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FAA APPROVED AIRPLANE FLIGHT MANUAL SUPPLEMENT

GFC 500 Autopilot with ESP

Installed in

Cirrus SR22

Dwg. Number: 190-02291-55, Rev. 1

This Supplement must be attached to the FAA Approved Airplane Flight Manual when the GFC 500 Autopilot system is installed in accordance with STC SA01866WI. The information contained herein supplements the information of the basic Airplane Flight Manual. For Limitations, Procedures, and Performance information not contained in this Supplement consult the basic Pilot's Operating Handbook and FAA Approved Airplane Flight Manual.

Airplane Serial Number: _____

Airplane Registration Number: _____

FAA Approved By: Erik Frisk

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

Date: 13-NOV-2020

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Log of Revisions

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1	ALL	Original Issue	11/13/2020	Erik Frisk Garmin ODA STC Unit Administrator

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SECTION 1 — GENERAL

The information in this supplement is FAA-approved material and must be attached to the Pilot's Operating Handbook and FAA Approved Airplane Flight Manual (POH/AFM) when the airplane has been modified by installation of the Garmin GFC 500 Autopilot system in accordance with Garmin International, Inc. approved data.

The information in this supplement supersedes or adds to the basic POH/AFM only as set forth below. Users of the manual are advised to always refer to the supplement for possibly superseding information and placarding applicable to operation of the airplane.

USE OF THE SUPPLEMENT

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

WARNING

Operating procedures, techniques, etc., which may result in personal injury or loss of life if not carefully followed.

CAUTION

Operating procedures, techniques, etc., which may result in damage to equipment if not carefully followed.

NOTE

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

ABBREVIATIONS AND TERMINOLOGY

The following glossary is applicable within the airplane flight manual supplement

ADI	Attitude Direction Indicator
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AFMS	Airplane Flight Manual Supplement
AGL	Above Ground Level
AHRS	Attitude and Heading Reference System
ALT	Altitude
AP	Autopilot
APR	Approach
ATC	Air Traffic Control
BC	Back Course Approach
CDI	Course Deviation Indicator
DA	Decision Altitude
DISC	Disconnect
DWG	Drawing
ESP	Electronic Stability and Protection
FAA	Federal Aviation Administration
FAF	Final Approach Fix
FD	Flight Director
GA	Go Around
GFC 500	Garmin Autopilot
GMC 507	Autopilot Mode Control Panel
GNSS	Global Navigation Satellite System
GPS	Global Positioning System
GS	Glideslope
GSA	Garmin Servo Actuator
HDG	AFCS heading mode
IAS	Indicated Airspeed
ILS	Instrument Landing System
INT	Interrupt
KIAS	Knots Indicated Airspeed
LNAV	Lateral Navigation
LNAV+V	Lateral Navigation with Advisory Vertical Guidance
KIAS	Miles per hour
LNAV/VNAV	Lateral Navigation / Vertical Navigation Approach
LOC	Localizer (no glideslope available)
LP	Localizer Performance
LP+V	Localizer Performance with Advisory Vertical Guidance
LPV	Localizer Performance with Vertical Guidance
LVL	Level
MDA	Minimum Descent Altitude
PFT	Preflight Test
POH	Pilot's Operating Handbook
STC	Supplemental Type Certificate
TO	Takeoff
TRK	Track
VHF	Very High Frequency
VNAV	Vertical Navigation
VOR	VHF Omni-directional Range
VS	Vertical Speed
YD	Yaw Damper

INSTALLED EQUIPMENT INTERFACES

The following is the list of installed equipment and functions associated with the GFC 500 Autopilot installation in this airplane.

Table 1-1: Table of Installed Equipment Interfaces

DEVICE TYPE	**Manufacturer / Model** If not installed, note N/A	**Additional Information**
GPS Navigator #1		Is Navigator #1 interfaced to GFC 500? ☐ YES ☐ NO
VHF Nav Radio #1		Is VHF Nav Radio #1 interfaced to GFC 500? ☐ YES ☐ NO
VHF Nav Radio #2		
Pitch Trim Servo		The original Cirrus pitch trim cartridge assembly is retained, but now interfaced through the Garmin GSA 28 pitch servo for both traditional manual electric trim operation and GFC 500 autopilot autotrim operation
Yaw Damper		Optional

INSTALLED FEATURES CHECKLIST

The checked autopilot modes and features are available on this aircraft.

Basic AP Features

- ☒ Flight Director
- ☒ Electric Pitch Trim
- ☐ Yaw Damper
- ☒ Overspeed Protection
- ☒ Underspeed Protection

Vertical Autopilot Modes

- ☒ Pitch (PIT)
- ☒ Level (Zero vertical speed)
- ☒ Go Around (GA)
- ☒ Altitude Hold (ALT)
- ☒ Vertical Speed (VS)
- ☒ Altitude Capture via Altitude Preselect
- ☒ Indicated Airspeed (IAS)
- ☐ Vertical Navigation (VNAV)
- ☐ GPS Approach Glidepath
- ☐ ILS Glideslope

Electronic Stability and Protection

- ☒ Pitch/Roll Attitude
- ☒ High Speed Protection
- ☐ Low Speed Protection

Lateral Autopilot Modes

- ☒ Roll (ROL)
- ☒ Level (Wings Level)
- ☒ Go Around (GA)
- ☐ Heading
- ☒ Track
- ☐ GPS Navigation
- ☐ VHF Navigation
- ☐ Approach Mode
  - ☐ GPS
  - ☐ VOR/LOC

SECTION 2 — LIMITATIONS

The Garmin G5 Electronic Flight Instrument Pilot's Guide for Certified Aircraft, part number 190-01112-12 Rev C (or later approved revisions), must be immediately available to the flight crew (when G5 is installed).

The Garmin GI 275 Pilot's Guide for Certified Aircraft, part number 190-02246-01, Rev B (or later approved revisions) must be immediately available to the flight crew (when GI 275 system is installed).

This AFMS is applicable to the software versions shown below:

Software Item	**Software Version (or later FAA Approved version for this STC)**
G5 Software Version	6.73
GI 275 Software Version	2.20

A pilot must be seated in the left pilot's seat, with seatbelt fastened, during all autopilot operations.

Do not use autopilot or yaw damper during takeoff and landing.

The GFC 500 AFCS preflight test must complete successfully prior to use of the autopilot or flight director.

The maximum fuel imbalance with the autopilot engaged is 15 gallons.

Autopilot maximum engagement speed is as follows:

SR22	***SR22 with Turbonormalizing Engine Conversion***
201 KIAS	166 KIAS (or Vne (above 17,500 ft MSL) - 5 kts, whichever is lower)

NOTE

Never Exceed airspeed (Vne) for turbocharged aircraft is reduced for operations above 17,500 ft MSL up to FL 250. This limits the autopilot maximum engagement airspeed to 166 KIAS (or Vne (above 17,500 ft MSL) - 5 kts, whichever is lower) for all operating altitudes for the turbonormalized aircraft included in this STC.

Autopilot minimum engagement speed is 77 KIAS.

The autopilot must be disengaged below 200 feet AGL during approach operations.

The autopilot must be disengaged below 800 feet AGL for all operations other than approach operations.

The GFC 500 autopilot is approved for Category 1 precision approaches and non-precision approaches only.

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SECTION 3 — EMERGENCY PROCEDURES

Some emergency situations require immediate memorized corrective action. These steps are printed in bold in the emergency procedures and should be accomplished without the aid of the checklist.

AUTOPILOT MALFUNCTION / PITCH TRIM RUNAWAY

If the airplane deviates unexpectedly from the planned flight path:

1. **Control Yoke ..... GRIP FIRMLY**
2. **AP DISC Button ..... PRESS AND HOLD**

CAUTION

Be prepared for high elevator control forces.

3. **Aircraft Attitude ..... MAINTAIN / REGAIN AIRCRAFT CONTROL**
4. Trim Switch ..... RE-TRIM if necessary, using the trim switch on the control yoke
5. Autopilot Circuit Breaker ..... PULL

NOTE

Do not release the AP DISC button until after pulling the autopilot Circuit Breaker.

Pulling the autopilot circuit breaker will render the autopilot, yaw damper (if installed), and ESP inoperative.

6. AP DISC Button ..... RELEASE

WARNING

In flight, do not overpower the autopilot. The trim will operate in the direction opposing the overpower force, which will result in large out-of-trim forces.

Do not attempt to re-engage the autopilot until the cause of the malfunction has been corrected. Use manual electric pitch trim with caution, as necessary

AUTOPILOT FAILURE / ABNORMAL DISCONNECT

(Red AP in autopilot status box on display, continuous aural disconnect tone.)

- AP DISC Button or:
  - G5 Knob
  - GI 275 Knob or Autopilot Status Button.....PRESS AND RELEASE
    (to cancel disconnect tone)
- Aircraft Attitude..... MAINTAIN / REGAIN AIRCRAFT CONTROL

NOTE

The autopilot disconnect may be accompanied by a red AFCS in the autopilot status box, indicating the Automatic Flight Control System has failed. The flight director will not be available, and the autopilot cannot be re-engaged with this annunciation present.

If the disconnect is accompanied by an amber AP with a red X, the autopilot will not be available. However, the flight director will still function.

In the event of a GMC failure, pressing the G5 knob, or the GI 275 knob or autopilot status button, will acknowledge the disconnect tone.

YAW AXIS FAILURE / ABNORMAL YAW DAMPER DISCONNECT

(Red YD in autopilot status box on display)

This procedure applies only if the optional yaw servo is installed:

1. AP DISC Button, YD Button on GMC or
   - G5 Knob
   - GI 275 Knob or Autopilot Status Button.....PRESS AND RELEASE
     (to cancel disconnect tone)
2. Aircraft Attitude..... MAINTAIN / REGAIN AIRCRAFT CONTROL

NOTE

The yaw damper disconnect may be accompanied by an amber YD with a red X in the autopilot status box. The YD is inoperative and will not be available. The autopilot may be re-engaged and disengaged normally, but the yaw damper will remain inoperative.

PITCH TRIM FAILURE

This procedure applies to a loss of pitch trim during autopilot operation. If the autopilot's ability to automatically trim the aircraft in pitch is lost or degraded, expect an out of trim condition that may result in a sustained "TRIM UP" OR "TRIM DOWN" annunciation on the G5 or GI 275.

1. Control Yoke ..... GRIP FIRMLY
2. AP DISC Button ..... PRESS and RELEASE
   (Be prepared for high elevator control forces)
3. Elevator Control .....AS REQUIRED USING THE CONTROL YOKE

CAUTION

Do not reengage the autopilot. Be prepared for high elevator control forces.

4. Trim Switch ..... ATTEMPT MANUAL ELECTRIC PITCH TRIM ADJUSTMENT AS REQUIRED

NOTE

Manual Electric Pitch Trim may be inoperative.

5. Yaw Damper .....ENGAGE AS REQUIRED

ESP ACTIVATION

1. **Throttle ..... AS REQUIRED**
2. **Aircraft Attitude ..... MAINTAIN / REGAIN AIRCRAFT CONTROL**

NOTE

If ESP is active for approximately 10 seconds, the autopilot will automatically engage in LVL mode, an aural 'ENGAGING AUTOPILOT' will be played (or a Sonalert tone will sound for installations without a supported audio panel), and the autopilot will roll the wings level and fly at zero vertical speed. Refer to Section 7, System Description for further information.

ESP will be disabled by pressing and holding the AP DISC button. Releasing the button will allow ESP to function.

OVERSPEED PROTECTION (MAXSPD)

(MAXSPD displayed on G5 or GI 275, AIRSPEED – AIRSPEED Aural sounds)

1. **Throttle ..... REDUCE**
2. **Aircraft Attitude and Altitude ..... MONITOR**

After overspeed condition is corrected:

3. Autopilot .....RESELECT VERTICAL AND LATERAL MODES (if necessary)
4. Throttle .....ADJUST as necessary

NOTE

Overspeed protection mode provides a pitch up command to decelerate the airplane to or below the maximum autopilot operating speed.

UNDERSPEED PROTECTION (MINSPD)

(MINSPD displayed on G5 or GI 275, AIRSPEED – AIRSPEED Aural sounds)

1. **Throttle ..... INCREASE POWER AS REQUIRED TO CORRECT UNDERSPEED**
2. **Aircraft Attitude and Altitude ..... MONITOR**

After underspeed condition is corrected:

3. Autopilot .....RESELECT VERTICAL AND LATERAL MODES (if necessary)
4. Throttle .....ADJUST as necessary

NOTE

Autopilot Underspeed Protection Mode provides a pitch down command to maintain approximately 77 KIAS.

SECTION 3A - ABNORMAL PROCEDURES

AUTOPILOT PRE-FLIGHT TEST FAIL

(Amber AP with a red X in G5 or GI 275 autopilot status box)

1. Indicates the AFCS system failed the automatic Pre-Flight test.

NOTE

The autopilot, yaw damper (if installed), and ESP will be inoperative.

LOSS OF NAVIGATION INFORMATION

This procedure applies only if the optional GPS and/or VHF navigator is installed:

(Amber GPS, VOR, LOC, or BC flashes for 10 seconds on G5 or GI 275.)

NOTE

If a navigation signal is lost while the autopilot is tracking it, the autopilot will roll the aircraft wings level and default to roll mode (ROL).

1. GMC 507 Mode Panel..... SET desired heading and SELECT HDG mode
2. NAV Source ..... SELECT a valid NAV source
3. NAV Key..... PRESS

If on an instrument approach at the time the navigation signal is lost:

4. Missed Approach Procedure..... EXECUTE (as necessary)

LOSS OF AIRSPEED DATA

(Red X through airspeed tape on the G5 or GI 275, amber AP with a red X in autopilot status box)

NOTE

If airspeed data is lost while the autopilot is tracking airspeed, the flight director will default to pitch mode (PIT).

1. AP DISC Button .....PRESS AND RELEASE (to cancel disconnect tone)
2. Aircraft Attitude..... MAINTAIN / REGAIN AIRCRAFT CONTROL
3. Trim Switch ..... TRIM as required

NOTE

The autopilot cannot be re-engaged. The flight director will be available however IAS mode cannot be selected. Loss of airspeed will be accompanied by a red PTRIM indication on the G5 or GI 275.

LOSS OF ALTITUDE DATA

(Red X through altitude tape on the G5 or GI 275)

NOTE

If altitude data is lost while the autopilot is tracking altitude, the autopilot will default to pitch mode (PIT).

1. Autopilot ..... SELECT different vertical mode

LOSS OF GPS INFORMATION

This procedure applies only if the optional GPS navigator is installed:

(GPS position information is lost to the autopilot.)

NOTE

If GPS position data is lost while the autopilot is tracking a GPS, VOR, LOC or Back Course the autopilot will default to roll mode (ROL). The autopilot will default to pitch mode (PIT) if GPS information is lost while tracking an ILS. The autopilot uses GPS aiding in VOR, LOC and BC modes.

1. Autopilot ..... SELECT different lateral and/or vertical mode (as necessary)

If on an instrument approach:

1. AP DISC Button .....PRESS, Continue the approach manually

   Or

2. Missed Approach Procedure..... EXECUTE (as necessary)

HEADING DATA SOURCE FAILURE

This procedure applies only if the optional heading source to the navigator is installed:

1. Autopilot ..... SELECT different lateral mode (as necessary)

NOTE

Track information will be displayed on the G5 or GI 275.

GPSS will not be provided to the autopilot for heading legs.

ELEVATOR MISTRIM

(Amber TRIM UP or TRIM DOWN displayed on the G5 or GI 275)

This annunciation indicates a mistrim of the elevator while the autopilot is engaged. The autopilot will normally trim the airplane as required using the pitch trim servo cartridge. However, during rapid acceleration, deceleration, configuration changes, or near either end of the elevator trim limits, momentary illumination of this annunciation may occur. If the autopilot is disconnected while this annunciation is displayed, high elevator control forces are possible.

WARNING

Do not attempt to overpower the autopilot in the event of a pitch mistrim. The autopilot servo will oppose pilot input and will cause pitch trim to run opposite the direction of pilot input. This will lead to a significant out-of-trim condition, resulting in large Control Yoke force when disengaging the autopilot.

NOTE

Momentary display of the TRIM UP or TRIM DOWN annunciation during configuration changes or large airspeed changes is normal.

1. Control Yoke ..... GRIP FIRMLY

WARNING

Be prepared for significant sustained control forces in the direction of the mistrim annunciation. For example, TRIM DOWN indicates nose down Control Yoke force will be required upon autopilot disconnect.

2. AP DISC Button .....PRESS AND RELEASE
3. Trim Switch ..... ATTEMPT MANUAL ELECTRIC PITCH TRIM ADJUSTMENT AS REQUIRED

NOTE

Manual electric pitch trim should be used with caution until the cause of the mistrim has been investigated and corrected.

YAW DAMPER DISCONNECT

(Amber YD displayed in autopilot status box on display)

This failure will only occur if the optional yaw servo is installed.

1. YD Button on GMC or:
   - G5 Knob
   - GI 275 Knob or Autopilot Status Button.....PRESS AND RELEASE
     (to cancel disconnect tone)
2. Aircraft Attitude..... MAINTAIN / REGAIN AIRCRAFT CONTROL

NOTE

A flashing amber 'YD' in the autopilot status box indicates that the yaw damper has disconnected. If the disconnect was not pilot initiated, Refer to Section 3 – Emergency Procedures, YAW AXIS FAILURE / ABNORMAL DISCONNECT, for further information.

SECTION 4 — NORMAL PROCEDURES

GFC 500 POWER UP

During the preflight test the G5 or GI 275 will display PFT in the autopilot status box. When the GFC 500 passes preflight test, PFT will be removed from the autopilot status box.

FLIGHT DIRECTOR / AUTOPILOT NORMAL OPERATING PROCEDURES

Autopilot/Flight Director mode annunciations are displayed at the top of the G5 Electronic Flight Instrument or at the bottom of the GI 275 ADI. Green text indicates active autopilot/flight director modes. Armed modes are indicated in white text. Normal mode transitions will flash inverse video for 10 seconds before becoming steady. Abnormal mode transitions will flash for 10 seconds in amber text before the default mode is annunciated as the active mode in green text. Default autopilot/flight director modes are Roll (ROL) and Pitch (PIT) modes.
The autopilot status box displays the autopilot engagement status as well as armed and active flight director modes.

Autopilot Engagement with Flight Director Off — Upon engagement, the autopilot will be set to hold the current attitude of the airplane if the flight director was not previously on. In this case, 'ROL' and 'PIT' will be annunciated.

Autopilot Engagement with Flight Director On — If the flight director is on, the autopilot will smoothly pitch and roll the airplane to capture the FD command bars. The prior flight director modes remain unchanged.

Autopilot Disengagement — The most common way to disconnect the autopilot is to press and release the AP DISC button located on the Control Yoke. An autopilot disconnect tone will sound and an amber AP will be annunciated on the G5 or GI 275 autopilot status box. If the optional yaw damper is installed, the AP DISC button will also disconnect the yaw damper, and a disconnect tone will sound and an amber YD will be annunciated on the G5 or GI 275 autopilot status box.

Other ways to disconnect the autopilot include:

– Pressing the AP Key on the GMC 507 Mode Controller. If the optional yaw damper is installed, it will remain engaged until the YD Key is pressed, or the red AP DISC button is pressed.

– Operating the Trim Switch (located on the Control Yoke). If the optional yaw damper is installed, it will remain engaged until the YD Key is pressed, or the red AP DISC button is pressed.

– Pulling the autopilot circuit breaker.

In the event of unexpected autopilot behavior, pressing and holding the AP DISC button will disconnect the autopilot and remove all power to the servos.

Yaw Damper Engagement with Autopilot On –- Upon engagement of the autopilot, if the yaw damper is installed, it will automatically engage to provide yaw damping, and turn coordination. YD will be annunciated in the autopilot status box.

Yaw Damper Engagement with Autopilot Off –- The yaw damper, if installed, may be engaged with the autopilot disengaged. This will provide yaw damping and turn coordination. YD will be annunciated in the autopilot status box.

MANUAL AUTOPILOT DISCONNECT

If necessary, the autopilot may be manually disconnected using any one of the following methods:

1. AP DISC Button ..... PRESS and RELEASE (Pilot's Control Yoke)
2. Trim Switch (located on the Control Yoke) ..... . MOVE FORWARD OR AFT
3. AP Key ..... PRESS
4. Autopilot Circuit Breaker ..... PULL

VERTICAL MODES

VERTICAL SPEED (VS) MODE

1. Altitude Preselect ..... SET to Desired Altitude
2. VS Key ..... PRESS, autopilot synchronizes to the airplane's current vertical speed
3. Vertical Speed Reference ..... ADJUST using UP / DN Wheel
4. Green ALT ..... VERIFY Upon Altitude Capture

INDICATED AIRSPEED (IAS) MODE

1. Altitude Preselect ..... SET to Desired Altitude
2. Press IAS Key, autopilot synchronizes to the airplane's current indicated airspeed.
3. AIRSPEED Reference ..... ADJUST using UP / DN Wheel
4. Throttle ..... ADJUST, INCREASE POWER to climb DECREASE POWER to descend
5. Green ALT ..... VERIFY Upon Altitude Capture

ALTITUDE HOLD (ALT) MODE, MANUAL CAPTURE

1. When at the desired altitude ..... PRESS ALT key

NOTE

If climbing or descending at a high rate when the ALT key is pressed, the airplane will overshoot the reference altitude and then return to it. The amount of overshoot will depend on the vertical speed when the ALT key is pressed.

The altitude reference is displayed in the autopilot status box. The reference may be changed by +/- 200 FT using the UP / DN wheel.

VERTICAL NAVIGATION (VNAV)

1. Navigation Source ..... SELECT CDI to GPS
2. Vertical Navigation Profile ..... LOAD into the GPS navigator's flight plan
3. Altitude Preselect ..... SET to the vertical clearance limit
   When ATC clearance received.
4. GMC 507 Mode Panel ..... PRESS VNAV

NOTE

Vertical navigation will not function for the following conditions:

- Selected navigation source is not GPS navigation. VNAV will not function if the navigation source is VOR or Localizer.
- VNAV is not enabled on the GPS Navigator
- If the altitude preselect is not set below the current aircraft altitude.
- No waypoints with altitude constraints in the flight plan
- Glideslope or Glidepath is the active flight director pitch mode.
- OBS mode is active
- Dead Reckoning mode is active
- Parallel track is active
- Aircraft is on the ground

Vertical navigation is not available between the final approach fix (FAF) and the missed approach point (MAP)

ALTV will be the armed vertical mode during the descent if the altitude preselect is set to a lower altitude than the VNAV reference altitude. This indicates the autopilot / flight director will capture the VNAV altitude reference. ALTS will be the armed mode during the descent if the altitude preselect is set at or above the VNAV reference altitude, indicating that the autopilot / flight director will capture the altitude preselect altitude reference.

GO AROUND

1. GO AROUND Button..... PRESS – Verify GA / GA on G5 or GI 275 (autopilot will not disengage)
2. Autopilot (if engaged)..... VERIFY airplane pitches up following flight director command bars
3. Throttle ..... APPLY Go Around power
4. GMC 507 Mode Panel..... PRESS NAV to couple to selected navigation source OR PRESS HDG to Fly ATC Assigned Missed Approach Heading
5. Altitude Preselect ..... VERIFY Set to appropriate altitude.

NOTE

The pilot is responsible for initial missed approach guidance in accordance with published procedure. When the GA button is pressed the Flight Director command bars will command go-around pitch attitude and wings level. The pilot must set Go Around power, then select the CDI to the appropriate navigation source and select the desired lateral and vertical flight director modes.

LATERAL MODES

HEADING MODE (HDG)

1. HDG/TRK Knob..... Rotate to set heading bug to desired heading.
2. HDG Key ..... PRESS The autopilot will turn the airplane in the direction of the heading bug.

TRACK MODE (TRK)

1. HDG/TRK Knob..... Rotate to set track bug to desired track.
2. TRK Key..... PRESS The autopilot will turn the airplane in the direction of the track bug.

NAVIGATION (VOR)

This mode will only be available if the optional VHF navigator is installed.

1. Navigation Source. ..... SELECT CDI to VHF NAV Tune and identify the station frequency.
2. Course Pointer ..... SET CDI to the Desired Course
3. Intercept Heading ..... ESTABLISH in HDG, TRK or ROL mode
4. NAV Key..... PRESS

NOTE

If the Course Deviation Indicator (CDI) is greater than one dot from center, the autopilot will arm the VOR mode when the NAV key is pressed. The pilot must ensure that the current heading will result in a capture of the selected course. If the CDI is one dot or less from center, the autopilot will enter the capture mode when the NAV key is pressed.

NAVIGATION (GPS)

This mode will only be available if the optional GPS navigator is installed.

1. Navigation Source ..... SELECT CDI to GPS
2. Waypoint ..... SELECT on Navigation Source
3. Course Pointer ..... VERIFY CDI set to the Desired Course
4. Intercept Heading ..... ESTABLISH in HDG or ROL mode
5. NAV Key ..... PRESS

NOTE

If the Course Deviation Indicator (CDI) is greater than one dot from center, the autopilot will arm the GPS mode. The pilot must ensure that the current heading will result in a capture of the selected course. If the CDI is one dot or less from center, the autopilot will enter the capture mode when the NAV key is pressed.

APPROACHES

ILS APPROACH

This mode will only be available if the optional VHF and GPS navigator is installed.

1. Navigation Source. ..... SELECT CDI to VHF Nav
   Tune and Identify an ILS station frequency.
2. CDI ..... SET to front LOC course

NOTE

Ensure that the current heading will result in a capture of the selected course prior to the final Approach Fix.

3. APR Key ..... PRESS, verify LOC and GS ARMED
4. LOC and GS Mode ..... VERIFY airplane Captures and Tracks LOC and GS
5. Missed Approach Altitude ..... SET in Altitude preselect.

At Decision Altitude (DA),

6. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

7. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
8. Apply GA power.

NOTE

Pressing the GA button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

If the Course Deviation Indicator (CDI) is greater than half scale deflection, the autopilot will arm the LOC mode. The pilot must ensure that the current heading will result in a capture of the selected course. If the CDI is within half scale deflection, the autopilot will enter the capture mode when the APR key is pressed.

When the selected navigation source is an ILS, glideslope coupling is automatically armed when the APR key is pressed. The glideslope cannot be captured until the localizer is captured. The autopilot can capture the glideslope from above or below the glideslope.

LOC APPROACH (GS out)

This procedure applies only if the optional VHF and GPS navigator is installed:

1. Navigation Source ..... SELECT CDI to VHF Nav
   Tune and Identify an ILS station frequency.
2. Course Pointer ..... SET to front LOC course

NOTE

Ensure that the current heading will result in a capture of the selected course.

3. NAV Key ..... PRESS, verify LOC ARMED
4. LOC Mode ..... VERIFY airplane Captures and Tracks LOC Course
5. Altitude Preselect ..... SET to next required step-down altitude
6. Missed Approach Altitude ..... SET when in ALT mode at the MDA

At Missed Approach Point,

7. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

8. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
9. Apply GA power.

NOTE

Pressing the GA Button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

GPS APPROACH (LPV, LNAV/VNAV, LP+V, or LNAV+V)

This procedure applies only if the optional GPS navigator is installed:

1. Navigation Source ..... SELECT CDI to GPS
2. Course Pointer ..... VERIFY CDI set to the Desired Course

NOTE

Ensure that the current heading will result in a capture of the selected course.

3. APR Key ..... PRESS, verify GPS and GP ARMED
4. GPS and GP Mode ..... VERIFY airplane Captures and Tracks GPS and GP
5. Missed Approach Altitude ..... SET after GP capture
6. ALT Key ..... PRESS to level off at the MDA for a LP+V or LNAV+V approach

At DA (LPV or LNAV/VNAV approach), or MDA and Missed Approach Point (LP+V or LNAV+V),

7. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

8. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
9. Apply GA power.

NOTE

Pressing the GA Button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

GPS APPROACH (LP, LNAV)

This procedure applies only if the optional GPS navigator is installed:

1. Navigation Source ..... SELECT GPS on the CDI
2. Course Pointer ..... VERIFY CDI set on the Desired Course

NOTE

Ensure that the current heading will result in a capture of the selected course.

3. NAV Key ..... PRESS, verify GPS ARMED
4. GPS Mode ..... VERIFY airplane Captures and Tracks GPS Course
5. Altitude Preselect ..... SET to next required step-down altitude
6. Missed Approach Altitude ..... SET when in ALT mode at the MDA

At Missed Approach Point,

7. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

8. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
9. Apply GA power.

NOTE

Pressing the GA button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

LOC BC APPROACH

This procedure applies only if the optional VHF and GPS navigator is installed:

1. Navigation Source. ..... SELECT CDI to VHF Nav
   Tune and Identify an ILS station frequency
2. Course Pointer ..... SET CDI to LOC Front Course

NOTE

Ensure that the current heading will result in a capture of the selected course.

3. NAV Key ..... PRESS, verify BC ARMED
   (when heading is within 75 degrees of Back Course)
4. BC Mode ..... VERIFY airplane Captures and Tracks Back Course
5. Altitude Preselect ..... SET to next required step down altitude
6. Missed Approach Altitude ..... SET when in ALT mode at the MDA

At Missed Approach Point:

7. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

8. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
9. Apply GA power.

NOTE

Pressing the GA Button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

VOR APPROACH

This procedure applies only if the optional VHF navigator is installed:

1. Navigation Source. ..... SELECT CDI to VHF Nav
   Tune and identify the station frequency
2. Course Pointer ..... SET CDI to the Desired Course

NOTE

Ensure that the current heading will result in a capture of the selected course.

3. NAV Key ..... PRESS, verify VOR ARMED
4. VOR Mode ..... VERIFY airplane Captures and Tracks VOR Course
5. Altitude Preselect ..... SET to next required step-down altitude
6. Missed Approach Altitude ..... SET when in ALT mode at the MDA

At Missed Approach Point,

7. AP DISC Button ..... PRESS, Continue visually for a normal landing

   Or

8. GO AROUND (GA) Button ..... PRESS, Execute Missed Approach Procedure
9. Apply GA power.

NOTE

Pressing the GA Button will not disconnect the autopilot. Select NAV or HDG mode to fly the missed approach procedure.

DISABLING ESP

ESP can be disabled on the G5 attitude indicator with the following procedure. ESP will default to "Enabled" on the next power cycle.

1. G5 Knob. ..... PRESS
2. ESP ..... SELECT
3. G5 Knob ..... PRESS

ESP can be disabled on the GI 275 with the following procedure. ESP will default to "Enabled" on the next power cycle.

1. GI 275 Knob ..... PRESS and HOLD
2. Options ..... SELECT
3. ESP Button ..... SELECT
4. Back Button…… ..... PRESS and HOLD

SECTION 5 — PERFORMANCE

No Change.

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SECTION 6 — WEIGHT AND BALANCE

No change to loading information. Refer to current weight and balance report and equipment list for changes to empty weight/moment and installed equipment.

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SECTION 7 — SYSTEM DESCRIPTION

AFCS OVERVIEW

The GFC 500 is a digital Automatic Flight Control System (AFCS). It is a two-axis autopilot, with optional 3rd axis yaw damper, and flight director system which provides the pilot with the following features:

G5 Outputs to Autopilot — The G5 flight instrument provides attitude, rate, and acceleration information to the servos. Additionally, indicated airspeed, vertical speed, pressure altitude and GPS information are sent to the autopilot for mode control.

GI 275 Outputs to Autopilot — The GI 275 electronic flight instrument system provides attitude, rate, and acceleration information to the servos. Additionally, indicated airspeed, vertical speed, pressure altitude and GPS information are sent to the autopilot for mode control.

Flight Director (FD) — The flight director processing occurs in the G5 or GI 275 instrument. Selected modes for the flight director are displayed on the G5 or GI 275 autopilot status box.

The flight director provides:

- Command Bars showing pitch/roll guidance
- Vertical / lateral mode selection and processing

Autopilot (AP) — Autopilot operation occurs within the pitch, roll, and optional pitch trim servo. It also provides servo monitoring, and automatic flight control in response to flight director steering commands, attitude and rate information, and airspeed.

Electric Pitch Trim — The Cirrus pitch trim cartridge provides manual electric pitch trim capability. The autopilot will automatically trim the aircraft, using the pitch trim cartridge, when the autopilot is engaged, and the aircraft is airborne. Autopilot automatic pitch trim functionality is disabled when on the ground.

Optional Yaw Damper (YD) — The yaw servo provides Dutch roll damping and turn coordination in response to yaw rate, roll angle, lateral acceleration, and airspeed.

GMC 507 — Pilot commands to the autopilot and flight director are entered through the GMC 507 autopilot mode panel. The GMC 507 contains internal sensors which calculate the aircraft attitude, attitude rate and accelerations. These inertial sensors are completely independent from the sensors within the G5 or GI 275 and the rest of the autopilot system, and are not used for the flight director, autopilot, or ESP functions. They are used solely to provide independent monitoring of the GFC 500.

Airspeed and Altitude Information — The GFC 500 requires airspeed and altitude information from the G5 or GI 275 instrument.

Other components of the AFCS include the GSA 28 pitch, roll, and optional yaw servo, that also contain autopilot processors, Control Yoke-mounted trim switch, Control Yoke-mounted autopilot / yaw damper disconnect and trim interrupt button (AP DISC), and a Go-Around (GA) button.

Underspeed Protection (USP) — The GFC 500 will provide Underspeed Protection when the autopilot is engaged.

When 77 KIAS is reached, a visual MINSPD message will appear above the airspeed tape and the autopilot will lower the nose to maintain approximately 77 KIAS. An aural “AIRSPEED, AIRSPEED” voice alert will sound for installations connected to an audio panel.

Underspeed Protection is exited automatically when airspeed exceeds approximately 82 KIAS.

Overspeed Protection (OSP) — The GFC 500 will provide Overspeed Protection when the autopilot is engaged.

When the aircraft reaches its maximum autopilot engagement airspeed with the autopilot engaged, a visual MAXSPD message will appear above the airspeed tape and the autopilot will raise the nose of the aircraft to avoid exceeding the aircraft’s Vne. An aural “AIRSPEED, AIRSPEED” voice alert will sound for installations connected to an audio panel.

Overspeed Protection is exited automatically when airspeed is reduced below Vne.

NOTE

Never Exceed airspeed (Vne) for turbocharged aircraft is reduced for operations above 17,500 ft MSL up to FL 250. This limits the autopilot maximum engagement airspeed to 166 KIAS (or Vne (above 17,500 ft MSL) - 5 kts, whichever is lower) for all operating altitudes for the turbonormalized aircraft included in this STC. For non-turbocharged SR22s, the autopilot maximum engagement airspeed is 201 KIAS.

Coupled Go-Around — Pressing the GA button will not disengage the autopilot. Instead, the autopilot will attempt to capture and track the flight director command bars. If insufficient airplane performance is available to follow the commands, the autopilot will enter Underspeed Protection mode at the minimum airspeed.

Electronic Stability and Protection (ESP) — The GFC 500 will provide Electronic Stability and Protection when the autopilot is not engaged.

Electronic Stability and Protection uses the autopilot servos to assist the pilot in maintaining the airplane in a safe flight condition within the airplane's normal pitch, roll and airspeed envelopes.

Electronic Stability and Protection is invoked when the pilot allows the airplane to exceed one or more conditions beyond normal flight defined below:

- Pitch attitude beyond normal flight (+23°, -15°)
- Roll attitude beyond normal flight (45°)
- High airspeed beyond normal flight (above 200 KIAS)

CAUTION

For turbocharged aircraft, ESP high airspeed engagement may not prevent Vne exceedances above 17,500 ft MSL. Exercise caution and monitor airspeed when descending from maximum operating altitudes.

- Low airspeed below normal flight (below 72 KIAS)

The conditions that are required for ESP to be available are:

- Pitch and Roll servos available
- Autopilot not engaged
- The GPS altitude above ground is more than 200 feet (for low airspeed mode)
- Aircraft is within the autopilot engagement envelope (+/-50° in pitch and +/-75° in roll)

Protection for excessive Pitch, Roll, and Airspeed is provided when the limit thresholds are first exceeded, which engages the appropriate servo in ESP mode at a nominal torque level to bring the airplane back within the normal flight envelope. If the airplane deviates further from the normal flight envelope, the servo torque will increase until the maximum torque level is reached in an attempt to return the airplane into the normal flight envelope. Once the airplane returns to within the normal flight envelope, ESP will deactivate the autopilot servos.

When the normal flight envelope thresholds have been exceeded for more than 10 seconds, ESP Level Mode is activated. Level Mode engages the autopilot to bring the airplane back into straight and level flight based on 0° roll angle and 0 FPM vertical speed. An aural "ENGAGING AUTOPILOT" alert (or a

Sonalert tone) sounds and the Flight Director mode annunciation will indicate LVL for the pitch and roll modes.

Anytime an ESP mode is active, the pilot can interrupt ESP by using the Autopilot Disconnect (AP DISC) switch, or simply override ESP by overpowering the autopilot servos. The pilot may also disable ESP through a G5 or GI 275 menu option.

The engagement and disengagement attitude limits are displayed with double hash marks on the roll indicator according to the airplane attitude and whether or not ESP is active in roll. When ESP is inactive (roll attitude within nominal limits) only the engagement limit indications are displayed in order to reduce clutter on the roll indicator.

Display symbology implemented for ESP is illustrated in the following figures.

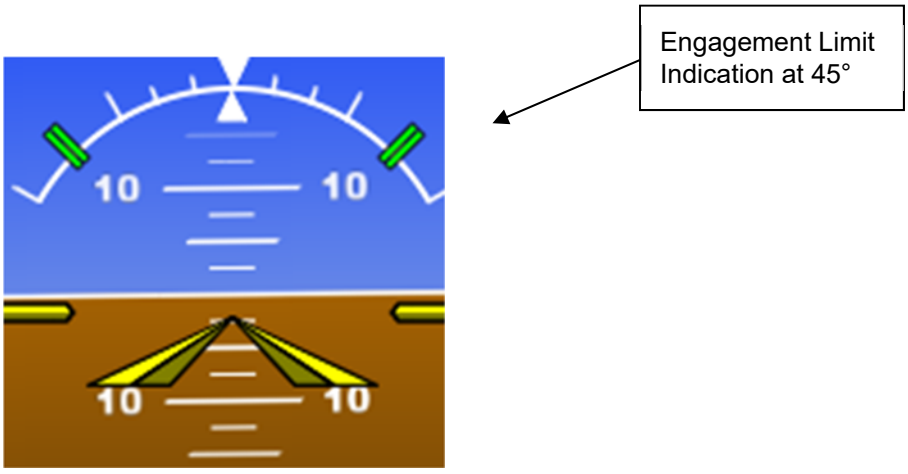

Figure 7-1: Nominal Roll Attitude ESP Engagement Limit Indications

Once ESP becomes active in roll, the engagement limit indication that was crossed (either Left or Right) will move to the lower disengagement limit indication. The opposite roll limit remains at the engagement limit.

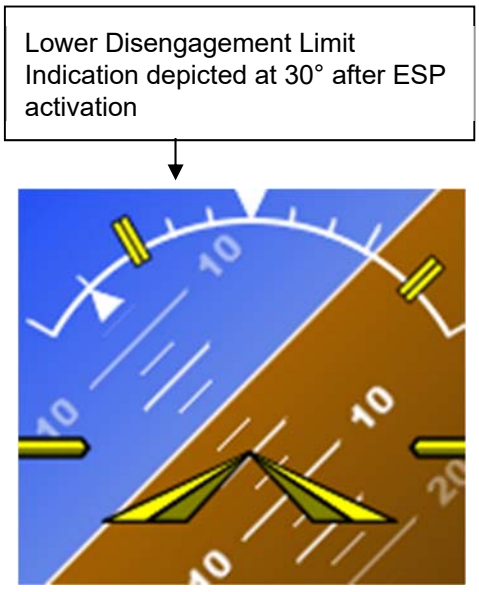

Figure 7-2: Engagement Limit Indications Upon ESP Activation

Disconnect Methods

The following conditions will cause the autopilot to automatically disconnect:

- Electrical power failure, including pulling the autopilot circuit breaker.
- Internal autopilot system failure (including internal AHRS failure).

The following pilot actions will cause the autopilot to disconnect:

- Pressing the red AP DISC button on the pilot's Control Yoke.
- Moving the Trim Switch forward or aft on the pilot's Control Yoke.
- Pushing the AP Key on the GMC 507 mode controller when the autopilot is engaged.
- Pulling the autopilot circuit breaker.

AUTOPILOT CONTROL UNIT AND DISPLAY

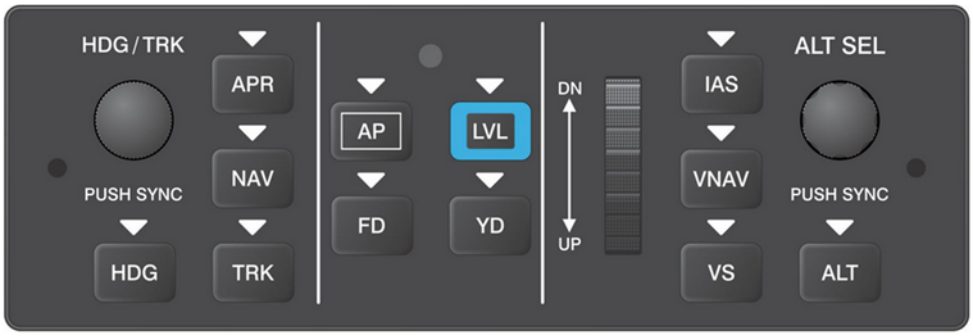

Figure 7-3: GMC 507 Control Unit (Reference Only)

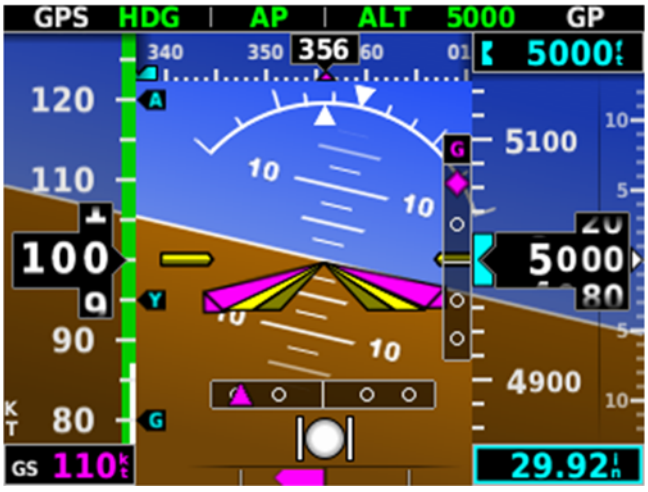

Figure 7-4: G5 Display (Reference Only)

The following tables list the available AFCS vertical and lateral modes with their corresponding controls and annunciations. The UP/DN wheel can be used to change the vertical mode reference while operating in Pitch Hold, Vertical Speed, Altitude Hold, or IAS mode. Increments of change and maximum ranges of values for each of these references using the UP/DN wheel are also listed in the table.

AFCS VERTICAL MODES

Vertical Mode	Control	Annunciation	Reference Range	Reference Change Increment
Pitch Hold	(default)	PIT	20° Nose Up 15° Nose Down	0.5°
Selected Altitude Capture	*	ALTS		
Altitude Hold	**ALT** Key	ALT nnnnn		10 FT
Vertical Speed	**VS** Key	VS nnnn	-2000 to +2000 FPM	100 FPM
IAS Hold	**IAS** Key	IAS nnn	77 to the Autopilot Maximum Engagement Speed in KIAS	1 KT
Vertical Path Tracking (VNAV)	**VNAV** Key	VNAV		
VNAV Target Altitude Capture	**	ALTV		
Glidepath	**APR** Key	GP		
Glideslope		GS		
Takeoff or Go Around	**GA** Button	TO or GA	7°	
Level (LVL)	**LVL** Key	LVL	Zero Vertical Speed	
ESP High Pitch Engagement			ESP High Pitch Attitude engages at +23° nose up	
ESP Low Pitch Engagement			ESP Low Pitch Attitude engages at -15° nose down	
ESP High Airspeed Engagement			ESP High Airspeed engages at 201 KIAS †	
ESP Low Airspeed Engagement			When above 200 FT AGL, ESP Low Airspeed engages at 72 KIAS. (This mode only available if height above terrain is available from a compatible Garmin GPS).	

* ALTS arms automatically when PIT, VS, IAS, or GA is active, and when VNAV is active if the Selected Altitude is to be captured instead of the VNAV Target Altitude.

** ALTV arms automatically if the VNAV Target Altitude is to be captured instead of the Selected Altitude.

† For turbocharged aircraft, ESP high airspeed engagement may not prevent Vne exceedances above 17,500 ft MSL. Exercise caution and monitor airspeed when descending from maximum operating altitudes.

AFCS LATERAL MODES

Lateral Mode	Control	Annunciation	Maximum Roll Command Limit
Roll Mode	(default)	ROL	30°
Heading Select	**HDG** Key	HDG	30°
Track Select	**TRK** Key	TRK	30°
Navigation, GPS Arm/Capture/Track	**NAV** Key	GPS	30°
Navigation, VOR Enroute and Approach Arm/Capture/Track		VOR	30°
Navigation, LOC Arm/Capture/Track (No Glideslope)		LOC	30°
Backcourse Arm/Capture/Track		BC	30°
Approach, GPS Arm/Capture/Track (Glidepath Mode Automatically Armed, if available)	**APR** Key	GPS	30°
Approach, ILS Arm/Capture/Track (Glideslope Mode Automatically Armed)		LOC	30°
Takeoff or Go Around	**GA** Button	TO or GA	Wings Level
LVL (Level)	**LVL** Key	LVL	Wings Level
ESP Roll Attitude Engagement	ESP Roll Attitude engages at 45°		

The autopilot may be engaged within the following ranges:

Pitch 50° nose up to 50° nose down

Roll ±75°

If the above pitch or roll limits are exceeded while the autopilot is engaged, the autopilot will disconnect. Engaging the autopilot outside of its command limits, but within its engagement limits, will cause the autopilot to return the aircraft within command limits. The autopilot is capable of commanding the aircraft in the following ranges:

Pitch 20° nose up to 15° nose down

Roll ±30°

PREFLIGHT TEST

During the preflight test the G5 or GI 275 will display PFT in the autopilot status box. At the completion of the preflight test, the PFT annunciation is removed. If GFC 500 fails the PFT, a yellow AP with a red X is displayed in the autopilot status box on the G5 or GI 275 .

MESSAGES AND ANNUNCIATIONS

Autopilot Messages	
AFCS Controller Key Stuck	The system has sensed a key input on the GMC 507 for 30 seconds or longer.
AFCS Controller Audio Database Missing	The audio database is missing from the GMC 507. The aural voice alerts will not be heard.
Servo Clutch Fault	One or more autopilot servos has a stuck clutch. The servo needs service.
Servo Trim Input Fault	The inputs to the trim system are invalid. The trim system needs service.
Autopilot Annunciations	
AFCS	Autopilot has failed. Autopilot is inoperative and flight director is not available.
AP	Autopilot normal disconnect.
AP	Autopilot abnormal disconnect.
AP	Autopilot has failed. The autopilot is inoperative. FD modes may still be available.
MAXSPD	Autopilot Overspeed Protection mode is active. Autopilot will raise the nose to limit the aircraft's speed.
MINSPD	Autopilot Underspeed Protection mode is active. Autopilot will lower the nose to prevent the aircraft's speed from decreasing.
PFT	Autopilot preflight test is in progress.
TRIM DOWN	Elevator Trim Down – Autopilot is holding elevator nose down force. The pitch trim needs to be adjusted nose down.
TRIM UP	Elevator Trim Up – Autopilot is holding elevator nose up force. The pitch trim needs to be adjusted nose up.
YD	Yaw Damper normal disconnect.
YD	Yaw Damper abnormal disconnect.
YD	Yaw Damper has failed. The Yaw Damper is inoperative.

LIGHTING

When the aircraft's dimming bus is selected off, or full dim, GMC 507 mode control panel lighting is controlled by integrated photocells which sense the ambient cockpit lighting. When the aircraft's dimming bus is used to control cockpit lighting, the GMC 507 mode control panel lighting is controlled by the dimming bus.