airport. An “I” on the icon indicates that at least one ILS approach chart is available for the associated airport, on the CMax Chart page. Chart icons only display for those airports for which you have JeppView subscription coverage. For more information, see Section 5.1, "About CMax" on page 38.
  - Intermediate waypoints are shown with the prefix Wx:. The Trip Page includes distance (NM), waypoint name, and METAR, if available.

*Intermediate waypoints* are determined by your current flight plan. The EX5000 adds intermediate waypoints along your flight path to provide weather information between flight plan waypoints for longer flight plan legs. This can provide you with a fuller picture of enroute conditions.

- 5) **METAR Symbol**—A METAR report is shown for each flightplan waypoint that uses the same METAR condition symbols as described in Section 2.2, "Map Page Symbols—Terrain and Position" on page 18.
- 6) **Trip Display Area**—Displays the information that you select with the *Display* button for the selected waypoint, when available.
- 7) **Destination Airport Info**—Provides quick access to airport information for the destination airport, when available.
- 8) **Display**—Controls the display shown in the lower portion of the screen. The selections are:
  - **METAR**—Displays the decoded text METAR for the selected waypoint, when available.
  - **Legend**—If Broadcast Datalink is installed, shows the types of data used in graphical METAR and NEXRAD displays.

<b>NEXRAD</b>  light rain  moderate rain  heavy rain  severe rain  snow  mixed  no data	<b>METARs</b>  VFR: > 5 SM & > 3000 ft  MVFR: 3-5 SM or 1000-3000 ft  IFR: 1-3 SM or 500-999 ft  LIFR: .5-1 SM or 200-499 ft  <CAT1: <.5 SM or <200 ft   Datalink strikes within 5 minutes  Datalink strikes between 5 to 10 minutes  Datalink strikes between 10 to 15 minutes
Storm  speed [kts] & direction of travel Cells  >50% chance of severe hail	

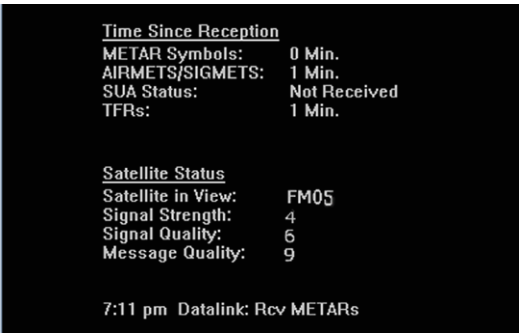
- **Broadcast Status**—Displays satellite, signal, and serial number information for the Broadcast (XM WX Satellite Weather) Datalink system. Also displays the elapsed time since reception of the various types of weather data.

Time Since Reception		Satellite Status	
NEXRAD	1 min.	Service Level:	Aviator
METARs	8 min.	XM Serial Number:	38M320CN
AIRMETs	6 min.	Signal Quality:	good
SIGMETs	3 min.		
TFRs	8 min.		
Lightning	2 min.		
TAFs	3 min.		
Winds Aloft	0 min.		
Storm Cells	0 min.		
Freezing Level	9 min.		

- **Narrowcast Status**—Displays satellite and signal information for the Narrowcast (ORBCOMM) Datalink system. Also displays the elapsed time since reception of the various types of weather data.

For Satellite Status, the following information displays:

- ◆ **Satellite in View**—Displays the name of the satellite the system is currently using.
- ◆ **Signal Strength/Signal Quality**—Signal Status represents the overall health of the satellite signal. The higher these values are, the better the signal strength. You should normally see values between 7 and 10.
- ◆ **Message Quality**—Even when the signal strength is good, messages may be dropped if the local interference level is too high. You should see values between 7 and 10 during normal operation.



The screenshot shows a black background with white text. It is divided into two main sections: 'Time Since Reception' and 'Satellite Status'. The first section lists the time since reception for METAR Symbols (0 Min.), AIRMETS/SIGMETS (1 Min.), SUA Status (Not Received), and TFRs (1 Min.). The second section lists the satellite in view (FM05), signal strength (4), signal quality (6), and message quality (9). At the bottom, it shows the time 7:11 pm and the text 'Datalink: Rcv METARs'.

<u>Time Since Reception</u>	
METAR Symbols:	0 Min.
AIRMETS/SIGMETS:	1 Min.
SUA Status:	Not Received
TFRs:	1 Min.
 <u>Satellite Status</u>	
Satellite in View:	FM05
Signal Strength:	4
Signal Quality:	6
Message Quality:	9
 7:11 pm Datalink: Rcv METARs	

- **Winds Aloft and Freezing Level**—Displays Winds Aloft and Freezing Level data from Broadcast Datalink, if available. The Winds Aloft direction is measured from true (not magnetic) North. Winds are interpolated for each Trip Page waypoint and are based on a computer forecast model that is updated hourly.

If wind data for a particular flight level has not been received, the text *Not Available* displays. If the EX5000 has received wind data but the value is undefined for a particular level, the wind value displays as dashes. This can happen for a number of reasons; one example is when an airport is at a higher altitude than the data level.

The Freezing Level forecast displays the expected altitude of the freezing level for the waypoint.

Winds Aloft for KCRQ			
FL030	---	FL240	92° at 32 kts
FL060	125° at 9 kts	FL270	96° at 38 kts
FL090	129° at 7 kts	FL300	103° at 46 kts
FL120	102° at 10 kts	FL330	109° at 54 kts
FL150	102° at 18 kts	FL360	112° at 60 kts
FL180	95° at 23 kts	FL390	112° at 60 kts
FL210	91° at 27 kts	FL420	104° at 56 kts
Freezing Level Forecast at 13100 ft			

- **TAFs**—The EX5000 provides text Terminal Aerodrome Forecasts (TAF) from the National Weather Service via Broadcast Datalink, if available. TAFs are not decoded.

```
Terminal Aerodrome Forecast (TAF) for KCRQ
100527Z 100606 28005KT P6SM SCT003
TEMPO 0709 1/2SM FG BKN002
FM0900 13005KT 1/2SM FG BKN001
TEMPO 1014 1/4SM FG VV001
FM1600 15005KT 3SM HZ SCT003
FM1800 24008KT P6SM SKC
FM0200 04005KT P6SM SKC
```

**Note:** Winds Aloft and TAFs are only available with certain XM WX packages. See the XM WX documentation for more information.

- 9) **Chart**—If CMax approach charts are installed and available, provides a quick jump to the Chart Page with the highlighted airport pre-selected. For more information about CMax, see Section 5, "CMax Chart Pages (Optional)" on page 38.

- 10) Select Knob**—Use the right knob to move the cursor over the desired waypoint in the flight plan, which selects the plain-text METAR to be displayed along the bottom half of the screen.



**Garmin GNS400/500-series users:** When the EX5000 is interfaced to a Garmin GNS400/500-series GPS via RS-232, the GPS may send duplicate waypoints while in approach mode. These duplicate waypoints may affect the distance and time readings on the Trip Page. Use the GPS as the primary source of navigation information for approach procedures. Consult your avionics installation facility to determine if your EX5000 is interfaced to the Garmin GNS-430 via ARINC 429 or RS-232.

## 7 Nearest Page (NRST)

The Nearest Page displays the nearest airports within 100NM of your present position or the nearest airports to your destination. Through the buttons, you can access detailed information about each airport. The buttons also allow you to view the nearest VORs, NDBs, Intersections, and Obstacles.

### 7.1 Nearest Page



Figure 7.1 Nearest Page

1) **Airport details**—By default, displays the following details about the airports nearest to your current location:

- **METAR and Chart Symbols**—Waypoints with METAR reporting stations display a color-coded METAR flag when Datalink is active. If CMax approach charts are installed, a chart icon displays next to any METAR reporting station for which an Instrument Procedure chart is available. An “I” on the icon indicates that at least one ILS approach chart is available. See *Chart*, below, for more information.
- **ID**—Airport identifier of the airport.

- **BRG**—Bearing to the airport.
  - **NM**—Distance to the airport.
  - **Freq**—Radio frequency to contact this airport.
  - **Name**—Airport common name.
- 2) **METAR Conditions**— Displays the decoded text METAR for the selected airport when Broadcast Datalink is enabled and a METAR is available.
- 3) **Airport Info**—Provides quick access to airport information for the airport highlighted. *Airport Info* only appears when viewing the Airports Nearest to Position and Airports Nearest to Destination. Airport Info displays a page similar to Figure 7.2.
- 4) **TYPE**—Cycles through the various Nearest data types in the following order:
- **PPOS APT (Airports Nearest Present Position)**— Graphical METARs, airport identifier, bearing, distance from the aircraft present position, frequency, and airport name.
  - **DEST APT (Airports Nearest Destination)**—Graphical METARs, airport identifier, bearing, distance from the destination airport, frequency, and airport name.
  - **VORs**—Identifier, bearing, distance, frequency, and name.
  - **NDBs**—Identifier, bearing, distance, frequency, and name.
  - **Intersections**—Identifier, bearing, and distance.
  - **Obstacles**—MSL (and AGL) height, bearing, and distance.
- 5) **FILTER**—Press to see all airport types (SHOW ALL) or only the airport types as defined on the Airport Filter Page (ON) (see Section Figure 8.2, "Airport Filter Setup Page" on page 64). *Filter* is only visible on the Nearest Airport Pages.
- 6) **Chart**—If CMax charts are installed and you select an airport that has a chart icon, the Chart button appears, which provides a quick jump to the selected approach charts. For information about CMax, see Chapter 5 "CMax Chart Pages (Optional) ."
- 7) **Select Knob**—Use the right knob to move the cursor up or down to highlight a specific airport or other data type.



## 7.2 Airport Info Page

When you press *Airport Info* from the Nearest Page, the Airport Information Page displays for the selected Airport, as shown:

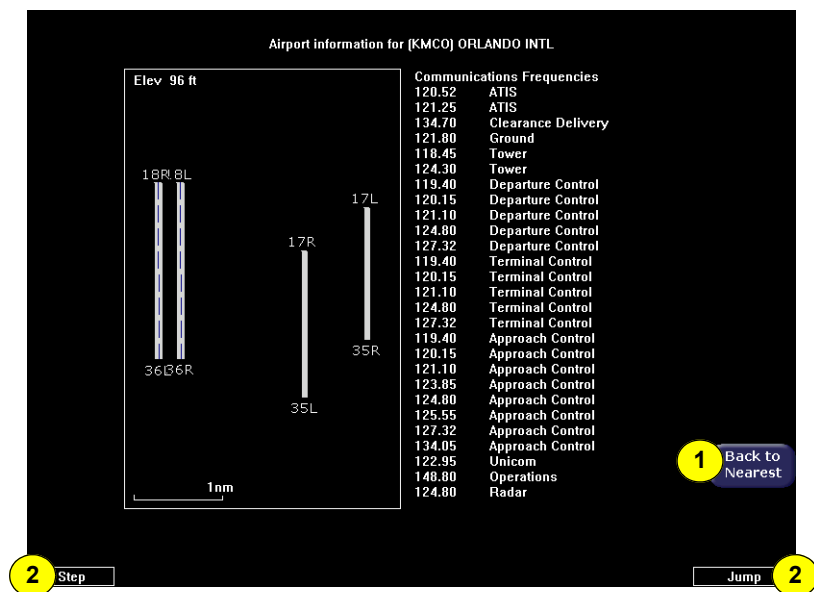


Figure 7.2 Airport Information Page

- 1) **Back to Nearest**—Returns to the Nearest Page.
- 2) **Step and Jump Knobs**—If the communications frequencies list is long enough so that it does not fit on a single page, the Step and Jump labels appear on the left and right knobs:
  - **Step**—Scrolls the page one line.
  - **Jump**—Scrolls an entire page (or to the end of the list).

## 8 Aux Page – Configuring the EX5000

Use the Aux Page to configure a number of options on your EX5000. From the main Aux Page, you can view informational messages and select the options you want to configure.

This section discusses the following topics:

- *Aux Main Page*, page 62
- *Airport Filter Setup Page*, page 64
- *Declutter Setup Page*, page 66
- *Data Block Edit Page*, page 68
- *System Time Page*, page 70
- *Datalink Configuration Page*, page 72

### 8.1 Aux Main Page



Figure 8.1 Aux Main Page

- 1) **EX5000 Version Information**—Software part number, serial number, and media part number are displayed here. Expiration dates for on-board databases are also shown on this page.

- 2) **Message List including sensor status**—A record of the messages displayed in the message bar. If more messages are active than space allows, the right knob allows scrolling.
- 3) **Datalink Setup**—If only Narrowcast Datalink is installed, this button is labeled *Datalink Setup* and provides configuration options for the Narrowcast Datalink. If both Broadcast and Narrowcast systems are installed, this button is labeled *Datalink* and provides access to both Datalink Messaging and Multilink setup options.

For information about Datalink Setup, see Section 8.6, "Datalink Configuration Page" on page 72.

For information about Multilink, see Section 10.8, "About Multilink" on page 121.

- 4) **Lightning Strike Test**—Initiates a self-test of the lightning sensor, if installed.
- 5) **Traffic Standby/Traffic Self-Test**—If a SkyWatch traffic sensor is installed:
  - *Traffic Standby* switches the sensor back into standby mode only while on the ground. To view traffic data while on the ground press *Traffic* in Map Page.
  - *Traffic Self-Test* replaces *Traffic Standby* after the Traffic sensor has entered Standby. Initiates a 30 second self test of the SkyWatch traffic sensor only while on the ground.
- 6) **Nav Src**—If your aircraft is equipped with multiple GPS units, swaps between GPS1 and GPS2 as to which unit is providing position information and flight plan data to the moving map.
- 7) **Setup Menus**—Buttons to select specific setup functions including Airport Filter, Declutter Settings, Data Block Editing, and System Time.

**Scroll Knob**—(Not shown) If there are more messages than fit on the current page, Scroll allows you to scroll the message list to see the remainder of the messages.

## 8.2 Airport Filter Setup Page

The Airport Filter Setup Page allows you to set criteria for nearest airport searches of the database. You can select towered and/or non-towered airports, the type of surfaces you prefer to land on, and the minimum runway length based on your particular aircraft or type of flying. The values selected on this page also dictate the types of airports that get displayed on the map.

The screenshot shows the AVIDYNE Airport Filter Setup page. At the top is the AVIDYNE logo. Below it is the title "Airport Filter Setup" and a note: "Use to limit airports displayed on Map and in Nearest list. Note: Nearest list can be unfiltered using 'Show All'". The page contains several input fields and buttons, each with a numbered callout:

- 1**: A dropdown menu labeled "Type" with two options: "Towered" (checked) and "Non-Towered" (checked).
- 2**: A dropdown menu labeled "Surface" with three options: "Hard" (checked), "Soft" (checked), and "Water" (unchecked).
- 3**: A dropdown menu labeled "Min Runway Length (ft)" with a "Show All" option selected.
- 4**: A "Save" button.
- 5**: A "Cancel" button.
- 6**: A "Change" button.
- 7**: A "Select" button.

Figure 8.2 Airport Filter Setup Page

- 1) Airport Type**—Select Towered, Non-Towered, or both.
- 2) Surface**—Select between hard, soft, and/or water surfaces.

**Note:** To display airports with both hard surface and water runways check the hard surface box.

- 3) Minimum Runway Length**—select the minimum runway length from 2000ft.—7000ft. or show all lengths.
- 4) Save**—Saves settings and returns to the Aux Main Page.
- 5) Cancel**—Cancels any changes and returns to the Aux Main Page.

- 6) **Change Knob**—The left knob changes the value or status of the selected field.
- 7) **Select Knob**—The right knob moves the blue field selector.



- 3) **Label**—A check in the label box indicates that the item name will be displayed along with the symbol.
- 4) **Range Dots**—The circles represent the seventeen available map scales. A cyan-colored circle indicates that the item is displayed at that range. The vertical dash line indicates that the item is displayed at that range. The vertical dash line indicates the map current scale.

**Note:** The 1000NM and 1500NM columns are not displayed because this data is never displayed at these ranges.

- 5) **Save**—Saves settings and returns to the Aux Main Page.
- 6) **Cancel**—Cancels any changes and returns to the Aux Main Page.
- 7) **Change Knob**—The left knob changes the value or status of the selected field.
- 8) **Select Knob**—The right knob moves the blue field selector.

**Note:** If all display elements are forced on via the Declutter Setup Page, the quick declutter setting on Map Page is set to maximum, and the Map Range is set greater than 400NM, Map performance may be slow, and in some cases, may cease to operate. If this occurs, you will need to recycle the EX5000 power to restore functionality.

To avoid this situation, Avidyne suggests that you select the IFR or VFR Default declutter setting.

## 8.4 Data Block Edit Page

Data blocks in the upper corners of the Map Page can be edited to display information from a list of available data types. A series of dashes represents data that is invalid or unavailable.

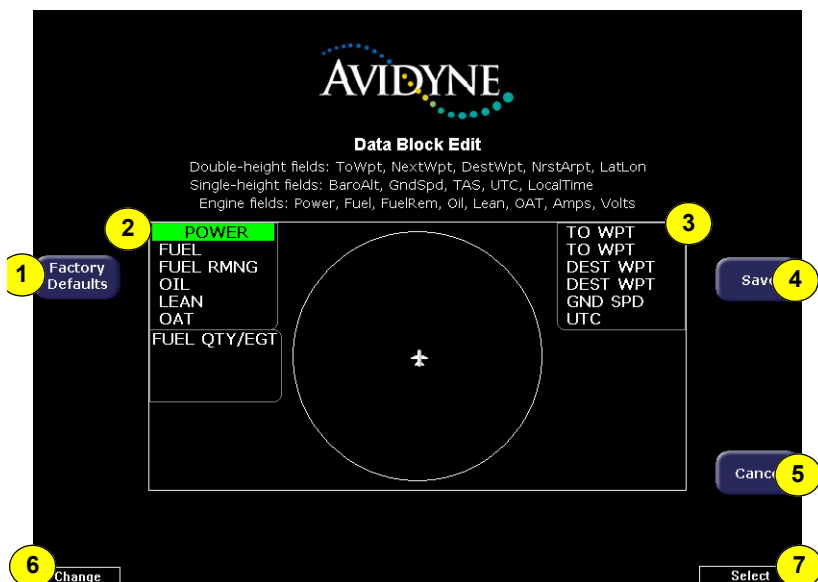


Figure 8.4 Data Block Edit Page

- 1) **Factory Defaults**—Resets the Data Blocks to the original display mode.
- 2) **Left Data Block**—Allows up to 6 lines of data for display and 4 slots for FUEL QTY/TIT/CHT or FUEL QTY/EGT/CHT (depending on aircraft) data blocks. The data block is resized based on number of lines selected. The data block disappears if all lines are blank.
- 3) **Right Data Block**—Allows up to 6 lines of data for display. The data block is resized based on number of lines selected. The data block disappears if all lines are blank.
  - See Table 11.10 Data Block Information on page 149 for full description of Navigation data available for display in Data Blocks.



- See Table 11.11 Engine Instrument Data Block Information on page 150 for full description of Engine data available for display in Data Blocks.
- 4) **Save**—Saves settings and returns to the Aux Main Page.
- 5) **Cancel**—Cancels any changes and returns to Aux Main Page.
- 6) **Change Knob**—The left knob changes the value or status of the selected field.
- 7) **Select Knob**—The right knob moves the green field selector.

## 8.5 System Time Page

The System Time Page allows you to set the “time zone offset” based on your location relative to UTC. In addition, you can set the amount of time the button labels stay up on the Map Page before decluttering or set to never declutter.



Before conducting flight operations, verify that time and date settings are correct and in GMT (UTC). It is critical that the time be set to the correct GMT to provide accurate display of Datalink weather.

Figure 8.5 System Time Page

- 1) **Time Source**—Select the time source. If “Auto” is selected, the EX5000 will first try to receive current time data from the attached GPS unit. If the GPS signal is not available, it will try to receive current time data from Narrowcast Datalink. If neither are available, the EX5000 will use the last known time data.
- 2) **Time and Date Setting**—If manual time source is selected, it allows you to manually adjust the current UTC value.

- 3) **Time Zone**—Set the time zone for your location, based on an offset from UTC.

**Note:** The EX5000 maintains a constant offset from UTC and does not adjust local time for daylight savings.

- 4) **Menu Timeout**—Set the amount of time that the menus remain visible on Map Page from the following choices (in seconds): 2, 5, 10, 20, 30, 40, 50, 60, Never.
- 5) **Save**—Saves settings and returns to the Aux Main Page.
- 6) **Cancel**—Cancels any changes and returns to the Aux Main Page.
- 7) **Change Knob**—The left knob changes the value or status of the selected field.
- 8) **Select Knob**—The right knob moves the blue field selector.

## 8.6 Datalink Configuration Page

The Datalink Configuration Page allows you to set Datalink options, including enabling Multilink. Multilink leverages the capabilities of the internal Narrowcast Datalink receiver when an external Broadcast Datalink is also installed. Multilink expands the available weather coverage areas, as well as adding new features such as text messaging

- To access the Datalink Configuration Page, press *Datalink* from the Aux Main Page:
- If Broadcast Datalink is installed, the Datalink Messaging Page displays. From the Datalink Messaging Page, press Datalink Setup to configure Multilink. For information about Datalink Messaging, see Section 10.9, "Datalink Messaging" on page 128.
- If Broadcast Datalink is not installed, the Datalink Configuration Page displays directly.

The screenshot shows the Avidyne Datalink Configuration page. At the top is the Avidyne logo and the title "Datalink Configuration" with a subtitle "Use to establish the amount of weather data transmitted". The page contains several settings:

- 1** ☒ **Multilink Enabled** (highlighted with a blue box) SC s/h AQ0500001100
- 2** Coverage Area: Flight Plan (dropdown menu)
- 3** Coverage Radius (NM): 200 (dropdown menu)
- 4** NEXRAD Resolution: Medium (dropdown menu)
- 5** Request Interval: Normal Rate (dropdown menu)
- 6** ☒ Text METARs
- ☒ METAR Symbols
- ☒ AIRMETs / SIGMETs
- ☒ SUA Status
- ☒ TFR Status

Navigation buttons include "Datalink Defaults" (7), "Save" (8), "Cancel" (9), "Change" (10), and "Select" (11).

Figure 8.6 Datalink Configuration Page

- 1) **Multilink/Datalink Enabled**—If both Broadcast and Narrowcast Datalink receivers have been installed, you can click the *Multilink Enabled* checkbox to turn on Multilink.

Setting Multilink to Enabled “arms” Narrowcast Datalink so that it will automatically provide weather data if the Broadcast system is unable to do so. In addition, both Datalink Messaging and Flight Tracking require that Multilink be Enabled, although in these cases no weather data types need be selected.

If Broadcast Datalink is not available, the checkbox will read *Datalink Enabled*, which enables Narrowcast Datalink to transmit the select weather information.

**Note:** If the Broadcast system becomes unusable or unavailable, the types of weather data enabled on the Datalink configuration page are automatically set via Narrowcast.

- 2) **Coverage Area**—Switches weather coverage area between “Current Position” and “Flight Plan.”
- 3) **Coverage Radius (NM)**—Selects 50, 100, 200, 300 or 400 nautical mile radius around the aircraft or flight plan as the display area for depicting weather.
- 4) **NEXRAD Resolution**—Selects High, Medium, Low, and Off NEXRAD resolution. The “Low” setting uses the least message units and “Off” setting turns the NEXRAD requests and overlay off.
- 5) **Request Interval**—Selects the time between weather updates. Options are: High, Normal, and Hourly update intervals. High Rate provides weather updates as soon as they become available.
- 6) **Additional Data Reporting**—Allows you to turn on or off the display of the following data on the Map Page:
  - **Text METARs**
  - **METAR Symbols**
  - **AIRMETs / SIGMETs**
  - **SUA Status**
  - **TFR Status**

- 7) **Datalink Defaults**—Sets the Datalink Configuration Page to the following values:
- **Coverage area**—Flight Plan
  - **Coverage Area**—200 NM
  - **NEXRAD Resolution**—Medium
  - **Request Interval**—Normal Mode
  - **METARS and AIRMETS/SIGMETS** —ON
  - **SUA Status/TFRs**—ON
- 8) **Save**—Saves your changes and returns to the previous page.
- 9) **Cancel**—Returns to the previous page without saving your changes.
- 10) **Change Knob**—The left knob changes the value or status of the selected field.
- 11) **Select Knob**—The right knob moves the blue field selector.

## 9 Engine Pages

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The Engine Page displays the health and performance status of the aircraft engine. Most of the engine indications are transmitted to the EX5000 via a remotely mounted Data Acquisition Unit (DAU) while the remainder are calculated by the Entegra EX5000 or acquired from the Entegra Primary Flight Display (PFD).

This section discusses the following topics:

- *Engine Page Overview*, page 76
- *PA28 Engine Page*, page 79
- *PA28 Initial Usable Fuel Page*, page 83
- *PA28 Lean Assist*, page 84
- *PA28 Data Blocks on Map Page*, page 86
- *PA32 Engine Page*, page 87
- *PA32 Initial Usable Fuel Page*, page 91
- *PA32 Non-Turbo Lean Assist*, page 92
- *PA32 Turbo Lean Assist*, page 94
- *PA32 Data Blocks on Map Page*, page 95
- *PA44 Engine Page*, page 97
- *PA44 Initial Usable Fuel Page*, page 101
- *PA44 Lean Assist*, page 102
- *PA44 Data Blocks on Map Page*, page 104
- *EMax Total Engine Management*, page 105

## 9.1 Engine Page Overview

The information displayed on your Engine Page depends on:

- Your aircraft type
- Whether you have the optional EMax™ Total Engine Management package installed. With EMax installed, the following additional information is available from the Engine Page:
  - Extended Fuel Flow data and temperature displays on the Engine Page and Map Page data blocks.
  - Initial Usable Fuel Page to simplify fueling and fuel calculations.
  - Automated Lean Assist Functions.
  - Additional EGT information

The Engine Page is divided into five main sections plus an OAT gauge, as follows:

### 1) Gauges:

- **PA28 and PA44**—Provides graphic and numeric readouts of Manifold Pressure (PA28-201 and PA44 only), RPM, Oil Temperature, and Oil Pressure.
- **PA32**—Provides dial and numeric readouts of Manifold Pressure, RPM, Percent Power, Oil Temperature, and Oil Pressure.

### 2) Electrical—Monitors electrical bus voltage and alternator output current.

### 3) OAT—Monitors the outside air temperature (OAT).

**PA44 only—DENS ALT (Density Altitude)**—Displays the Density Altitude to the nearest 100 feet. The density altitude is calculated from Pressure Altitude and OAT. Use the density altitude, along with the performance charts in your aircraft's *Pilot Operating Handbook*, to determine aircraft performance.



#### 4) Fuel:

##### ■ PA28 and PA44:

- ◆ **Fuel Quantity**—Displays the current level of fuel in each tank as measured by the fuel tank sensors.
- ◆ **Fuel Flow**—Displays Fuel Flow in GPH. The optional EMax<sup>™</sup> package adds Fuel Used, Fuel Remaining, Time Remaining, and Fuel Economy information.

- **PA32**—Displays Fuel Quantity, Fuel Flow, Fuel Used, Fuel Remaining, Time Remaining, and Fuel Economy information.

#### 5) Temperatures:

- **PA28**—Display of Exhaust Gas Temperatures (EGT). A single EGT is standard on the PA28-181 and PA28-201 (without EMax, the EGT is not shown on the PA28-161 Engine Page). With the optional EMax package, four EGTs display for all PA28 aircraft.
- **PA32**—Displays the EGTs or TITs as well as the cylinder head temperature (CHT).
- **PA44**—Displays the EGT and CHT. Without EMax, only the highest temperature displays; with EMax, the EGT of each cylinder displays.

**Note:** Turbo-charged aircraft display a Turbine Inlet Temperature (TIT) in place of the EGT indicators.



**Engine Instruments—Cautions and Warnings**—When monitoring engine health, the EX5000 highlights any engine parameters that are not within normal operating conditions. “Caution zone” readings cause the appropriate annunciation to show yellow while “Warning zone” readings are in red.

The warning zone engine parameter conditions sound a horn and display a message bar on the bottom of the EX5000 screen if the condition persists for more than 5 seconds (10 seconds for TIT). If the condition returns to normal, the message bar is automatically removed and the cockpit horn turns off.

When you acknowledge the message (by pressing the ACK button) the Engine Page displays.



In the event of an engine Data Acquisition Unit (DAU) failure, affected indicators will show a failure as follows:

- Numeric Readouts: Displayed as three white dashes
- Bar Graphs: Disappear

What to do:

For failure of single indicators, land as soon as practical and consult a maintenance facility

If all indicators fail, check and/or cycle the circuit breaker for the engine DAU. If functionality is not restored, land as soon as practical and have a maintenance facility inspect the system.

## 9.2 PA28 Engine Page

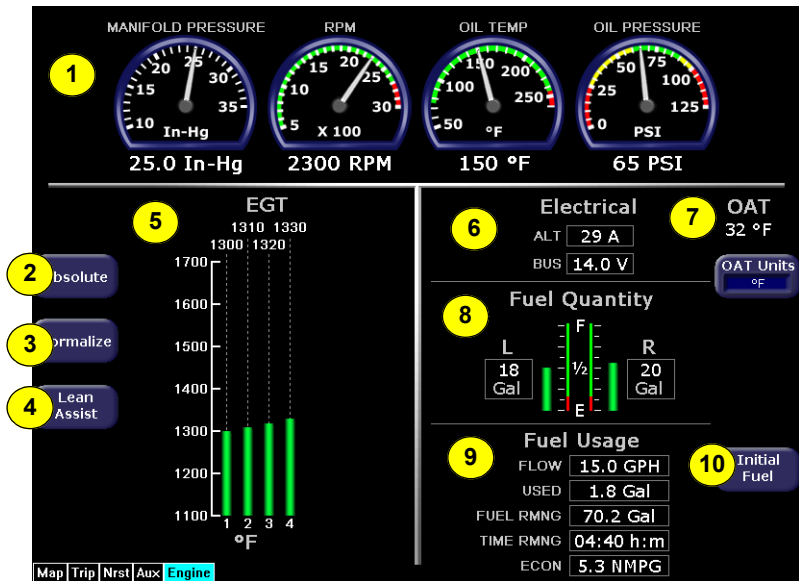


Figure 9.1 PA28 Engine Main Page (with EMax)

### 1) PA28 Gauges

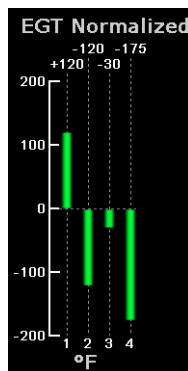
- **Manifold Pressure**—Displays current manifold pressure in inches of mercury as reported by the DAU. (PA28-201 only)
- **RPM** —Displays current engine speed in revolutions per minute as reported by the DAU.
- **Oil Temp**—Displays the current engine oil temperature in degrees Fahrenheit as reported by the DAU.
- **Oil Pressure**—Displays the current engine oil pressure in pounds per square inch (PSI) as reported by the DAU.

- 2) **Absolute**—(EMax only) Selects the “absolute” mode for temperature display. Absolute mode, the default mode, indicates the current temperature for each cylinder.

- 3) **Normalize**—(EMax only) Normalizes the temperature readings for the temperature display. Upon activation, the display will establish all of the current temperatures at a zero point.

In Normalized mode, the bar graph indicates overall changes in temperature rather than displaying the actual temperature values.

- 4) **Lean Assist Button**—(EMax only) Begins the lean process as described in Section 9.4, "PA28 Lean Assist" on page 84.



- 5) **EGT**—Indicates the exhaust gas temperature (EGT) of each cylinder in degrees Fahrenheit as a bar graph. The EGT for each cylinder is also displayed as a numeric indication above bar. An up or down trend arrow appears below this numeric indication to indicate whether the EGT is rising or falling.

The PA28-161 without EMax does not display EGT.

## 6) Electrical Gauges

- **ALT**—Indicates the amount of current in Amps being produced by the alternator as reported by the DAU.
- **BUS**—Indicates the bus voltage in volts as reported by the DAU.

- 7) **Outside Air Temperature (OAT)**—Indicates the ambient air temperature as reported by the Avidyne PFD. Press *OAT Units* to change the display between degrees Fahrenheit and degrees Celsius.

## 8) Fuel Quantity and Fuel Flow:

- **Fuel Quantity**—Shows the current fuel quantity as reported by the aircraft fuel tank sensors.
- **Flow**—Displays the current fuel flow in gallons per hour as reported by the DAU.

- 9) **Fuel Usage**—If EMax is installed, the EX5000 displays the following information in the fuel flow area of the Engines Page. If EMax is not installed, only Fuel Flow is displayed.

- **Used**—Displays the total amount of fuel used since the last engine start as reported by the DAU.
- **Fuel Rmng**—Displays the total amount of fuel remaining as calculated by the EX5000 based on the starting fuel you entered on the Initial Usable Fuel Page and fuel flow as reported by the DAU.
- **Time Rmng**—Displays the amount of time remaining before the total usable fuel on board will be consumed as calculated by the EX5000 based on the setting from the Initial Usable Fuel Page and fuel flow as reported by the DAU. This value is only displayed when the GPS ground speed is greater than 50 knots.



The Time Remaining depends on the current fuel flow, and does not factor in any required reserves. Changes to power settings or winds aloft encountered can drastically alter your range or endurance.

- **Econ**—Displays the current fuel economy in nautical miles per gallon based on the fuel flow as reported by the DAU and the groundspeed as reported by the GPS. This value is only displayed when the GPS ground speed is greater than 50 knots.



It is critical that you accurately enter the actual onboard fuel quantity on the Initial Usable Fuel Page to ensure accuracy of the fuel totalizer functions.

Include visual identification of the actual fuel in each tank in accordance with aircraft POH procedures as part of the aircraft pre-flight inspection. After the amount of fuel has been visually confirmed, enter the amount into the Initial Usable Fuel Page.

Inaccurate fuel entry can result in a misleading indication of fuel or time remaining, which could lead to fuel starvation, loss of engine power, and forced landing.



Be sure to cross-check fuel quantity and fuel remaining during flight.

- **Fuel quantity** is the amount of fuel in the tanks, as measured by the tank probes. See the aircraft POH for any limitations on the fuel measurement.
- **Fuel remaining** is based on a calculation using the initial fuel amount entered by the pilot, and the fuel flow integrated over the time of the flight so far.

**10) Initial Fuel**—(EMax only) Opens the Initial Usable Fuel Page, described on page 83.

### 9.3 PA28 Initial Usable Fuel Page

The Initial Usable Fuel Page displays on startup or when you press the *Initial Fuel* button. The EX5000 displays the Initial Usable Fuel Page and asks you to input the amount of fuel added to the aircraft.

A button for *Fuel Full* is available so you can quickly set the amount of fuel to full. In addition, you can use the right knob to fine-tune the amount of fuel added.

The PA28's Initial Usable Fuel Page displays the amount of fuel in gallons or liters. To switch between US gallons or liters, press *Fuel Units*.

When the desired amount has been entered, press *Fuel Done* to exit the Initial Usable Fuel Page.

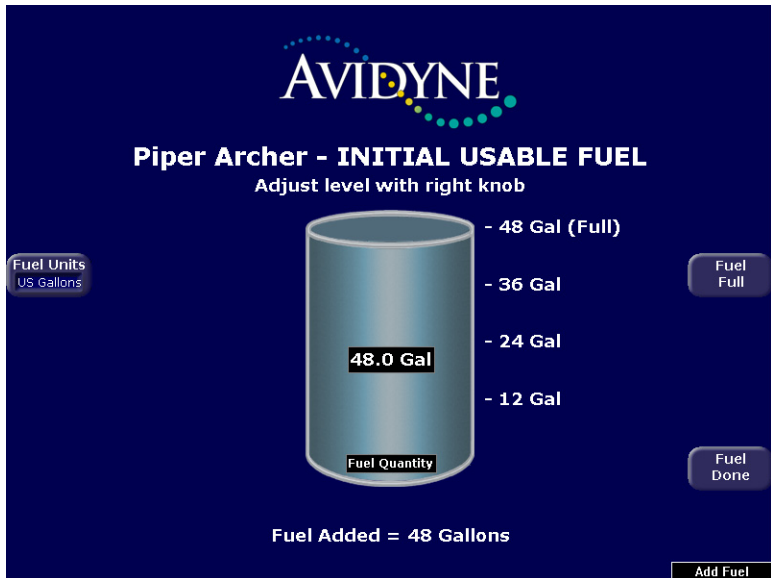


Figure 9.2 PA28 Initial Usable Fuel Page

## 9.4 PA28 Lean Assist

When the optional EMax package is installed, the EX5000 is equipped with a Lean Assist function that allows you to set the optimum mixture for various operating conditions. The EX5000 automatically detects whether you are leaning for best power or best economy and provide visual messages to guide you toward the correct mixture setting.

The Lean State is displayed in the “Lean” data block on the Map Page.



It is very important that you adjust the mixture slowly and continuously. Leaning the mixture too quickly can disrupt the EX5000's ability to accurately track the peak EGT, and could result in a mixture setting that can damage the engine. Always be sure to monitor Oil Temperature and CHT readings, to ensure they stay within specified limits.



If at any time during the Lean Assist process the engine begins to run roughly, richen the mixture slightly until the roughness abates.

### 9.4.1 Leaning for Best Economy

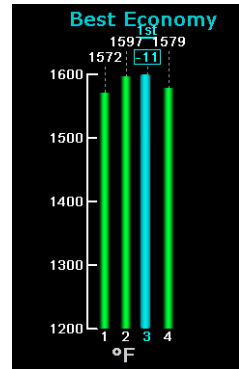
- 1) To lean the engine for best economy, begin by pressing *Lean Assist* and smoothly lean the mixture control. Only lean for Best Economy at power levels below 75%.

**Note:** If the percent power display is not available, consult the aircraft POH performance charts to determine current aircraft percent power prior to engine leaning.

- 2) The EX5000 will annunciate “Looking for Peak” at the top of the temperatures section of the display.
- 3) As the EGT rises and reaches a peak, the EX5000 Engine Page will annunciate “Best Economy,” indicating that the best economy mixture has been achieved. The numeric EGT value will now display the differential temperature from the peak EGT.



- 4) If the mixture is leaned too far to the lean side, past the Best Economy setting, the EX5000 annunciates "Too Lean." Slowly enrichen the mixture until the annunciation switches back to "Best Economy."
- 5) When you are happy with the engine lean setting, exit the Lean Assist function by pressing *Normalize* or *Absolute*.

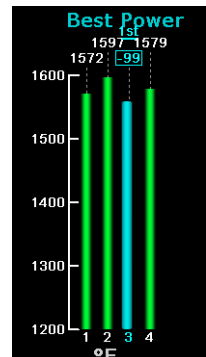


#### 9.4.2 Leaning for Best Power

- 1) To lean the engine for best power, begin by pressing *Lean Assist* and smoothly lean the mixture control.
- 2) The EX5000 will annunciate "Looking for First Peak" at the top of the temperatures section of the display.
- 3) As the EGT rises and reaches a peak, the EX5000 Engine Page will annunciate "Best Economy."
- 4) At this point you can begin to richen the mixture. As the mixture is richened, the display annunciates "Power: Enrich to -100°F" as it determines the peak temperature. The Numeric EGT value will now display the differential temperature from the peak EGT.

- 5) Continue to enrichen the mixture until the EX5000 displays "Best Power" when the optimum best power mixture has been achieved, between 90-110° rich of peak.

If the mixture is adjusted too far to the rich side, past the Best Power setting, the MFD shall annunciate "Rich of Best Power." Slowly lean the mixture until the annunciation switches back to "Best Power."



- 6) When you are happy with the engine lean setting, exit the Lean Assist function by pressing *Normalize* or *Absolute*.
- 7) To return to a Best Economy setting after using Best Power, move the mixture to full rich and then press the Lean Assist button to go to the beginning of the Lean Assist procedure.

### 9.4.3 PA28 Data Blocks on Map Page

The Engine Sensor Status Box provides textual and graphical representation of the left and right fuel quantities and other data. If selected, it is positioned below the other left data blocks.

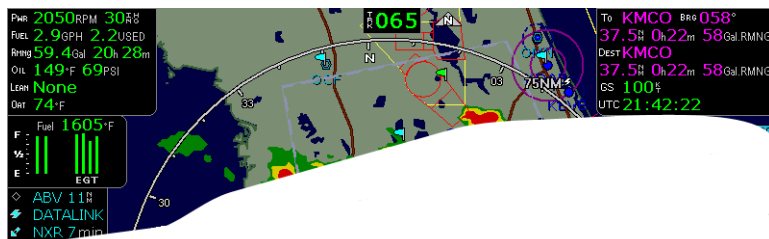


Figure 9.3 Engine Information—Map Page

Data blocks in the upper left and right corners of the Map Page can be configured to show engine instrument information. For more information, see Table 11.11 Engine Instrument Data Block Information on page 150.

For PA28 aircraft, certain data blocks are available only with the EMax package.

### 9.4.4 Lean Data Block States

The Lean data block shows the status of the Lean function.

On the Map Page, the Lean data block will show “Economy” or “Power” when the Lean Assist procedure is completed and exited.

Other Lean data block states are:

- **Leaning**—Displayed when you switch back to the map page before exiting Lean Assist mode.
- **Incomplete**—Displays when you exit Lean Assist mode before achieving the desired lean state.
- **FF Change**—Displays when the lean state is changed by a fuel flow adjustment.
- **Pwr Change**—Displays when the lean state is changed by a power adjustment.

## 9.5 PA32 Engine Page

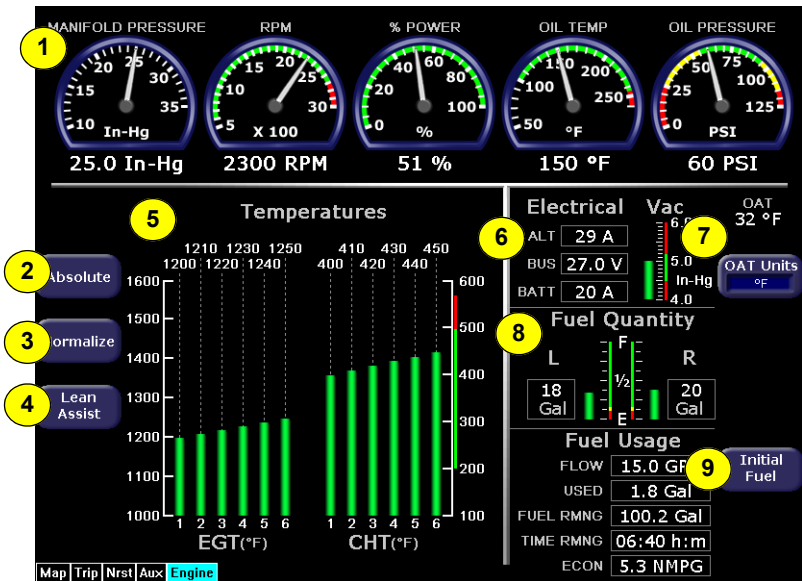


Figure 9.4 PA32 Engine Main Page

### 1) Engine Gauges:

- **Manifold Pressure**—Displays current manifold pressure in inches of mercury as reported by the DAU.
- **RPM**—Displays current engine speed in revolutions per minute as reported by the DAU.
- **% Power**—Indicates the current percent power being made by the engine. For information about how % Power is calculated, see the *Pilot's Operating Handbook* for your aircraft.
- **Oil Temp**—Displays the current engine oil temperature in degrees Fahrenheit as reported by the DAU.
- **Oil Pressure**—Displays the current engine oil pressure in pounds per square inch (PSI) as reported by the DAU.

### 2) **Absolute**—Selects the “absolute” mode for temperature display. Absolute mode, the default mode, indicates the current temperature for each cylinder.

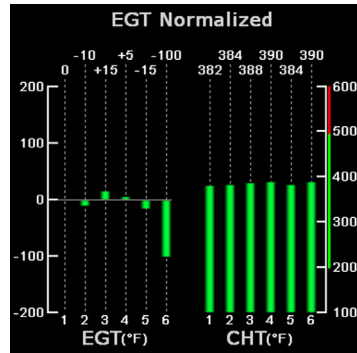
- 3) **Normalize**—Normalizes the temperature readings for the temperature display. Upon activation, the display will establish all of the current temperatures at a zero point.

In Normalized mode, the bar graph indicates overall changes in temperature.

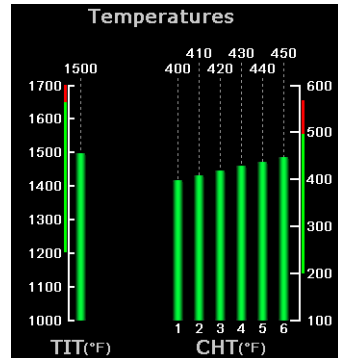
- 4) **Lean Assist Button**—Begins the lean process as described in Section 9.7, "PA32 Non-Turbo Lean Assist" on page 92 or Section 9.8, "PA32 Turbo Lean Assist" on page 94.

5) **Cylinder Temperatures:**

- **Exhaust Gas Temperature (EGT)**—For non-turbo engines, the EGT indicates the exhaust gas temperature of each cylinder in degrees Fahrenheit as a bar graph. The individual EGT of each cylinder is also displayed as a numeric indication above each bar. An up or down trend arrow will also appear below this numeric indication to indicate whether a cylinder's EGT is rising or falling.



- **Turbine Inlet Temperature (TIT)**—For turbo-charged engines (Saratoga II-TC and Piper 6XT), indicates the Turbine Inlet Temperature in degrees Fahrenheit. The numeric TIT indication is above the bar along with an up/down trend arrow.



- **Cylinder Head Temperature (CHT)**—Indicates the temperature in degrees Fahrenheit of each engine cylinder head as reported by the DAU. The individual temperature of each cylinder is also displayed as a numeric indication above each bar. A white up or down trend arrow will also appear above or below this numeric indication

to indicate whether a cylinder is rising or falling in temperature.

- 6) **Electrical Meters and Vacuum**—The Electrical meters display the following information:
  - **ALT**—Indicates the amount of current in Amps produced by the alternator as reported by the DAU.
  - **VOLTS** —Indicates the bus voltage in volts as reported by the DAU.
  - **BATT**— Indicates the amount of current in Amps being discharged from or charged to the battery as reported by the DAU.
  - **Vacuum Pressure Gauge**— (Optional) Indicates the current vacuum pressure, used by the backup gauges, as reported by the DAU. The Vacuum Pressure gauge depends on your particular aircraft installation. If your aircraft does not have a compatible vacuum system, the Vacuum Pressure gauge does not display.
- 7) **OAT**—Indicates the ambient air temperature as reported by the PFD. Press *OAT Units* to change the display between degrees Fahrenheit and degrees Celsius.
- 8) **Fuel Data**—The fuel gauge shows the current fuel quantity as reported by the aircraft fuel tank sensors. Additionally, the Fuel Data section displays the following.
  - **Fuel Quantity**—Displays the current measured fuel quantity in U.S. gallons as two vertical bars, one each for the left and right main wing tanks.
  - **Flow**—Displays the current fuel flow in gallons per hour as reported by the DAU.
  - **Used**—Displays the total amount of fuel used since the last engine start as reported by the DAU.
  - **Fuel Rmng**—Displays the total amount of fuel remaining as calculated by the EX5000 based on the starting fuel you entered on the Initial Usable Fuel Page and fuel flow as reported by the DAU.

- **Time Rmng**—Displays the amount of time remaining before the total usable fuel on board will be consumed as calculated by the EX5000 based on the setting from the Initial Usable Fuel Page and fuel flow as reported by the DAU. This value is only displayed when the GPS ground speed is greater than 50 knots.



The Time Remaining depends on the current fuel flow, and does not factor in any required reserves. Changes to power settings or winds aloft encountered can drastically alter your range or endurance.

- **Econ**—Displays the current fuel economy in nautical miles per gallon based on the fuel flow as reported by the DAU and the groundspeed as reported by the GPS. This value is only displayed when the GPS ground speed is greater than 50 knots.



It is critical that you accurately enter the actual onboard fuel quantity on the Initial Usable Fuel Page to ensure accuracy of the fuel totalizer functions.

Include visual identification of the actual fuel in each tank in accordance with aircraft POH procedures as part of the aircraft pre-flight inspection. After the amount of fuel has been visually confirmed, enter the amount into the Initial Usable Fuel Page.

Inaccurate fuel entry can result in a misleading indication of fuel or time remaining, which could lead to fuel starvation, loss of engine power, and forced landing.



Be sure to cross-check fuel quantity and fuel remaining during flight.

- **Fuel quantity** is the amount of fuel in the tanks, as measured by the tank probes. See the aircraft POH for any limitations on the fuel measurement.
- **Fuel remaining** is based on a calculation using the initial fuel amount entered by the pilot, and the fuel flow integrated over the time of the flight so far.

9) Opens the Initial Usable Fuel Page, described on page 91.

## 9.6 PA32 Initial Usable Fuel Page

The Initial Usable Fuel Page displays on startup or when you press the *Initial Fuel* button. The EX5000 displays the Initial Usable Fuel Page and asks you to input the amount of fuel added to the aircraft.

A button for *Fuel Full* is available so you can quickly set the amount of fuel to full. In addition, you can use the right knob to fine-tune the amount of fuel added.

The PA32's Initial Usable Fuel Page displays the amount of fuel in gallons or liters. To switch between US gallons or liters, press *Fuel Units*.

When the desired amount has been entered, press *Fuel Done* to exit the Initial Usable Fuel Page.

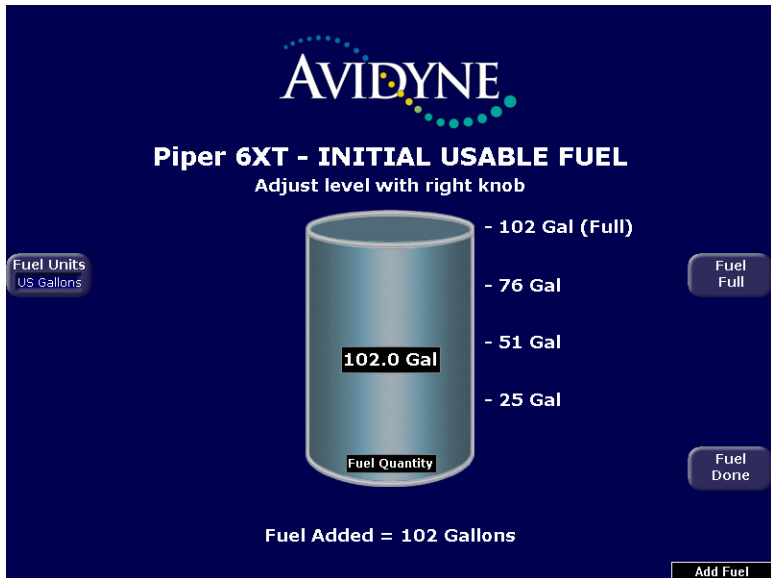


Figure 9.5 PA32 Initial Usable Fuel Page

## 9.7 PA32 Non-Turbo Lean Assist

The EX5000 is equipped with a Lean Assist function that allows you to set the optimum mixture for cruise conditions. The EX5000 provides visual messages to guide you toward the correct mixture setting.

The Lean State is displayed in the “Lean” data block on the Map Page.



It is very important that you adjust the mixture slowly and continuously. Leaning the mixture too quickly can disrupt the EX5000's ability to accurately track the peak EGT, and could result in a mixture setting that can damage the engine. Always be sure to monitor Oil Temperature and CHT readings, to ensure they stay within specified limits.



If at any time during the Lean Assist process the engine begins to run roughly, richen the mixture slightly until the roughness abates.

- 1) To lean the engine for the cruise setting, begin by pressing *Lean Assist* and smoothly lean the mixture control. Only undertake leaning at power levels below 75%.

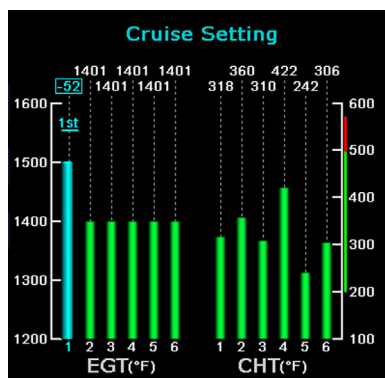
**Note:** If the percent power display is not available, consult the aircraft POH performance charts to determine current aircraft percent power prior to engine leaning.

- 2) The EX5000 will annunciate “Looking for Peak” at the top of the temperatures section of the display. When leaning, the final mixture setting is based on first cylinder to peak.
- 3) As the mixture is leaned look for a rise in EGT.
- 4) As the EGTs rise, the first cylinder will reach peak EGT and the Engine Page will annunciate “Peak, Enrich for Cruise”.



- 5) At this point, begin to richen the mixture until the annunciation reads "Cruise Setting."

- 6) As the mixture is richened the display will first annunciate "Looking for #x to Peak (Rich)," and then "Peak Detected (Rich)" as it determines the peak temperature, using the same cylinder that was the first to peak in the lean direction. Finally, it will display "Cruise Setting" when the optimum mixture has been achieved, between 40-60° rich of peak.



If the mixture is adjusted too far to the rich side, the EX5000 will annunciate "Too Rich." Slowly lean the mixture until the annunciation switches back to "Cruise Setting."

- 7) After the desired engine lean setting is achieved, press the *Normalize* or *Absolute* to exit the Lean Assist function.
- 8) To restart the Lean Assist process, move the mixture to full rich and then press the Lean Assist button. After the EGTs have had time to stabilize, you can restart the Lean Assist procedure.

## 9.8 PA32 Turbo Lean Assist

The EX5000 is equipped with a Lean Assist function that allows you to set the optimum mixture for cruise conditions. The EX5000 provides visual messages to guide you toward the correct mixture setting.

The Lean State is displayed in the “Lean” data block on the Map Page.



It is very important that you adjust the mixture slowly and continuously. Leaning the mixture too quickly can disrupt the EX5000's ability to accurately track the peak TIT, and could result in a mixture setting that can damage the engine.



**Caution:** If any of the CHT's exceed 435°F or if the TIT exceeds 1660°F, the Lean Assist function will be halted. Reduce power and enrichen the mixture immediately.



If at any time during the Lean Assist process the engine begins to run roughly, richen the mixture until the roughness abates.

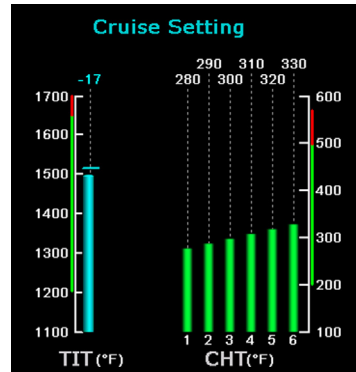
- 1) To lean the engine for the cruise setting, begin by pressing *Lean Assist* and smoothly lean the mixture control. Only undertake leaning at power levels below 75%.

**Note:** If the percent power display is not available, consult the aircraft POH performance charts to determine current aircraft percent power prior to engine leaning.

- 2) The EX5000 will annunciate “Looking for Peak” at the top of the temperatures section of the display.
- 3) As the TIT rises, the peak TIT will be detected and the EX5000 Engine Page will annunciate “Cruise Setting,” indicating that the proper mixture has been achieved. Cruise Setting is indicated for temperatures between peak TIT and 20°F to the lean side of Peak.

- 4) If 1650°F is detected prior to the TIT peak, the EX5000 indicates “Cruise Setting.” Cruise Setting will be shown for temperatures from 1630°F to 1660°F.

If the mixture is leaned too far to the lean side, the EX5000 annunciates “Too Lean.” Slowly enrichen the mixture until the annunciation switches back to “Cruise Setting.”



If the mixture is adjusted too far to the rich side, the EX5000 will annunciate “Too Rich.” Slowly lean the mixture until the annunciation switches back to “Cruise Setting.”

- 5) After the desired engine lean setting is achieved, press the *Normalize* or *Absolute* to exit the Lean Assist function.
- 6) To restart the Lean Assist process, move the mixture to full rich and then press the Lean Assist button. After the EGTs have had time to stabilize, you can restart the Lean Assist procedure.

### 9.8.1 PA32 Data Blocks on Map Page

The Engine Sensor Status Box provides textual and graphical representation of the left and right fuel quantities and other data. If selected, it is positioned below the other left data blocks.



Figure 9.6 Engine Information—Map Page

Data blocks in the upper left and right corners of the Map Page can be configured to show engine instrument information. For more information, see Table 11.11 Engine Instrument Data Block Information on page 150.

### 9.8.2 Lean Data Block States

The Lean data block shows the status of the Lean function.

On the Map Page, the Lean data block will show “Cruise” when the Lean Assist procedure is completed and exited.

Other Lean data block states are:

- **Leaning**—Displayed when you switch back to the map page before exiting Lean Assist mode.
- **Incomplete**—Displays when you exit Lean Assist mode before achieving the desired lean state.
- **FF Change**—Displays when the lean state is changed by a fuel flow adjustment.
- **Pwr Change**—Displays when the lean state is changed by a power adjustment.

## 9.9 PA44 Engine Page

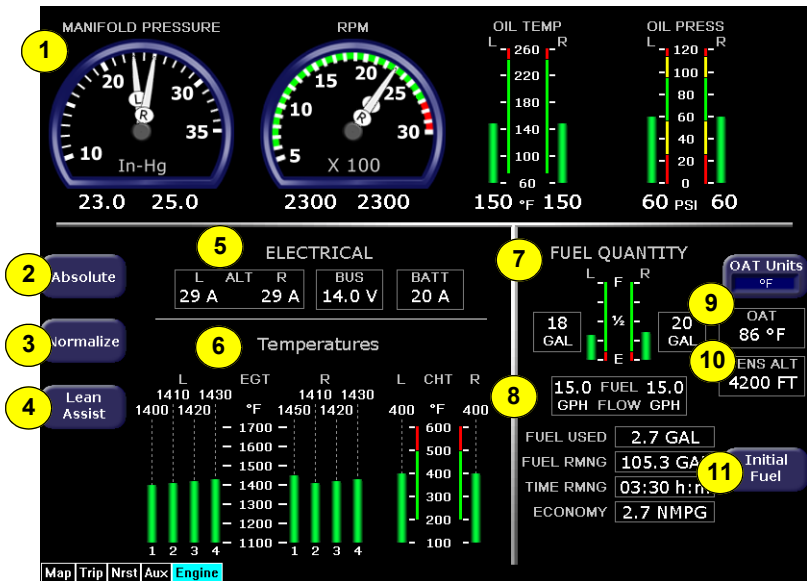


Figure 9.7 PA44 Engine Main Page (with EMax)

### 1) Engine Gauges:

- **Manifold Pressure**—For each engine, indicates the current engine intake manifold pressure reported by the DAU.
- **RPM**—For each engine, displays current engine speed in revolutions per minute as reported by the DAU.
- **Oil Temperature**—For each engine, indicates the current engine oil temperature in degrees Fahrenheit as reported by the DAU.
- **Oil Pressure**—For each engine, indicates engine oil pressure in pounds per square inch (PSI) as reported by the DAU.

### 2) **Absolute Button**—(EMax only) Displays EGT in Absolute mode (the default), which indicates the current exhaust gas temperature.

- 3) **Normalize Button**—(EMax only) Displays EGT in Normalized mode. When activated, the display establishes the current EGT at a zero point.

In Normalized mode, the bar graph indicates overall changes in temperature since you entered Normalized mode rather than displaying the actual temperature values.

- 4) **Lean Assist Button**—(EMax only) Begins the lean process as described in Section 9.11, "PA44 Lean Assist" on page 102.

- 5) **Electrical Meters**—The Electrical meters display the following information:

- **ALT L and R**—Indicates the output current of the left and right Alternators as reported by the DAU.
- **BUS**—Indicates the voltage of the main bus in volts as reported by the DAU.
- **BATT**—Indicates the charge or discharge condition of the aircraft battery in amps. BATT indicates the battery discharge rate to help you shed electrical load.

6) **Temperatures:**

- **Exhaust Gas Temperature (EGT)**—For each engine, the EGT (the exhaust gas temperature of each cylinder in degrees Fahrenheit) display as bar graphs. The individual EGT of each cylinder is displayed as a numeric indication above each bar. An up or down trend arrow will also appear below this numeric indication to indicate whether a cylinder's EGT is rising or falling.
- **Cylinder Head Temperature (CHT)**—For each engine, indicates the temperature in degrees Fahrenheit of one engine cylinder head as reported by the DAU. The cylinder temperature is also displayed as a numeric indication above each bar. A white up or down trend arrow will also appear above or below this numeric indication to indicate whether the cylinder is rising or falling in temperature.

- 7) **OAT**—Indicates the ambient air temperature as reported by the Entegra PFD. Press *OAT Units* to change the display between degrees Fahrenheit and degrees Celsius.

8) **DENS ALT (Density Altitude)**—Displays the Density Altitude to the nearest 100 feet. The density altitude is calculated by the Entegra PFD from Pressure Altitude and OAT. Use the density altitude, along with the performance charts in your aircraft's *Pilot Operating Handbook*, to determine aircraft performance.

9) **Fuel Quantity and Flow:**

- **Fuel Quantity**—The fuel quantity gauge shows the current fuel quantity as reported by the aircraft fuel tank sensors.
- **Flow**—Displays the current fuel flow in gallons per hour as reported by the DAU.

10) **Fuel Usage**—If the optional EMax package is installed, the EX5000 displays the following information in the fuel flow area of the Engines Page. If EMax is not installed, only Fuel Flow is displayed.

- **Used**—Displays the total amount of fuel used since the last engine start as reported by the DAU.
- **Fuel Rmng**—Displays the total amount of fuel remaining as calculated by the EX5000 based on the starting fuel you entered on the Initial Usable Fuel Page and fuel flow as reported by the DAU.
- **Time Rmng**—Displays the amount of time remaining before the total usable fuel on board will be consumed as calculated by the EX5000 based on the setting from the Initial Usable Fuel Page and fuel flow as reported by the DAU. This value is only displayed when the GPS ground speed is greater than 50 knots.



The Time Remaining depends on the current fuel flow, and does not factor in any required reserves. Changes to power settings or winds aloft encountered can drastically alter your range or endurance.

- **Economy**—Displays the current fuel economy in nautical miles per gallon based on the fuel flow as reported by the DAU and the groundspeed as reported by the GPS. This

value is only displayed when the GPS ground speed is greater than 50 knots.



It is critical that you accurately enter the actual onboard fuel quantity on the Initial Usable Fuel Page to ensure accuracy of the fuel totalizer functions.

Include visual identification of the actual fuel in each tank in accordance with aircraft POH procedures as part of the aircraft pre-flight inspection. After the amount of fuel has been visually confirmed, enter the amount into the Initial Usable Fuel Page.

Inaccurate fuel entry can result in a misleading indication of fuel or time remaining, which could lead to fuel starvation, loss of engine power, and forced landing.



Be sure to cross-check fuel quantity and fuel remaining during flight.

- **Fuel quantity** is the amount of fuel in the tanks, as measured by the tank probes. See the aircraft POH for any limitations on the fuel measurement.
- **Fuel remaining** is based on a calculation using the initial fuel amount entered by the pilot, and the fuel flow integrated over the time of the flight so far.

**11) Initial Fuel**—(EMax only) Opens the Initial Usable Fuel Page, described on page 101.



### 9.10 PA44 Initial Usable Fuel Page

The Initial Usable Fuel Page displays on startup or when you press the *Initial Fuel* button. The EX5000 displays the Initial Usable Fuel Page and asks you to input the amount of fuel added to the aircraft.

A button for *Fuel Full* is available so you can quickly set the amount of fuel to full. In addition, you can use the right knob to fine-tune the amount of fuel added.

The PA44's Initial Usable Fuel Page displays the amount of fuel in gallons or liters. To switch between US gallons or liters, press *Fuel Units*.

When the desired amount has been entered, press *Fuel Done* to exit the Initial Usable Fuel Page.

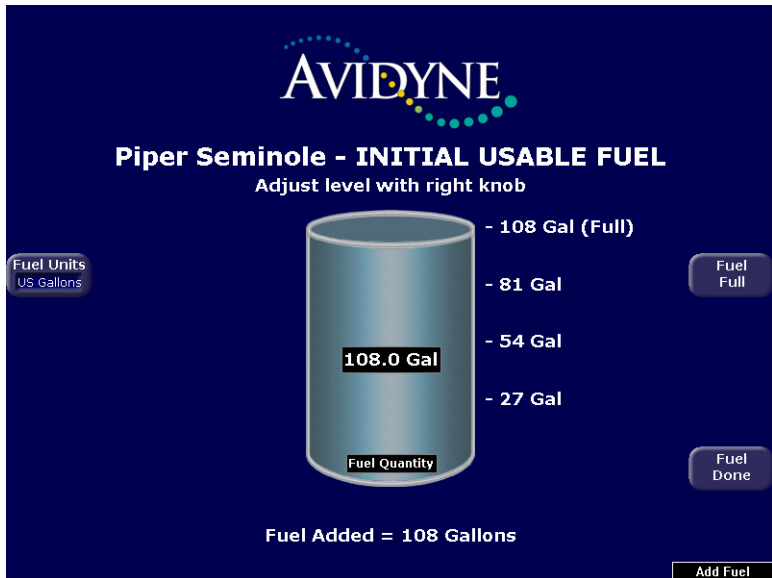


Figure 9.8 PA44 Initial Usable Fuel Page

## 9.11 PA44 Lean Assist

When the optional EMax package is installed, the EX5000 is equipped with a Lean Assist function that allows you to set the optimum mixture for various operating conditions. The EX5000 automatically detects whether you are leaning for best power or best economy and provide visual messages to guide you toward the correct mixture setting.

Lean Assist for both engines is initiated by the Lean Assist button, but the engine parameters for each engine are monitored separately. Check the *Pilot Operating Handbook* for your aircraft for guidance as to the proper technique for leaning both engines.

The Lean States are displayed in the “Lean” data block on the Map Page.



It is very important that you adjust the mixture slowly and continuously. Leaning the mixture too quickly can disrupt the EX5000's ability to accurately track the peak EGT, and could result in a mixture setting that can damage the engine. Always be sure to monitor Oil Temperature and CHT readings, to ensure they stay within specified limits.



If at any time during the Lean Assist process the engine begins to run roughly, richen the mixture slightly until the roughness abates.

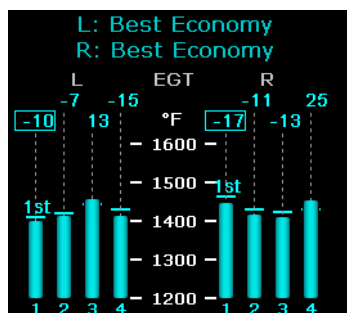
### 9.11.1 Leaning for Best Economy

- 1) To lean the engine for best economy, begin by pressing *Lean Assist* and smoothly lean the mixture control. Only lean for Best Economy at power levels below 75%.

**Note:** If the percent power display is not available, consult the aircraft POH performance charts to determine current aircraft percent power prior to engine leaning.

- 2) The EX5000 will annunciate “Looking for Peak” for each engine (L and R) at the top of the temperatures section of the display.

- 3) As the EGT for each engine rises and reaches a peak, the EX5000 Engine Page will announce “Best Economy,” indicating that the best economy mixture has been achieved. The numeric EGT value will now display the differential temperature from the peak EGT.



- 4) If the mixture is leaned too far to the lean side, past the Best Economy setting, the EX5000 announces “Too Lean” for that engine. Slowly enrichen the mixture until the annunciation switches back to “Best Economy.”
- 5) When you are happy with the engine lean settings for both engines, exit the Lean Assist function by pressing *Normalize* or *Absolute*.

### 9.11.2 Leaning for Best Power

- 1) To lean the engine for best power, begin by pressing *Lean Assist* and smoothly lean the mixture control.
- 2) The EX5000 will announce “Looking for First Peak” for each engine (L and R) at the top of the temperatures section of the display.
- 3) As the EGT rises and reaches a peak, the EX5000 Engine Page will announce “Best Economy” for each engine.
- 4) At this point you can begin to richen the mixture. As the mixture is richened, the display announces “Power: Enrich to -125°F” as it determines the peak temperature. The Numeric EGT value will now display the differential temperature from the peak EGT.
- 5) Continue to enrichen the mixture until the EX5000 displays “Best Power” when the optimum best power mixture has been achieved, between 115-135° rich of peak.

If the mixture is adjusted too far to the rich side, past the Best Power setting, the MFD shall announce “Rich of Best Power” for that engine. Slowly lean the mixture until the annunciation switches back to “Best Power.”

- 6) When you are happy with the engine lean setting, exit the Lean Assist function by pressing *Normalize* or *Absolute*.
- 7) To return to a Best Economy setting after using Best Power, move the mixture to full rich and then press the Lean Assist button to go to the beginning of the Lean Assist procedure.

### 9.11.3 PA44 Data Blocks on Map Page

The Engine Sensor Status Box provides textual and graphical representation of the left and right fuel quantities and other data. If selected, it is positioned below the other left data blocks.



Figure 9.9 PA44 Engine Information—Map Page

Data blocks in the upper left and right corners of the Map Page can be configured to show engine instrument information. For more information, see Table 11.11 Engine Instrument Data Block Information on page 150.

For PA44 aircraft, certain data blocks are available only with the EMax package.

### 9.11.4 Lean Data Block States

The Lean data block shows the status of the Lean function. On the Map Page, the Lean data block will show “Economy” or “Power” when the Lean Assist procedure is completed and exited. Other Lean data block states are:

- **Leaning**—Displayed when you switch back to the map page before exiting Lean Assist mode.
- **Incomplete**—Displays when you exit Lean Assist mode before achieving the desired lean state.
- **FF Change**—Displays when the lean state is changed by a fuel flow adjustment.
- **Pwr Change**—Displays when the lean state is changed by a power adjustment.

## **9.12 EMax Total Engine Management**

The EMax™ Total Engine Management feature provides the following information:

- Extended Fuel Flow information on the Engine Page and Map Page data blocks.
- Initial Usable Fuel Page to simplify fueling and fuel calculations.
- Automated Lean Functions.
- Full CHT/EGT/TIT temperature displays on the Engine Page and Map Page data blocks. For information about the engine data on the Map Page, see Table 11.11 Engine Instrument Data Block Information on page 150.
- Real-time recording of time, position, and critical engine performance parameters. EMax records engine and position data for the last 100 hours of flight. The data is recorded every six seconds whenever the MFD is operating.

The output, which you can download via the EX5000's bezel-accessible data port, is in two files:

- An ASCII text file (.txt) containing the engine performance data, can be opened by most spreadsheet programs for analysis.
- A Jeppesen Track file (.log), containing position data that is compatible with Jeppesen FliteStar. For more information about the FliteStar track file, see [www.Jeppesen.com](http://www.Jeppesen.com).

For PA28 and PA44 aircraft, EMax is an option available from your aircraft dealer. See your aircraft dealer for more information.

For PA32 aircraft, EMax is part of your EX5000 package.

### **9.12.1 Engine Sensor Status Box**

If EMax is installed on your aircraft, the Engine Sensor Status Box on your Map Page provides numeric and graphical representation of a number of engine sensors, that may include Fuel Quantity, Percent Power, EGT or TIT, and CHT. The available sensors depend on your aircraft and can be set on the Aux Data Block Edit Page, described in Section 8.4, "Data Block Edit Page" on page 68. Numeric readouts for EGT and CHT show the current hottest cylinder temperature.

## 10 Using Datalink

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This section discusses the following topics:

- *About Datalink Services*, page 106
- *Overview of Datalink Weather*, page 108
- *About Narrowcast Datalink*, page 110
- *About Broadcast Datalink*, page 112
- *Map Page with Datalink Weather*, page 114
- *Trip Page with Datalink Weather*, page 119
- *Nearest Page with Datalink Weather*, page 120
- *About Multilink*, page 121
- *Datalink Messaging*, page 128

### 10.1 About Datalink Services

For the EX5000, Avidyne offers three types of Datalink service:

- **Narrowcast Datalink**—Narrowcast Datalink is provided via a built-in transceiver that uses two-way messaging and receives data from the ORBCOMM satellite system. For more information, see Section 10.3, "About Narrowcast Datalink" on page 110.
- **Broadcast Datalink**—Broadcast Datalink is provided via an optional external receiver that receives weather data via XM WX satellite weather. For more information, see Section 10.4, "About Broadcast Datalink" on page 112.



Use Datalink weather only for strategic planning purposes. Do not use the EX5000 to penetrate severe weather, thunderstorms, cells or lines of cells.



Datalink does not qualify as (and is not intended to replace) an FAA-approved weather briefing. Do not rely upon Datalink to replace pre-flight or inflight briefings and other sources.

- **Multilink**—When both Narrowcast and Broadcast Datalink systems installed and enabled, you can enjoy Avidyne's unique Multilink features which include expanded coverage areas and in-

flight Text Messaging. For more information, see Section 10.9, "Datalink Messaging" on page 128.

## 10.2 Overview of Datalink Weather

For most operations, the EX5000 displays weather data the same way regardless of which Datalink system is in use. Both Narrowcast and Broadcast systems can provide:

- **NEXRAD**—A composite image depicting precipitation as seen by multiple ground-based weather radar sites. The image is color-coded to show both intensity levels and precipitation types. The “WX OVLY” button on the Map Page cycles between Narrowcast NEXRAD and Broadcast NEXRAD, as available.
- **Text METARs**—The full text of recent surface weather observations. Text METARs appear on the Trip Page. With Broadcast Datalink, Text METARs also appear on both types of Nearest Airport Pages: Nearest to Position, and Nearest to Destination.
- **Graphical METARs**—Color-coded flag symbols that summarize a recent surface weather observation. Graphical METARs appear on the Map Page, Trip Page, and on both types of Nearest Airport Pages. They allow a “big-picture” view of general weather conditions in an area. The presence of a graphical METAR does not necessarily mean that the corresponding Text METAR is viewable.
- **AIRMETs and SIGMETs**—Areas for which the National Weather Service has issued advisories for various types of hazardous weather. These areas are depicted on the Map Page, along with an abbreviated description of the hazard, such as “ICE” (icing), “MTN” (mountain obscuration) or “IFR” (instrument flight conditions.)
- **TFRs**—Temporary Flight Restrictions are areas depicted on the Map Page for which the FAA has issued some type of flight restriction. Contact a local Flight Service Station (FSS) for information. The EX5000 does not display any details of the flight restriction.

Narrowcast Datalink can also provide the effective times and dates of the Special Use Airspace (SUA) contained in the EX5000’s navigation database, allowing the Map Page to differentiate between active (“hot”) and inactive (“cold”) areas.



Depending on your level of XM WX service, Broadcast Datalink can provide Winds Aloft, TAF, storm cell and lightning strike data. Broadcast lightning data allows the Map Page to display *Datalink* as a source of strike data controlled by the *Lightning* button.

When you power-up the EX5000 with Datalink enabled, weather data automatically begins transferring to your airplane via the satellite networks. No further action is required on your part (if necessary, you may have to move your airplane out of the hangar so that the satellite receiver can “see” a satellite).

For information about setting up Datalink, see Section 8.6, "Datalink Configuration Page" on page 72.

## 10.3 About Narrowcast Datalink

The built-in Narrowcast Datalink transceiver offers the most affordable satellite-based weather delivery system available. Narrowcast uses two-way messaging to send your flight plan to the Avidyne Network Operations Center (NOC), which then sends you only the data pertinent to your flight and provides a web-based flight tracking capability. Due to variability in the ORBCOMM satellite signal used by Narrowcast, weather update rates may vary.

### 10.3.1 Setting up a Narrowcast Account

To activate and use Narrowcast Datalink, visit [www.MyAvidyne.com](http://www.MyAvidyne.com) and follow the simple account setup instructions to immediately activate your system. Several different price plans are available, including a no-minimum, pay-as-you-go plan and a flat-rate unlimited usage plan. You will need to provide your Datalink subscriber communicator (SC) serial number, which can be found on the Datalink Configuration Page, described in Section 8.6, "Datalink Configuration Page" on page 72. Write this number down on the first page of this manual for future reference.

Your MyAvidyne account provides access to your billing and usage statements. You can also set your Narrowcast Datalink user preferences online prior to your flight, and they will be downlinked to your EX5000 via satellite the next time you fly.

### 10.3.2 Flight Tracking

Regular automatic aircraft position reporting is built in to the Narrowcast system. Your MyAvidyne account page provides a list of past flights, from which you can view a map showing departure and destination airports and approximate route of flight. In addition, the website password you create will allow others to view a similar map of a flight in progress.

### 10.3.3 Using Narrowcast Datalink in Flight

When you turn on the EX5000, it immediately begins to send position data to the satellite network to indicate where you are and that you are about to begin a flight. Weather data is sent to your airplane based upon user preferences – no action is required to begin receiving weather.

**Note:** To function correctly, the satellite receiver must have a clear view of the sky, and generally will not work inside a hangar.

**Note:** There may be occasions when Narrowcast satellites are not in view while on the ground and in flight, which may result in delayed transmissions of Datalink information.

When you enter a flight plan or a direct-to waypoint, the EX5000 automatically downloads the weather for your route of flight. Additional updates are provided in flight based on the settings that you select either online or on the Datalink Setup Page. The boundary of the available NEXRAD data is shown with diagonal stripes.

Narrowcast can provide NEXRAD data within the contiguous United States (CONUS) as well as portions of Canada and Mexico. NEXRAD coverage is bounded by the following limits:

- **North**—52 degrees N
- **West**—127 degrees W
- **South**—22 degrees N
- **East**—63 degrees W

METARs are provided for CONUS, all of Canada, Mexico and the Caribbean.

#### **10.3.4 Loss of Satellite Coverage**

For normal atmospheric causes and for occasional satellite maintenance periods, the satellite and/or Network Operations Center may be inoperative for some period of time. If this occurs during your flight, revert to traditional methods of gathering weather data. The loss of satellite coverage for your Datalink function will not adversely effect the remaining navigation, map, and other functions of your EX5000. If installation problems and/or satellite network problems do occur, you will be able to determine this by observing:

- That you are no longer receiving any weather, SUA or TFR data.
- The *Satellite in view* field on the Trip Page indicates “NONE” (this is normal for brief periods during normal operations – usually no more than 5 minutes).
- All signal strength indicators are dashed (“- -”).

There is no pilot action that can be taken to re-acquire a satellite in the event of satellite and/or network problems. The EX5000 will continue to try to acquire satellites as long as Datalink is enabled. Normal operation will automatically resume once a satellite is re-acquired.

## **10.4 About Broadcast Datalink**

The optional external Broadcast Datalink receiver receives a constant stream of weather data for the entire United States via XM WX satellite weather. Broadcast Datalink requires a fixed monthly subscription, available from XM WX Satellite Weather, a service of XM Radio. Due to the higher power and bandwidth of the XM satellite signal, Broadcast weather update rates are more predictable than Narrowcast and will generally provide the greatest availability of weather data.

### **10.4.1 Setting up a Broadcast Datalink Account**

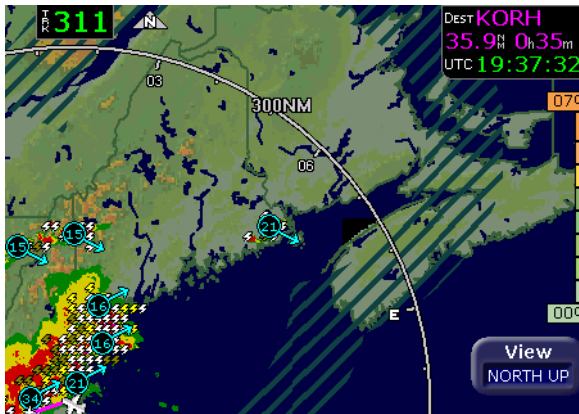
If you have a Broadcast Datalink receiver installed, you must purchase service from XM Satellite Radio to automatically activate the receiver. See Section 11.2, "Broadcast Datalink Service Purchase and Activation" on page 140 for information about XM WX satellite weather.

### **10.4.2 Using Broadcast Datalink in Flight**

The Broadcast Datalink receiver continuously receives all weather data for the entire contiguous United States (CONUS). It is not necessary to enable or disable the receipt of individual types of data. The display of the received data is controlled on the appropriate Pages: Map, Trip or NRST.

### **10.4.3 About Broadcast Datalink Weather**

Weather data coverage from the XM WX satellite weather includes the continental United States. Outside this area, weather information is not provided. The boundary of the coverage area is shown on the Map Page as a "hatched" pattern, as shown in Figure 10.1.



**Figure 10.1 Broadcast Datalink Weather Boundaries**

Some remote areas of the United States may not have NEXRAD coverage. See the Aeronautical Information Manual (AIM) for more information on NEXRAD coverage areas.

**Note:** If your weather data subscription has recently been activated, the Service Level may temporarily display as “None defined” until the Datalink receiver confirms your Service Level. This process may take a day or two, but you will still receive Datalink weather information. Until the Service Level has been confirmed, your Broadcast Datalink receiver will enter an “activation mode” to confirm the Service Level, which will cause a delay in receiving weather data.

## 10.5 Map Page with Datalink Weather

The Map Page is the primary display for the Datalink weather information. Displayed on the Map Page are NEXRAD radar images, lightning strike information, AIRMETs/SIGMETs, graphical METAR symbols, and TFRs.

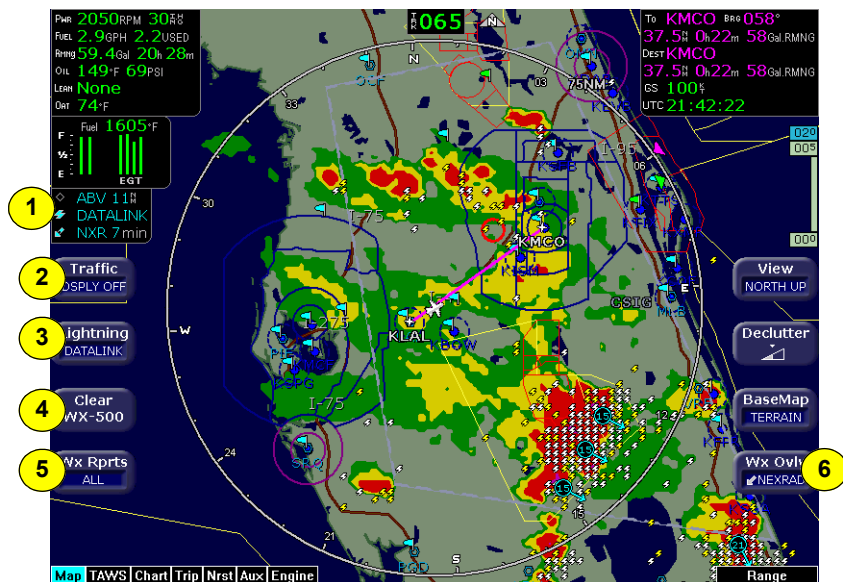


Figure 10.2 Datalink Weather—Map Page

- 1) **Sensor Status Block**—The Sensor Status Block gives the status of the weather information presented. The Lightning sensor status reflects whether the lightning information displayed on the Map is from Datalink or from an on-board lightning sensor, if installed. If space is available, the Datalink sensor status, which includes the age of the most recent NEXRAD radar image, is shown on the bottom line of the upper block. If optional sensors are installed, the Datalink sensor icon is displayed in the lower left portion of the screen.

For more information about the Sensor Status Block icons, see Table 11.1 Sensor Status Block Symbols on page 143.

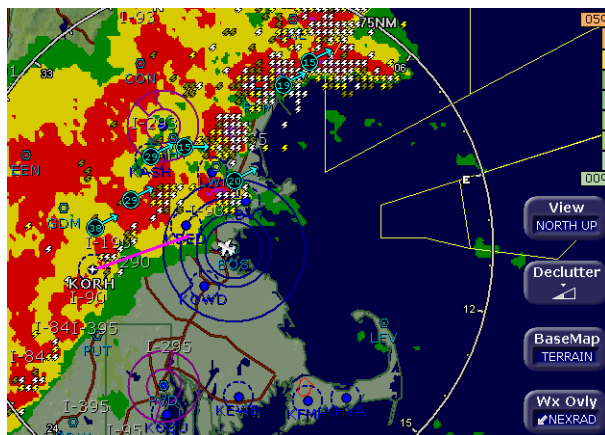
- 2) **Traffic**—Cycles through traffic sensor modes. See Chapter 3 "Traffic Mode and the Traffic Page," for more

information on traffic modes. This button is only available when a traffic sensor is installed.

- 3) **Lightning**—Depending on your XM WX service level, controls the display of lightning information on the Map Page. When Broadcast Datalink is not installed, lightning data can still be obtained from a WX-500 Stormscope. For more information, see Section 2.1, "Map Page—Controls" on page 14.
- 4) **Clear WX-500**—Clears the current lightning strike symbols from the screen for WX-500, if installed. Does not clear Datalink Lightning. This button is only available when a WX-500 lightning sensor is installed.
- 5) **Wx Rpts**—Depending on your XM WX service level, controls the display of METAR symbols, AIRMETs, and SIGMETs on the Map Page. Press the button to cycle through All, METARS, SIGMET, AIRMET, and Display Off. If METARS or AIRMETS/SIGMETs are disabled from the Datalink Configuration Page, these options will not display on the Wx Rpts button.
- 6) **Wx Only**—Controls the display of the NEXRAD overlay on the Map Page. Press the button to toggle between Broadcast NEXRAD radar images and Display Off.

### 10.5.1 Symbols Displayed using Datalink

This section describes the symbols displayed using Broadcast Datalink. Figure 10.3, below, displays many of the Broadcast Datalink symbols (though one hopes you are not flying in similar weather). For a complete list of Map symbols, see Chapter 2 "Map Page."



**Figure 10.3 Broadcast Datalink Weather**

- **Lightning strike symbols**—Depending on your XM WX service level, lightning information from XM WX satellite weather is matched to grid coordinates with a resolution of approximately 2 NM. Overlapping lightning symbols may be decluttered for clarity:

⚡ Datalink strikes within 5 minutes  
 ⚡ Datalink strikes between 5 to 10 minutes  
 ⚡ Datalink strikes between 10 to 15 minutes

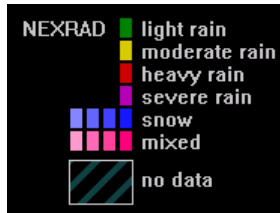
- **METAR symbols**—Each METAR reporting station shown on the Map Page will have a METAR condition flag displayed. The color of the METAR flag indicates the current conditions at that airport:

**METARs**  
 🔵 VFR: > 5 SM & > 3000 ft  
 🟢 MVFR: 3-5 SM or 1000-3000 ft  
 🟡 IFR: 1-3 SM or 500-999 ft  
 🔴 LIFR: .5-1 SM or 200-499 ft  
 🟡 <CAT1: <.5 SM or <200 ft

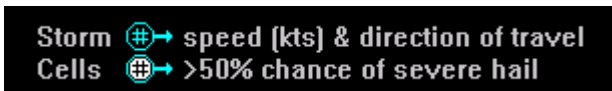
- **AIRMETs/SIGMETs**—Depending on your XM WX service level, AIRMETs and SIGMETs are shown as ribbed lines enclosing the area of the advisory and are color coded and labeled as to their type. For more details, see Section Table 11.7, "Airspace and Airways Lines" on page 147.



- **NEXRAD Radar Images**—The XM satellite weather NEXRAD images are delivered with a resolution of approximately 1 NM. The EX5000 smoothes the edges of the NEXRAD images, so that the images are not distracting at smaller zoom ranges. The NEXRAD colors conform to aviation standards: green, yellow, red, and magenta depict varying intensities of rainfall, and shades of blue for snow and pink for mixed precipitation. A handy legend for the NEXRAD colors is found on the Trip Page:



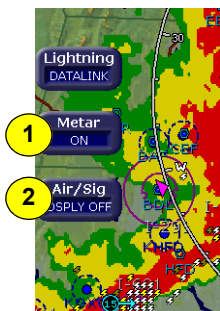
- **Storm Cells**—If storm cells are present, the EX5000 displays the cells along with the cell's groundspeed, in knots, and direction of travel. If there is a greater than 50% chance of hail, the cell displays with a white background.



- **TFR**—Temporary Flight Restrictions (TFRs) are reported over the Broadcast Datalink. TFRs are shown with solid red lines on the Map Page. Note that at a full Map Declutter setting (all navigation data and airspace removed), TFRs will also be removed from the display.

### 10.5.2 Using Datalink without a Traffic Sensor

Without a Traffic sensor installed, the EX5000 takes advantage of the available buttons and the *WX Reports* button is split into two buttons, *Air/Sig* and *Metars*, as shown below.



**Figure 10.4 Datalink Weather without Traffic Sensors**

- 1) **Metar**—Controls display of the graphical METAR symbols on the Map Page. Press *Metar* to toggle between ON and DSPLY OFF.
- 2) **Air/Sig**—Controls the display of AIRMETs and SIGMETs. Press *Air/Sig* to cycle between ALL, AIRMET, SIGMET, and DSPLY OFF.

If either METAR or AIRMET/SIGMET displays are disabled on the Datalink Configuration Page, the corresponding button does not display on the Map Page. For more information, see Section 8.6, "Datalink Configuration Page" on page 72.

## 10.6 Trip Page with Datalink Weather

The EX5000 Trip Page also displays weather information from the weather Datalink. Each waypoint on the current active flight plan is associated with a METAR reporting point. For non-airport waypoints, the nearest METAR is used. The general conditions are reported with the same METAR flags as used on the Map Page, here shown in a column for each waypoint. If legs on the flight plan exceed 100 miles in length, the EX5000 selects “intermediate waypoints” in between the waypoints of the leg, to provide greater situational awareness of the weather conditions along the route.

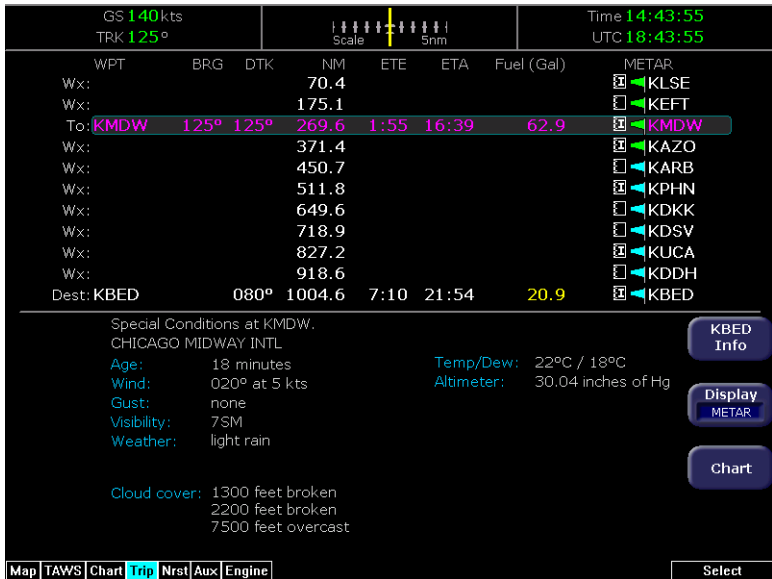


Figure 10.5 Trip Page with Datalink Weather

For information about Datalink weather on the Trip Page, see the discussion of the *Display* button options beginning on page 53.

## 10.7 Nearest Page with Datalink Weather

The EX5000 Nearest Page also displays METAR information received via Datalink. Similarly to the Trip Page, the METAR symbols are displayed in a column next to the Nearest airports list, for all airports that have weather reporting stations. Airports that do not report METARs do not have a METAR symbol shown. When Broadcast Datalink is enabled, the text METAR for the currently selected airport is displayed on the lower half of the Nearest Page.



**Figure 10.6 Nearest Page with Broadcast Datalink**

For more information about the Nearest Page, see Chapter 7 "Nearest Page (NRST) on page 59.

## 10.8 About Multilink

The Avidyne Multilink feature leverages the capabilities of the internal Narrowcast Datalink receiver when Broadcast Datalink is also installed. Multilink expands the weather coverage areas, as well as adding new features such as Datalink Messaging.

### 10.8.1 Using Multilink

Avidyne's Multilink features are available only on installations with *both* Narrowcast (ORBCOMM) and Broadcast (XM) Datalink systems active. Multilink offers the following features:

- 1) **Expanded Coverage**—Broadcast Datalink only includes data for areas within CONUS (the lower 48 United States). With Multilink enabled, the Narrowcast system will automatically provide weather data when your flight plan extends outside of CONUS. See Section 10.4.2, "Using Broadcast Datalink in Flight" on page 112 for a description of the Narrowcast service area.
- 2) **Datalink Messaging**—The unique 2-way Narrowcast system provides simple text messaging between the flightdeck and a password-protected page on [www.MyAvidyne.com](http://www.MyAvidyne.com). You control access to this page by creating a password which is used by anyone with whom you want to exchange messages during flight.
- 3) **Backup**—The Narrowcast system automatically provides weather data if the Broadcast receiver has failed, if the Broadcast network is unavailable or if you have simply cancelled your Broadcast subscription.

### 10.8.2 Setting up a Multilink Account

To set up a Multilink account, you first need to have your Narrowcast and Broadcast Datalink accounts activated. See Section 10.3.1, "Setting up a Narrowcast Account" on page 110 and Section 10.4.1, "Setting up a Broadcast Datalink Account" on page 112.

Once these accounts have been activated, the Network Operations Center (NOC) will automatically detect a Multilink configuration and enable the features accordingly. You can turn Multilink on or off from the Datalink Configuration Page, described in Section 8.6, "Datalink Configuration Page" on page 72.

### 10.8.3 Using Multilink Features

- **Expanded Coverage**—When Multilink is enabled, the EX5000 sends the current destination and flight plan to the Avidyne Network Operations Center (NOC) just as it does with standard Narrowcast. On a Multilink-enabled unit, however, the NOC only starts sending weather data if it determines that the desired Narrowcast coverage area extends outside of CONUS. In that event, the NOC starts sending Narrowcast weather. Whether in Flight Plan or Current Position mode, the NOC will send the selected weather data for the selected coverage area.
- **Backup**—When Multilink is enabled, the EX5000 checks the status of the Broadcast system at power up and every 10 minutes thereafter. If the Broadcast system becomes unusable or unavailable, the types of weather data enabled on the Datalink Setup Page will automatically be sent via the Narrowcast system.
- **Datalink Messaging**—Datalink Messaging is described in detail in Section 10.9, "Datalink Messaging" on page 128.

### 10.8.4 Viewing Multilink Data

#### **NEXRAD Data**

If NEXRAD is received from both Narrowcast and Broadcast, there will be a separate NEXRAD overlay available for each on the Map Page. Press WX OVLY to cycle through the available NEXRAD radar displays.

As an example, consider a flight from Caribou, ME to Pellston, MI. Even though this flight originates and ends within CONUS, a large portion of the route is over Canada and outside the coverage area of Broadcast Datalink.

Figure 10.7 on page 123 shows the Map Page seen on a Broadcast Datalink-only unit for this flight, and Figure 10.8 shows the same page on a Multilink-enabled unit with the Narrowcast NEXRAD overlay selected. Note the difference in the hatched area of both images, which clearly shows the expanded coverage area of Narrowcast. In this case, some very significant weather sat just outside the Broadcast NEXRAD area. With Multilink, NEXRAD for your flight plan coverage area can extend far beyond the limits of Broadcast Datalink.

All weather data other than NEXRAD (i.e. Text and Graphical METARs, AIRMETs, SIGMETs and TFRs) are depicted as usual, whether received from Broadcast or from Narrowcast. No specific action is required to choose between Datalink systems for this data.

**Note:** The following images are from a different model of the Avidyne MFD, but the concepts shown are identical.

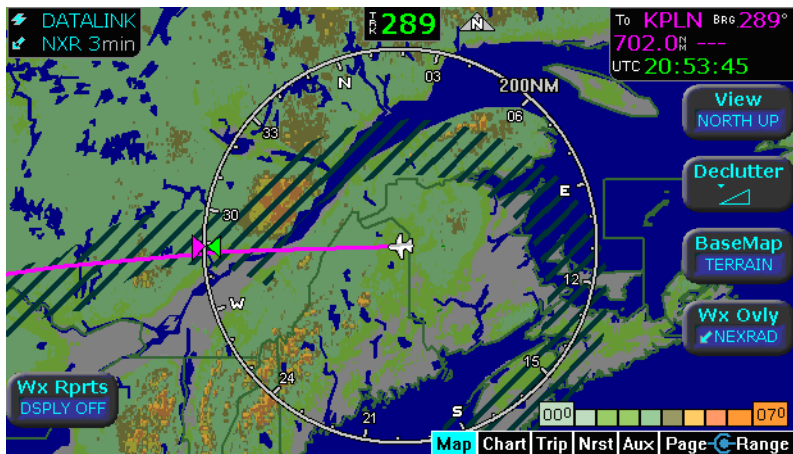


Figure 10.7 Broadcast Datalink NEXRAD Coverage

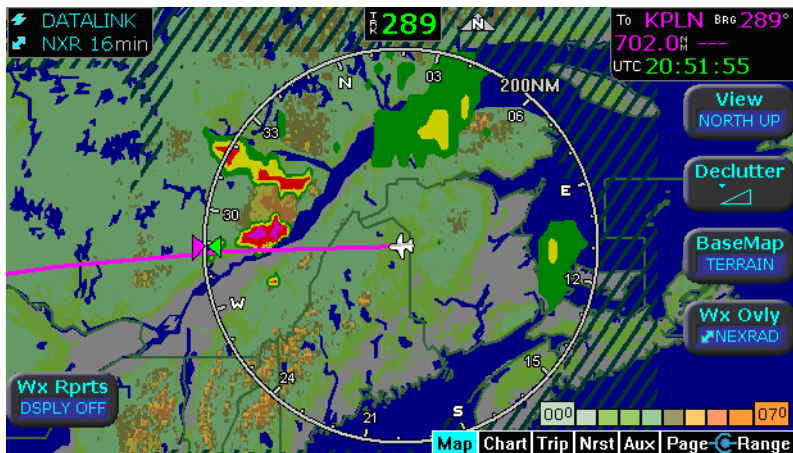


Figure 10.8 Narrowcast and Broadcast Datalink NEXRAD Coverage

## METAR Data

In addition to providing a second NEXRAD view, Multilink can provide more weather information in the form of graphical METARs. In this case, no manual selection is necessary. With Multilink enabled, Canadian METAR data obtained via Narrowcast is simply added to the EX5000's available pool of data and is displayed along with Broadcast data.

Consider a flight from Watertown, NY to Pellston, MI. Again, this route is largely over Canada. While Broadcast NEXRAD covers this route fairly well, there are no Canadian METAR reports received via Broadcast Datalink. Note the expanded graphical METAR coverage in Canada provided by the Multilink system in the following images:

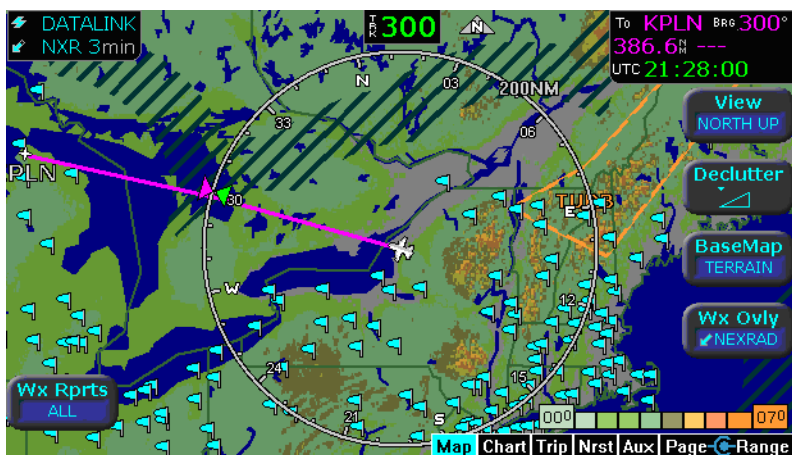
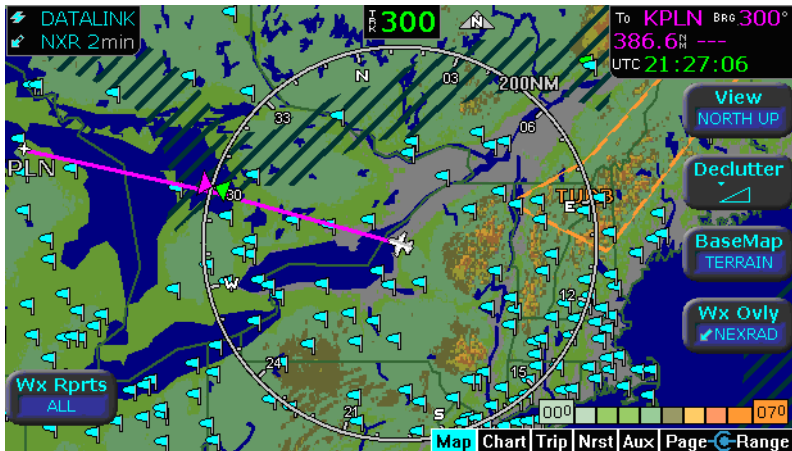


Figure 10.9 Broadcast Datalink, without Canadian METARs





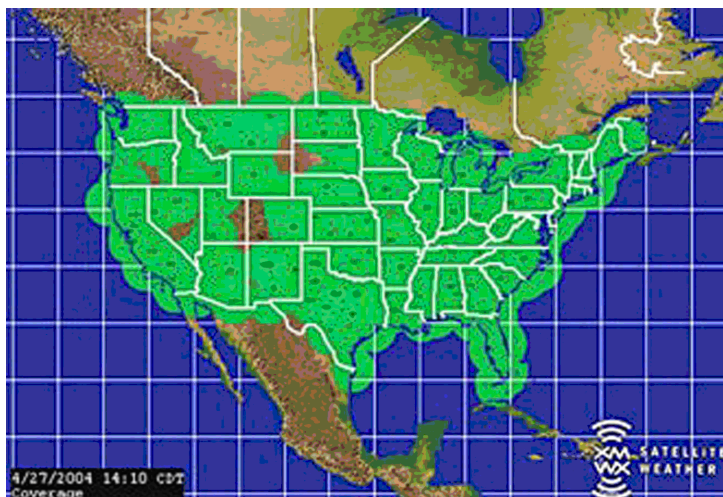
**Figure 10.10 Multilink Datalink with Canadian METAR flags**

### 10.8.5 Optimizing your Multilink Setup

Your Multilink setup can be fine-tuned to provide the Multilink features you desire.

In general, Narrowcast obtains the best performance when the amount of data being requested is limited to only what is necessary. If, for example, large amounts of weather data are requested, the performance of Datalink Messaging may suffer. Remember too, that your Narrowcast Datalink account is charged for all weather data sent, even if it is redundant with data already received via the Broadcast system.

Since weather data will be transmitted whenever the selected Coverage Area extends outside of CONUS, it is a good idea to be sure that your Coverage Area is selected appropriately.



**Figure 10.11 XM WX NEXRAD Coverage Area**

For example, consider a flight from Norfolk, VA to Frederick, MD. If the Coverage Area settings are “Flight Plan” and “400 nm” with all weather types selected, the Multilink system will attempt to send complete Narrowcast weather coverage for the route. The reason is that Frederick is only 396 nm from Montreal! In this case, the “400 nm” setting causes the NOC to determine that the flight extends outside of CONUS, and it initiates full weather service via Narrowcast. A better Coverage Area setting might be “Current Position” and “200 nm”. With these values, the NOC will not send Narrowcast weather data for this flight unless the Broadcast system fails.

### 10.8.6 Multilink Usage Guidelines

Use the following guidelines as a starting point. As you gain familiarity with the system, you can strike your own balance between Narrowcast usage and data availability:

- **Expanded Coverage**—If you regularly fly outside of CONUS and plan to use Multilink for expanded data coverage, consider setting the coverage area to “Flight Plan” and “200 NM.”
- **Backup**—If you plan to use Multilink mainly as an active backup for Broadcast, consider setting the coverage area to “Current Position” and “200 nm” or even “100 nm” if you regularly fly in the northeastern United States. Remember that in the Boston area, for example, a setting of “200 nm” puts the Coverage Area outside of CONUS and will cause the NOC to send Narrowcast data for every flight.
- **Datalink Messaging & Flight Tracking Only**—If you plan to enable Multilink weather only when specifically needed and want to have Datalink Messaging and Flight Tracking available on all flights, you can de-select all weather types but leave Multilink enabled. This will cause the system to use a minimum of Narrowcast data on each flight for session management and position reporting.

## 10.9 Datalink Messaging

The Multilink system provides the unique ability to send and receive simple text messages between the aircraft and the ground. Messages sent from the cockpit can be up to 30 characters in length, while messages sent from the ground can be approximately 200 characters in length. Transmission times will vary and may be as little as a minute or two, but in general messages will be delivered within approximately 20 minutes.



Due to the unpredictable nature of the speed of delivery, do not rely on Datalink Messaging for delivering critical messages.

Only use Datalink Messaging during low workload situations. Do not use Datalink Messaging in terminal or high traffic areas.

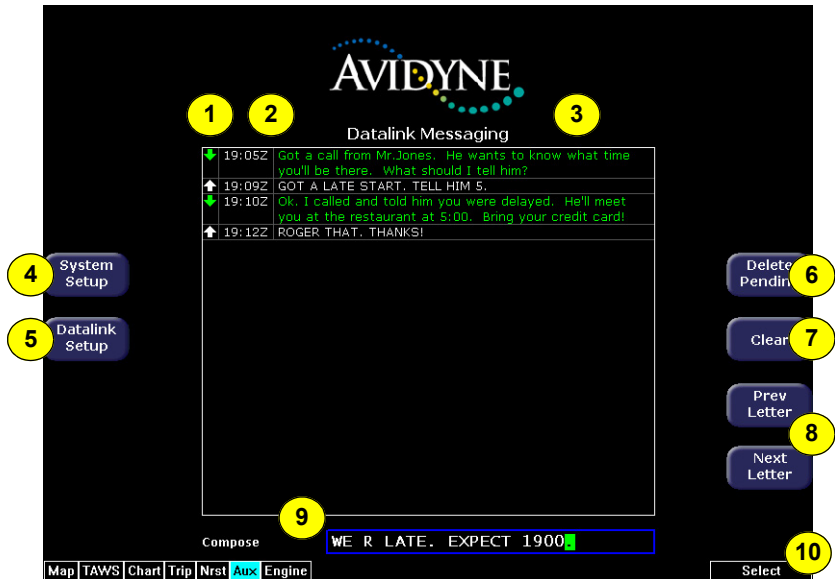
On the ground side, messages are sent and viewed via a password-protected web page. By logging in to your user account at [www.myavidyne.com](http://www.myavidyne.com), you can create a password that allows people of your choice to exchange messages with your aircraft and track the progress of flights. You can share this password with any number of people, who may then simultaneously access your account. Please visit [www.myavidyne.com](http://www.myavidyne.com) for complete details.

On the EX5000, Datalink Messaging is accessed via the Datalink view of the Aux Page. If the Aux Page is set to the System view, press *Datalink* to change to the Datalink view.

**Note:** Avidyne cannot guarantee the privacy of your Datalink Messaging communications. For more information, see the Avidyne Privacy Policy.

### 10.9.1 Messaging Knobs and Buttons





The Datalink Messaging Page consists of a message display area, a text entry box and several buttons.



**Figure 10.12 Datalink Messaging Knobs and Buttons**

- 1) **Message Status Indicator**—Indicates the status of the message. These are the following possible states and arrows:

**Table 10.1 Message Status Indicators**

Indicator	Meaning	Description
	Successfully sent	A solid white arrow indicates a message that was successfully sent from the EX5000.
	Pending transmission	A hollow white arrow indicates a message entered on the EX5000 but still pending transmission.
	Message received from your MyAvidyne account.	A solid green arrow indicates a message received from a password holder via myavidyne.com.
	Message received from Avidyne NOC	A solid blue arrow indicates a message received from the Avidyne Network Operations Center.

- 2) **Message Timestamp**—The time stamp (Zulu) shows the *time of reception* for received messages, and the *time of entry* (queuing for transmission) for transmitted messages. Note that it may take as much as 20 minutes to transmit the message.
- 3) **Message Text**—The text of the message. Text color indicates the source of the message as follows:

**Table 10.2 NOC Message Text Colors**

Color	Description
Green	Messages received from the ground.
White	Messages entered into the EX5000 for transmission.
Blue	Messages received from Avidyne's Network Operations Center.

- 4) **System Setup**—Displays the Aux Main Page. The selected view (Datalink or System Setup) is retained when returning to the Aux Page from any other page.
- 5) **Datalink Setup**—Displays the Datalink Configuration Page which provides Multilink options. Allows you to enable or disable Multilink, and to select individual Narrowcast weather data types. For more information, see Section 8.6, "Datalink Configuration Page" on page 72.
- 6) **Send (or Delete Pending)**—When labeled *Send*, press to move the text to the message display area and queue it for transmission. When labeled *Delete Pending*, press to remove any message awaiting transmission from the queue and the display.
- 7) **Clear**—Press to clear the text in the Compose message box. The cursor moves to the first position in the box.
- 8) **Prev Letter/Next Letter**—Use these buttons to move to the next or previous letter in the message you are writing. To add a space, push *Next Letter* twice.
- 9) **Compose Text Box**—Displays the text of an outgoing message as it is being composed. Press Send to queue the message in the Compose box for transmission.
- 10) **Select (Select Character) Knob**—Use the right knob to select letters from the standard alphanumeric string set (A-Z, 0-9, and standard symbols). When the letter you want is displayed, press *Next Letter* to move to the next letter in the message.

**Scroll Up / Scroll Down buttons**—These buttons appear if the message display area is full and new messages are sent or received. Press either button to scroll the message display area up or down by one full message.

### 10.9.2 Using Datalink Messaging

#### ***Sending a Datalink Message***

Sending a message consists of two steps: composing the message and then sending it.

➤ To compose a message on the EX5000:

- 1) Use the *Select* knob and the *Next Letter/Prev Letter* buttons, described in Section 10.9.1, "Messaging Knobs and Buttons" on page 129, to position the cursor in the text entry box.
- 2) Select letters and punctuation. If needed, press *Clear* to clear the text entry box and start over.
- 3) Once text has been entered in the text entry box, the *Send* button displays. Press *Send* when the outgoing message has been entered and is ready for transmission.

The text will then appear in the message display area, along with a hollow white arrow indicating that transmission is pending.

Additionally, the *Send* button changes to *Delete Pending*. Only press *Delete Pending* if you want to delete the pending message completely from both the transmission queue and the message display area.

Only one Datalink message may be pending for transmission at any time. If an outgoing message is pending, you can still enter text may for the next message, but the *Send* button will not be available until the pending message is either delivered or deleted.

**Note:** Messages sent from the ground to the airplane will be re-attempted for 24 hours. It is possible to miss a message that was sent after landing, for example, and receive it the next day.

When the EX5000 receives an incoming Datalink Message, a message pops up at the lower right corner of the screen. The message says "Incoming Mail:" followed by the first few words of the new message. Press the bottom right bezel button to acknowledge and dismiss this message display. Your current page selection does not change.

The screenshot shows the Garmin GNS 430W avionics display. The main screen displays a weather radar map of the United States, centered on the Gulf of Mexico. The map shows a large area of heavy rain (red) over the Gulf and surrounding land areas. The display includes various flight data, weather information, and navigation controls.

**Flight Data (Top Left):**

- Power: 2400RPM 1558
- Fuel: 11.6GPH 5.3USED
- Range: 61.4Gal 5h 17m
- Oil: 150°F 60PSI
- Lean: None
- Alt: 32°F

**Weather Data (Top Right):**

- To GPZ Bro 289°
- 22.8h On 11m 59Gal RMNG
- DEST KFAH
- 244.4h 2.01m 38Gal RMNG
- GS 121%
- UTC 21:14:41

**Map Controls (Bottom Left):**

- Map
- TAWS
- Chart
- Trip
- Next
- Aux
- Engine

**Map Features:**

- Weather radar map showing intensity (green, yellow, red).
- Navigation controls (compass, scale, etc.).
- Various airport and city labels (e.g., KFAH, KDFW, KATL, KMDW, KJFK, KLAS, KSEA, KATL, KMDW, KJFK, KLAS, KSEA).
- Altitude and speed indicators.

**Map Interface (Right Side):**

- View NORTH UP
- Declutter
- BaseMap TERRAIN
- Wx Only
- NEXRAD

**Map Interface (Bottom Right):**

- Incoming Mail: Please pick up...
- Range

To view the new message, turn to the Aux Page and select the Datalink view if it is not already present. The full text of the new message displays in the message display area.



## 11 Reference

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This section contains the following information:

- *Updating Your Databases*, page 134
- *Broadcast Datalink Service Purchase and Activation*, page 140
- *Cleaning the EX5000 Screen*, page 142
- *Sensor Status Block Symbols*, page 143
- *Map Symbols*, page 145
- *Line Styles*, page 147
- *Data Blocks*, page 149
- *TAWS Messages*, page 151
- *Nav Messages*, page 153
- *Traffic Messages*, page 154
- *Lightning Messages*, page 156
- *Engine Messages*, page 158
- *PFD Messages*, page 159
- *Narrowcast Datalink Messages*, page 160
- *Broadcast Datalink Messages*, page 162

## 11.1 Updating Your Databases

Avidyne makes use of three different types of data that can be uploaded to or downloaded from your EX5000:

- **NavData**—For the Map Page, Avidyne uses NavData from Jeppesen Sanderson, Inc. it is your duty as pilot in command to ensure that the data you fly with remains up to date.
- **CMax™ Chart Data**—An optional Avidyne feature that allows you to view JeppView chart data on your EX5000.
- **EMax™ Total Engine Management**—EMax tracks engine and other data, which you can download from the EX5000 to your PC for analysis.

You can use a Zip Drive or USB Flash Memory Drive to move data between your PC and the EX5000. For more information about the databases, and about loading data from your PC to a Zip Drive or USB Flash Memory Drive, see the *Avidyne Data Update Guide*.

USB Flash Memory Drives come in many sizes and configurations. A sample USB Flash Memory Drive is shown below. For a list of approved USB Flash Memory Drives, see the Avidyne website at [www.avidyne.com](http://www.avidyne.com).



This section describes moving data from your Zip Drive or USB Flash Memory Drive to the EX5000.



**If using a Zip Drive Dataloader:**

- Allowing the portable Zip Drive to dangle by the cable can result in damage to your MFD, or the Drive, as well as a dataload failure.
- Do not insert the Zip disk into the Zip Drive until the regular start screen displays on the MFD. The disk may be damaged if it is already in the Zip Drive when power is applied.
- After loading the CMax data into your MFD, wait until the disk is ejected from the drive before unplugging the Drive, or powering off the MFD. Unplugging the Zip Drive with the disk still engaged may cause damage to the disk.



**If using a USB Flash Memory:**

- Avidyne strongly suggests that, to avoid confusion, you reserve a USB Flash Memory Drive solely for EX5000 database transfers.
- After uploading data, do not remove the USB Flash Memory Drive until you see and acknowledge the regular EX5000 Startup screen.

**Note:** When removing the rubber cap from the data port, pull the cap gently **from the top** until it pops out. Make sure the cap is all the way out before plugging anything into the USB port.

Do not tug on the tab at the bottom of the cap, this could separate the cap from the EX5000 bezel.

### 11.1.1 Loading NavData (the Navigation Database)

Your new EX5000 will be loaded with an up-to-date navigation database. Updates to the EX5000 NavData database are available from Jeppesen Sanderson, Inc. every 28 days and can be purchased either individually or on a subscription basis.

Once you have downloaded the Nav from your PC to either a Zip Disk Dataloader or USB Flash Memory Drive, as described in the *Avidyne Data Update Guide*, you will need to upload the data to your EX5000.

➤ To load NavData to your EX5000:

- 1) Bring either the Zip Drive and disk or the USB Flash Memory Drive to the EX5000 at the aircraft.
- 2) Turn power OFF to the EX5000.
- 3) Connect the data source to the EX5000:
  - If using a USB Flash Memory Drive, plug it into the data port on the front of the EX5000.
  - If using a Zip Drive Dataloader, put the Zip disk into the Zip Drive. Connect one end of the cable to the Zip Drive and the other end to the EX5000 data port.

**Note:** Ensure that the Dataloader is supported and not dangling by the cable. Letting the Dataloader dangle can cause permanent damage to the data port. It can also cause an intermittent connection, which will result in an unsuccessful data update

- 4) Turn on the master switch to power up the EX5000. The Dataloader Page displays.

**Note:** If the regular start screen displays, the EX5000 did not detect the Zip Drive. Check the connection between the Zip Drive and the EX5000, then restart the procedure.

- 5) Press *Proceed*. Do not turn off the EX5000 or disconnect the cable during a data load. The data load is complete when the regular startup Page displays.
- 6) After the startup Page displays, turn off power to the EX5000, remove your USB Flash Memory Drive or Zip Drive, and then turn the EX5000 power back on.

This step ensures that all data has been checked in self-test and the MFD is ready for use.

- 7) Store the Zip Drive and cable or USB Flash Memory Drive in a safe place.

### 11.1.2 Loading CMax Chart Data

Once you have downloaded the CMax data from your PC to either a Zip Disk Dataloader or USB Flash Memory Drive, as described in the *Avidyne Data Update Guide*, you will need to upload the data to your EX5000.

➤ To load CMax Data to your EX5000:

1) With the MFD power OFF:

- If using a USB Flash Memory Drive, plug it into the data port on the front of the EX5000.
- If using a Zip Drive Dataloader, connect one end of the cable to the Zip Drive and the other end to the EX5000 data port. Do not insert the Zip disk into the Zip Drive until after you turn on the MFD (in step 2).

**Note:** Ensure that the Dataloader is supported and not dangling by the cable. Letting the Dataloader dangle can cause permanent damage to the data port. It can also cause an intermittent connection, which will result in an unsuccessful data update.

2) Turn on the MFD. If you are using a Zip Drive, insert the Zip disk into the Zip Drive when the initial Avidyne logo screen displays.

3) The Dataloader Page displays.

➡ If this is the first-ever update, you may see a warning that you are about to load older data than the MFD already contains. This is because the preloaded demo charts expire in the year 2020, so the warning message is normal.

Press *Proceed* to start the chart data load.

4) The Dataloader Page shows the progress as it loads the data into the MFD. After loading the data, the Dataloader performs an integrity check on the data and displays a successful data load message if all data is valid.

5) When the operation is complete, the EX5000 will continue to the normal startup Page.

- 6) At this point, turn off power to the EX5000, remove your USB Flash Memory Drive or Zip Drive, and then turn the EX5000 power back on.

This step ensures that all data has been checked in self-test and the MFD is ready for use

- 7) Confirm the valid dates of the Chart data as reported on the Startup Screen.
- 8) Go to the Chart Page and select a chart from an airport known to be in your subscription coverage area. Confirm that the chart is available.
- 9) Store the Zip Drive and cable or USB Flash Memory Drive in a safe place.

### 11.1.3 Downloading EMax Data

You can download the engine log files from the EX5000 using either a Zip Drive and Zip disk or a USB Flash Memory Drive.

**Note:** If any of the downloaded engine log files contains file format errors, you may receive an erroneous caution that the data transfer failed. Check your Zip disk or USB memory device for the transferred files.

➤ To download the stored engine data log files:

- 1) Turn power OFF to the EX5000
- 2) Connect the data source to the EX5000:
  - If using a USB Flash Memory Drive, plug it into the data port on the front of the EX5000.
  - If using a Zip Drive Dataloader, connect one end of the cable to the Zip Drive and the other end to the EX5000 data port. The Zip Drive must be empty.

**Note:** Ensure that the Dataloader is supported and not dangling by the cable. Letting the Dataloader dangle can cause permanent damage to the data port. It can also cause an intermittent connection, which will result in an unsuccessful data download.

- 3) Turn on the master switch (which turns on the EX5000).

- 4) If using a Zip Drive, put a compatible blank disk into the Zip Drive when the Avidyne screen displays.
- 5) The EX5000 will display a message similar to the following:  
*Ready to Write Engine/Narrowcast Data to Removable Media.*
- 6) To begin the download, press *Proceed*. Do not turn off the EX5000 or disconnect the cable or USB Flash Memory Drive during data transfer.  
  
To cancel the download, press *Cancel*.
- 7) When the data transfer is complete the regular start screen displays. If you are using a Zip Drive, the disk is automatically ejected from the Zip Drive.
- 8) At this point, turn off power to the EX5000, remove your USB Flash Memory Drive or Zip Drive, and then turn the EX5000 power back on. This step ensures that all data has been checked in self-test and the MFD is ready for use
- 9) You can now bring the Zip Drive or USB Flash Memory Drive to your PC and download the EMax data. See the *Avidyne Data Update Guide* for more information.

## **11.2 Broadcast Datalink Service Purchase and Activation**

To receive and display Broadcast Datalink weather and airspace, you must purchase service from XM WX Satellite Weather.

### **11.2.1 Creating Your XM WX Account**

To create your account, you will need to provide the following information.

- Your Name
- Weather Service Package
- Broadcast Receiver ID Number (to locate this read below)
- Credit Card Information

Select the weather service you want based on the weather data products you would like to receive. See [www.xmradio.com/weather/aviation.html](http://www.xmradio.com/weather/aviation.html) for information on product offerings and pricing. To obtain the ID of the Broadcast receiver installed in your aircraft, open the EX5000 Trip Page. Press the Display button until “↓Status” (Broadcast Datalink status) displays, and carefully record your XM Serial Number. (Note that serial numbers do not include the letters “I” (India), “O” (Oscar), “S” or “F”.)

To place your order, contact XM Satellite Radio's Listener Care Center at 1-800-985-9200 and speak with an XM representative. Be prepared with all of the information above.

### **11.2.2 Activating Your Account**

Your receiver is activated when XM sends a unique activation code to your receiver for 24 hours after your call. Your receiver will be enabled once it has received this code.

➤ To activate the XM WX Satellite Weather:

- 1) Move your aircraft outside and power on the EX5000 and receiver.
- 2) When your receiver receives the activation code the EX5000 begins to display weather data and indicates the XM weather



service you purchased on the Broadcast Status section of the Trip Page (in the Service Level field).

**Note:** The EX5000's Service Level indication may take several flights to synchronize to the correct level but you will still receive and see the weather products you have purchased.

If 24 hours passes before you can get to your aircraft, contact XM Satellite Radio's Listener Care Center again or go to [www.xmradio.com/refresh](http://www.xmradio.com/refresh). Enter your XM WX ID number to enable the activation code for an additional 24 hours.

For problems relating to your receiver, contact Heads Up Technologies:

E-mail: [service@heads-up.com](mailto:service@heads-up.com)

Phone: (972) 980-4890 Ext. 142.

### 11.3 Cleaning the EX5000 Screen

If your EX5000 screen should become dirty due to fingerprints or dust, clean the screen using the following materials and methods:

- A clean, soft lint free cloth such as 3M Ultra-Brite Cloth # 2011 or similar.
- A cleaning solution composed of de-ionized water or isopropyl alcohol (IPA).

Always apply the cleaning solution directly onto the cloth. **Never** spray cleaner directly onto the screen.

**Note:** Use caution when using IPA as it is flammable.











Using any other chemicals or materials voids the warranty.








The EX5000 screen is made of a plastic film that is vulnerable to scratches, damage by a sharp articles or improper cleaners. Use care when cleaning.

## 11.4 Sensor Status Block Symbols

**Table 11.1 Sensor Status Block Symbols**

Symbol	Type	Status
	Traffic	A solid cyan symbol indicates that the sensor system is reporting a healthy status and is being displayed in the mode listed in the sensor status block.
	Lightning	
	Traffic	A hollow cyan symbol indicates that the function is reporting a healthy status, but is turned off for display on the Map Page.
	Lightning	
	Traffic	A solid yellow symbol indicates that the EX5000 is unable to display data from that particular sensor. This may be due to a communication error, the sensor is not healthy, or there is a configuration problem.
	Lightning	
	Traffic	A hollow yellow symbol indicates that the function is not able to display data due to the same reasons as above, and is turned off from display on the Map Page.
	Lightning	

**Table 11.2 Broadcast Datalink Sensor Status Block (Optional)**

Symbol	Status
	A solid cyan arrow indicates that NEXRAD imagery is currently displaying on the Map Page, but the Broadcast signal is Marginal, Weak, or None.
	An animated black and cyan arrow indicates that NEXRAD imagery is turned off for display on the Map page, but the NEXRAD data is valid and the broadcast signal quality is Good.
	An animated cyan arrow indicates that NEXRAD imagery is currently displaying on the Map Page. The broadcast signal quality is Good.
	An empty (hollow) arrow indicates that NEXRAD imagery is turned off for display on the Map Page and the broadcast signal quality is Marginal, Weak, or None.
	A solid yellow arrow indicates that NEXRAD imagery is selected for display, but is not shown because the NEXRAD data is invalid. The broadcast signal quality is Marginal, Weak, or None.
	An animated black and yellow arrow indicates that NEXRAD imagery is turned off for display on the Map Page and the NEXRAD data is invalid. The broadcast signal quality is Marginal, Weak, or None.
	An animated yellow arrow indicates that NEXRAD imagery is selected for display, but it is not shown because the NEXRAD data is invalid. The broadcast signal quality is Good.













## 11.5 Map Symbols

The EX5000's Map uses symbols contained in its navigational database, based on your navigational mode and flight situation. Map can display the following database items:

- Airports
- Navaids (VORs, NDBs and Waypoints)
- Airways (Victor and jet)
- Intersections, waypoints and other named fixes
- Class B and Class C controlled airspace
- Tower Zone Airspace
- Obstacles (>200' AGL)
- Certain classes of special use airspace (Prohibited, Restricted, Warning, Alert and Military Operating Areas)




Navigational symbols used by Map are shown in this section.

**Table 11.3 Map Symbols – Airports**







Airport Type	Surface		
	Hard	Soft	Water
Towered			
Towered			
Non-Towered			
Non-Towered			

- The larger airport symbols are displayed as the map scales are reduced to the smaller ranges.
- Airport types are derived directly from the Jeppesen navigation database.











**Table 11.4 Map Symbols – Navigational Fixes**

Symbol	Item	Description
	NDB	All NDBs
	VOR	All VORs
	Intersection	Terminal, Jet, and Victor airway waypoints (intersections)

**Table 11.5 Map Symbols – Traffic Symbols**






Non-TAS Symbol	TIS Symbol	Type	Meaning
		Traffic Alert (TA)	Traffic within the alert zone defined by the traffic sensor.
		Proximate Traffic	Traffic close to your position but not within an alert zone.
		Other Traffic	Traffic detected by the traffic sensor, but determined not to be a current threat.

**Table 11.6 Map Symbols – Other**

Symbol	Item	Symbol	Item
	Flight Plan (inactive leg)*		Single Low Obstacle $\geq 200^\circ$ AGL $< 1000^\circ$ AGL
	Flight Plan (active leg)		Low Obstacles within 1NM of each other $\geq 200^\circ$ AGL $< 1000^\circ$ AGL
	Map Orientation		Single Obstacle $\geq 1000^\circ$ AGL
	Ownship Symbol		Obstacles within 1NM of each other $\geq 1000^\circ$ AGL
	Flight Plan, Course Waypoints		Interstate Highway












## 11.6 Line Styles

**Table 11.7 Airspace and Airways Lines**

Item	Color	Line	Label
Class B	Blue		Elevation
Class C	Magenta		Elevation
Tower Zone Airspace	Dashed Blue		None
Victor Airways	Blue grey		ID Label
Jet Airways	Blue grey		ID Label

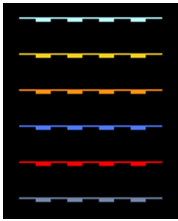
**Note:** When Narrowcast or Multilink is active, SUA status displays as shown in Table 11.8. If Narrowcast is not in use, all SUA status displays as Unknown, except for TFRs that are received via Broadcast Datalink. In this case, TFRs display as Active.

**Table 11.8 SUA and TFR Status Lines**

Region Type	Status							
	Inactive		Unknown		Pending		Active	
	Line	Label	Line	Label	Line	Label	Line	Label
Prohibited, Restricted	Dashed	Inact	Single	Unk	Single	Pend	Triple	Act
								
Warning, Alert, MOA	Dashed	Inact	Single	Unk	Single	Pend	Triple	Act
								
TFR	Dashed	N/A	N/A	N/A	Single	N/A	Triple	N/A
			N/A					

**Note:** For adjacent or overlaying types of Special Use Airspace (e.g. Restricted Areas or Prohibited Areas within larger MOAs), some masking of the border lines may occur. See current aeronautical charts for accurate boundaries.

Table 11.9    AIRMET and SIGMET Boundary Lines

Line Color	Type	Label
	Bright blue	Mountain AIRMET
	Dark yellow	IFR AIRMET
	Orange	Turbulence AIRMET
	Blue	Icing AIRMET
	Dark Red	SIGMET AIRMET
	Blue grey	Convective SIGMET



## 11.7 Data Blocks

**Table 11.10 Data Block Information**

Name	Description	Range
TO WPT	Name of, bearing and distance to the “To” waypoint in the active flight plan. The bearing is from your present position directly to the fix. If you are off course, it will differ from your planned course. Distance is measured direct. Also displays ETE (Estimated Time En route).	5 characters (Name) 1 to 360 degrees 0.0 unlimited NM.  HH:MM:SS
NEXT WPT	Name of, bearing and distance to the “To” waypoint in the active flight plan. Also displays ETE (Estimated Time En route).	5 characters (Name) 1 to 360 degrees 0.0 unlimited NM. HH:MM:SS
DEST WPT	Name of and distance to the final destination waypoint in system distance units. Distance is measured along planned route.	5 characters  0.0 unlimited NM
NRST ARPT	Identifier of, bearing and distance to the nearest airport.	5 characters (Name)
LAT/LON	Current latitude and longitude in degrees and decimal minutes.	N/S 0 to 90o 0' E/W 0 to 180o 0'
BARO ALT	Barometric Altitude.	Based on data from FMS (if available) or GPS (see Note)
GND SPD	Current ground speed in system speed units.	0.0 to 999.9 knots
TRUE AIRSPD	True Airspeed (TAS not available from most panel-mounted GPS systems).	From FMS
UTC TIME	UTC (Greenwich or “Zulu”) time.	0 to 23h 59m 59s
LOCAL TIME	Local data and time. Derived from UTC time with time zone setting applied.	0 to 23h 59m 59s
Blank	Blank space	

**Note:** The Baro Altitude may be received from the FMS or GPS (via 429). The FMS/GPS calculates the altitude based on the barometric pressure entered into the FMS by the pilot. This display verifies what has been put into the FMS/GPS. Do not rely on this display for terrain separation.

**Table 11.11 Engine Instrument Data Block Information**

Name	Description	Range	Aircraft
POWER	RPM	0 - 3,500 RPM	All
	Manifold Pressure (MP)	0- 36 Inches of Hg	PA-32 & PA-28-201
	Percent Power (%)	0 - 200%	PA-32
FUEL	Fuel Flow	0.0 to 44 GPH 0.0 to 30 GPH	PA-32 PA-28
	Gallons Used	0.0 to tank size	PA-32 or PA-28 with EMax
FUEL RMNG	Fuel Remaining Time Remaining	0.0 to tank size Time Remaining	PA-32 or PA-28 with EMax
OIL	Oil Temperature	-20 - 260°	PA-28
	Oil Pressure	0 - 150 PSI	
LEAN STATE	Lean setting status: <ul style="list-style-type: none"> <li>■ Best Economy</li> <li>■ Best Power</li> <li>■ In process of leaning</li> <li>■ Leaning interrupted</li> <li>■ Power change after lean</li> <li>■ Throttle change after lean</li> <li>■ Not leaned</li> </ul>	Economy Power Leaning...  Incomplete Pwr Change  FF Change  -- (Blank)(	PA-32 or PA-28 or PA44 with EMax
OAT	Outside Air Temperature	-40°F to 212° F -40°C to 100°C	PA-32
		-40°F to 131° F -40°C to 55°C	PA-28
Electrical	Bus Voltage (Volts) and	0 - 36 VDC 0 - 18 VDC	PA-28-161,181 PA-28-201
	Alternator outputs (Amps) Battery Output (Amps)	0 - 99 A -99 - +100A	PA-28

## 11.8 TAWS Messages

**Table 11.12 TAWS Messages**

TAWS Messages & Colors		Meaning	Recommended Pilot Action
Caution Obstacle	Yellow	EGPWS Obstacle caution.	Fly to avoid obstacle.
Caution Terrain	Yellow	EGPWS Terrain caution.	Fly to avoid terrain.
OBSTACLE AHEAD, PULL UP	Red	EGPWS Obstacle Warning.	Pull up to avoid obstacle.
TERRAIN AHEAD, PULL UP	Red	EGPWS Obstacle Warning.	Pull up to avoid terrain.
TAWS Display Initializing	Cyan	During its startup phase, this Message displays. While TAWS display is initializing, the TAWS Page is painted with magenta dots overlaid by the large text annunciation TAWS DISPLAY INITIALIZING.	The message should clear spontaneously. If the test fails or does not terminate refer to the EGPWS pilot's guide.
TAWS Sensor Self Test	Cyan	The EGPWS is performing a Self-Test. A distinctive color test pattern will be displayed. The large text annunciation, "TAWS SENSOR SELF-TEST" is presented over the test pattern. The text will remain until the self-test is finished.	If the test fails or does not terminate refer to the EGPWS pilot's guide.

**Table 11.12 TAWS Messages (Continued)**

<b>TAWS Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
TAWS Display Inhibited	When you inhibit EGPWS alerts by means of the separate EGPWS control panel, the TAWS Display Page is painted with magenta dots overlaid by the large text annunciation TAWS DISPLAY INHIBITED.	Check to see if the control settings are correct. If the EGPWS is not inhibited and if this message persists, contact an Avidyne Entegra Authorized Service Center.
TAWS Display Unavailable	The EGPWS is unable to supply the EX5000 with a reliable TAWS display, probably because one of its inputs from another device in the aircraft is incorrect or unreliable. When the TAWS Display is unavailable due to this condition, the TAWS Display Page is painted with magenta dots overlaid by the large text annunciation TAWS DISPLAY UNAVAILABLE.	Check to see that EGPWS is powered up. Have an Avidyne Entegra Authorized Service Center check configuration and installation.
TAWS Not Communicating	Indicates that the EGPWS sensor is powered down or incorrectly attached to the EX5000. Whenever the TAWS Display is unavailable due to this failure, the TAWS Display Page is painted with magenta dots overlaid by the large text annunciation TAWS NOT COMMUNICATING.	Check to see that EGPWS is powered up. Have an Avidyne Entegra Authorized Service Center check configuration and installation.

## 11.9 Nav Messages

**Table 11.13 Nav Messages**

NAV Messages and Colors	Meaning	
Nav Source Data is valid	GPS/FMS indicates that the computed position data is valid.	Acknowledge.
Nav Source Data is NOT valid (err=x)	Your GPS/FMS has not computed a valid position or is not supplying valid data. Flight Plan will not be presented on the Radar display.	Check GPS for valid position. Have an Avidyne Entegra Authorized Service Center check GPS/FMS and installation
Nav Source: Can't Open Port	The GPS/FMS interface cannot open the assigned port. Generally indicates a configuration error.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Nav Source Reconnecting...	EX5000 is attempting to reconnect to the port that is connected to the GPS/FMS.	Acknowledge.
Nav Source is Not Communicating	EX5000 does not detect any data being sent from the GPS/FMS.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Nav Source Data Format Error	Invalid data is coming from your GPS/FMS. If persistent, generally indicates a configuration error.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Heading Data is NOT Valid	GPS/FMS is configured as the Map heading source and that data ceases to be available or becomes invalid.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Heading Data is Valid	GPS navigator is configured as the Map heading source and that data becomes valid following an acknowledgement of an invalid message.	Acknowledge.

## 11.10 Traffic Messages

**Table 11.14 Traffic Messages**

Traffic Messages & Colors	Meaning	Recommended Pilot Action
Traffic Sensor is Operating Normally	Traffic sensor is operating in a normal state from a recoverable fault that was previously acknowledged.	Acknowledge.
Traffic <Bearing> / <Distance> / <Relative Altitude>	Traffic Advisory	Acknowledge to go to Dedicated Traffic Page and begin looking for traffic.
Traffic <Distance> / <Relative Altitude>	Traffic Advisories with no bearing information.	Acknowledge to go to Dedicated Traffic Page to look for traffic.
Traffic <Bearing> / <Distance>	Traffic Advisories with no relative altitude information.	Acknowledge to go to Dedicated Traffic Page to look for traffic.
Traffic <Distance>	Traffic Advisories with no bearing and no relative altitude information.	Acknowledge to go to Dedicated Traffic Page and begin looking for traffic.
Traffic Sensor is in Stand- By	EX5000 receives a “Stand-By” transmission from the traffic sensor. Press “Traffic” button to select a traffic mode.	Have an Avidyne Entegra Authorized Service Center check configuration and installation if message persists.
Traffic Sensor is in Self-Test	Traffic sensor is in self-test mode.	Acknowledge.
Traffic Sensor is Not Communicating	Traffic sensor is not transmitting data.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.

**Table 11.14 Traffic Messages (Continued)**

<b>Traffic Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
TCAD Altitude Unavailable	TCAD sensor is not receiving altitude information.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Traffic Heading Source Failed	TAS/ TCAS is configured as the Map Heading source and a “fatal heading fault” is received.	Have an Avidyne Entegra Authorized Service Center check configuration and installation
Traffic Heading Source is Valid	Traffic sensor is configured as the Map Heading source and is valid.	Acknowledge.

## 11.11 Lightning Messages

**Table 11.15 Lightning Messages**

Lightning Messages & Colors	Meaning	Recommended Pilot Action
Lightning Sensor is Operating Normally	Lightning source is operating in a normal state from a recoverable fault that was previously acknowledged.	Acknowledge.
Lightning Sensor is in Noise- Monitor Mode	Lightning source is in Noise- Monitor Mode.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Sensor is in Demo Mode	Lightning source is in Demo Mode.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Sensor is in Test Mode	Lightning sensor in a self-test mode.	Acknowledge.
Lightning Sensor ERROR	EX5000 receives a “recoverable fault” notification.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Sensor has FAILED	EX5000 receives a “fatal fault” notification.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Sensor is Not Communicating	EX5000 receiving no data from the lightning sensor.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Ahead	Stormscope is indicating discharge activity horizontally within $\pm 22^\circ$ of the aircraft nose and within 75nm.	Determine location of lightning and avoid.



**Table 11.15 Lightning Messages**

<b>Lightning Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
Lightning Heading Source Failed	Stormscope is configured as a heading source and a "fatal heading fault" is received.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Lightning Heading Source OK	Stormscope is configured with heading input.	Acknowledge.
Lightning Antenna Location Changed	Stormscope antenna location disagrees with EX5000 setting.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.

## 11.12 Engine Messages

**Table 11.16 Engine Messages**

Engine Messages & Colors	Meaning	Recommended Pilot Action
Engine Sensor Unit is Operating Normally	Engine DAU is operating in a normal state from a recoverable fault that was previously acknowledged.	Acknowledge.
Engine Sensor Unit is Not Communicating	MFD receiving no data from Engine DAU.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Engine Sensor Unit Configuration Error	MFD receiving invalid data from the Engine DAU.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Check Oil Temp	MFD has detected an oil temperature outside the normal operating range.	Acknowledge, Examine Oil Temperature on Engine Page. Take corrective action and land immediately, if necessary.
Check Oil Press	MFD has detected an oil pressure outside the normal operating range.	Acknowledge, Examine Oil Pressure on Engine Page. Take corrective action and land immediately, if necessary.
Check Volts	MFD has detected bus voltage outside the normal operating range.	Acknowledge, Examine Voltage Indicator on Engine Page. Take corrective action and land as soon as practical.
Check CHT	MFD has detected a cylinder head temperature higher than the normal operating range.	Acknowledge, Examine CHT indicators on Engine Page. Take corrective action as required.
Check RPM	MFD has detected RPM outside the normal operating range.	Acknowledge, Examine RPM indicator on Engine Page. Take corrective action as required.

**Table 11.16 Engine Messages (Continued)**

<b>Engine Messages &amp; Colors</b>		<b>Meaning</b>	<b>Recommended Pilot Action</b>
Check Manifold Pressure		MFD has detected Manifold Pressure outside the normal operating range.	Acknowledge, Examine Manifold Pressure indicator on Engine Page. Adjust engine power setting as required.
Check TIT		MFD has detected TIT outside the normal operating range.	Acknowledge, Examine TIT indicator on Engine Page. Take corrective action as required.
Low Left Fuel Quantity/Low Right Fuel Quantity		MFD has detected fuel below normal operating range.	Acknowledge, Examine Fuel indicators on Engine Page. Take corrective action and land as soon as practical.
Check Vacuum		MFD has detected Vacuum outside the normal operating range.	Acknowledge, Examine Vacuum indicator on Engine Page. Take corrective action as required.

**11.13 PFD Messages****Table 11.17 PFD Messages**

<b>PFD Messages &amp; Colors</b>		<b>Meaning</b>	<b>Recommended Pilot Action</b>
PFD is Operating Normally		PFD is operating in a normal state from a recoverable fault that was previously acknowledged.	Acknowledge.
PFD is Not Communicating		MFD is receiving no data from PFD	Have an Avidyne Integra Authorized Service Center check configuration and installation.

## 11.14 Narrowcast Datalink Messages

**Note:** MFD status messages that refer to “Narrowcast” are in reference to the internal datalink transceiver, while MFD status messages that refer to “Broadcast” refer to the external XM receiver. Additionally, MFD messages that refer to “Datalink” also refer to Narrowcast Datalink.

**Table 11.18 Narrowcast Datalink Messages**

Datalink Messages & Colors	Meaning	Recommended Pilot Action
Datalink Sensor is Operating Normally	Satellite communicator is operating normally after a recoverable fault was previously acknowledged.	Acknowledge.
Datalink Sensor is NOT Communicating	Satellite communicator has stopped communicating.	Restart system. If problem persists, contact Avidyne.
Datalink Sensor Configuration Error	COMM port is configured incorrectly.	Restart system. If problem persists, contact Avidyne.
Datalink Sensor Data is Invalid	EX5000 receives a “recoverable fault” notification.	Have an Avidyne Entegra Authorized Service Center check configuration and installation.
Narrowcast METAR symbols > 90 minutes	METARs are older than 90 minutes from their time of reception.	Acknowledge.
Narrowcast AIRMETS/ SIGMETs > 90 minutes	AIRMETS/ SIGMETs are older than 90 minutes.	Acknowledge.
Narrowcast SUA Status > 90 minutes	SUA Status data are older than 90 minutes.	Acknowledge.
Narrowcast TFRs > 90 minutes	TFR data are older than 90 minutes.	Acknowledge.
Narrowcast Data not yet received	Datalink is Enabled and no Datalink data has been received within 10 minutes of EX5000 initialization complete.	Acknowledge.

**Table 11.18 Narrowcast Datalink Messages (Continued)**

<b>Datalink Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
Narrowcast Airmets/ Sigmets not yet received	AIRMETS/ SIGMETs are selected and they are not received within 15 minutes of the initial Datalink update.	Acknowledge.
Narrowcast SUA Status not yet received	SUA Status/ TFRs are selected and SUA Status is not received within 15 minutes of the initial Datalink update.	Acknowledge.
Narrowcast TFRs not yet received	UA Status/ TFRs are selected and TFRs are not received within 15 minutes of the initial Datalink update.	Acknowledge.
Narrowcast METARs Symbols not yet received	METARs are selected and they are not received within 15 minutes of the initial Datalink update.	Acknowledge.
Datalink: Idle	No data being sent or received.	None necessary.
NXR Invalid	NEXRAD temporarily not able to be displayed.	Wait for next NEXRAD update.

## 11.15 Broadcast Datalink Messages

**Table 11.19 Broadcast Datalink Messages**

Datalink Messages & Colors	Meaning	Recommended Pilot Action
Broadcast Receiver Not Communicating	EX5000 has received no data from the broadcast receiver for 10 minutes	Have the wiring from the broadcast receiver to the EX5000 inspected.
Broadcast Antenna is Disconnected	The Broadcast Datalink antenna or cable is not properly connected to the receiver.	Have the Broadcast antenna connection inspected.
Broadcast Receiver is Operating Normally	The Broadcast receiver is operating in a normal state from a recoverable fault that was previously acknowledged.	Acknowledge.
Broadcast Data not yet received	The EX5000 did not receive Broadcast weather data within the first 10 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast NEXRAD not yet received	The EX5000 did not receive NEXRAD data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast METARs not yet received	The EX5000 did not receive METAR data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Storm Cells not yet received	The EX5000 did not receive Storm Cell data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Winds Aloft not yet received	The EX5000 did not receive Winds Aloft data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.

**Table 11.19 Broadcast Datalink Messages (Continued)**

<b>Datalink Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
Broadcast TAFs not yet received	The EX5000 did not receive TAF data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Freezing Level not yet received	The EX5000 did not receive Freezing Level data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast AIRMETs not yet received	The EX5000 did not receive AIRMET data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast SIGMETs not yet received	The EX5000 did not receive SIGMET data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast TFRs not yet received	The EX5000 did not receive TFR data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Lightning not yet received	The EX5000 did not receive Lightning data within the first 15 minutes after power-on.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast NEXRAD > 120 min	Broadcast NEXRAD data age since creation is greater than 120 minutes. NEXRAD data will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.

**Table 11.19 Broadcast Datalink Messages (Continued)**

<b>Datalink Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
Broadcast METARs > 120 min	Broadcast METAR data age since creation is greater than 120 minutes. METAR data will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast AIRMETs > 90 min	Broadcast AIRMET data age since creation is greater than 120 minutes. AIRMET data will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast SIGMETs > 90 min	Broadcast SIGMET data age since creation is greater than 120 minutes. SIGMET data will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast TFRs > 90 min	Broadcast TFR data age since creation is greater than 90 minutes. TFR data will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Storm Cells > 20 min	Broadcast Storm Cell data age since creation is greater than 20 minutes. Storm Cells will not display.	Monitor Broadcast system during flight, have system inspected if performance does not improve.



**Table 11.19 Broadcast Datalink Messages (Continued)**

<b>Datalink Messages &amp; Colors</b>	<b>Meaning</b>	<b>Recommended Pilot Action</b>
Broadcast Winds Aloft > 90 min	Broadcast Winds data age since creation is greater than 90 minutes. Winds data can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast TAFs > 90 min	Broadcast TAF data age since creation is greater than 90 minutes. TAFs can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Freezing Level > 90 min	Broadcast Freezing Level data age since creation is greater than 90 minutes. Freezing Level data can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.

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