

Garmin International, Inc.
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EASA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT
or
SUPPLEMENTAL AIRPLANE FLIGHT MANUAL
for the
Garmin GPS 175, GNX 375, or GNC 355 GPS/SBAS Navigation System
as installed in

Make and Model Airplane

Registration Number: _____ Serial Number: _____

This document serves as an Airplane Flight Manual Supplement or as a Supplemental Airplane Flight Manual when the aircraft is equipped in accordance with Supplemental Type Certificate 10071756 for the installation and operation of the Garmin GPS 175, GNX 375, or GNC 355 GPS/SBAS Navigation System. This document must be carried in the airplane at all times.

The information contained herein supplements or supersedes the information made available to the operator by the aircraft manufacturer in the form of clearly stated placards or markings, or in the form of an approved Airplane Flight Manual, only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the basic placards or markings, or the basic approved Airplane Flight Manual.

Signed By: Erik Frisk

Erik Frisk
ODA STC Unit Administrator
Garmin International Inc.
ODA-240087-CE

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Section 1. GENERAL

1.1 Garmin GPS 175/GNX375/GNC 355 Navigators

The information in this supplement is EASA-approved material and must be attached to the FAA Approved STC Airplane Flight Manual Supplement, P/N 190-02207-A3, when the airplane has been modified by installation of the Garmin GPS 175/GNX 375/GNC 355 Navigation System in accordance with STC 10071756.

This EASA approved Airplane Flight Manual Supplement is required in addition to the FAA approved Airplane Flight Manual Supplement, P/N 190-02207-A3.

Additional References:

Certification Specifications and Acceptable Means of Compliance for
Airborne Communications, Navigation and Surveillance CS-ACNS Issue 2

Section 2. LIMITATIONS

2.1 Data Received by Personal Electronic Devices (PED)

The PED is not approved as the sole source of information to base tactical or strategic decision making and is not approved to replace the information provided by the GPS 175, GNX 375, or GNC 355. The built-in Bluetooth interface and data provided to a portable electronic device is not approved to replace any required or installed aircraft display equipment, including navigation or traffic/weather display equipment. The data presented on the PED may not have the required integrity to be used as the sole source of information to base tactical or strategic decision making. The Flight Stream 510 is used only for database transfers via WiFi and is powered off during flight.

2.2 Flight Plan Transfer

Use of the built-in Bluetooth for flight plan importing during critical phases of flight by the pilot flying is prohibited.

2.3 Electronic Flight Bag (EFB)

The Flight Stream interface and data provided to a portable electronic device is not approved to replace any required or installed aircraft display equipment, including navigation or traffic/weather display equipment. The data presented on the PED may not have the required integrity to be used as the sole source of information to base tactical or strategic decision making.

2.4 Speed Constraints

The GPS 175 / GNX 375 / GNC 355 does not display speed constraints that may be required on a SID, STAR or Approach. The flight crew is responsible for reviewing charts to identify any speed constraints that may be required and for managing the aircraft speed in compliance with those constraints.

2.5 Display of Distance to Waypoint

The GPS 175/GNC 355/GNX 375 must be configured to display distance to current waypoint (DIS) on the Map Page in the corner closest to the pilot. The display location of distance to current waypoint must not be altered or removed from the Map Page.

Section 3. EMERGENCY PROCEDURES

No Change.

Section 4. NORMAL PROCEDURES

No Change.

Section 5. PERFORMANCE

No change.

Section 6. WEIGHT AND BALANCE

No Change.

Section 7. SYSTEM DESCRIPTIONS

No Change.