

Entegra EX5000

Multi-Function Display Pilot's Guide

Piper PA34, PA46 Seneca V, Meridian, Mirage



Software Release 8 or Later

Document Revision History

Date	Revision	Description
October 30, 2008	00	Released per ECO-08-426 Supports Release 8, including TWX Cell mode and Iridium Datalink (MLX770).

This document is applicable to the following part numbers:

- Software Part Number 530-00195-010, Release 8 or Later
- Hardware Part Number 700-00030-()

System Configuration

When contacting your dealer or Avidyne technical support, and when logging onto MyAvidyne.com for the first time, please have your EX5000 serial number and Subscriber Communicator (SC) serial number available:

EX5000 S/N: _____

Datalink Subscriber Communicator S/N: _____

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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.

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 9.1, "Aux Main Page" on page 79 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.



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Table of Contents

1	Introduction	1
	Using the Entegra EX5000 MFD	2
	Power Up	4
2	Map Page	7
	Map Page—Controls	8
	Map Symbols—Terrain and Position	15
	Map Symbols—Runways and Flight Plan	19
	Map Orientation Control	21
	Errors Displayed on the Map Page.....	21
	Loss of GPS Input.....	21
	Loss of Heading Input	22
3	Traffic Mode and the Traffic Page	23
	The Dedicated Traffic Page.....	23
	Traffic Symbols.....	26
	TIS Sensor Status	27
4	Radar Page	29
	Radar—Map Page Overlay	29
	Dedicated Radar Page	32
	Dedicated Radar in Ground Mode.....	35
	Using an ART-2000 or ART-2100 Radar.....	37
	Radar Warnings.....	40
5	TAWS Page (Optional).....	41
	TAWS Information	41
	TAWS Operation	45
	TAWS Reference.....	47
	Auto-Range	47
	Simultaneous Alerts	47
	Terrain Messages and Error Indications	47
6	CMax Chart Pages (Optional)	49
	About CMax.....	49
	About Geo-Referenced Charts	51
	CMax Chart Page	51
	CMax Chart Views.....	56
	Procedure Chart Views	56
	Airport Chart Views	58
	CMax Selection Page	60

Selecting an Airport.....	61
Chart NOTAMs Page	63
7 Trip Page.....	67
8 Nearest Page (NRST)	75
9 Aux Pages – Configuring the EX5000	79
Aux Main Page	79
Airport Filter Setup Page	81
Declutter Setup Page	83
Data Block Edit Page.....	85
System Time Page	87
10 Engine Page	89
Engine Page Overview	90
PA34 Engine Page	92
PA34 Initial Usable Fuel Page.....	96
PA34 Lean Assist	97
PA34 Engine Data Blocks on Map Page	100
PA46 Meridian Engine Page	101
PA46 Meridian Initial Usable Fuel Page	105
PA46 Meridian Engine Data Blocks on Map Page	106
PA46 Mirage Engine Page	107
PA46 Mirage Initial Usable Fuel Page.....	111
PA46 Mirage Lean Assist	112
PA46 Mirage Data Blocks on Map Page	114
EMax Total Engine Management	114
11 Datalink (Optional).....	115
Broadcast Datalink	116
Using Broadcast Datalink in Flight	116
Two-Way Datalink	118
Flight Tracking.....	119
Using 2-Way Datalink in Flight	119
Loss of Satellite Coverage	121
MultiLink	122
Overview of Datalink Weather	124
Symbols Displayed using Datalink	126
Using Datalink without a Traffic Sensor or Radar	128
Nearest Page with Datalink Weather.....	129
Trip Page with Datalink Weather	130
Setting Up Datalink for Iridium	131

Iridium Text Messaging	135
Managing Messages	136
Managing Contacts	138
Composing an Iridium Text Message.....	139
Setting Up Datalink for ORBCOMM	141
Optimizing MultiLink for ORBCOMM	144
Orbcomm Text Messaging (Optional).....	146
Messaging Knobs and Buttons	147
Using Datalink Messaging.....	149
12 Reference.....	151
Updating Your Databases	152
Loading NavData (the Navigation Database).....	153
Loading CMax Chart Data.....	155
Downloading EMax Data.....	156
Activating Broadcast Datalink Accounts	158
Completing the WSI Weather Activation	159
Activating Sirius Audio	160
Activating XM WX Satellite Weather	161
Activating a 2-Way Datalink Account.....	163
Setting Up MultiLink.....	164
Cleaning the EX5000 Screen	165
Sensor Status Block Symbols	166
Map Symbols.....	168
Line Styles.....	170
Data Blocks	172
TAWS Messages.....	174
Nav Messages.....	176
Traffic Messages	178
Lightning Messages.....	180
Engine Messages	182
PFD Messages	186
Two-Way Datalink Messages	187
Broadcast Datalink Messages	189
Radar Messages	193
Avionics Abbreviations	195
13 Using EX5000 Outside the US	199
Features Available in the US Only.....	199
Features Available in North America	199
Features Available in North America and Europe	200
Features Specific to International Flight	200

List of Figures

Figure 1.1 Entegra EX5000 MFD	2
Figure 1.2 Meridian Startup Page	4
Figure 2.1 Map Page Controls	8
Figure 2.2 TWXCELL Mode Display	12
Figure 2.3 Map Page Symbols—Terrain and Position	15
Figure 2.4 Map page Symbols—Runways and Flight Plan	19
Figure 3.1 Map Page—Traffic Mode	24
Figure 4.1 Radar—Map Page Overlay	29
Figure 4.2 Dedicated Radar Page	32
Figure 4.3 Dedicated Radar in Ground Mode	35
Figure 4.4 Bendix-King RDR-2000 Radar	37
Figure 4.5 Vertical Profile View	39
Figure 4.6 Maximum Permissible Exposure Level	40
Figure 5.1 TAWS Information	41
Figure 5.2 Terrain Caution Condition	45
Figure 5.3 Terrain Warning Condition	46
Figure 6.1 CMax Airport Chart—Plan View	52
Figure 6.2 CMax Procedure Chart—Plan View	54
Figure 6.3 Procedure Chart Views	57
Figure 6.4 Airport Chart Views	58
Figure 6.5 Airport Departure Chart (Night View)	59
Figure 6.6 Selection Page	60
Figure 6.7 Airport Selection Page	62
Figure 6.8 Chart NOTAMs	64
Figure 7.1 Trip Page Information with METAR Display	67
Figure 8.1 Nearest Page	75
Figure 8.2 Airport Information Page	77
Figure 9.1 Aux Main Page	79
Figure 9.2 Airport Filter Setup Page	81
Figure 9.3 Declutter Setup Page	83
Figure 9.4 Data Block Edit Page	85
Figure 9.5 System Time Page	87
Figure 10.1 PA34 Main Engine Page	92
Figure 10.2 PA34 Initial Usable Fuel Page	96
Figure 10.3 PA34 Engine Information—Map Page	100
Figure 10.4 PA46 Meridian Engine Main Page	101
Figure 10.5 PA46 Meridian Exceedance Page	104
Figure 10.6 PA46 Meridian Initial Usable Fuel Page	105
Figure 10.7 PA46 Meridian Engine Information—Map Page	106

Figure 10.8 PA46 Mirage Engine Main Page.....	107
Figure 10.9 PA46 Mirage Initial Usable Fuel Page	111
Figure 10.10 PA46 Mirage Engine Information—Map Page	114
Figure 11.1 Broadcast Receiver Options	116
Figure 11.2 Two-Way Datalink.....	118
Figure 11.3 Iridium Datalink Radar European Coverage at Product Launch	120
Figure 11.4 Orbcomm Datalink Radar Coverage.....	120
Figure 11.5 MultiLink.....	122
Figure 11.6 Datalink Radar Color Legend	124
Figure 11.7 Graphical METAR Symbols	125
Figure 11.8 Broadcast Datalink Weather	126
Figure 11.9 Datalink Weather without Traffic Sensors.....	128
Figure 11.10 Nearest Page with Broadcast Datalink	129
Figure 11.11 Trip Page with Datalink Weather	130
Figure 11.12 Datalink Setup Page	131
Figure 11.13 Two-Way Datalink DL tab	135
Figure 11.14 Two-Way Datalink Option menu	135
Figure 11.15 Message Center Page	136
Figure 11.16 Contacts Page	138
Figure 11.17 Compose Page	139
Figure 11.18 Datalink Configuration Page	141
Figure 11.19 Coverage area for Broadcast weather.....	144
Figure 11.20 Datalink Messaging Knobs and Buttons	147
Figure 11.21 Receiving a Datalink Message	150
Figure 12.1 MyAvidyne Page	164

List of Tables

Table 2.1 Thunderstorm Activity (Cell) Colors	13
Table 2.2 Track Indicator Graphics	16
Table 2.3 Obstacle Graphics	20
Table 3.1 Traffic Symbols	26
Table 5.1 EGPWS Display Color Formats	48
Table 6.1 Procedure Views.....	57
Table 6.2 Airport Charts.....	58
Table 11.1 Message Status	137
Table 11.2 Message Status Indicators.....	147
Table 11.3 NOC Message Text Colors	148
Table 12.1 Sensor Status Block Symbols.....	166
Table 12.2 Broadcast Datalink Sensor Status Block (Optional)....	166
Table 12.3 Map Symbols – Airports.....	168
Table 12.4 Map Symbols – Navigational Fixes.....	169
Table 12.5 Map Symbols – Traffic Symbols	169
Table 12.6 Map Symbols – Other	169
Table 12.7 Airspace and Airways Lines.....	170
Table 12.8 SUA and TFR Status Lines	170
Table 12.9 AIRMET and SIGMET Boundary Lines.....	171
Table 12.10 Data Block Information.....	172
Table 12.11 Engine Instrument Data Block Information	173
Table 12.12 TAWS Messages	174
Table 12.13 Nav Messages	176
Table 12.14 Traffic Messages.....	178
Table 12.15 Lightning Messages	180
Table 12.16 Seneca V Engine Messages.....	182
Table 12.17 Meridian Engine Messages.....	183
Table 12.18 Mirage Engine Messages	185
Table 12.19 PFD Messages	186
Table 12.20 Two-Way Datalink Messages	187
Table 12.21 Broadcast Datalink Messages	189
Table 12.22 Radar Messages and Colors	193
Table 12.23 Avionics Abbreviations.....	195

1 Introduction

The Entegra EX5000 Multi-Function Display (MFD) provides a moving map view of your flight plan, on-board radar data, broadcast datalink weather, lightning, traffic, navigation data, obstacles, terrain, and CMax™ approach plates with an intuitive user interface. The EX5000 offers the following standard and optional features:

- Engine instruments display.
- Lightning information display from an Avidyne TWX670 or L-3 WX-500 lightning sensor, if installed.
- Full ARINC-429 databus capability, allowing the EX5000 to display of curved flight paths, procedure turns, and holding patterns from a compatible GPS navigator.
- Traffic information display from Avidyne TAS600 Series, L-3 Skywatch, 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 Two-Way Datalink receiver.
- Display of weather information when interfaced to an on-board digital radar receiver/transmitter.
- 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.

1.1 Using the Entegra EX5000 MFD

The controls on the bezel of the Entegra EX5000 are placed to allow you quick and intuitive access to the information you need, when you need it (see Figure 1.1).



Figure 1.1 Entegra EX5000 MFD

- 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) **Radar Control (Brq)**—The left outer knob controls the radar bearing selection when radar is enabled.
- 6) **Radar Control (Tilt)**—The left inner knob controls the radar's tilt selection when radar is enabled.
- 7) **Page Control**—The right outer 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 right corner of the screen.
- 8) **Range & Cursor Control**—When the Map page is displayed, the right inner knob controls the range of the Map page. When other pages are displayed, this knob is used to select options.

Note: The map range choices change depending on the radar configured. The Map page and Radar page always use the same selected range; switching between them displays the same range.

- 9) **Message Bar**—The message bar keeps you informed about critical as well as routine information from the EX5000. When the EX5000 has information to convey, 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 displays the highest priority message first. Press the ACK button to clear the current message and view those underneath.

1.2 Power Up

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.

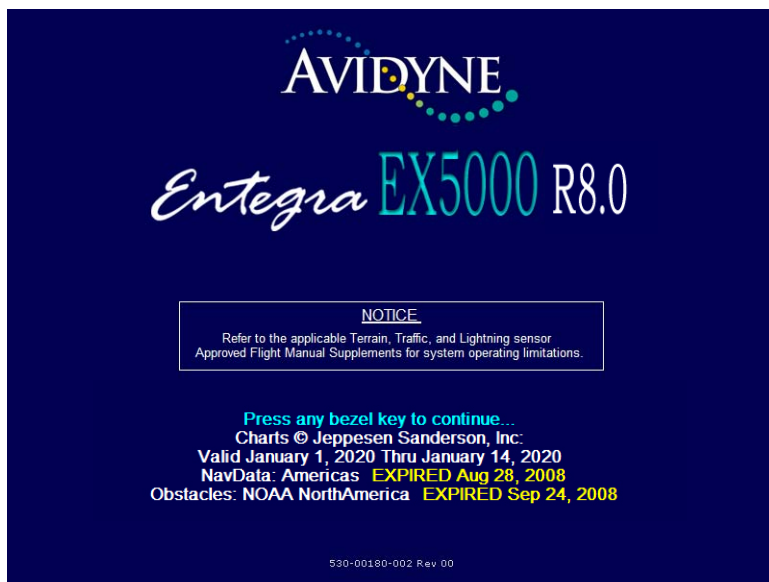


Figure 1.2 Meridian Startup Page

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 12.1, "Updating Your Databases" on page 152.

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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 8
- *Map Symbols—Terrain and Position*, page 15
- *Map Symbols—Runways and Flight Plan*, page 19
- *Map Orientation Control*, page 21
- *Errors Displayed on the Map Page*, page 21

2.1 Map Page—Controls

Buttons on the left side of the bezel control the sensor modes and overlays. Buttons on the right side of the bezel control the mapping functions and the Map view.



Figure 2.1 Map Page Controls

Note: For information about the Map Symbols, see Section 12.7, "Map Symbols" on page 168.

1) Sensor Functions—Control overlay and modes of available sensors:

- **Radar**—Cycles through the available on-board Radar functions. These do not affect the Datalink settings. For more information, see Section 4.1, "Radar—Map Page Overlay" on page 29.
 - ◆ **On**—Places the radar in normal operation.
 - ◆ **Test**—Initiates radar self-test function.

- ◆ **Standby**—Places the radar circuitry in an energized but inactive state.

For more information about Radar functions, see Section 4.2, "Dedicated Radar Page" on page 32.

- **WX Rprts**—Depending on your XM WX service level, pressing WX Rprts controls the following weather packages on the Map page.

- ◆ **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 display of all weather information off.

For more information about Datalink, see Section 11, "Datalink (Optional)" on page 115.

- **Lightning**—Depending on your broadcast service level, when both Broadcast Datalink and an onboard lightning sensor are installed, cycles through lightning sensor modes and overlays in the following order; Strike, Cell (WX-500 only), 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 TWX670 can accurately display lightning strikes in all selectable ranges, including within 25 NM.

Note: (WX-500 only) The lightning sensor maps thunderstorm activity by monitoring electrical discharge activity within a 200-mile radius of the aircraft. The WX500 does not accurately display lightning in ranges less than 25 NM. It can show lightning less than 25 NM, but the accuracy is not suitable to zoom in on. Display ranges greater than 25NM accurately display lightning strikes outside the 25 NM radius.

- ◆ **Datalink** - Displays lightning strikes obtained from the Datalink weather service, depending on the weather service and subscription level. Lightning strikes are

represented by lightning bolts in white, yellow or dark yellow, depending on the age of the strike.

- ◆ **Strike** - Displays lightning strikes obtained from the lightning sensor. Lightning strikes are displayed as follows:
 - ◆ WX-500 lightning strikes are displayed as yellow X's.
 - ◆ TWX670 lightning strikes are displayed as X's. Strike intensity is indicated using 5 colors from red to green-yellow. A strike displayed in red indicates an area of very high intensity, while a strike displayed in green-yellow indicates an area of low-to-moderate intensity.



Note: When strikes are selected to display along with TWX cell data, the strike colors change to white to improve visibility against the colored cells.

- ◆ **Cell** - Displays storm cells using cell data obtained from a WX-500 stormscope. Each lightning strike is displayed as a yellow '+' sign, and clumps of strikes indicate the cell and cell intensity.
- ◆ **Display Off** - Turns display of lightning information off.
- **Clear Strikes** - Clears all lightning-sensor-generated lightning strikes from the display. New lightning strikes are more visible. Clear Strikes does *not* remove Datalink lightning.
- **Traffic** - Selects the altitude range of the displayed traffic from the traffic sensor. See your traffic sensor user's manual for details of available modes.

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 Ovly** - Weather Overlay controls the type of weather information displayed on the map. Press Wx Ovly to toggle the display options:

- ◆ **DL RDR** - If installed and available, displays 2-Way Datalink RADAR information on the map. 2-Way Datalink uses two-way messaging to send your present position and flight plan to the Avidyne Network Operations Center (NOC), which then sends you only the data for your position or flight plan, depending on your Datalink setup preferences.



- ◆ **US RDR or CAN RDR** - If Broadcast Datalink is installed and available, the single down arrow displays basic Datalink RADAR information on the map. Storm cell movement is not displayed. The external Broadcast Datalink receiver receives a constant stream of weather data for the entire United States via a satellite radio system. US RDR displays CONUS weather. CAN RDR displays Canadian weather.



- ◆ **US RDR+** - If Broadcast Datalink is installed and available (depending on your Datalink service level), the single down arrow and plus sign displays full Datalink RADAR for CONUS, including storm cells.



For many operations, the EX5000 displays weather data in the same way, regardless of which Datalink system is in use. Both systems provide datalink radar data—a composite image depicting precipitation as seen by multiple ground-based weather radar sites. The image is

color-coded to show intensity levels and precipitation types. Broadcast Datalink, however, especially at a higher service level, provides more data (such as storm cell movement and Datalink lightning).



For Datalink RADAR, small areas of high-intensity datalink radar data might not be displayed on the EX5000 at high range settings. Instead, larger areas of surrounding lower-intensity returns might obstruct indications of severe precipitation at Map ranges higher than 250 nm. Avoid using Map ranges greater than 250 nm when RADAR echoes are shown in the vicinity of the aircraft.

- ◆ **TWXCELL** - If Wx Ovly is set to TWXCELL, the EX5000 displays thunderstorm cells detected by the TWX670, using colors (Table 2.1) to indicate levels of storm intensity. For example, Figure 2.2 shows an aircraft located at the edge of intense thunderstorm activity. In this instance, the aircraft must be flown away from the thunderstorm. The TWX670 detects and measures lightning strike energy and generates cell data that the EX5000 displays in color. This mode shows dangerous convective areas that you must avoid.

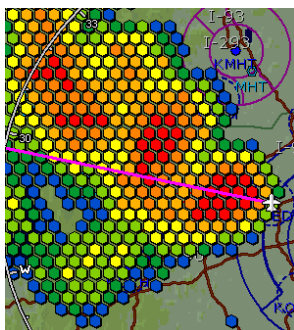


Figure 2.2 TWXCELL Mode Display

Note: If cells appear in the same location as navaids, obstacles, or TFRs, the cells will cover part or all of the navaids, obstacles, or TFRs. To more clearly view the navaids, obstacles, or TFRs, turn off the TWXCELL mode by pressing WxOvly and selecting DSPLY OFF or one of the other options. When desired, you can switch back to CELLMODE to see the storm cells.

The TWX670 sensor outputs hexagons of varying widths from 0.5 NM to 10.0 NM. Occasionally, as the MFD display is zoomed, you may notice that the hexagon size changes abruptly. This is normal as the MFD consistently uses the highest fidelity TWX lightning data available.

Table 2.1 describes the colors displayed by the EX5000.

Table 2.1 Thunderstorm Activity (Cell) Colors

Color	Interpretation
Red	Intense thunderstorm activity - presence of hazardous atmospheric conditions is certain.
Orange	Weather conditions are approaching intense thunderstorm activity.
Orange-Yellow	Heavy thunderstorm activity - high likelihood of hazardous atmospheric conditions.
Yellow	Weather conditions are approaching heavy thunderstorm activity.
Green-Yellow	Moderate thunderstorm activity - severe turbulence and unsettled atmospheric conditions likely.
Green	Weather conditions are approaching moderate thunderstorm activity.
Blue-Green	Light thunderstorm activity - atmospheric instability and moderate turbulence is likely.



Color representing less intense thunderstorms does not imply that it is acceptable or safe to fly in those areas. **Always avoid areas of indicated thunderstorm activity, regardless of color displayed.**

The TWX670 detects thunderstorm cell activity up to a 200 nm range. The range control on the EX5000 enables you to zoom in or out to see the distribution of convective activity.

If both datalink weather and TWX670 are installed in the aircraft, you can use both to determine the best course of action to avoid dangerous weather.

- ◆ **RADAR** - Displays on-board weather radar returns on the map. This choice does not appear if the EX5000 is not configured with an aircraft heading source, or if aircraft heading is currently unavailable.

- ◆ **DSPLY OFF** - Removes all onboard and datalink radar data from the map display.

Note: Gray diagonal stripes indicate the boundary of available datalink radar data. If datalink radar is unavailable in a particular area, hatched lines appear in that area.

3) Range Control—Controls the map's range and allows you to set the scale from 1NM out to 1500NM. The selectable ranges, in nautical miles, are 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 attached sensors (traffic and lightning). Map looks for a signal every three seconds from each sensor. If it doesn't see a signal, it assumes that the sensor has failed. 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 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 12.7, "Map Symbols" on page 168.

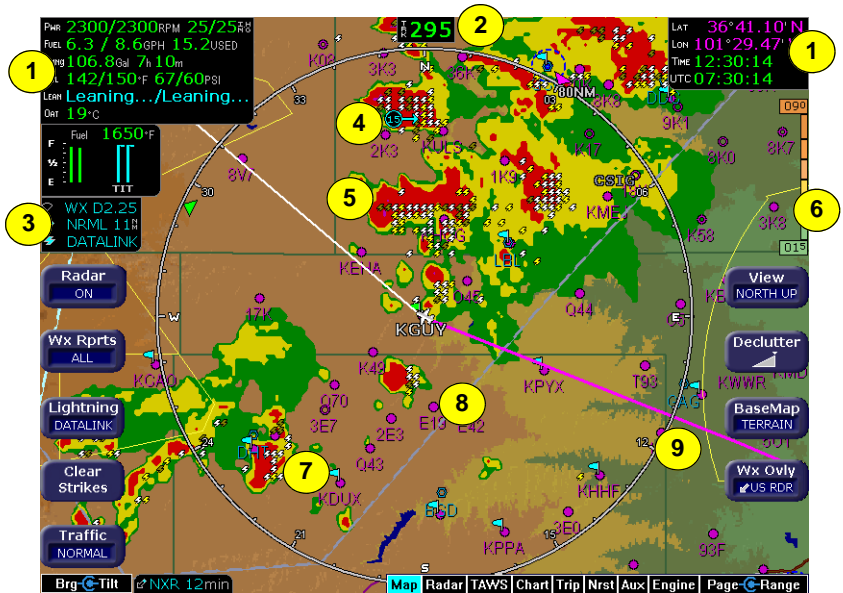


Figure 2.3 Map Page Symbols—Terrain and Position

- 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 9.4, "Data Block Edit Page" on page 85.
- 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 2.2 Track Indicator Graphics

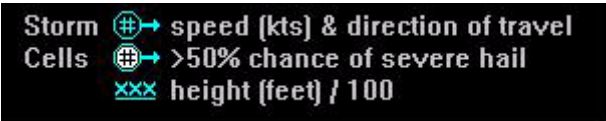
Heading		Track		Map Orientation	
	Heading		Desired Track		North Up
	Track		Heading Up		Heading Up
			Actual Track		Track Up

- 3) **Sensor Status Box**—Displays the status of the available sensors including radar, traffic, lightning and both 2-Way Datalink and Broadcast Datalink. The Datalink Radar display includes the Datalink Radar data age, which is the elapsed time since the product was created by the weather provider. See Table 12.6 Sensor Status Block Symbols on page 166 for more information on status box symbols. (Optional Engine Instrument Sensor Status Box are described in Table 12.11 Engine Instrument Data Block Information on page 173).



Datalink Radar is the only Broadcast Datalink product on the EX5000 that displays the time since the product was created by the weather provider. Refer to the Trip page for information on all other weather products. When using Datalink weather, monitor the data age so you are aware of the time elapsed since the last weather update.

- 4) **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.



- 5) **Lightning and Storm Cell Indications** - Displays geographically referenced lightning strikes (if configured). Strikes are displayed using a yellow X () in Strike Mode and by a yellow + () in

Cell Mode (WX-500 only). Strikes from a Broadcast Datalink system are displayed using a lightning bolt symbol in one of three different colors, depending on the age of the strike.

If you have Broadcast Datalink, and depending on your level of service, storm cells will show speed and direction of movement. The underlined number indicates the tops of the storm cells, in hundreds of feet. The storm cell indicators are black for rain (or snow) and white to show probability of hail. In the example, the bottom storm cell, which includes the probability of hail, is moving NNE at 33 knots. The cell top is at 35,000 feet.



Note: At longer range settings, individual lightning strikes and storm cells are combined into single strikes or single storm cells, depending on their proximity. This avoids clutter and improves readability. And vice versa, lower map range settings will display more strikes and storm cells.

If Broadcast Datalink is installed and you have an appropriate broadcast datalink 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

- 6) **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.

- 7) **METAR Flags**—For each reporting airport, when Datalink is 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

- 8) **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 12.7 Airspace and Airways Lines on page 170.



Do not rely on the EX5000 as your sole source for SUAs. The status of SUAs may change or may be unavailable. Before conducting a flight, always confirm the state of SUAs with FAA Flight Service.

- 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 Symbols—Runways and Flight Plan

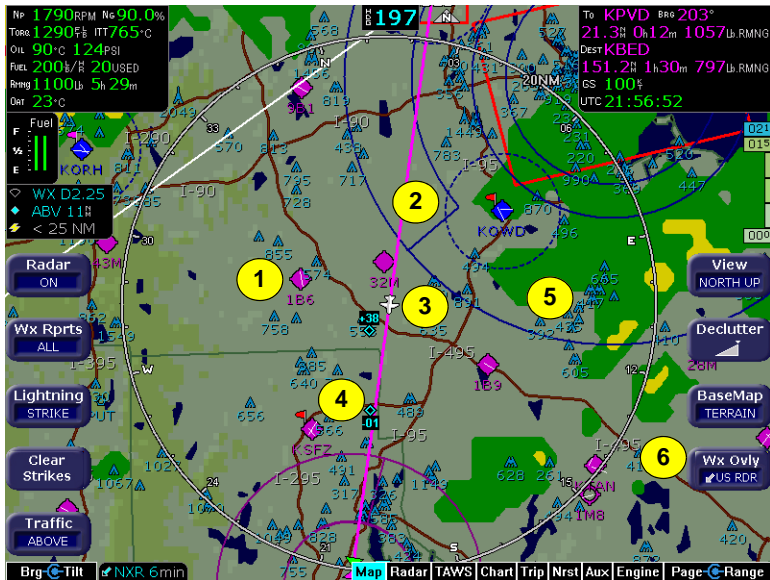


Figure 2.4 Map page Symbols—Runways and Flight Plan

- 1) **Airport Runway Diagrams**—Displays runway layouts of nearby airports. As you range in, the scaled runway diagram with heading labels shows your exact location in proximity to the field.
- 2) **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, and procedure turns, are shown (when connected via the ARINC 429 bus).

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

Note: The Garmin GNS 430 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, ignore the straight line. Fly the approach procedures using the GNS 430 navigator's CDI as the primary reference. Consult your avionics installation facility to determine if your EX5000 is interfaced to the GNS 430 via ARINC 429 or RS232.

Note: The Garmin 400W/500W can use the parallel track. For Garmin 400W/500W software at Release 2 or earlier, if a parallel track is active, the current non-offset leg will be displayed in white. For Garmin 400W/500W software at Release 3 or later, if a parallel track is active, the parallel track leg will be displayed in white.

- 3) Ownship Symbol**—Shows the position of your aircraft in relation to the moving map and the selected view.
- 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 26.
- 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 2.3 Obstacle Graphics





Graphic	Meaning	Height (AGL)
	Single Obstacle	200' AGL to < 1000' AGL

Table 2.3 Obstacle Graphics

Graphic	Meaning	Height (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:

- The “Nav Source not communicating” message displays.
- The aircraft symbol is removed.
- There is no heading information displayed (if GPS is lost, no heading is displayed regardless of heading source).
- 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. Press the **ACK** button next to the message to acknowledge the traffic alert and display the dedicated Traffic page, described below, that provides 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 visual 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 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.

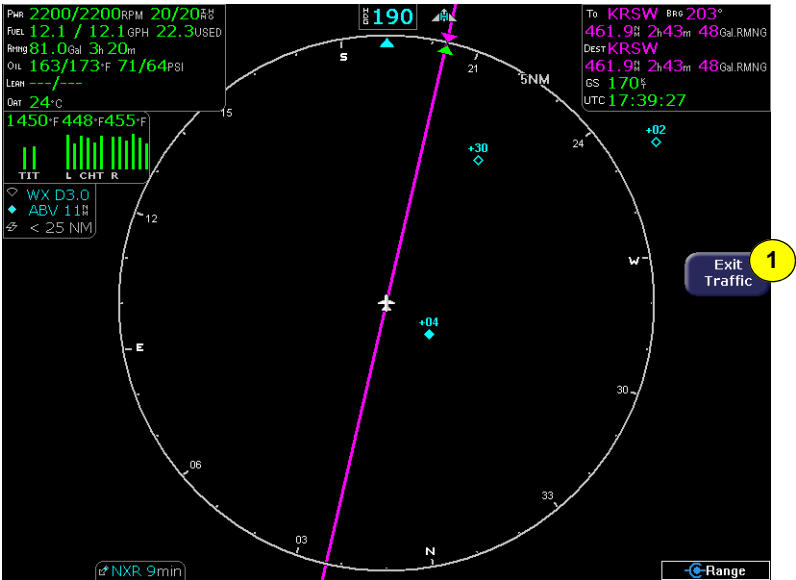


Figure 3.1 Map Page—Traffic Mode

- 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 display.

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.

- **Avidyne TAS600 series (including 9900BX) and Skywatch**—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 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 of traffic to your current aircraft altitude. 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 on page 26, the intruder is 500 feet below and is climbing. In addition, the TIS example 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.

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4 Radar Page

The Entegra EX5000 radar display replaces a separate indicator and provides a more intuitive user interface that is integrated with the other sensors such as traffic and lightning (if installed). To view the Radar page, select Radar from the Page Bar.

This section discusses the following information:

- *Radar—Map Page Overlay*, page 29
- *Dedicated Radar Page*, page 32
- *Dedicated Radar in Ground Mode*, page 35
- *Using an ART-2000 or ART-2100 Radar*, page 37
- *Radar Warnings*, page 40

4.1 Radar—Map Page Overlay

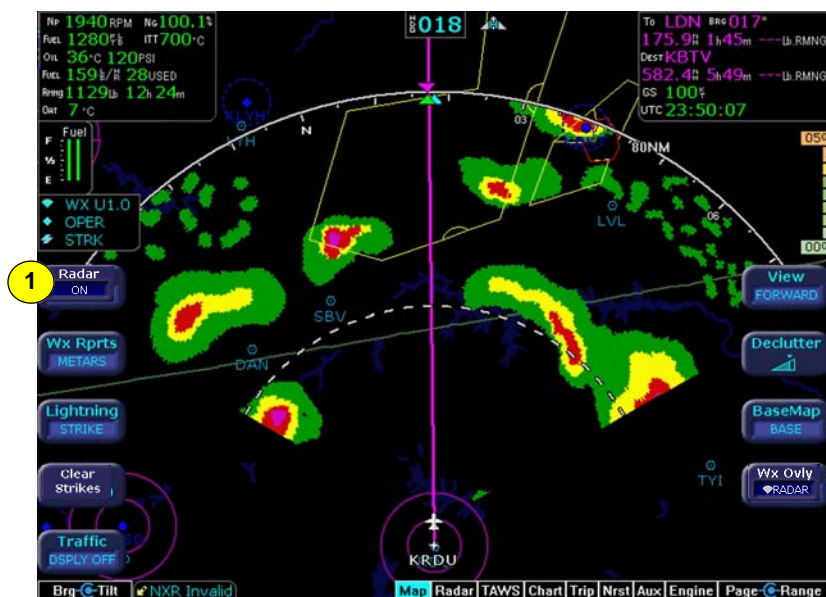


Figure 4.1 Radar—Map Page Overlay

- 1) **Radar**—Press the Radar Button to turn on the radar. The current tilt (Up or Down) is displayed in the sensor status box.

Use the left knob to change the bearing (outer knob) and tilt (inner knob) of the radar. The left outer knob is configured to control Gain when in Ground Mode.

The most used Radar control functions are available on the left side of the Map page so that map and overlaid weather data can be used.

Note: Actual operation of the Radar function depends on the particular make and model of the installed radar. Make sure you are familiar with the functionality and operation of the radar system installed on your aircraft. See the User Guide for your radar for details.

While the Map page used alongside the radar provides the largest amount of situational data, you can also view radar-only and/or detailed radar control via the dedicated Radar page. Rotate the right outer knob to display the Radar page. This page provides a traditional (non-overlaid) radar display as well as comprehensive control of the radar and access to the complete list of features.

As part of the pre-takeoff check, check the radar for proper operation. While at a safe distance from ground personnel and other aircraft, briefly turn the radar on and tilt the antenna below zero degrees. If the radar is working properly this will produce ground reflections and verify the correct operation of the transmitter/receiver and antenna tilt functions.

After landing, set the radar to Standby. A warning message displays if the radar is not off or in standby and the groundspeed (as received from the GPS system) falls below 20 Kts. If Auto Standby is enabled, the EX5000 will automatically switch the radar to Standby when ground speed falls below 20 Kts.

Note: For Radar messages, see Table 12.22 Radar Messages and Colors on page 193.



Radar is intended as a severe weather avoidance tool only. Do not use the EX5000 data to penetrate severe weather, thunderstorms, cells or lines of cells.

Note: When Traffic and Lightning sensors are installed, only the main Radar button is available on the Map page. However, if fewer external sensors are installed, the MFD takes advantage of the available buttons and modifies the button presentation. For example, if a second button is available for Radar functions, a dedicated *Radar Off* button becomes available. Similarly, if other buttons become free, additional Radar buttons display, including *Radar Off*, *Radar On*, *Radar Standby*, and *Radar Test*.

4.2 Dedicated Radar Page

You can access the dedicated Radar page by turning the Select knob to Radar.

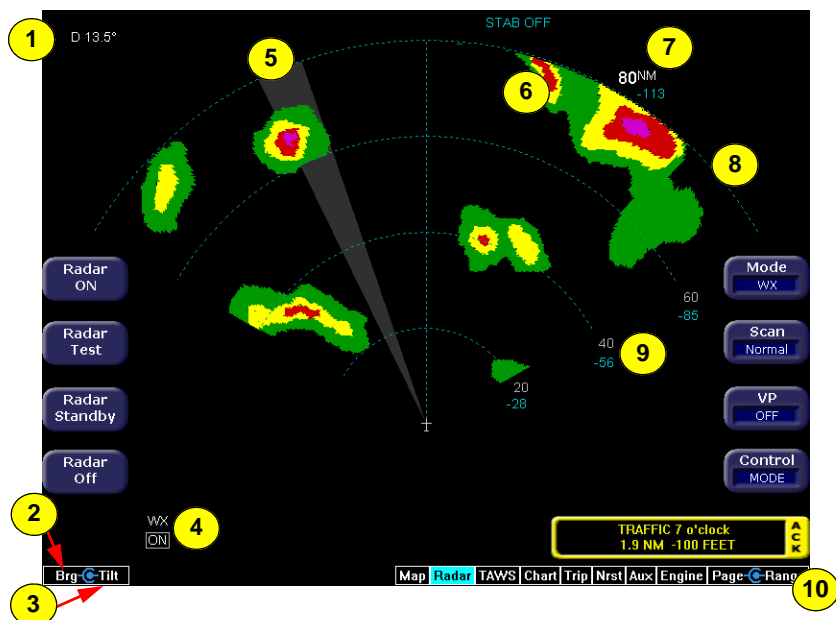


Figure 4.2 Dedicated Radar Page

- 1) **Tilt Indicator**—Indicates the tilt angle and direction of the radar antenna: U for up, D for down with the amount of antenna tilt in quarter degrees, using decimal notation.
- 2) **Brg (Bearing) or Gain Control (Brg/Gain)**—The left outer knob controls either the bearing line or the radar gain, depending on how the *Knob* button was set when in Ground Mode. For more information, see Section 4.3, "Dedicated Radar in Ground Mode" on page 35).

In general, this knob will control the bearing. Use the left outer knob to control the bearing line in 1° increments. The relative bearing displays at the top of the screen: L for left, R for right, with the number of degrees relative to the aircraft heading.

- 3) **Tilt Control**—The left inner knob controls the antenna tilt. Each click of the knob changes the tilt by 0.25°. Turning the knob to the

right tilts the antenna up, to the left tilts the antenna down. Tilt angle displays in the upper left corner of the display screen. Tilt values are in degrees and range from D 15.00° (DOWN) to U 15.00° (UP).

- 4) **Function**—The function annunciation (On, Test, Standby, Off) indicates the function status.
- 5) **Scan Indicator (BeamView™)**—The current position of the scan is shown by a gray radial arc, representing the width of the radar beam.
- 6) **Precipitation Echoes**—Precipitation returns from the R/T are displayed as color coded echoes.
- 7) **Range**—Indicates the current range scale (the outer ring). In this case, the current range is 80 nautical miles.
- 8) **Stabilization Status**—Indicates the status of the radar's gyro stabilization. The STAB OFF on-screen annunciation will disappear when stabilization is turned on.
- 9) **Beam Altitude (TiltView™)**—The Beam Altitude numbers display the relative altitude (in thousands of feet) of the center of the radar beam compared to the aircraft's altitude at the distance shown above each number.
- 10) **Range**—The right inner knob controls the range scale. Depending on your radar, the range scale includes the following ranges:

- **ART-2000:** 10, 20, 40, 80, 160, and 240NM.

- **ART-2100:** 5, 10, 20, 40, 80, 160, 240, and 320NM.

Turn the knob clockwise to increase the range scale and counter clockwise to decrease the scale.



Based on recommendations made by the FAA and the radar manufacturer, Avidyne recommends the following safety procedures:

- At startup, if the radar is not being used in flight, ensure that it is turned off.
- At startup, if the radar is being used during the flight, switch to standby as soon as possible.
- Set the radar to test whenever it is convenient to do so in pre-takeoff checks. No microwave radiation is emitted in test operation. Never turn the radar on without first checking its operation with test.
- Never turn the radar on while on the ramp under any circumstances.
- If you suspect a malfunction of any sort, turn off the EX5000 and disable the radar by pulling the radar circuit breaker(s).

4.3 Dedicated Radar in Ground Mode

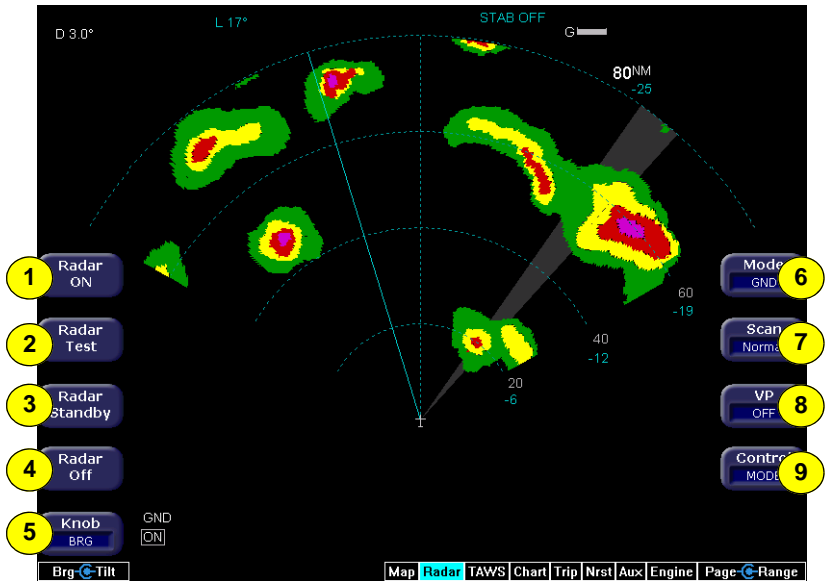


Figure 4.3 Dedicated Radar in Ground Mode

- 1) **Radar ON**—Turns the radar on in normal operation. When the radar is on, you can see the moving scan indicator, radar echoes, and the screen annunciation.
- 2) **Radar Test**—Initiates a radar self-test function that is monitored by the EX5000. The test function is confirmed by the presence of the test annunciation and the test pattern display. During self-test, all of the circuitry and functions of the R/T are exercised with the exception of the magnetron tube. No microwave energy is emitted in the test function. The display will have a test pattern with the following colors: green, yellow, red and magenta.
- 3) **Radar Standby**—Places the radar circuitry in an energized but inactive state. Standby is selected as soon as practical after starting the EX5000. When the radar is in standby, you will not see the moving scan indicator, or radar echo returns, and the screen annunciation says “STBY”. In Standby mode, the antenna is moved to in the desired park position.

- 4) **Radar Off**—Removes power from the Radar. The antenna does not scan and no microwave energy is emitted. When the radar is off, you will not see radar returns or the moving scan indicator, and the screen annunciation says “OFF).
- 5) **Knob**—Switches the left outer knob function from “Bearing” to “Gain” to allow you to adjust the gain setting. This option is available only when radar is in Ground Mode.
 - **BRG**—When selected, the left outer knob controls the bearing line.
 - **Gain**—When selected, the left outer knob controls the radar’s gain setting.
- 6) **Mode**—There are three Radar Modes:
 - **WX**—Normal weather mode used during flight. At startup the WX mode is preselected.
 - **WxA**—The weather alert mode operates the same as the Wx mode except the red areas (indicating severe conditions) flash between red and black as a further visual cue of hazardous conditions.
 - **GND**—Ground map mode orients the radar to the ground features. While in ground map mode, the radar’s receiver gain may be adjusted using the left outer knob. At startup, the gain is set for maximum.
- 7) **Scan**—On supporting antennas, Scan allows selection of either Normal or Sector Scan. Sector Scan reduces scanning azimuth.
- 8) **VP**—Places the radar in Vertical Profile operation. Confirmation that the radar is on is indicated by the presence of the moving scan indicator, radar echoes, and the on screen annunciation.
- 9) **Control**—Switches the bottom left button and top right three button functions (Items 5, 6, 7 & 8) to control the “Settings” as described on page 30 and 31. Pushing the Control button again brings the top right three button functions back to “Mode” as described above.

4.4 Using an ART-2000 or ART-2100 Radar

This section discusses some of the issues specific to using a Bendix-King ART-2000 or ART-2100 radar.

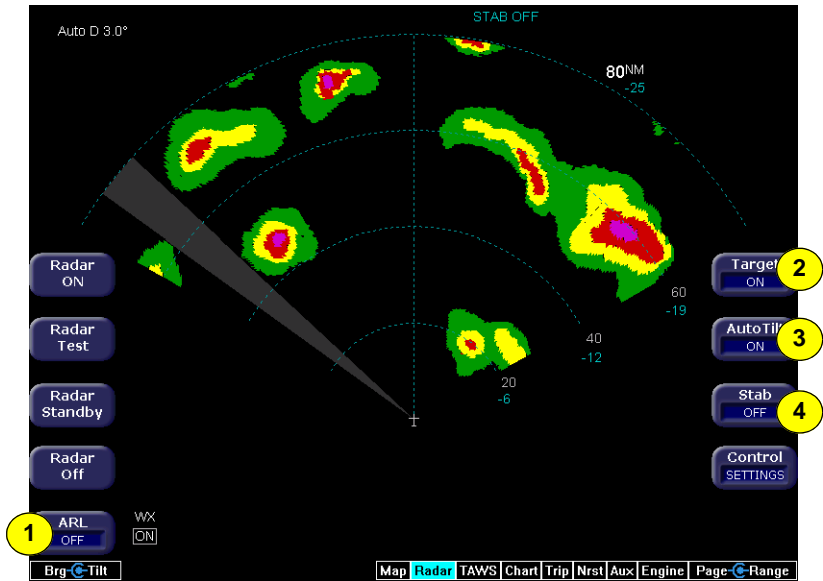


Figure 4.4 Bendix-King RDR-2000 Radar

- 1) **ARL (Automatic Range Limit)**—ART-2100 only. Automatic range limit (ARL) depicts the limit of your radar range. ARL calculates the attenuation of the microwave signal based on an integration of the returned echoes along the radial path. The R/T draws BLUE from that calculated point to the edge of the covered range. When ARL is selected, an on-screen annunciation is displayed to indicate that it is active.
- 2) **Target**—Turns the Target Alert mode on or off. A target alert appears when the radar detects heavy echoes between 60 and 160nm. A Target Alert consists of two red arcs at the top of the screen.
 - **Collins** - Target Alert consists of two screen indications. When Target Alert is ON but not active, the alert is displayed as, "TGT", in white text in the upper right corner of the screen.

When the alert becomes active, it turns yellow and is surrounded by a yellow box.

The second indication is a Message warning when viewing another page (Map, for example). The Message text is, "Heavy Radar Echoes Beyond 60nm". The Message warning is cancelled when you acknowledge it (by pressing the ACK button), or when the alert is eliminated by the radar sensor.

- **Bendix/King** - A Target Alert consists of two screen indications. When echoes are detected beyond 80nm, two red arcs will appear on the dedicated Radar page at the top of the screen. The second indication is a Message warning when viewing another page (Map, for example). The message text is, "Heavy Radar Echoes Beyond 80nm", and is cancelled when you acknowledge it (by pressing the ACK button), or when the alert is eliminated by the radar sensor.

- 3) **Auto Tilt**—Press the AUTO TILT key to select manual or automatic radar antenna tilt control. When in AUTO TILT, the antenna position automatically adjusts to maintain a common beam intercept point with the earth. For example, if the last 10% of the display is ground returns, then during ascent or decent the antenna tilt automatically changes to maintain ground returns on 10 percent of the display. Ranging in and out also maintains a common beam interception point up to the physical limit of the antenna.
- 4) **Stab (Stabilization)**—Turns on or off the gyro stabilization of the radar sensor. An on-screen annunciation (STAB OFF) displays in the upper right hand corner when stabilization is turned off.
- 5) **VP (Vertical Profile)**—Vertical profile mode (Figure 4.5, below) allows you to view approaching weather as a slice of the vertical plane instead of the conventional horizontal, forward view.

The vertical profile display contains the same functions and modes shown on the horizontal display, however, they may be in another location due to the different configuration. A vertical profile annunciation (PROFILE) provides the current azimuth displayed on the screen, in degrees left (L), right (R) or centered.

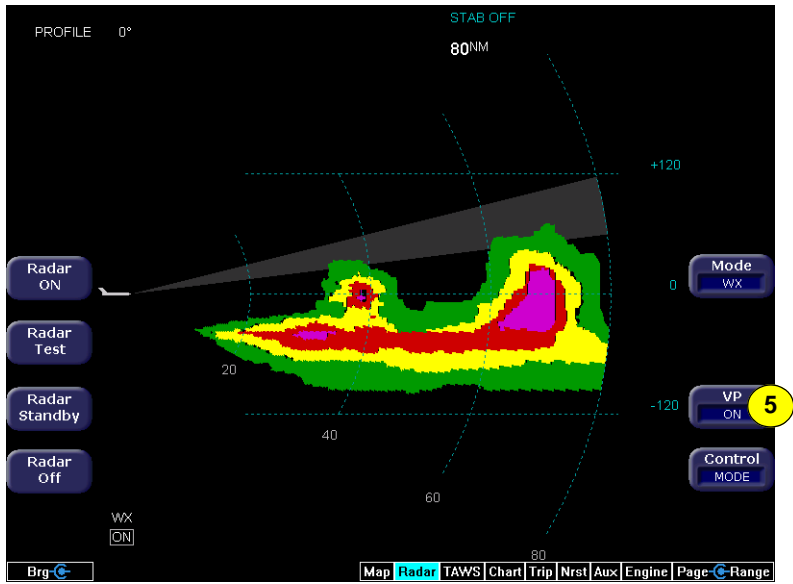


Figure 4.5 Vertical Profile View

4.5 Radar Warnings



Aircraft weather radar is specifically designed to emit a concentrated beam of microwave energy at potentially hazardous power levels. These hazards include the possibility of injury to ground personnel, ignition of flammable materials, including fuel, and damage to sensitive electronic devices. The pilot in command is responsible for management of the radar system.

The FAA has published an Advisory Circular, AC 20-68B, Recommended Radiation Safety Precautions for Airborne Weather Radar, with basic guidelines for safe radar operation.

U.S. Government standards for human exposure to microwave radiation permit a maximum level of 10 mW per square centimeter. When the radar is operating, this level may be exceeded within the area indicated in the figure below. According to information published by the radar manufacturer, strict observance of this boundary whenever the radar is operating should provide adequate protection.

Exposure of ground personnel or other aircraft occupants to microwave energy emitted at positions within the MPEL boundary depicted in below may be hazardous. Be aware that the MPEL boundary is determined with respect to the antenna, not the radome or any other aircraft structure. The MPEL boundary shown below applies only to units specifically approved for use with the EX5000. The MPEL boundary shown below does not guarantee protection against ignition of flammable materials or damage to sensitive electronic equipment exposed to microwave energy from your radar.

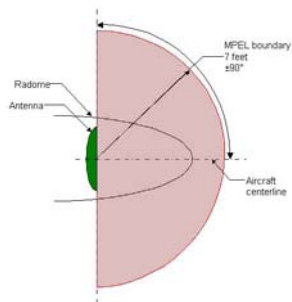


Figure 4.6 Maximum Permissible Exposure Level

5 TAWS Page (Optional)

If your EX5000 system has been configured with a Terrain Awareness and Warning System (TAWS), the TAWS page can be selected from the Page Bar.



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.

5.1 TAWS Information

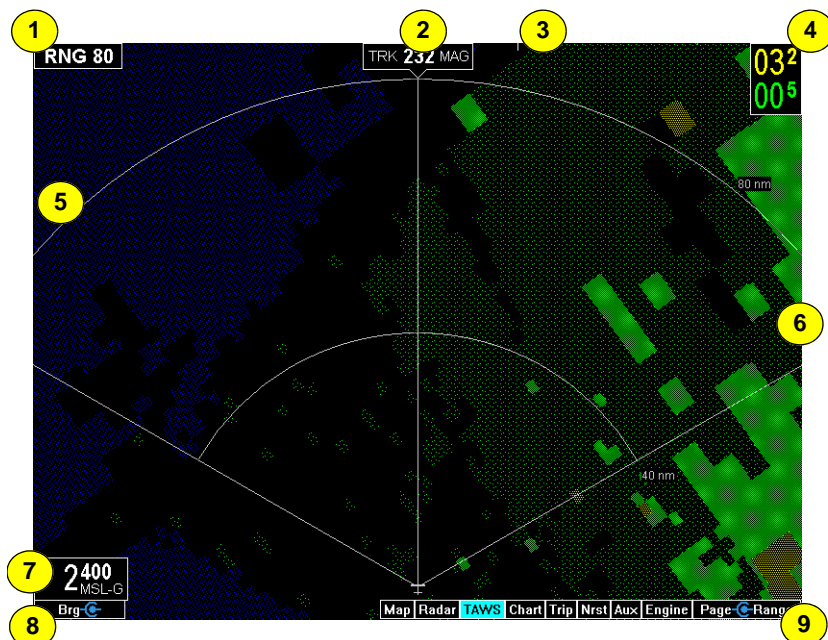


Figure 5.1 TAWS Information

- 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 scan 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) **Geometric Altitude**—Presents current geometric altitude as calculated by the EGPWS. The geometric altitude is calculated via GPS altitude reporting.
- 8) **Bearing Control**—The Brg knob controls the position of the bearing line. The digital readout at the top of the screen displays L for left, R for right, and the number of degrees relative to the aircraft heading. Turning the left outer knob adjusts the bearing line in increments of 5 degrees.
- 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.

5.2 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.

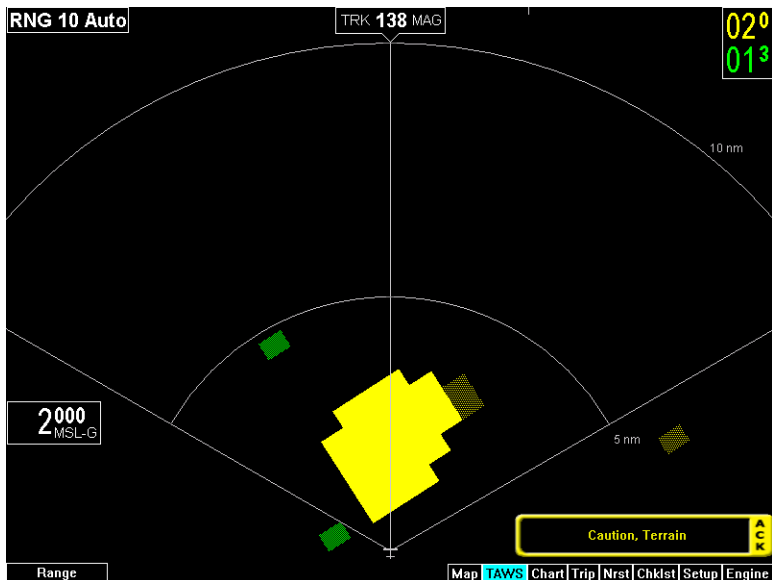


Figure 5.2 Terrain Caution Condition

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.

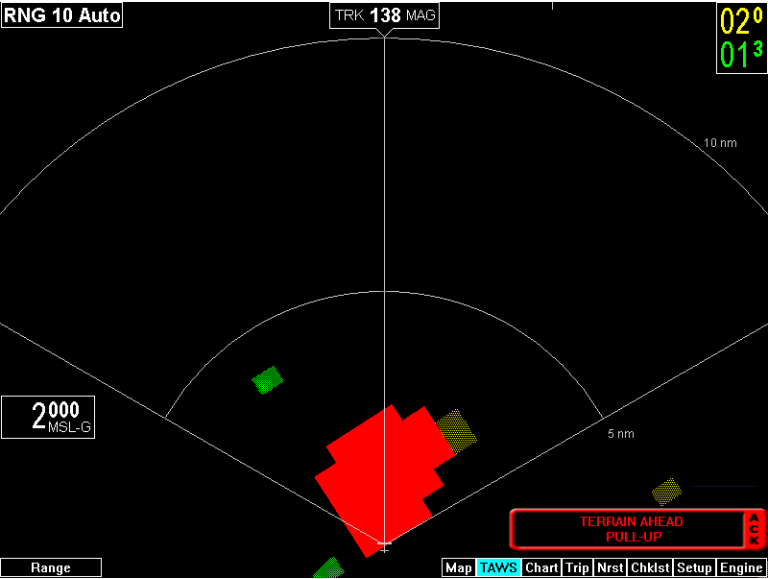


Figure 5.3 Terrain Warning Condition

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 12.12 TAWS Messages on page 174 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.

5.3 TAWS Reference

5.3.1 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.

5.3.2 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 acknowledge 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 (discussed in Section 3.1, “The Dedicated Traffic Page” on page 23) displays.














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.

5.3.3 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 12.12 TAWS Messages on page 174 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 5.1 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	 Peaks mode only. 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	 Peaks mode only. 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	 Peaks mode only. 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	 Peaks mode only. Water at sea level elevation (0 feet MSL).
Magenta Dots	 Unknown terrain. No terrain data in the data base for the magenta area shown.

6 CMax Chart Pages (Optional)

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 49
- *About Geo-Referenced Charts*, page 51
- *CMax Chart Page*, page 51
- *CMax Chart Views*, page 56
- *CMax Selection Page*, page 60



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.**

6.1 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.

The *Data Update Guide* also contains instructions for loading the chart data to your Zip Drive or USB Flash Memory Drive. See Section

12.1, "Updating Your Databases" on page 152 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.

6.2 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.

6.3 CMax Chart Page

If CMax is enabled on your EX5000, you can access the CMax Charts page by turning the Select knob to Chart. 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 6.5, "CMax Selection Page" on page 60.

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.

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.

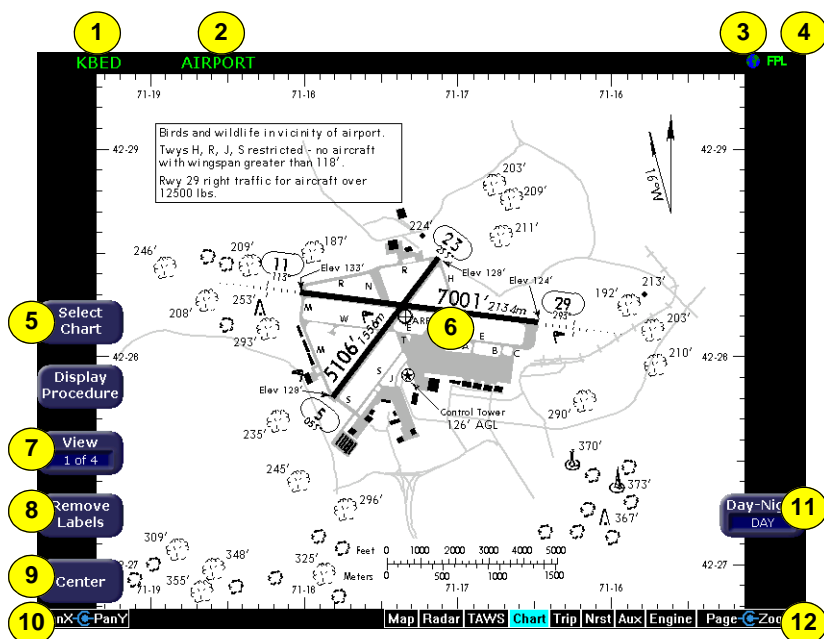


Figure 6.1 CMax Airport Chart—Plan View

- 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 display a new chart. For more information, see Section 6.5, "CMax Selection Page" on page 60.
- 6) **Ownship**—Displays the current position of the aircraft.
- 7) **View**—There are multiple views of both Airport Charts and Procedure Charts available. *View* allows you to scroll through each set of charts and displays the view number.
- 8) **Remove Labels**—Removes the button labels from the page to allow a full view of the current chart. Press any button to redisplay the labels.
- 9) **Center**—If, when panning, your image is no longer centered, the *Center* button displays. Press *Center* to re-center the chart.
- 10) **Pan X/Y knobs**—Use the left knobs to manually move the chart on the screen.

- The outer knob pans left/right,
- The inner knob pans up/down.

The *Pan* knobs are available only when the current view can be panned. The plan view of each chart can typically be panned, while most information view pages, such as headers, cannot be panned.

- 11) **Day/Night**—Toggles the chart display mode between the Day (black text on a white background) and Night (white text on a black background) modes. Other colors such as water or shaded terrain are also adjusted between Day and Night modes. See Figure 6.5 on page 59 for an example of a chart in Night Mode.
- 12) **Zoom knob**—Use the right inner knob to zoom the chart for close-up examination of a specific area.

The *Zoom* knob is available only when the current view can be zoomed. Most information view pages, such as headers, cannot be zoomed. If you have panned the view, using *Zoom* to zoom all the way out to the full-screen chart size will also re-center the chart on the page.

A typical approach procedure chart is shown in Figure 6.2:



Figure 6.2 CMax Procedure Chart—Plan View

- 1) **Display**—The *Display* button allows you to toggle between displaying Airport and Procedure charts.
 - *Display Airport* shows when the current Procedure chart displays. Press to display the Airport chart.
 - *Display Procedure* shows when the current Airport chart displays. Press to display the Procedure chart.
- 2) **Flight Plan Active Leg**—The active leg of the current flight plan, if it appears on the chart, is depicted in magenta. The non-active legs are shown in green.

Note: The Garmin 400W/500W can use the parallel track. For Garmin 400W/500W software at Release 2 or earlier, if a parallel track is active, the current non-offset leg will be displayed in white. For Garmin 400W/500W software at Release 3 or later, if a parallel track is active, the parallel track leg will be displayed in white.

- 3) **Flight Plan**—The flight plan displays when the you set *FlightPlan* to Display (on the Selection page, page 60) and the chart is geo-referenced. If a flight plan is expected and does not appear, check that you selected the correct airport and approach.

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 a KEMT approach must be included in the flight plan.

6.4 CMax Chart 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 flightplan will not be displayed.

6.4.1 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 6.1 Procedure Views

#	View	Description
1 of 4	Plan	Includes a flight plan overlay if available (shown in Figure 6.2 on page 54).
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.

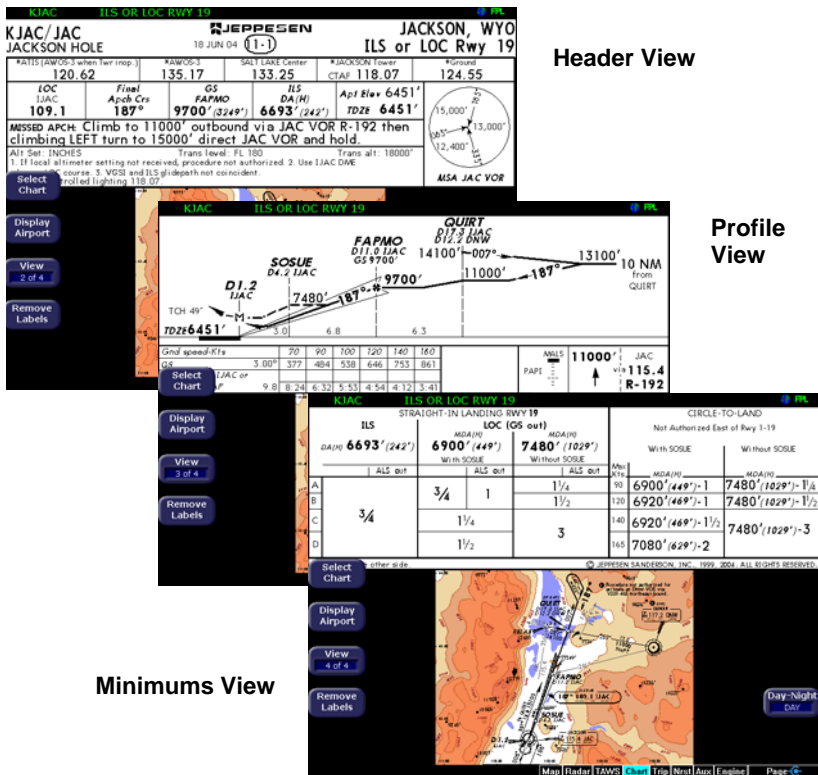


Figure 6.3 Procedure Chart Views

6.4.2 Airport Chart Views

For airport charts, the available views are as follows:

Table 6.2 Airport Charts

#	View	Description
1 of 4	Plan	Includes a flight plan overlay, if available (shown in Figure 6.1 on page 52).
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.

KBED

AIRPORT

KBED/BED

Apt Elev 133'

186° 5°/24° 2 From MNT 11:4 d

JEPPESEN

21 NOV 03

11-1

BEDFORD, MASS

HANSCOM

N42 28.2 W071 17.1

ATIS

124.6

MOT 110.0

#ANOCOM Clearance

121.85

#Ground

121.7

#Tower

CTAF 118.5

UNICOM

122.95

124.4

Header View

KBED

AIRPORT

ADDITIONAL RUNWAY INFORMATION

RWY	REIL	REIL	VASI-L (angle 3.75°)	grooved	LANDING BEYOND Threshold	USABLE LENGTHS	LAHSO Distance	TAKE-OFF	WIDTH
5	0	0	0	0	0	11/29	3000'	0.1 dm	150' dftm
23	0	0	0	0	0	6030'	18.6 dm	2650'	80 dm
11	0	0	0	0	0	6052'	18.6 dm	3650'	111.5 dm
29	0	0	0	0	0	6052'	18.6 dm	3650'	111.5 dm

Activate on 118.5 when Twr inop.

Runways View

KBED

AIRPORT

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 5		Rwy 23		Rwys 11, 29	
With Min climb of 210' /NM to 400'	Other	With Min climb of 320' /NM to 460'	Other	CEL-VIS	
Adequate Vis Ref	STD	Adequate Vis Ref	STD		
1/4	1	1/4	1	300-1	600-2
1/2	300-1	1/2	300-1	300-1	800-2

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating

LOC Rwy 11

LOC Rwy 29

LOC Rwy 23

LOC Rwy 29

LOC Rwy 11

LOC Rwy 23

LOC Rwy 29

LOC Rwy 11

LOC Rwy 23

LOC Rwy 29

OP: Rwy 11, climb runway heading to proceeding on course.

AS notes, tower relocated

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Map Radar TAWS Chart Trip Next Alert Engine Page

Departure View

Figure 6.4 Airport Chart Views

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, as shown in Figure 6.5, with the View button not displayed, since only one View type is available.

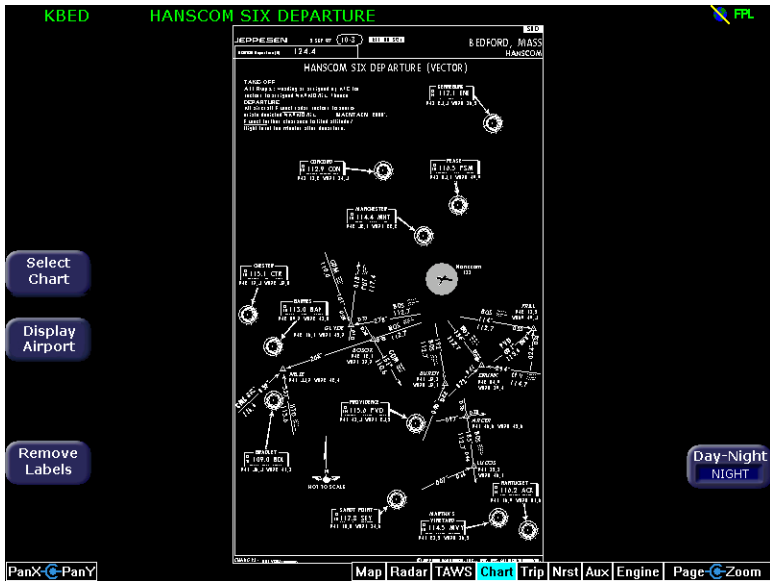


Figure 6.5 Airport Departure Chart (Night View)

6.5 CMax Selection Page

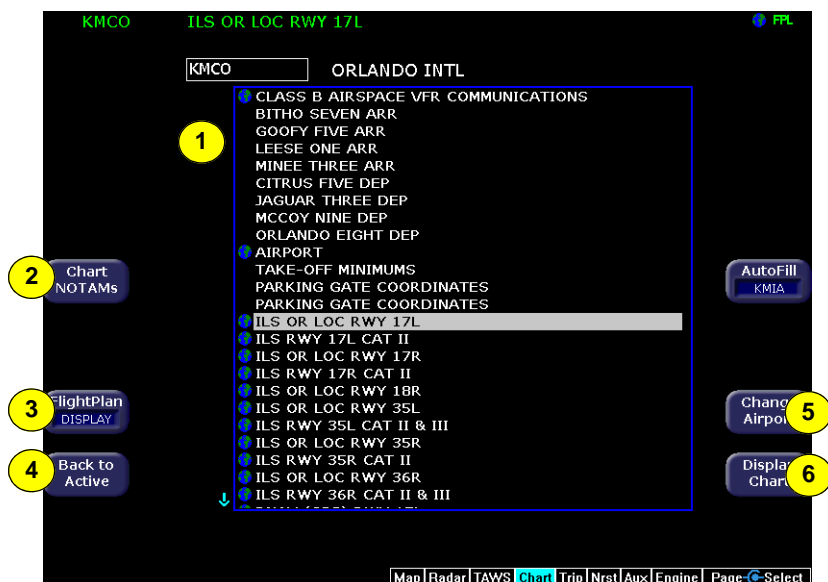


Figure 6.6 Selection Page

- 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 displays 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 6.5.2, "Chart NOTAMs Page" on page 63 for more information.

- 3) **FlightPlan**—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.
- 4) **Back to Active**—Returns to the current active chart. Any inputs to the Airport Entry Field or Chart list are abandoned. Changes to FlightPlan display status, however, are preserved.
- 5) **Change Airport**—Moves the cursor to the Airport Entry field, described in Section 6.5.1, "Selecting an Airport" on page 61.
- 6) **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.

6.5.1 Selecting an Airport

Use the Airport Selection page to specify the airport charts and runway information you want to view.

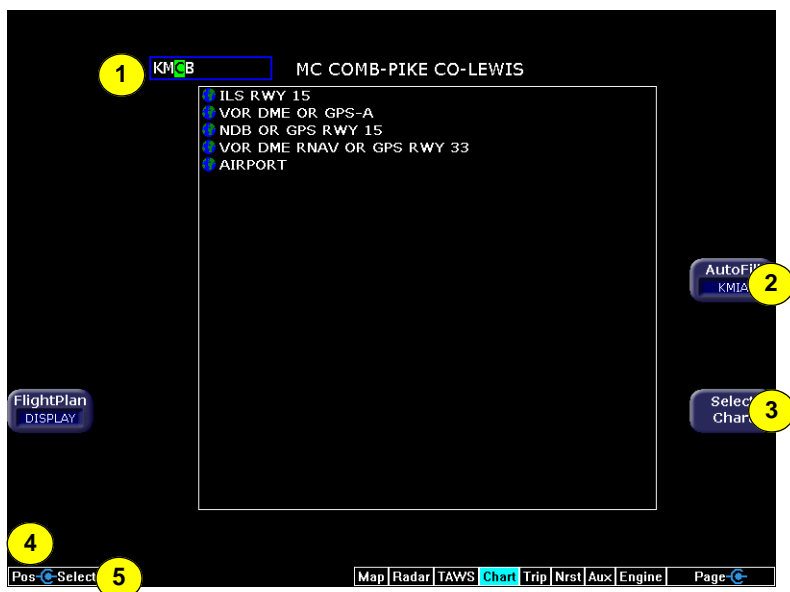


Figure 6.7 Airport Selection Page

- 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) **Position knob**—Use the left outer knob to move the cursor within the Airport Entry Field to the next character location.
- 5) **Select knob**—Use the left inner left knob to select the character for the current cursor position when entering an airport identifier. The character selection goes from A to Z, then 0 to 9, then restarts at A.

6.5.2 Chart NOTAMs Page

Displays the chart NOTAMs associated with the currently displayed airport.

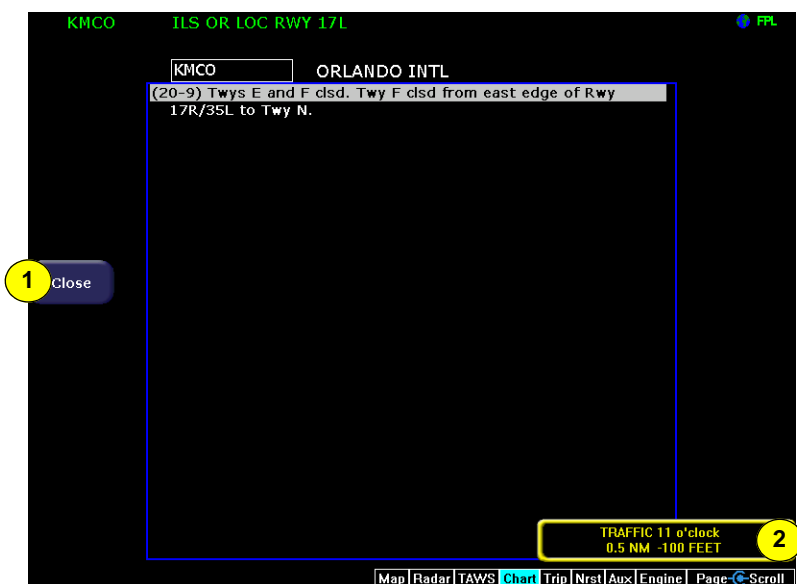


Figure 6.8 Chart NOTAMS

- 1) **Close**—Press the *Close* button to close the NOTAMS window and return to the Selection page.
- 2) **Scroll knob**—The Scroll knob scrolls the list of chart NOTAMS. If the list is longer than the screen area, scrolling brings the remaining items into view.

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 as described in the Avidyne *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.

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7 Trip Page

The Trip page shows the current flight plan, including any remaining legs, and other data received by the EX5000 from the GPS. The Trip page is continuously updated during flight. The distance and the time values are updated with each new positive fix from the GPS and the route legs advance with each waypoint passage.

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.

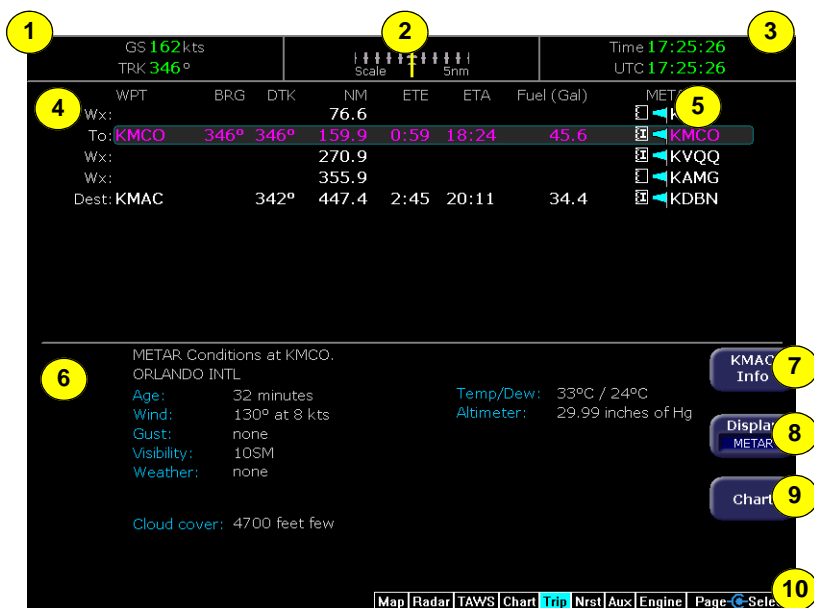


Figure 7.1 Trip Page Information with METAR Display

- 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. The active waypoint is shown in magenta.

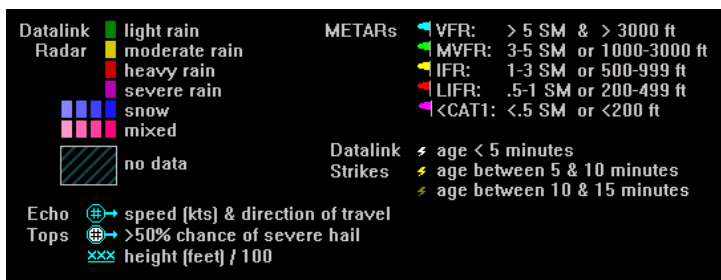
- For named waypoints, the following data displays:
 - ◆ **WPT**—Waypoint identifier as received from the GPS.
 - ◆ **BRG**—Bearing to current waypoint.
 - ◆ **DTK**—Desired track to waypoint.
 - ◆ **NM**—Cumulative great circle distance of each flight plan leg.
 - ◆ **ETE**—Cumulative estimated time 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 (Lb/Kg)**—Displays remaining fuel based on current conditions at each waypoint in pounds or kilograms, depending on the Engine settings.

Note: For the Garmin 430W, if the parallel track is active, the above data, WPT, BRFDG, DTK, NM, ETE, ETA and Fuel (Lb/Kg) are not displayed.

- ◆ **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.
- 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 flight plan waypoint that uses the same METAR condition symbols as described in Section 2.2, "Map Symbols—Terrain and Position" on page 15.
- 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. Cycles through:
 - **METAR**—Displays the decoded text METAR, as shown in Figure 7.1, for the selected waypoint, when available. If METAR cannot be decoded, raw text METAR will be displayed.
 - **Legend**—Displays a legend for the graphical METARs, storm cells, and Datalink Radar displays shown on the Map page, as discussed in Section 2.2, "Map Symbols—Terrain and Position" on page 15. If Broadcast Datalink is installed, also displays the Datalink lightning colors.



- **Broadcast Status**—If Broadcast Datalink is installed and available, displays satellite, signal and serial number information for the Broadcast Datalink system. Also displays the elapsed **time since reception** of the various types of weather data. If the time since reception for any particular weather product is greater than the limits defined by the system, a cyan alert message will display in the message box on the Aux Main page and in the message bar. For example, if 91 minutes has elapsed since the last TAF data was

received, a "Broadcast TAFs > 90 min" message will display in the message bar and in the message list on the Aux page. When these messages are displayed, all data for that product is removed from the MFD. The Trip page will indicate that new data for that product has not been received for greater than X minutes, where 'X' is the time limit defined for each product (typically 90 minutes).

<u>Time Since Reception</u>		<u>Broadcast Status</u>	
NEXRAD	2 min.	Service Level	Aviator
METARs	Not Received	XM Serial Number	2LM320CU
AIRMETs	Not Received	Signal Quality	good
SIGMETs	3 min.		
TFRs	Not Received		
Lightning	3 min.		
TAFs	2 min.		
Winds Aloft	1 min.		
Storm Cells	0 min.		
Freezing Level	Not Received		
Canadian Radar	Not Received		

Note: Broadcast Datalink times indicated on the Trip page display the time since the product was received by the MFD ("time since reception"). There is an inherent time delay between the creation and reception of the broadcast weather data.

Service Level: The service level appears on the Broadcast Status page. The MFD displays to which service level you have subscribed. Your service level determines how much data is visible on screen.

- ◆ If you have an MLB700 Broadcast Datalink receiver, one of the following service levels appears on screen: *Avidyne Performance*, *Avidyne Essentials* or *None*.
- ◆ If you have an XM receiver, one of the following appears on screen: *Aviator*, *Aviator Pro*, or *None*.
- ◆ If the MFD cannot determine your subscription level, *Unknown* is displayed.
- ◆ If the MLB700 was recently installed in the aircraft and is currently under a 21-day trial subscription, *Test* appears on screen beside Service Level. A message appears on the message bar and message center to let you know when the trial subscription is about to end.

- **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.

<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/Temperatures Aloft**—Depending on your WSI or XM WX service level, displays Winds Aloft and Freezing Level (XM) or Temps Aloft (WSI) 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. The XM Freezing Level forecast (see figure) displays the expected altitude of the freezing level for the waypoint, while the WSI Temperatures Aloft forecast provides temperature data for each winds aloft flight level.

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 broadcast packages. See the broadcast datalink 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 information about CMax, see Chapter 6 "CMax Chart Pages (Optional)".

- 10) Select knob**—Use the right inner knob to move the cursor over the desired waypoint in the flight plan, which selects the 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.

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8 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.



Figure 8.1 Nearest Page

The 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.

- 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 8.2.
- 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 9.2, "Airport Filter Setup Page" on page 81). *Filter* is only visible on the Nearest Airport pages.
- 6) **Chart**—When CMax charts are installed and you select airport that has a chart icon, the *Chart* button appears, which provides a quick jump to the selected approach charts. For more information about CMax charts, see Chapter 6 "CMax Chart Pages (Optional)."
- 7) **Select knob**—Use the Select knob to move the cursor up or down to highlight a specific airport or other data type.

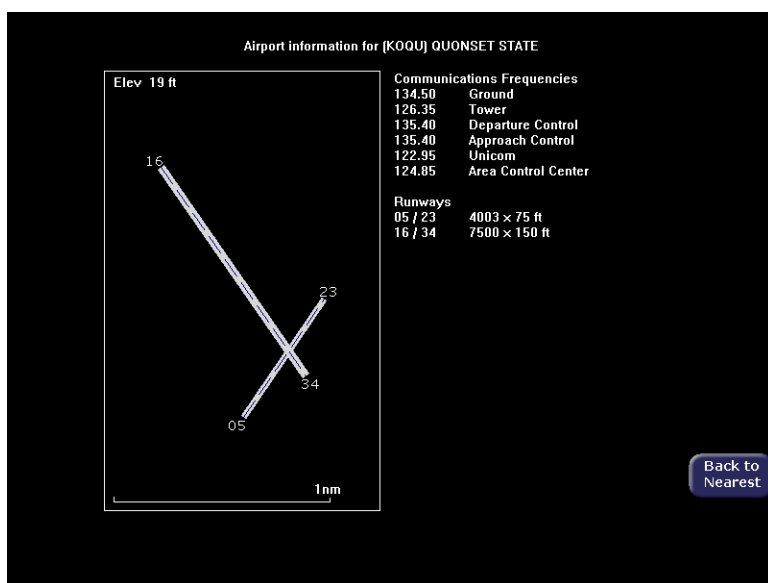


Figure 8.2 Airport Information Page

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9 Aux Pages – Configuring the EX5000

The Aux pages allow you to set up and 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 79
- *Airport Filter Setup Page*, page 81
- *Declutter Setup Page*, page 83
- *Data Block Edit Page*, page 85
- *System Time Page*, page 87
- For ORBCOMM: Datalink Configuration page, see *Setting Up Datalink for ORBCOMM*, page 141

9.1 Aux Main Page

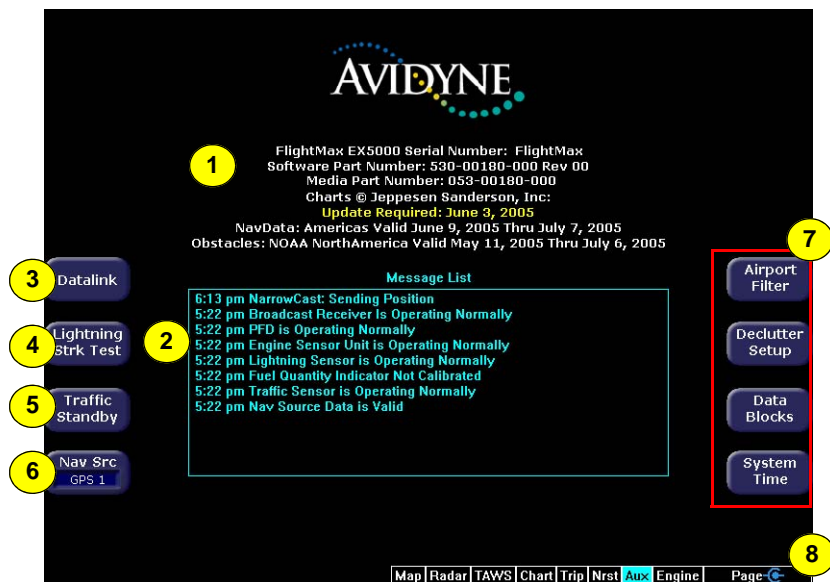


Figure 9.1 Aux Main Page

- 1) **Entegra EX5000 Version Information**—Displays software part number, serial number, and media part number. 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 inner knob will allow scrolling.
- 3) **Datalink Setup**—If only Two-Way Datalink is installed, this button is labeled *Datalink Setup* and provides configuration options for the Two-Way Datalink. If both Broadcast and Two-Way systems are installed, this button is labeled *Datalink* and provides access to both Datalink Messaging and MultiLink setup options.

For information about Datalink, see Section 11, "Datalink (Optional)" on page 115.

For information about MultiLink, see Chapter 11 "Datalink (Optional)."

- 4) **Lightning Strike Test**—Initiates a self-test of the WX-500 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**—Switches between GPS1 and GPS2 to provide 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 Blocks, and System Time.
- 8) **Scroll knob**—Controls the cursor to allow review of all the messages in the message list. The Scroll knob is only labelled and active when there are more messages than fit in the message list window.

9.2 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.



Figure 9.2 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) **Select knob**—The right outer knob moves the blue field selector.
- 7) **Change knob**—The right inner knob changes the value or status of the selected field.

AVIDYNE

Declutter Setup

Current map declutter is MEDIUM
Dots represent layer visibility for current declutter setting

Display	Label	Name	1	320	750
On	<input type="checkbox"/>	Special Use Airspace			
On	<input checked="" type="checkbox"/>	VOR High			
Auto	<input checked="" type="checkbox"/>	VOR Low/Term			
On	<input checked="" type="checkbox"/>	Towered Airports			
Auto	<input checked="" type="checkbox"/>	Non-Towered Airports			
On	<input type="checkbox"/>	Class B/C Airspace			
On	<input type="checkbox"/>	Tower Zone Airspace			
Auto	<input checked="" type="checkbox"/>	High Obstacles			
Auto	<input checked="" type="checkbox"/>	Low Obstacles			
Off	<input type="checkbox"/>	Intersections			
Off	<input type="checkbox"/>	Victor Airways			
Off	<input type="checkbox"/>	Jet Airways			
Off	<input type="checkbox"/>	NDBs			

IFR Defaults

VFR Defaults

Save

Cancel

Select Change

Figure 9.3 Declutter Setup Page

- 1) **IFR & VFR Defaults**—Sets the declutter settings to predefined factory settings based on typical usage.
- 2) **Display**—Each item has three possible display settings:
 - **On**—The item displays all the time.
 - **Auto**—The item displays automatically and declutters automatically based on pixel density of the display at a given range.
 - **Off**—The item is never displayed.

Note: The EX5000 may limit the number of symbols displayed based on the total symbol density.

- 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 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) **Select knob**—The right outer knob moves the blue field selector.
- 8) **Change knob**—The right inner knob changes the value or status of the selected field.

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.

9.4 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. The data available depends on your aircraft and EX5000 configuration. A series of dashes represents data that is invalid or unavailable.

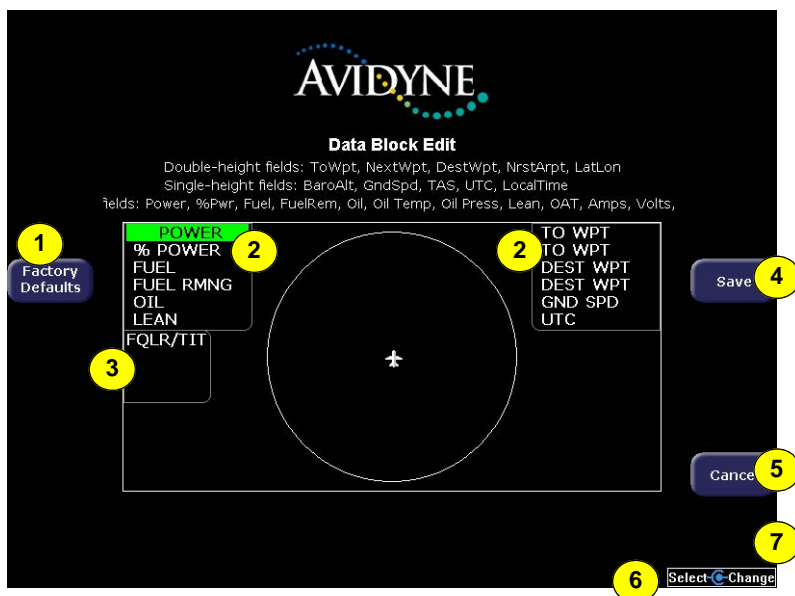


Figure 9.4 Data Block Edit Page

- 1) **Factory Defaults**—Resets the Data Blocks to the original display mode.
- 2) **Left & Right Data Blocks**—The Upper Left and Upper Right Data Blocks are user-configurable data blocks that appear in the upper left and upper right of the Map pages. You can keep these data blocks at the default factory configuration or you can customize the data that appears in the data blocks. The factory default uses the data blocks as follows:
 - Upper left contains engine and fuel data
 - Upper right contains navigation data.

Each data block can have as many as 6 lines of data. If you configure BLANK lines, the data block is resized to show only lines with valid data. The data block disappears if all lines are set to BLANK.

For information on the fields available in the data blocks, see Section 12.8, "Data Blocks" on page 172."

- 3) **Engine Status Block**—This field enables you to display bar graphs for an engine selection such as:

- Blank - The field is not displayed
- Fuel Qty/CHT
- Fuel Qty/ITT
- Fuel Qty
- CHT

Note: The selections for the Engine Status Block vary depending on your aircraft model.

Note: This field appears in addition to the Sensor Status Block and does not affect the Sensor Status Block which displays traffic and/or weather sensor status.

- 4) **Save**—Saves settings and returns to the Aux Main page.
- 5) **Cancel**—Cancels any changes and returns to the Aux Main page.
- 6) **Select** knob—The right outer knob moves the green field selector.
- 7) **Change** knob—The right inner knob changes the value or status of the selected field.

9.5 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 GMT (UTC). It is critical that the time be set to the correct GMT to provide accurate display of Datalink weather.

Figure 9.5 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 Two-Way 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.

Note: If the EX5000 time has drifted noticeably from the current GPS time, ensure the GPS unit(s) are receiving valid GPS information by re-synchronizing the EX5000 time as follows:

- Enter the System Time page.
- Change the "Time Source" setting from "Auto" to "GPS"
- Return the setting to "Auto" and press the "Save" button.
- If the "Time Source" was previously not set to "Auto", change the setting to "Auto" and press the "Save" button.

- 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) Select knob**—The right outer knob moves the blue field selector.
- 8) Change knob**—The right inner knob changes the value or status of the selected field.

10 Engine Page

The Engine page, which includes EMax™ Total Engine Management, displays the health and performance status of the aircraft engines. Most of the engine data is transmitted to the EX5000 via a remotely mounted data acquisition unit (DAU). The remaining data is either transmitted from the Entegra EXP5000 Primary Flight Display (PFD) or calculated by the Entegra EX5000.

This section discusses the following topics:

- *Engine Page Overview*, page 90
- *PA34 Engine Page*, page 92
- *PA34 Initial Usable Fuel Page*, page 96
- *PA34 Lean Assist*, page 97
- *PA34 Engine Data Blocks on Map Page*, page 100
- *PA46 Meridian Engine Page*, page 101
- *PA46 Meridian Initial Usable Fuel Page*, page 105
- *PA46 Meridian Engine Data Blocks on Map Page*, page 106
- *PA46 Mirage Engine Page*, page 107
- *PA46 Mirage Initial Usable Fuel Page*, page 111
- *PA46 Mirage Lean Assist*, page 112
- *PA46 Mirage Data Blocks on Map Page*, page 114
- *EMax Total Engine Management*, page 114

Note: The Engine page is unique for each airplane model. Due to differences in airplane models and features, the images in this chapter may differ slightly from the display in your airplane. However, the general functions are the same.

10.1 Engine Page Overview

The Engine page is divided into four main sections plus an OAT gauge. The sections contain the following information:

- 1) **Gauges:**
 - **PA34**—For each engine, provides analog and digital readouts of Manifold Pressure, RPM, Percent Power, Oil Temperature, and Oil Pressure.
 - **PA46 Meridian**—Provides analog and digital readouts of Torque, Interturbine Temperature (ITT), Propeller and Turbine RPM, Oil Temperature, and Oil Pressure.
 - **PA46 Mirage**—Provides dial and numeric readouts of Manifold Pressure, RPM, Percent Power, Oil Temperature, and Oil Pressure.
- 2) **Vacuum**—Indicates vacuum pressure for the de-icing system (where applicable).
- 3) **Electrical**—Monitors electrical voltages and current (where applicable).
- 4) **Fuel:**
 - **PA34**—Provides Fuel Quantity for each tank and Fuel Flow for each engine, as well as total Fuel Used, Fuel Remaining, Time Remaining, and Fuel Economy information.
 - **PA46**—Provides Fuel Quantity for each tank, as well as Fuel Flow, Fuel Used, Fuel Remaining, Time Remaining, and Fuel Economy information.
- 5) **OAT**—Digital outside air temperature (OAT) gauge.
- 6) **Exceed.**—(PA46 Meridian Only) Displays the Exceedances page.
- 7) **Initial Fuel**—Displays the Initial Usable Fuel page:
 - **PA34**—See Section 10.3, "PA34 Initial Usable Fuel Page" on page 96
 - **PA46 Meridian**—See Section 10.7, "PA46 Meridian Initial Usable Fuel Page" on page 105.

- **PA46 Mirage**—See Section 10.10, "PA46 Mirage Initial Usable Fuel Page" on page 111.



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. 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, any affected indicators will show a failure as follows:

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

10.2 PA34 Engine Page

The Piper Seneca V (Piper PA34) Engine page reflects its twin engine design. The analog gauges have two needles, labelled L (Left) and R (Right); bar gauges display data for both left and right engines.

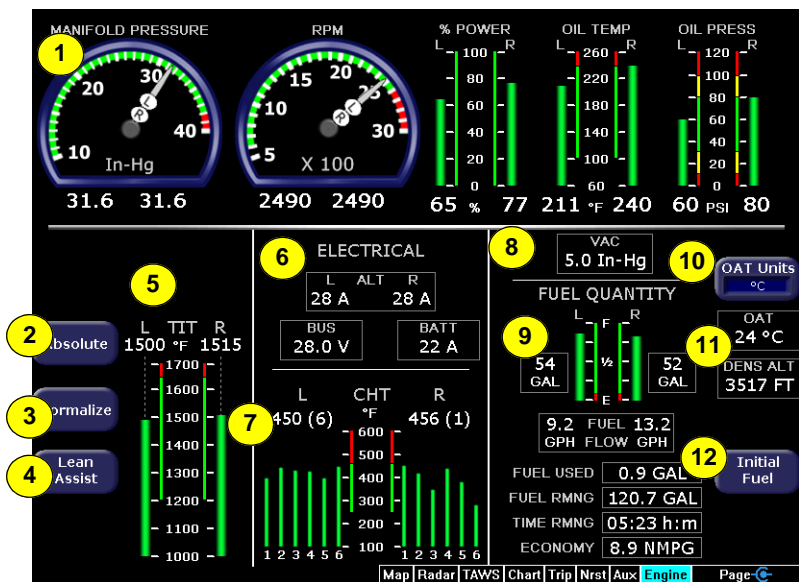


Figure 10.1 PA34 Main Engine Page

1) PA34 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.
- **Percent Power**—For each engine, indicates the calculated percent of maximum rated power currently being produced by the engine. This indication is calculated by the MFD based on engine RPM, manifold pressure, pressure altitude, outside air temperature, and fuel flow.
- **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**—Selects the “absolute” mode for TIT display. Absolute mode is the default display mode, which indicates the current turbine inlet temperature for each cylinder.
- 3) **Normalize**—Normalizes the temperature readings for the TIT display. Upon activation, the display will establish all of the current TITs at a zero point.

In TIT Normalized mode, the bar graphs will indicate overall changes in TIT rather than displaying the actual temperature values as in absolute mode.

- 4) **Lean Assist**—Begins the lean process as described in Section 10.4, "PA34 Lean Assist" on page 97.
- 5) **Turbine Inlet Temperature (TIT)**—For each engine, indicates the turbine inlet temperature in degrees Fahrenheit as a bar graph. The TIT 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 the TIT is rising or falling.

These indications are reported by the DAU and in combination with the Lean Assist function are used to aid you in leaning the aircraft's engine for desired performance.

6) **Electrical:**

- **ALT L and R**—Indicates the amperage 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.

- 7) **Cylinder Head Temperature (CHT)**—For each engine, indicates the temperature in degrees Fahrenheit of each engine cylinder head as reported by the DAU. The temperature of the hottest cylinder, along with the cylinder's number, displays above the bar graph. A white up or down trend arrow will also appear above the

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

8) **Vacuum (VAC)**—(Optional) If your aircraft is equipped with a de-icing system, Vacuum indicates the vacuum pressure for the de-icing system for each engine in inches-Hg as reported by the DAU.

9) **Fuel Data**—The EX5000 provides quantity and flow data for each fuel tank; all other fuel data relates to the aircraft generally.

- **FUEL QUANTITY**—For each fuel tank, a bar graph fuel gauge displays the amount predicted to be in each tank.



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.

Visually check 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.

- **FLOW**—For each fuel tank, displays the current fuel flow in gallons per hour as reported by the DAU.
- **FUEL USED**—Displays the total amount of fuel used since the last power up as reported by the DAU.
- **FUEL RMNG**—Displays the total amount of fuel remaining as calculated by the MFD 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 MFD 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.



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.

If the Check Fuel Remaining Warning displays, prepare to land immediately!

- 10) **OAT (Outside Air Temperature)**—Indicates the ambient air temperature as reported by the DAU.

OAT Units allows you to toggle the temperature display between degrees Fahrenheit and degrees Celsius.

- 11) **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.

- 12) **Initial Fuel Button**—Displays the Initial Usable Fuel page, described on page 96.

10.3 PA34 Initial Usable Fuel Page

The Initial Usable Fuel page displays on startup or when you press the *Initial Fuel*. From the Initial Usable Fuel page you can input the amount of fuel, in gallons or liters, added to the aircraft.

Note: Use the Initial Usable Fuel page only to enter changes to the known amount of fuel in the aircraft tanks. The Initial Usable Fuel page is not updated during flight and must not be used for an in-flight reference of remaining fuel.

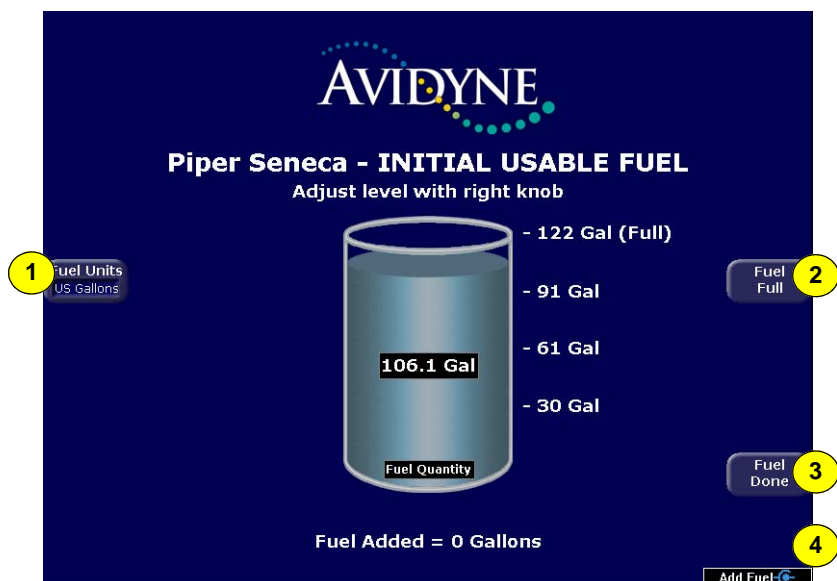


Figure 10.2 PA34 Initial Usable Fuel Page

- 1) **Fuel Units**—Switch between displaying fuel amounts in US gallons or liters.
- 2) **Fuel Full**—If you fill the tank, press Fuel Full to indicate that the fuel tank is full.
- 3) **Fuel Done**—Save the fuel data you entered and exit the Initial Usable Fuel page.
- 4) **Add Fuel knob**—Use the right outer knob to add or subtract the amount of fuel indicated in the tank. Turning the knob adds or subtracts one gallon or liter at a time.

10.4 PA34 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.

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 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 CHTs 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.

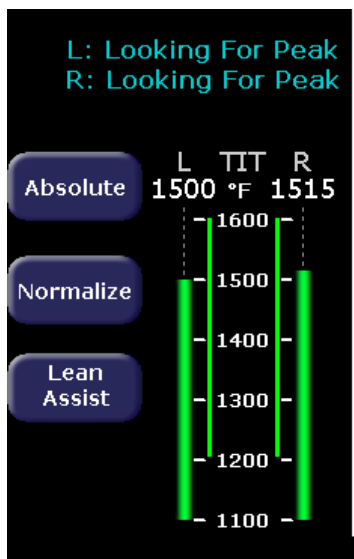
Note: Lean Assist is exited if Fuel Flow or Percent Power is invalid. The message “Lean Assist Disabled” displays at the top of the temperatures section.

- 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” for each engine (L and R) at the top of the temperatures section of the display.

- 3) As the TIT for each engine rises, the peak TIT will be detected and the 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.



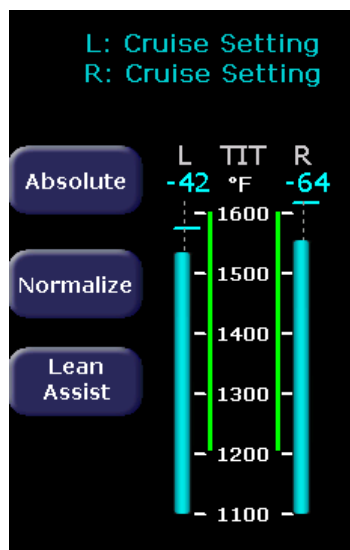
- 4) If 1650°F is detected prior to the TIT peak, the EX5000 indicates "Cruise Setting." Cruise Setting will be shown for temperatures from 1630°F to 1660°F.

- 5) 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 fuel flow increases while in Cruise Setting, or the temperature reaches 1650°F before the cruise setting is achieved, the EX5000 will annunciate "Re-lean or Reset."

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."

- 6) After the desired engine lean setting is achieved, press the *Normalize* or *Absolute* to exit the Lean Assist function.
- 7) 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.



10.5 PA34 Engine Data Blocks on Map Page

The Engine Sensor Status Box can provide textual and graphical representation of the left and right fuel quantities and the TIT. If selected, it is positioned below the top left data block.



Figure 10.3 PA34 Engine Information—Map Page

You can configure the left and right upper data blocks to include engine instrument information. For information about configuring the data blocks, see Section 9.4, "Data Block Edit Page" on page 85 and Section 12.8, "Data Blocks" on page 172.

10.6 PA46 Meridian Engine Page

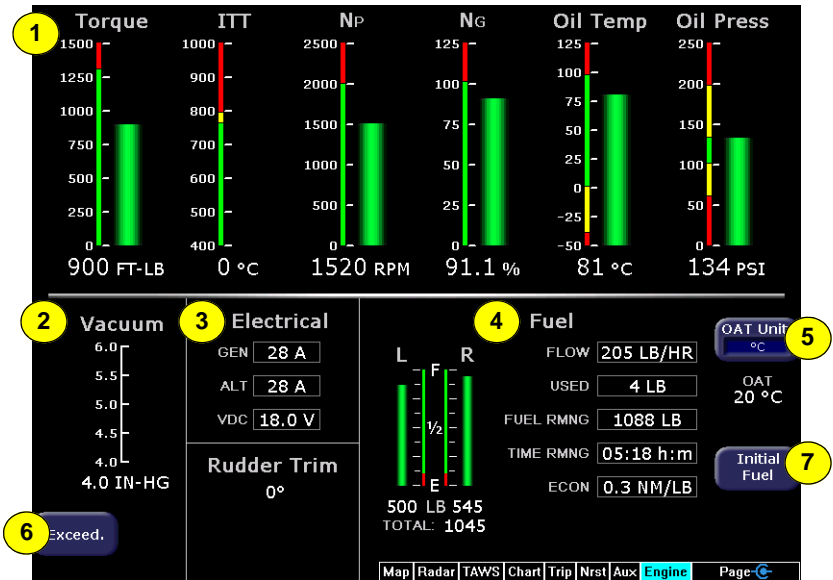


Figure 10.4 PA46 Meridian Engine Main Page

1) PA46 Meridian Engine Gauges:

- **Torque**—Displays engine torque in foot-pounds, as reported by the DAU.
- **Interturbine Temperature (ITT)**—Displays the current engine interturbine temperature in degrees Celsius as reported by the DAU.
- **Propeller RPM (Np)**—Indicates the current propeller speed in revolutions per minute as reported by the DAU.
- **Turbine RPM (Ng)**—Indicates the current turbine speed as a percentage as reported by the DAU.
- **Oil Temperature**—Indicates the current engine oil temperature in degrees Celsius as reported by the DAU.
- **Oil Pressure**—Indicates the engine oil pressure in pounds per square inch (PSI) as reported by the DAU.

2) Vacuum—Vacuum indicates the vacuum pressure for the de-icing system in inches Hg as reported by the DAU.

3) Electrical and Rudder—The Electrical meters display the following information:

- **GEN**—Indicates the amount of current in Amps being produced by the generator as reported by the DAU.
- **ALT**—Indicates the amount of current in Amps being produced by the alternator as reported by the DAU.
- **VDC**—Indicates the current voltage of the main bus in volts as reported by the DAU.
- **Rudder Trim**—Indicates the direction and magnitude of the rudder trim in degrees left (L) or right (R) as reported by the DAU.

4) Fuel Data—The fuel gauge graphically displays the current fuel quantity as reported by the aircraft fuel tank sensors. Additionally, the Fuel Data section displays the following:

- **Flow**—Displays the current fuel flow in pounds or kilograms 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 pound or nautical miles per kilogram 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.

- 5) **Outside Air Temperature (OAT)**—Indicates the ambient air temperature as reported by the DAU. Press *OAT Units* to change the display between degrees Fahrenheit and degrees Celsius.
- 6) **Exceedances**—Press the *Exceed.* button to display the Exceedance page, which reports on engine parameters that exceed specific values.

When you start the EX5000, the Exceedance page is first page to display. Press OK to display the Engine page.

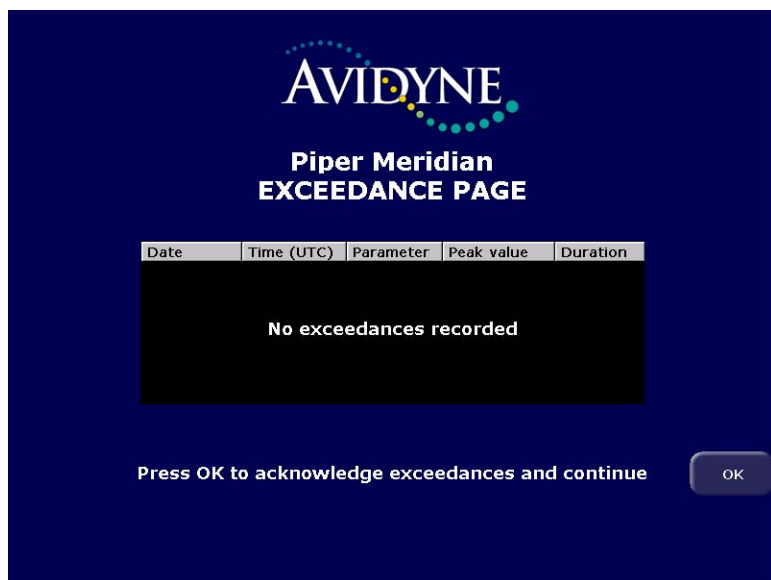


Figure 10.5 PA46 Meridian Exceedance Page

If the PA46 engine does exceed the parameters, the exceedances are recorded and displayed on the Exceedance page. For example:

Date	Time (UTC)	Parameter	Peak value	Duration
29 Jun 05	08:22:36	Oil Temp.	101°C	00:00:47
29 Jun 05	07:32:00	Oil Temp.	103°C	00:02:36

Note: If new exceedances are reported, consult a maintenance professional or the *Pilot Operating Handbook* for your aircraft.

- 7) Initial Fuel**—Displays the Initial Usable Fuel page, described on page 105.

10.7 PA46 Meridian Initial Usable Fuel Page

The Initial Usable Fuel page displays on startup or when you press the *Initial Fuel*. From the Initial Usable Fuel page you can input the amount of fuel, in gallons or liters, added to the aircraft.

Note: Use the Initial Usable Fuel page only to enter changes to the known amount of fuel in the aircraft tanks. The Initial Usable Fuel page is not updated during flight and must not be used for an in-flight reference of remaining fuel.



Figure 10.6 PA46 Meridian Initial Usable Fuel Page

- 1) **Fuel Units**—Switch between displaying fuel measurements in US gallons or liters.
- 2) **Fuel Full**—If you fill the tank, press Fuel Full to indicate that the fuel tank is full.
- 3) **Fuel Done**—Save the fuel data you entered and exit the Initial Usable Fuel page.
- 4) **Add Fuel** knob—Use the right outer knob to add or subtract the amount of fuel indicated in the tank. Turning the knob adds or subtracts one gallon or liter at a time.

10.8 PA46 Meridian Engine Data Blocks on Map Page

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

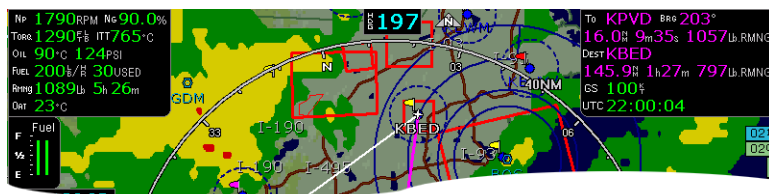


Figure 10.7 PA46 Meridian Engine Information—Map Page

You can configure the left and right upper data blocks to include engine instrument information. For information about configuring the data blocks, see Section 9.4, "Data Block Edit Page" on page 85 and Section 12.8, "Data Blocks" on page 172.

10.9 PA46 Mirage Engine Page

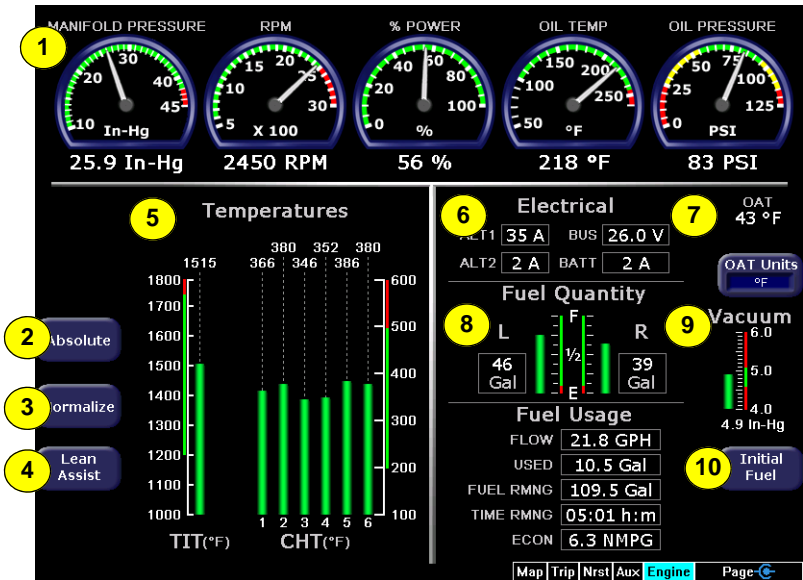


Figure 10.8 PA46 Mirage Engine Main Page

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**—Begins the lean process as described in Section 10.11, "PA46 Mirage Lean Assist" on page 112.

5) **Temperatures:**

- **Turbine Inlet Temperature (TIT)**—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:

- **ALT1 and ALT2**—Indicates the amount of current in Amps produced by the alternators 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.

- 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) Vacuum—(Optional) If your aircraft is equipped with a de-icing system, Vacuum indicates the vacuum pressure for the de-icing system for each engine in inches-Hg as reported by the DAU.

10) Initial Fuel—Opens the Initial Usable Fuel page, described on page 111.

10.10 PA46 Mirage 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.

Note: Use the Initial Usable Fuel page only to enter changes to the known amount of fuel in the aircraft tanks. The Initial Usable Fuel page is not updated during flight and must not be used for an in-flight reference of remaining fuel.

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 PA46'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 10.9 PA46 Mirage Initial Usable Fuel Page

10.11 PA46 Mirage 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 1760°F, the Lean Assist function will be halted. Reduce power and enrichen the mixture immediately.



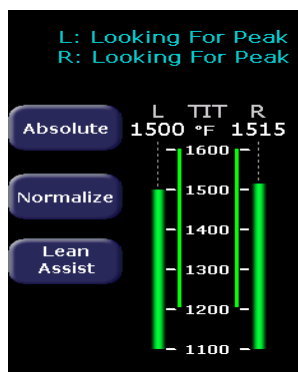
If at any time during the Lean Assist process the engine begins to run roughly, richen the mixture until the roughness abates.

Note: Lean Assist is exited if Fuel Flow or Percent Power is invalid. The message “Lean Assist Disabled” displays at the top of the temperatures section.

- 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.

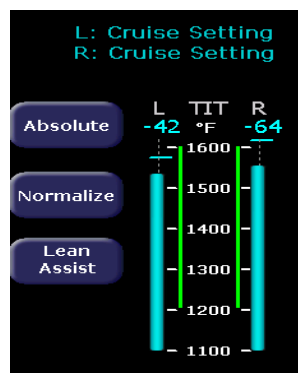
- 2) The EX5000 will annunciate “Looking for Peak” at the top of the temperatures section of the display.
- 3) As the TIT rises, the peak TIT will be detected and the EX5000 Engine page will annunciate “Cruise Setting,” indicating that the proper mixture has been achieved. Cruise Setting is indicated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



- 4) If 1750°F is detected prior to the TIT peak, the EX5000 indicates “Cruise Setting.” Cruise Setting will be shown for temperatures from 1730°F to 1760°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.

10.12 PA46 Mirage 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.

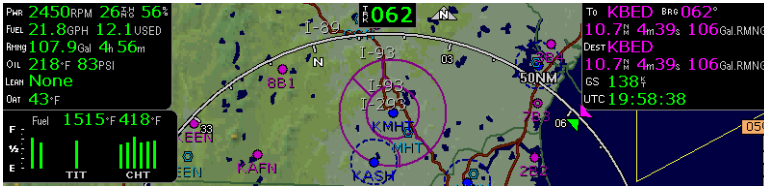


Figure 10.10 PA46 Mirage Engine Information—Map Page

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 12.11 Engine Instrument Data Block Information on page 173.

10.13 EMax Total Engine Management

The EMax™ feature, which is part of your EX5000 package, provides 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 the following files:

- One ASCII text file (.txt) for each engine, 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.

For information about downloading EMax data from the EX5000, see Section 12.1, "Updating Your Databases" on page 152.

11 Datalink (Optional)

Datalink services allow you to view weather and other data on the EX5000 Map and Trip pages. Avidyne offers the following Datalink services for the EX5000:

- Broadcast Datalink
- Two-Way Datalink
- Multilink

For most operations, the EX5000 weather data display is the same regardless of which Datalink system is in use.

11.1 Broadcast Datalink

The EX5000 supports an optional Broadcast Datalink receiver, either:

- An MLB700 that supports WSI/Sirius
- An XM receiver that supports XM WX.



Figure 11.1 Broadcast Receiver Options

Both receivers receive a constant stream of weather data. Broadcast Datalink requires a fixed monthly subscription.

WSI provides US and Canadian Radar, METARS, TAFs, and Mexican and Caribbean METARS and TAFs.

XM provides US and Canadian Radar, METARS, and TAFs.

11.1.1 Using Broadcast Datalink in Flight

The Broadcast Datalink receiver receives weather data continuously. It is not necessary to enable or disable the receipt of individual types of data. You can control the display of received data on the Map, Trip or NRST pages.

Note: The boundary of the available datalink radar data is shown by an area with diagonal stripes. In normal operation, this boundary follows the outline of CONUS if US RDR is selected, or the extent of Canadian Radar if CAN RDR is selected. If, however, datalink radar is unavailable in a particular area for any reason, the hatched lines appear in that area. In the mountains and off the coast, hatched lines

may represent no coverage below 10,000 feet. If there are radar returns in that region above FL100, the returns will be displayed as "islands of precipitation" surrounded by the hatched lines.

11.2 Two-Way Datalink

The EX5000 supports an optional 2-Way Datalink transceiver which may be:

- The MLX770 provides worldwide access via the Iridium satellite constellation.
- The Orbcomm receiver provides North American access. Due to variability in the Orbcomm satellite signal, weather update rates may be unpredictable with the ORBCOMM system.

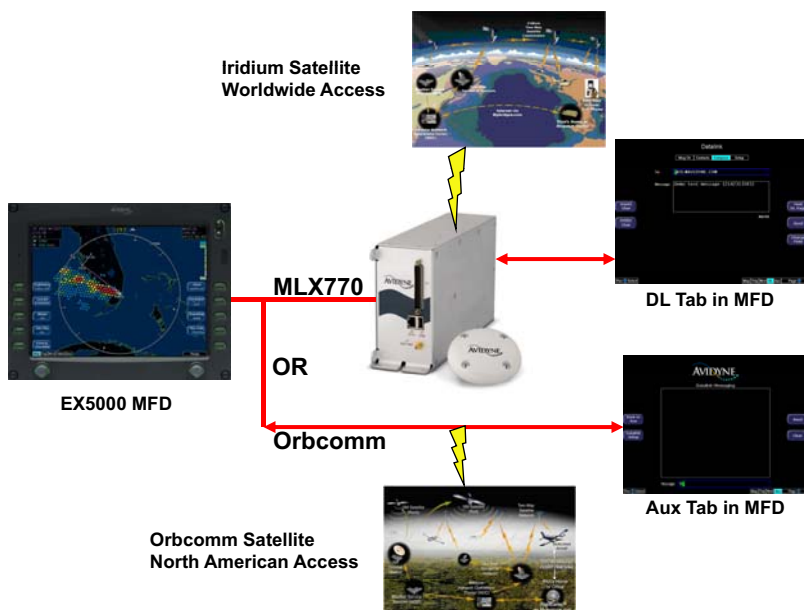


Figure 11.2 Two-Way Datalink

The 2-Way Datalink transceiver sends your flight plan to the Avidyne Network Operations Center (NOC), which then sends you only the data pertinent to your flight. Two-Way Datalink can provide the lowest-cost datalink by charging only for the data used.

Note: If you have both 2-Way Datalink and Broadcast Datalink, you can use Avidyne's MultiLink feature.

11.2.1 Flight Tracking

Regular automatic aircraft position reporting is available with both Iridium and ORBCOMM 2-way datalink systems. Your login page at www.MyAvidyne.com 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.

Note: On the date of this publication, flight tracking is available in the US only. Flight tracking will expand to include other regions of the world.

Once Datalink is enabled and your account is set up, both Datalink Messaging and Flight Tracking will be available. No weather data types need be selected for these services to work.

11.2.2 Using 2-Way Datalink in Flight

When you turn on the EX5000, it begins sending position data to tell the satellite network where you are and that you are about to begin a flight. Weather data is transmitted to your airplane based on your user preferences - no action is required to begin receiving weather data if 2-Way Datalink (narrowcast) and multicast are enabled and user preferences are set to receive weather products.

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

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 selected online or on the Datalink Setup page.

The boundary of available datalink radar data is shown by an area with diagonal stripes (hatched). The hatched areas depict areas without radar coverage, distinguishing them from areas that have radar coverage but no radar returns.

Note: 2-Way Datalink satellites may occasionally be out of view, which may delay Datalink transmissions.

Iridium Coverage Areas

If the aircraft is equipped with the MLX770 Iridium transceiver, METARs and TAFs are available worldwide. Datalink radar data is provided with North American and European coverage at product launch. Avidyne will continue to add countries and additional regions.



Figure 11.3 Iridium Datalink Radar European Coverage at Product Launch

ORBCOMM Coverage Areas

If the aircraft is equipped with the Quake SC internal transceiver, two-Way Datalink provides datalink radar data within the contiguous United States (CONUS) as well as portions of Canada and Mexico. ORBCOMM coverage is bounded by the following limits:

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



Figure 11.4 Orbcomm Datalink Radar Coverage

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

11.2.3 Loss of Satellite Coverage

For normal atmospheric causes and for occasional satellite maintenance periods, the satellite and/or Network Operations Center might 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 affect the remaining navigation, map, radar, etc. 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 or TFR data.
- Your Satellite in view data 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 action that you can take to re-acquire a satellite signal 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 resumes automatically when a satellite is re-acquired.

11.3 MultiLink

MultiLink is a combination of 2-way datalink and broadcast datalink. If your aircraft has 2-Way Datalink and Broadcast Datalink systems installed and enabled, MultiLink provides expanded coverage areas. For example, if you have an Iridium subscription and a broadcast weather service such as WSI or XM, and you are flying a route that takes you out of North America, for example to South America, when you leave the North American broadcast reception area, Multilink will automatically engage 2-way datalink to receive weather services.

With Multilink, you can select either 2-Way or Broadcast Datalink radar data on the Map page using the **WX Only** key. See “Map Page—Controls” on page 8.

Also, with two Datalink methods, you are more likely to have weather data available. If you lose broadcast datalink reception, 2-Way Datalink will provide the data.



Figure 11.5 MultiLink

All weather data (Datalink Radar, Text and Graphical METARs, AIRMETs, SIGMETs and TFRs) are depicted as usual whether received from Broadcast or from 2-Way Datalink. No specific action is required to choose between Datalink systems for this data.



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



Use Datalink weather only for strategic planning purposes. Do not use the EX5000 to penetrate severe weather, thunderstorms, cells or lines of cells. Always refer to current aeronautical charts for appropriate terrain and obstacle information.

Note: In the MFD status message:

Narrowcast refers to the use of 2-way datalink to send weather data from the Avidyne NOC based on position and flight plan data.

Broadcast refers to the external Sirius or XM satellite weather receiver. *Datalink* refers to the 2-Way Datalink system.

11.4 Overview of Datalink Weather

For most operations, the EX5000 displays weather the same way regardless of which Datalink system is used.

Two-Way Datalink and Broadcast systems can provide the following:

- **Datalink Radar** - 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 key on the Map page cycles between on-board radar, 2-Way Datalink RADAR and Datalink RADAR, as available.



Figure 11.6 Datalink Radar Color Legend

Note: Depending on your Broadcast Datalink subscription, Broadcast Datalink can provide lightning strike data, allowing the Map page to add “Datalink” as a source of strike data that is controlled by the *Lightning* key. The actual weather products delivered depend on your satellite weather subscription plan and your region of the world.



For Datalink RADAR, small areas of high-intensity Datalink Radar data might not be displayed on the EX5000 at high range settings. Instead, larger areas of surrounding lower-intensity returns may obstruct indications of severe precipitation at Map ranges higher than 250 nm. Avoid using Map ranges greater than 250 nm when Datalink Radar echoes are shown in the vicinity of the aircraft.



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 Chapter 9 "Aux Pages – Configuring the EX5000" for more information.

- **Text METARs** - The full text of recent surface weather observations. Text METARs appear on the Trip page, and with Broadcast Datalink, they also appear on the following Nearest Airport pages: Nearest to Position and Nearest to Destination.
- **Graphical METARs** - Color-coded flag symbols that summarize

METARS	◀ VFR:	> 5 SM		> 3000 ft
	◀ MVFR:	3-5 SM		1000-3000 ft
	◀ IFR:	1-3 SM		500-1000 ft
	◀ LIFR:	.5-1 SM		200-500 ft
	◀ <CATI:	<.5 SM		< 200 ft

Figure 11.7 Graphical METAR Symbols

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 (US Only)** - 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 (US Only)** - 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.

11.5 Symbols Displayed using Datalink

This section describes the symbols displayed using Broadcast Datalink. Figure 11.8, 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".

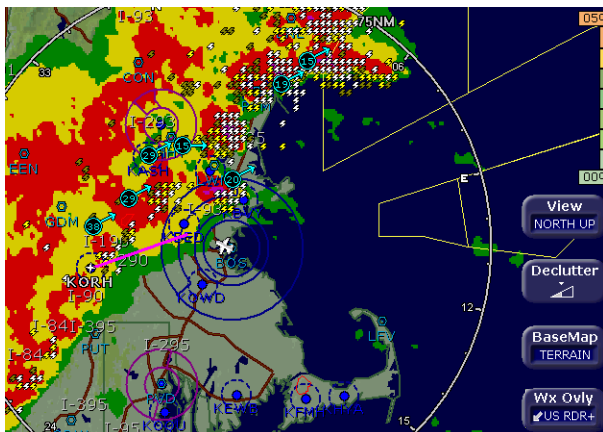


Figure 11.8 Broadcast Datalink Weather

- **Lightning strike symbols**—Depending on your broadcast service level, lightning information from the broadcast datalink 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

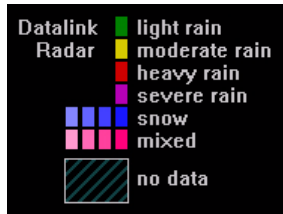
- **METAR symbols**—Each METAR reporting station shown on the Map page will have a METAR condition flag displayed. The color of the METAR flag indicates the current conditions at that airport:

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

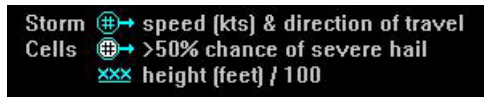
- **AIRMETS/SIGMETs**—Depending on your broadcast service level, AIRMETS and SIGMETs are shown as ribbed lines enclosing the area of the advisory and are color coded and

labeled as to their type. For more details, see Table 12.7 Airspace and Airways Lines on page 170.

- **Datalink Radar Images**—The WSI and XM Datalink Radar images are delivered with a resolution of approximately 1 NM. The EX5000 smoothes the edges of the Datalink Radar images, so that the images are not distracting at smaller zoom ranges. The Datalink Radar 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 Datalink Radar 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 is displayed with a white background. It also shows echo tops.



Note: At longer range settings, individual lightning strikes and storm cells are combined into single strikes or single storm cells, depending on their proximity. This avoids clutter and improves readability. And vice versa, lower map range settings will display more strikes and storm cells.

- **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.

11.5.1 Using Datalink without a Traffic Sensor or Radar

Without Radar or 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.

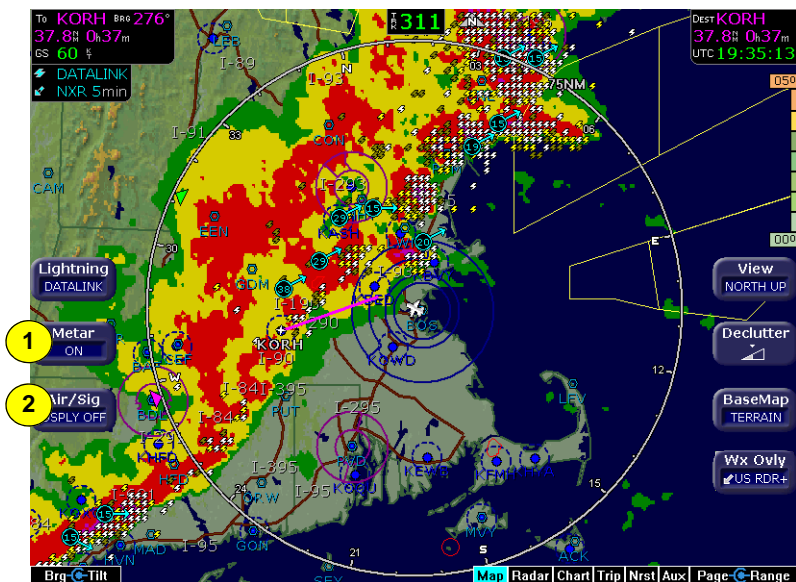


Figure 11.9 Datalink Weather without Traffic Sensors

- 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 Setup or Datalink Configuration (ORBCOMM) page, the corresponding button does not display on the Map page.

11.6 Nearest Page with Datalink Weather

The 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.

The screenshot displays the 'Airports Nearest to Position' interface. It features a table of airports with columns for ID, BRG, NM, Freq, and Name. The first airport, KOMN, is highlighted. Below the table, the METAR conditions for KOMN are shown, including Age, Wind, Gust, Visibility, Weather, Temp/Dew, and Altimeter. On the right side, there are buttons for 'Airport Info', 'Type', 'Filter', and 'Chart'. At the bottom, a navigation bar includes 'Map', 'Radar', 'TAWS', 'Chart', 'Trip', 'Nrst', 'Aux', 'Engine', 'Page', and 'Select'.

ID	BRG	NM	Freq	Name
KOMN	263	10.0	119.07	ORMOND BEACH MUN
KDAB	222	11.6	118.10	DAYTONA BEACH INTL
X47	304	16.6	123.00	FLAGLER CO
KEVB	189	16.8	119.67	NEW SMYRNA BEACH MUN
X50	185	21.4	122.70	MASSEY RANCH
1J6	241	24.6	122.80	LEE
KDED	235	24.7	123.07	DE LAND MUN-TAYLOR
2J8	265	28.4	122.90	PIERSON MUN
KSFB	211	37.2	120.30	ORLANDO SANFORD INTL
X21	179	43.0	123.00	DUNN

METAR Conditions at KOMN:

Age: 31 minutes Temp/Dew: 28°C / 20°C
 Wind: 050° at 7 kts Altimeter: 30.06 inches of Hg
 Gust: none
 Visibility: 10SM
 Weather: none

Cloud cover: sky clear

Buttons: Airport Info, Type, PPOS APT, Filter, ON, Chart

Navigation Bar: Map, Radar, TAWS, Chart, Trip, Nrst, Aux, Engine, Page, Select

Figure 11.10 Nearest Page with Broadcast Datalink

For further information about Datalink weather on the NRST page, see Chapter 8 "Nearest Page (NRST)".

11.7 Trip Page with Datalink Weather

The Trip page also displays weather information from the weather Datalink. Each waypoint on the current active flightplan 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.

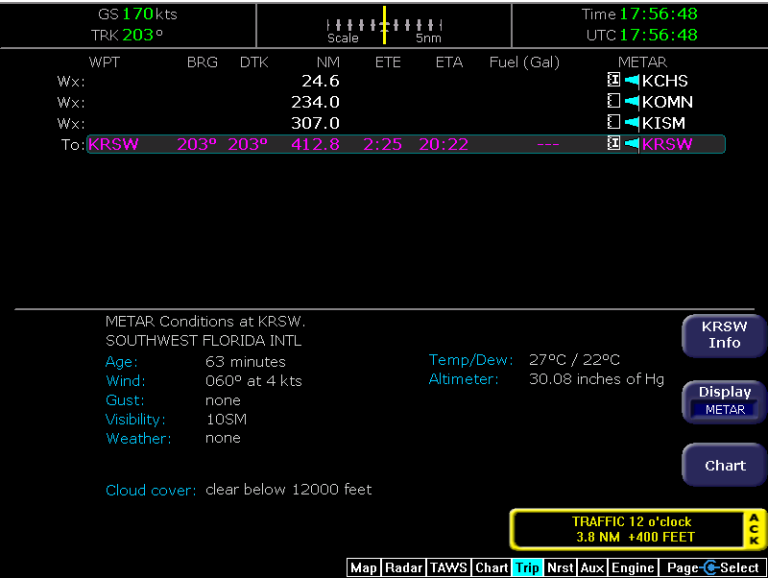


Figure 11.11 Trip Page with Datalink Weather

For information about Datalink weather on the Trip page, see Chapter 7 "Trip Page".

11.8 Setting Up Datalink for Iridium

The **Datalink Setup** page enables you to change datalink settings, including enabling Iridium 2-Way Datalink.

To access the Datalink Setup page, Rotate the **Page** knob to select the **DL** tab. On the DL tab, press **Next DL Page** until the *Datalink Setup* page opens.

Figure 11.12 Datalink Setup Page

Use the **Select** key (2-knob EX5000) or **Select** knob (4-knob EX5000) to move from field to field and rotate the **Change** knob to select choices for an option. Press **Save** to save changes.

The Datalink Setup page contains the following keys:

- **Datalink Defaults** - Changes all fields to their default value. To undo, press **Cancel**. The default values are:
 - **Coverage Area** - Flight Plan
 - **Coverage Radius** - 200 NM
 - **Datalink Radar Resolution** - Medium

- **DL RDR Resolution** - Medium
- **Request Interval** - Medium Rate
- **Text METARS** - ON
- **METAR Symbols** - ON
- **TAFs** - ON
- **AIR/SIGMETs (USA Only)** - OFF
- **TFRs (USA Only)** - OFF
- **Next DL Page** - Opens the Msg Ctr page.
- **Select** - Scrolls through fields and selects a field to edit. Rotate the Change knob to change the setting in the selected field.
- **Save** - Saves the current settings. The new saved settings are sent to the NOC and the stream of data being sent to the aircraft will be affected from that point forward.
- **Cancel** - Cancels changes made to this page and returns the settings to the previous settings. Pressing Cancel cannot undo Saved changes.

The Datalink Setup page contains the following fields:

- **Narrowcast Enabled** or **Multilink Enabled** - Enables Iridium 2-Way Datalink. Check this box if an MLX770 Iridium Transceiver is installed in the aircraft. If Broadcast is enabled, Multilink Enabled is shown, otherwise Narrowcast Enabled will be shown.
- **Coverage Area** - Specifies the type of coverage being requested: (Also see *Select knob—The right outer knob moves the blue field selector.* on page 144)
 - **Flight Plan** - Requests weather information for a corridor along the entire current flight plan, with the specified Coverage Radius to either side of the flight plan route. The boundary of the datalink radar coverage area is shown by an outline with diagonal stripes.
 - **Current Position** - Requests weather information within the specified Coverage Radius of the aircraft position, regardless of flight plan.

- **Coverage Radius (NM)** - Select 50, 100, 200, 300 or 400 nautical mile radius around the aircraft or flightplan as the display area for depicting weather.
- **Datalink Radar Resolution** - Select High, Medium, or Low Datalink Radar resolution. The “Low” setting uses the least message units and most likely will provide the fastest updates. Increasing this setting provides improved Datalink Radar details, but, in turn, increasing the message units can decrease the actual update rate.
- **Request Interval** - Select the frequency of weather updates. The update frequency varies per region depending on how often weather data is updated. Also, changing satellite and network conditions can affect the update rate. The intervals are:
 - **Maximum Rate** - Weather data is updated as soon as updated weather is available.
 - **High Rate** - Data is updated typically every 10 minutes (up to 6 updates per hour).
 - **Medium Rate** - Data is updated typically every 20 minutes (up to 3 updates per hour).
 - **Low Rate** - Data is updated typically once per hour.

Note: Satellite visibility and network traffic may cause an additional missed update.

Note: Faster rates for request intervals consume significantly more message units.

Weather Types - The Weather Type fields enable you to select the type of weather data to receive. To enable a weather type, check the checkbox for that weather. The following weather data subscriptions can be enabled or disabled:

- **Text METARs** - Text METARs
- **METAR Symbols** - Graphical METAR flag symbols
- **AIRMETs / SIGMETs (USA Only)** - AIRMET/SIGMET
- **TAFs** - Terminal Area Forecasts

- **TFRs (USA Only)** - Temporary Flight Restrictions (TFRs). TFRs are not contained in the Nav database and are depicted only when received via Datalink.



Do not rely on the EX5000 as your sole source for TFRs. The status of TFRs may change or may be unavailable. Before conducting a flight, always confirm the state of TFRs with FAA Flight Service.

11.9 Iridium Text Messaging

With an MLX770 transceiver installed in the aircraft, Iridium provides a text messaging interface that enables you to conduct two way text messaging. A **DL** (Datalink) tab appears between the **Nrst** and **AUX** tabs. The **DL** tab controls all of the text messaging functions.



Figure 11.13 Two-Way Datalink DL tab



Figure 11.14 Two-Way Datalink Option menu

The **DL** tab has four options as shown in Figure 11.14.



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.

You can address messages to either a phone number that supports text messaging or to an e-mail address.

Note: Avidyne strongly recommends using e-mail addresses since text messages over Iridium are much more reliable when sent to e-mail addresses as opposed to phone numbers.

You can also receive messages. In order for a ground based device to contact the aircraft, only the MLX770 device identification number needs to be known and then the text message is routed by Iridium to the aircraft.

11.9.1 Managing Messages

The Message Center lists incoming and outgoing messages. The arrow on the left side indicates whether the message was incoming or outgoing and whether it was accepted by Iridium (Table 11.1). The message center is where you select messages to read. Message headers in this page are lost when the avionics is powered down.







Figure 11.15 Message Center Page

The Message Center page contains the following keys:

- **Delete** - Deletes the currently-selected message. You will not be prompted to confirm the deletion. You cannot undo a delete; deleted messages cannot be retrieved.
- **Next DL Page** - Opens the Contacts page.
- **Reply** - Goes to the Compose page with the sender address of the currently-selected message in the message center to be copied to the To header in the new message. The message body is not copied. You can then key in the new message using the rotary knobs.

- **Forward** - Goes to the Contacts page where you can select a contact to forward the message to.
- **Save Contact** - Saves the address in the header in the Contacts list. Goes to the Contacts page and allows you to enter the contact information (name, e-mail address, or phone number).

Table 11.1 Message Status

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 Flight Center	A solid green arrow indicates a message received from your Flight Center via MyAvidyne.com.
	Message received from Avidyne NOC	A solid blue arrow indicates a message received from the Avidyne Network Operations Center (NOC).

11.9.2 Managing Contacts

This Contacts page enables you to create, edit, and delete contacts. Valid contact info is retained even after turning the power off.

Datalink	
Msg Ctr Contacts Compose Setup	
IDENT ID	ADDRESS
ENT IDEN	ADDRESS
T	
PCL	PHIL@AVIDYNE.COM
ANDREW	APRNCE@AVIDYNE.COM
ANDREW P	(123) 456-0987
HOME	
ANDREW T	N12345
AIL #	
A	8
HOME	(123) 456-7890
7ABCC4CC	9999999
TECH SUP	TECHSUPPORT@AVIDYNE.COM
PORT	5235Q
9	
A	AAAAAA
B	6
MATT GE	MGESSNER@AVIDYNE.COM

Name:
 Address:

[Map](#)
[Trip](#)
[Nrst](#)
[DL](#)
[Aux](#)
[Page](#)
[Scroll](#)

Figure 11.16 Contacts Page

The Contacts page contains the following keys:

- **New Contact** - Adds a new contact to the Contacts list. You can add an unlimited number of contacts as memory permits.
- **Delete Contact** - Deletes the currently-selected contact. You will not be prompted to confirm the deletion; once deleted, this action cannot be undone.
- **Next DL Page** - Opens the Compose page.
- **Compose** - Goes to the Compose page with the contact's address inserted in the To: field, and the message body ready to enter a message.
- **Edit** - Opens a selected contact so that you can make changes to the contact information.

11.9.3 Composing an Iridium Text Message

The Compose page enables you to create a new message. There are a total of 130 characters available for the message including the messaging header containing the address e-mail or SMS phone number. A counter is provided to help you know when you are reaching the 130 character limit.



Figure 11.17 Compose Page

This Compose page contains the following keys:

- **Insert Character** - This allows you to insert blank characters after the current cursor position and edit either the address in the To: field or the message. The message size limit is 130 characters. Blank characters are counted like other characters.
- **Delete Character** - Deletes currently-selected character. Once a character is deleted, it cannot be recovered.
- **Next Pos** - Moves the cursor to the right. This key appears only on 2-knob EX5000. 4-knob MFDs use the Pos knob.
- **Previous Pos** - Moves the cursor to the left. This key appears only on 2-knob EX5000. 4-knob MFDs use the Pos knob.

Datalink (Optional)

- **Pos** knob - Turn the outer ring of the **Pos** knob to move the cursor position within the Compose text box. This knob appears only on 4-knob EX5000. 2-knob MFDs use the Next Pos and Previous Pos keys.
- **Select** knob - Use the **Select** knob to select letters from an alphanumeric set (A-Z, punctuation, 0-9, and space).
- **Change Field** - Moves the cursor back and forth between the To: field and the Message: field.
- **Next DL Page** - Opens the Setup page.
- **Send** - Sends the message.

11.10 Setting Up Datalink for ORBCOMM

The Datalink Configuration page enables you to set Datalink options, including enabling MultiLink. MultiLink services are available when both 2-Way Datalink and Broadcast Datalink are installed and active, as described in *Activating a 2-Way Datalink Account* on page 163. To access the Datalink Configuration page, on the Aux Main page, press *Datalink*.

- If Broadcast Datalink is installed, the Datalink Messaging page is displayed. From the Datalink Messaging page, press *Datalink Setup* to configure MultiLink.
- If Broadcast Datalink is not installed, the Datalink Configuration page is displayed directly.

AVIDYNE

Datalink Configuration
Use to establish the amount of weather data transmitted

1 **Datalink Defaults**

2 ☒ **MultiLink Enabled** SC s/n DQ0000008398

3 **Coverage Area** Flight Plan

4 **Coverage Radius (NM)** 200

5 **NEXRAD Resolution** High

6 **Request Interval** Normal Rate

7 ☒ **Text METARs**

☒ **METAR Symbols** ☒ **SUA Status**

☒ **AIRMETs / SIGMETs** ☒ **TFR Status**

8 **Save**

9 **Cancel**

10 **Select** 11 **Change**

Figure 11.18 Datalink Configuration Page

- 1) **Datalink Defaults** - Press *Datalink Defaults* to reset the Datalink Setup options to the following default 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

- 2) **MultiLink Enabled** - If both Broadcast Datalink and 2-Way Datalink are installed, check this box to enable the MultiLink system.

If Broadcast Datalink is not installed, this setting is labeled *Narrowcast Enabled*. Check this box to enable 2-Way Datalink.

If this box is not checked, subsequent flights will *not* be shown on your account page at www.MyAvidyne.com.

Note: If the Broadcast Datalink is unavailable, weather data is received by 2-Way Datalink. For Broadcast Datalink, the Trip page indicates the time since the last data was received ("time since reception"). There is a time delay between the creation and reception of weather data.

- 3) **Coverage Area** - Specifies the type of coverage being requested: (Also see *Select knob—The right outer knob moves the blue field selector*. on page 144)
- **Current Position** - Requests weather information within the specified Coverage Radius of the aircraft position, regardless of flight plan.
 - **Flight Plan** - Requests weather information for a corridor along the entire current flight plan, with the specified Coverage Radius to either side of the flight plan route. The boundary of the datalink radar coverage area is shown by an outline with diagonal stripes.
- 4) **Coverage Radius (NM)** - Select 50, 100, 200, 300 or 400 nautical mile radius around the aircraft or flightplan as the display area for depicting weather. Also see *Select knob—The right outer knob moves the blue field selector*. on page 144.
- 5) **Datalink Radar Resolution** - Select High, Medium, or Low Datalink Radar resolution. The "Low" setting uses the least message units and most likely will provide the fastest updates. Increasing this setting provides improved Datalink Radar details, but, in turn, increasing the message units can decrease the actual update rate.

6) **Request Interval** - Select the requested time between weather updates. Due to changing satellite and network conditions, the actual update rate can vary considerably:

- **Maximum Rate** - Receives data as soon as new updates arrive at the NOC, Normally 4 – 12 updates per hour.
- **High Rate** - data is queued for delivery at a high rate, up to 6 updates per hour (normally 2 – 6 updates an hour).
- **Normal Rate** - data is queued for delivery at a rate of up to 3 updates per hour (normally 1 – 3 updates an hour).
- **Hourly Rate** - data is queued for delivery approximately once per hour.

Note: Faster rates for request intervals consume significantly more message units.

7) **Weather Types** - Allows you to enable/disable the type of weather information you want to receive. When each box is enabled, the following data is requested:

- **Text METARs** - Text METARs
- **METAR Symbols** - Graphical METAR flag symbols
- **AIRMETs / SIGMETs** - AIRMET/SIGMET
- **SUA Status** - Special Use Airspace (SUA) status.

Note: The Avidyne NOC does not support SUA Status.

Note: Some data types do not change often during the day and will therefore be updated only when they change.

- **TFR Status** - Temporary Flight Restrictions (TFRs). TFRs are not contained in the Nav database and are depicted only when received via Datalink.



Do not rely on the EX5000 as your sole source for TFRs. The status of TFRs may change or may be unavailable. Before conducting a flight, always confirm the state of TFRs with FAA Flight Service.

8) **Save** - Saves any changes made and return to the Aux page.

9) **Cancel** - Returns to the Main page *without* accepting changes.

- 10) Select knob**—The right outer knob moves the blue field selector.
- 11) Change knob**—The right inner knob changes the value or status of the selected field.

11.11 Optimizing MultiLink for ORBCOMM

Your MultiLink setup can be fine-tuned to provide the MultiLink features you desire. In general, 2-Way Datalink provides the best performance when you request the smallest necessary amount of data. Also, remember that your 2-Way Datalink account is charged for all weather data sent, even if it is redundant data that has already been received via the Broadcast system.

Note: Be sure to select the appropriate Coverage Area.

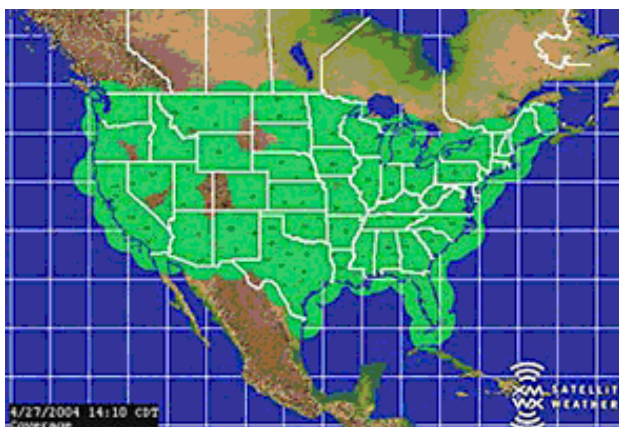


Figure 11.19 Coverage area for Broadcast weather

Canadian radar stations can include parts of CONUS. If you are in flight, and the coverage area you have selected intersects with a Canadian station, you will be charged for this data. 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 2-Way Datalink 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 2-Way Datalink. For this flight, it would be better to set the Coverage Area to “Current Position” and “200 nm”. With these values, the NOC will not send 2-Way Datalink weather data for this flight unless the Broadcast system fails.

Use the following guidelines as a starting point, and as you gain familiarity with the system, you can strike your own balance between 2-Way Datalink 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 2-Way Datalink 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 2-Way Datalink data on each flight for session management and position reporting.

11.12 Orbcomm Text Messaging (Optional)

For EX5000 MFDs equipped with an internal satellite transceiver, 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, 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 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.

11.12.1 Messaging Knobs and Buttons

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

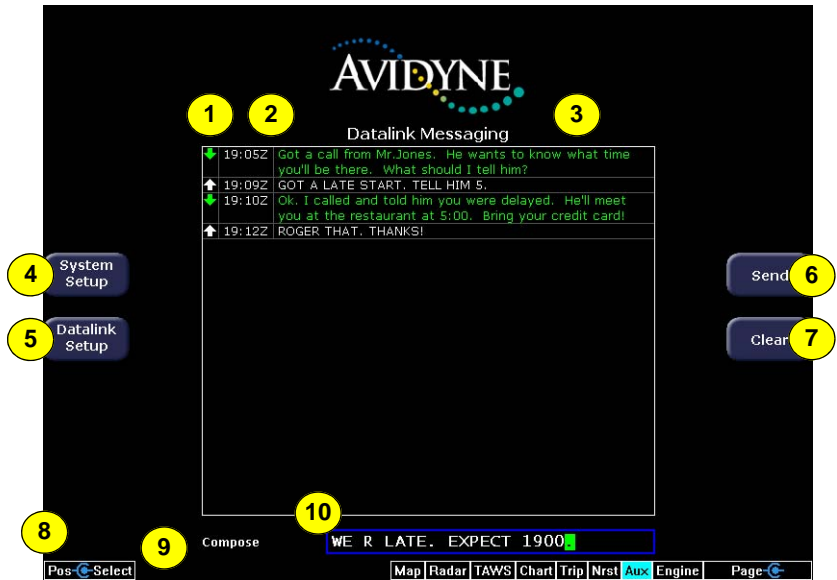






Figure 11.20 Datalink Messaging Knobs and Buttons

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

Table 11.2 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 11.3 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 System Setup 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 Two-Way weather data types. For more information, see *Setting Up Datalink for ORBCOMM* on page 141.
- 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) **Pos** (Position Cursor) knob—Rotate the left outer knob to move the cursor position within the Compose text box.
- 9) **Select** (Select Character) knob—Rotate the left inner knob to select letters from the standard alphanumeric string set (A-Z, 0-9).
- 10) **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.

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.

11.12.2 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 *Pos* and *Select* knobs, described in *Messaging Knobs and Buttons* on page 147, 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.

Receiving a Datalink Message

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.

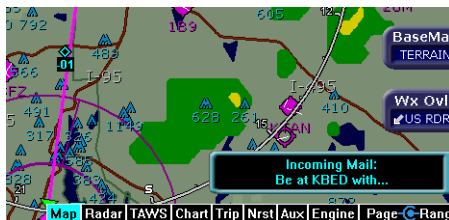


Figure 11.21 Receiving a Datalink Message

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.

12 Reference

This section contains the following information:

- *Updating Your Databases*, page 152
 - *Loading NavData (the Navigation Database)*, page 153
 - *Loading CMax Chart Data*, page 155
 - *Downloading EMax Data*, page 156
- *Activating Broadcast Datalink Accounts*, page 158
- *Activating a 2-Way Datalink Account*, page 163
- *Setting Up MultiLink*, page 164
- *Cleaning the EX5000 Screen*, page 165
- *Sensor Status Block Symbols*, page 166
- *Map Symbols*, page 168
- *Line Styles*, page 170
- *Data Blocks*, page 172
- *TAWS Messages*, page 174
- *Nav Messages*, page 176
- *Traffic Messages*, page 178
- *Lightning Messages*, page 180
- *Engine Messages*, page 182
- *PFD Messages*, page 186
- *Two-Way Datalink Messages*, page 187
- *Broadcast Datalink Messages*, page 189
- *Radar Messages*, page 193
- *Avionics Abbreviations*, page 195

12.1 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.



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.

12.1.1 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 is displayed.

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

12.1.2 Loading CMax Chart Data

For CMax data updates, USB Memory device or ZIP drive and disk capacity must be at least 250 MB. 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) Follow the Dataloader on-screen instructions to disconnect the USB Memory device or Zip disk, and press any key to restart the

MFD. (This built-in restart in the CMax Dataloader makes a power cycle of the MFD unnecessary.)

- 6) Confirm the valid dates of the Chart data as reported on the Startup Screen.
- 7) 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.
- 8) Store the Zip Drive and cable or USB Flash Memory Drive in a safe place.

12.1.3 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.

12.2 Activating Broadcast Datalink Accounts

If you have a Broadcast Datalink receiver installed, you must log in to MyAvidyne.com or contact XM to activate service from either:

- Avidyne for WSI weather
- XM Radio for XM WX Satellite Weather. To activate your XM subscription, contact XM Satellite Radio's Listener Care Center at 1-800-985-9200 and speak with an XM Satellite Radio representative.

For Sirius audio, contact Sirius.

Have the following information available when you contact Avidyne or XM Radio:

- Your name
- The weather service package. See the appropriate website to select the subscription service:

For the WSI weather or Sirius audio, go to,

www.avidyne.com/products/mlb700/subscriptions.asp.

For XM weather, go to,

www.xmwxweather.com.

- The Broadcast Radio Serial Number (ID Number)
To obtain the ID of the Broadcast receiver installed in your aircraft, open the Trip page. Press the *Display* key until “↓ **Status**” (Broadcast Datalink status) is shown, and carefully enter your Radio Serial Number.

Note: XM Radio does not use the characters: I (India), O (Oscar), S or F.

- Credit Card Information

For Avidyne (WSI weather or Sirius audio), you also need:

- EX5000 serial number
- Aircraft make/model
- Aircraft tail number

What is Next?

For WSI Broadcast Weather, go to Section 12.2.1, "Completing the WSI Weather Activation" on page 159.

For XM Broadcast Weather, go to Section 12.2.3, "Activating XM WX Satellite Weather" on page 161.

For Sirius audio, go to Section 12.2.2, "Activating Sirius Audio" on page 160.

12.2.1 Completing the WSI Weather Activation

To complete the activation:

- 1) Move your aircraft outside to an area with a clear view of the sky.
- 2) Power up both the EX5000 and the Broadcast receiver and wait at least 30 minutes to allow the MLB700 to receive the activation signal.
- 3) When the activation code from Sirius is received, the EX5000 will display information on the following pages:
 - **Trip** page - displays textual METARS and TAFS, Winds Aloft, Temperatures Aloft, and time elapsed since the last weather data was received.
 - **Map** page - displays datalink radar data, AIRMETs/SIGMETs, TFRs, graphical METARS, and storm cells.
 - **Nearest** page - displays METARS.

Note: Weather products displayed depend on subscription level.

Note: If you are planning to enable MultiLink, leave the EX5000 and Broadcast receiver powered on for at least an hour. This ensures that the Broadcast activation is recorded by the Avidyne Network Operations Center (NOC). If 24 hours pass before you can get to your aircraft, contact Avidyne to have another test signal sent to your aircraft.

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

12.2.2 Activating Sirius Audio

Setting up a Sirius Audio Account

If you have an MLB700 Broadcast Datalink receiver with audio capability installed, and you have registered the product on www.myavidyne.com, you will need to contact Sirius at 1-888-539-7474 to activate the audio subscription.

Note: You must provide the audio ESN when you activate the audio. Providing a data ESN for audio activation can disable your data activation.

You will be required to provide the following:

- Your name
- The Audio Package you want (details available at www.sirius.com). Choose the Audio service you want based on the channels that you would like to receive.
- Audio s/n - Power up your Avidyne Remote Control. The s/n is located on the first screen.
- Credit Card Information

Verifying Sirius Activation

To verify that your receiver is activated, do the following:

- 1) Move your aircraft outside to an area with a clear view of the sky.
- 2) Power up both the EX5000 and the Broadcast receiver.
- 3) When your receiver receives the activation code, music can be heard through the pilot's audio panel.

Note: There is no interface between the EX5000 and the Sirius Audio receiver.

12.2.3 Activating XM WX Satellite Weather

To activate your XM subscription, contact XM Satellite Radio's Listener Care Center at 1-800-985-9200 and speak with an XM Satellite Radio representative.

XM WX Satellite Weather will activate your receiver by sending a unique activation code to your receiver. This code is valid for 24 hours after your call.

To complete and verify the activation:

- 1) Move your aircraft outside to an area with a clear view of the sky.
- 2) Power up both the EX5000 and the Broadcast receiver and wait at least an hour to allow the receiver to receive the activation signal.
- 3) When your receiver receives the activation code from XM, the EX5000 will display information on the following pages:
 - **Trip** page - will display METARS, TAFS, Winds Aloft, freezing level forecast, and time since reception for all weather products.
 - **Map** page - will display weather, including datalink radar data, satellite-provided lightning, storm cells, and METARs through the use of the METAR symbology
 - **Nearest** page - will display METARS through the use of the METAR symbology.

Note: If you are planning to enable MultiLink, leave the EX5000 and Broadcast receiver powered on for at least an hour. This ensures that the Broadcast activation is recorded by the Avidyne Network Operations Center (NOC).

Note: If 24 hours pass before you can get to your aircraft, contact XM Satellite Radio's Listener Care Center again or visit www.xmradio.com/activation to enter your receiver ID number to enable the activation code for your receiver for an additional 24 hours.

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.

Note: Contact Heads Up Technologies for problems relating to your receiver or assistance with service.

e-mail: service@heads-up.com

Phone: (972) 980-4890 Ext. 142

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

E-mail: service@heads-up.com

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

12.3 Activating a 2-Way Datalink Account

If your MFD is equipped with an internal Quake Satellite Communicator (Quake SC) transceiver and antenna or the external MLX770 transceiver and its antenna, then you can use 2-Way Datalink as described in this section.

To activate and use 2-Way Datalink, visit www.MyAvidyne.com and follow the account setup instructions to activate your system. Several different price plans are available, including a no-minimum, pay-as-you-go, and a flat-rate unlimited usage plan. You will need to provide the appropriate serial number (Write down the number for future reference):

- MLX770 serial number, displayed as *MLX s/n* on the Datalink Setup page (Figure 11.6 on page 129).
- Datalink subscriber communicator (SC) serial number, displayed as *SC s/n* on the EX5000 Datalink Configuration page (Figure 11.10 on page 141).

Your account on www.MyAvidyne.com provides access to your billing and usage statements. You can set your 2-Way Datalink user preferences online prior to your flight. The preferences will be downloaded to your EX5000 via satellite the next time you fly.

12.4 Setting Up MultiLink

For the most part, you will have already performed the steps required to set up MultiLink when you set up datalink as follows:

- Broadcast datalink as described in Section 12.2, "Activating Broadcast Datalink Accounts" on page 158.
- Iridium 2-way datalink as described in Section 11.6, "Nearest Page with Datalink Weather" on page 129.
- ORBCOMM 2-way datalink as described in Section 11.10, "Setting Up Datalink for ORBCOMM" on page 141.

After you have activated the Broadcast receiver, log in to your account on www.MyAvidyne.com and click on *Flight Center* to set up your MultiLink account.

Note: After enabling Multilink and the desired weather services, you might be charged for the 2-Way Datalink services.

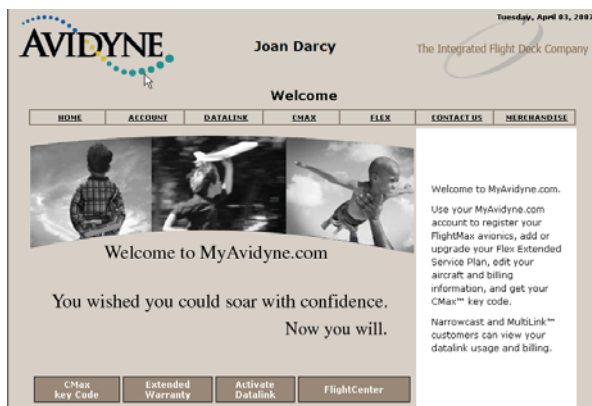


Figure 12.1 MyAvidyne Page

Note: If the **Flight Center** key is not displayed on your MyAvidyne page, the NOC has not yet detected the Broadcast receiver. Try activating the Broadcast receiver again as described in Section 12.2, "Activating Broadcast Datalink Accounts" on page 158.

12.5 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 will void 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.

12.6 Sensor Status Block Symbols

Table 12.1 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 12.2 Broadcast Datalink Sensor Status Block (Optional)








Symbol	Status
	A solid cyan arrow indicates that Datalink Radar 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 Datalink Radar imagery is turned off for display on the Map page, but the Datalink Radar data is valid and the broadcast signal quality is Good.
	An animated cyan arrow indicates that Datalink Radar imagery is currently displayed on the Map page. The broadcast signal quality is Good.
	An empty (hollow) arrow indicates that Datalink Radar imagery is turned off for display on the Map page and the broadcast signal quality is Marginal, Weak, or None.

Table 12.2 Broadcast Datalink Sensor Status Block (Optional)

Symbol	Status
	A solid yellow arrow indicates that Datalink Radar imagery is selected for display, but is not shown because the Datalink Radar data is invalid. The broadcast signal quality is Marginal, Weak, or None.
	An animated black and yellow arrow indicates that Datalink Radar imagery is turned off for display on the Map page and the Datalink Radar data is invalid. The broadcast signal quality is Marginal, Weak, or None.
	An animated yellow arrow indicates that Datalink Radar imagery is selected for display, but is not shown because the Datalink Radar data is invalid. The broadcast signal quality is Good.













12.7 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 12.3 Map Symbols – Airports

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

Notes:

- 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 12.4 Map Symbols – Navigational Fixes




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

Table 12.5 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 12.6 Map Symbols – Other

Symbol	Item	Symbol	Item
	Flight Plan (active leg)		Single Low Obstacle $\geq 200^\circ$ AGL $< 1000^\circ$ AGL
	Flight Plan (inactive 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












12.7.1 Line Styles

Table 12.7 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

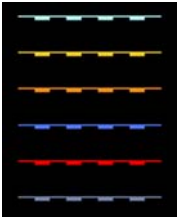
Note: When Narrowcast or Multilink is active, SUA status displays as shown in Table 12.8. If Narrowcast is not in use, all SUA status displays as Unknown, except for TFRs that are received via Broadcast Datalink. In this case, TFRs display as Active.

Table 12.8 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 12.9 AIRMET and SIGMET Boundary Lines

Line Color		Type	Label
	Bright blue	Mountain AIRMET	MTN
	Dark yellow	IFR AIRMET	IFR
	Orange	Turbulence AIRMET	TURB
	Blue	Icing AIRMET	ICE
	Dark Red	SIGMET AIRMET	SIG
	Blue grey	Convective SIGMET	CSIG

12.8 Data Blocks

Table 12.10 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). Note: For parallel track, there is no waypoint label. All other data is displayed only if supplied by GPS.	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. Note: For parallel track, all data is removed.	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. Note: For parallel track, all data is removed.	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 90° 0' E/W 0 to 180° 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
TAS	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 and pressure altitude received from another source. This display is used to verify what has been put into the FMS/GPS. Do not rely on this display for terrain separation.

Table 12.11 Engine Instrument Data Block Information

Name	Descriptions	Range
Np/Ng	Propeller tachometer (Np) Turbine tachometer (Ng)	0 - 2500 RPM 0 - 125%
Torque/ITT	Torque (Torq) ITT	0 - 1500 ft-lb 0 - 1200° C
FUEL	Fuel Flow Pounds Used	0 -600 lbs/hr 0 - 1220 lb
FUEL REM	Fuel Amount Time Remaining	0 - 1220 lb 0 to 23h 59m
OIL	Oil Temperature Oil Pressure	-50° C to 125° C 0 - 250 PSI
OAT	Outside Air Temperature	-56° C to 55° C -61° F to 131° F
ALT	Alternator Current	0 - 200A
GEN	Generator Current	0 - 250A
VDC	Voltmeter—Monitors main bus and essential bus	0.0 to 36.0 VDC

12.9 TAWS Messages

Table 12.12 TAWS Messages

TAWS Messages & Colors	Meaning	Recommended Pilot Action
Caution Obstacle	EGPWS Obstacle caution	Fly to avoid obstacle.
Caution Terrain	EGPWS Terrain caution	Fly to avoid terrain.
OBSTACLE AHEAD, PULL UP	EGPWS Obstacle Warning	Pull up to avoid obstacle.
TERRAIN AHEAD, PULL UP	EGPWS Obstacle Warning	Pull up to avoid terrain.
TAWS Display Initializing	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	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 12.12 TAWS Messages (Continued)

TAWS Messages & Colors	Meaning	Recommended Pilot Action
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 configuration checked at an Avidyne Entegra Authorized Service Center.
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 configuration checked at an Avidyne Entegra Authorized Service Center.

12.10 Nav Messages

Table 12.13 Nav Messages

NAV Messages and Colors	Meaning	Recommended Pilot Action
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 a 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 configuration checked at an Avidyne Entegra Authorized Service Center.
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 configuration checked at an Avidyne Entegra Authorized Service Center.
Nav Source Data Format Error	Invalid data is coming from your GPS/FMS. If persistent, generally indicates a configuration error.	Have configuration checked at an Avidyne Entegra Authorized Service Center.

Table 12.13 Nav Messages (Continued)

NAV Messages and Colors	Meaning	Recommended Pilot Action
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 configuration checked at an Avidyne Entegra Authorized Service Center.
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.
Parallel Track Active	430W is operating in parallel track mode. Certain flight plan information will not be available.	Acknowledge

12.11 Traffic Messages

Table 12.14 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 configuration checked at an Avidyne Entegra Authorized Service Center.
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 configuration checked at an Avidyne Entegra Authorized Service Center.

Table 12.14 Traffic Messages (Continued)

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

12.12 Lightning Messages

Table 12.15 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 configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Sensor is in Demo Mode	Lightning source is in Demo Mode.	Have configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Sensor is in Test Mode	Lightning sensor in a self-test mode.	Acknowledge.
Lightning Sensor ERROR	EX5000 receives a “recoverable fault” notification.	Have configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Sensor has FAILED	EX5000 receives a “fatal fault” notification.	Have configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Sensor is Not Communicating	EX5000 receiving no data from the lightning sensor.	Have configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Ahead (WX-500 only)	Stormscope is indicating discharge activity horizontally within $\pm 22^\circ$ of the aircraft nose and within 75nm.	Determine location of lightning and avoid.
Lightning Heading Source Failed	Stormscope is configured as a heading source and a “fatal heading fault” is received.	Have configuration checked at an Avidyne Entegra Authorized Service Center.

Table 12.15 Lightning Messages

Lightning Messages & Colors	Meaning	Recommended Pilot Action
Lightning Heading Source OK	Stormscope is configured with heading input.	Acknowledge.
Lightning Antenna Location Changed (WX-500 only)	Stormscope antenna location disagrees with EX5000 setting.	Have configuration checked at an Avidyne Entegra Authorized Service Center.
Lightning Position Source Failed (TWX-670 only)	The position reporting source (GPS or FMS) connected to the TWX-670 has encountered a fatal fault.	Have configuration checked at an Avidyne Authorized Entegra Service Center.
Lightning Position Source OK (TWX-670 only)	The position reporting source (GPS or FMS) connected to the TWX-670 has returned to normal operation.	Acknowledge.
Noise Present (TWX-670 only)	The TWX-670 has detected excessive noise in the system. Accuracy and efficiency of the lightning sensor may be negatively affected.	Have configuration check at an Avidyne Authorized Entegra Service Center.
Stuck MK (TWX-670 only)	Microphone PTT switch is stuck open. Lightning strikes will not be displayed until the problem is fixed.	Check the aircraft PTT switches. If the problem persists, have the aircraft checked at an Avidyne Authorized Entegra Service Center.
No Position Data (TWX-670 only)	The position reporting source (GPS or FMS) connected to the TWX-670 is not sending position data.	Cycle position sensor power. Have configuration checked at an Avidyne Authorized Entegra Service Center.

12.13 Engine Messages

Table 12.16 Seneca V Engine Messages

Engine Messages & Colors		Meaning	Recommended Pilot Action
Check Left/Right RPM		Engine RPMs for the stated engine are outside limits.	Examine RPM indicator on Engine page. Take corrective action as required.
Check Left/Right Oil Temp		Engine Oil Temperature outside limits.	Reduce power as required. Land as soon as practical if temperature remains high.
Check Manifold Pressure		Manifold Pressure is outside the normal operating range.	Adjust engine power setting as required.
Check Left/Right TIT		Engine turbine inlet temperature outside limits.	Adjust power setting as necessary to bring within limits.
Low Left/Right Fuel Quantity		Total fuel quantity is less than 5 gallons.	Monitor fuel quantity; land as soon as practical.
Check Left/Right Oil Press		Engine Oil Pressure outside limits.	Monitor oil pressure. If oil pressure does not move back into the green zone, land as soon as possible.
			Monitor oil pressure and land as soon as possible.
Check Left/Right CHT		Engine cylinder head temperature outside limits.	Adjust power setting as necessary to bring within limits.

Table 12.16 Seneca V Engine Messages (Continued)

Engine Messages & Colors	Meaning	Recommended Pilot Action
Engine Sensor Unit is Not Communicating	The MFD is not receiving data from the Engine Sensor Unit.	Use engine indicators on PFD if available; Land as soon as practical; have aircraft serviced.
Engine Sensor Unit Configuration Error	The MFD has detected a configuration error between the MFD settings and the Engine Sensor Unit configuration.	Have aircraft serviced before flight.
Check Vacuum	De-Ice vacuum is out of the normal operating range.	Take corrective action as required.

Table 12.17 Meridian Engine Messages

Engine Messages & Colors	Meaning	Recommended Pilot Action
Check Np	Engine Np parameter outside limits.	Adjust engine controls as required to bring within limits.
Check Ng	Engine Ng parameter outside limits.	Adjust engine controls as required to bring within limits.
Check Oil Temp	Engine Oil Temperature outside limits.	Reduce power as required. If temperature remains high, land as soon as practical.
High Torque	Engine torque value outside limits.	Adjust power setting as necessary to bring within limits.
Low Fuel	Total fuel quantity is less than 100 pounds.	Monitor fuel quantity; land as soon as practical.

Table 12.17 Meridian Engine Messages (Continued)

Engine Messages & Colors	Meaning	Recommended Pilot Action
Check Oil Press	Engine Oil Pressure outside limits.	Monitor oil pressure. If oil pressure does not move back into the green zone, land as soon as possible.
		Monitor oil pressure and land as soon as possible.
Check ITT	Engine inter-turbine temperature outside limits.	Adjust power setting as necessary to bring within limits.
Engine Sensor Unit is Not Communicating	The MFD is not receiving data from the Engine Sensor Unit.	Use engine indicators on PFD if available; Land as soon as practical; have aircraft serviced.
Electrical Sensor Unit is Not Communicating	The MFD is not receiving data from the Electrical Sensor Unit.	Land as soon as practical; have aircraft serviced.
Fuel Quantity Sensor Unit is Not Communicating	The MFD is not receiving data from the Fuel Quantity Sensor Unit.	Use fuel indicator on PFD if available; Land as soon as practical; have aircraft serviced.
Rudder Trim Sensor Unit is Not Communicating	The MFD is not receiving data from the Rudder Trim Sensor Unit.	Land as soon as practical; have aircraft serviced.
Engine Sensor Unit Configuration Error	The MFD has detected a configuration error between the MFD settings and the Engine Sensor Unit configuration.	Have aircraft serviced before flight.
Fuel Quantity Indicator Not Calibrated	The aircraft Fuel Quantity sensors have not been calibrated.	Ensure that Fuel Quantity calibration is completed.
Torque Indicator Not Calibrated	The aircraft Torque Indicator sensor has not been calibrated.	Ensure that Torque Indicator calibration is completed.

Table 12.18 Mirage 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.
Check Oil Temp	Oil temperature is outside the normal operating range.	Reduce power as required. Land as soon as practical if temperature remains high.
Check Oil Press	Engine Oil Pressure is outside limits.	Monitor oil pressure. If oil pressure does not move back into the green zone, land as soon as possible.
		Monitor oil pressure and land as soon as possible.
Check Volts	Bus voltage is outside the normal operating range.	Examine Voltage Indicator. Take corrective action and land as soon as practical.
		Examine Voltage Indicator. Take corrective action and land as soon as practical.
Check CHT	Cylinder head temperature is higher than normal operating range.	Adjust power setting as necessary to bring within limits.
Check RPM	RPM is outside the normal operating range.	Examine RPM indicator on Engine page. Take corrective action as required.
Check Manifold Pressure	Manifold Pressure is outside the normal operating range.	Adjust engine power setting as required.
Check TIT	TIT is outside the normal operating range.	Take corrective action as required.

Table 12.18 Mirage Engine Messages (Continued)

Engine Messages & Colors	Meaning	Recommended Pilot Action
Low Left Fuel Quantity/Low Right Fuel Quantity	Total fuel quantity is less than 7 gallons.	Land as soon as practical.
Check De-Ice	De-Ice system is out of the normal operating range.	Take corrective action as required.
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.

12.14 PFD Messages

Table 12.19 PFD Messages

PFD Messages & Colors	Meaning	Recommended Pilot Action
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 configuration checked at an Avidyne Entegra Authorized Service Center.

12.15 Two-Way Datalink Messages

Table 12.20 Two-Way Datalink Messages

Two-Way 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 maintenance 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 TFRs > 90 minutes		TFR data are older than 90 minutes.	Acknowledge
Narrowcast TAFs > 90 minutes		TAF 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
Narrowcast Airmets/ Sigmets not yet received		AIRMETS/ SIGMETs are selected and they are not received within 15 minutes of the initial Datalink update.	Acknowledge

Table 12.20 Two-Way Datalink Messages (Continued)

Two-Way Datalink Messages & Colors	Meaning	Recommended Pilot Action
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
Narrowcast TAFs not yet received	TAFs 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	Datalink Radar temporarily not able to be displayed.	Wait for next Datalink Radar update.

12.16 Broadcast Datalink Messages

Table 12.21 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 RADAR not received	The EX5000 did not receive Datalink Radar 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.

Table 12.21 Broadcast Datalink Messages (Continued)

Datalink Messages & Colors	Meaning	Recommended Pilot Action
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.
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 (XM only)	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 Temps Aloft not yet received (WSI only)	The EX5000 did not receive Temps Aloft 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.

Table 12.21 Broadcast Datalink Messages (Continued)

Datalink Messages & Colors	Meaning	Recommended Pilot Action
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 RADAR data age since creation is greater than 120 minutes. RADAR data can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast Canadian Radar > 120 min	Broadcast Canadian Radar data age since creation is greater than 120 minutes. RADAR data can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.
Broadcast METARs > 90 min	Broadcast METAR data age since creation is greater than 90 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 90 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 90 minutes. SIGMET data will not display.	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 120 minutes. TAF data can no longer be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.

Table 12.21 Broadcast Datalink Messages (Continued)

Datalink Messages & Colors	Meaning	Recommended Pilot Action
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.
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 Freezing Level > 90 min (WSI Only)	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.
Broadcast Temps Aloft > 90 min (WSI Only)	Broadcast Temps Aloft data age since creation is greater than 90 minutes. Freezing Level data will not be displayed.	Monitor Broadcast system during flight, have system inspected if performance does not improve.

12.17 Radar Messages

Table 12.22 Radar Messages and Colors

Radar Messages & Colors	Meaning	Recommended Pilot Action
Radar Echoes Ahead	Indicates presence of significant red and/or magenta echoes within the currently selected range, $\pm 22^\circ$ of the aircraft heading, and TGT is turned on. Displayed only on pages other than Radar.	Locate source of echoes and avoid.
Below 20 kts - Turn Radar Off	Radar is ON (scanning) and reported ground speed has transitioned below 20 kts, suggesting that you have landed. Displayed only on pages other than Radar.	Turn radar to Standby or OFF.
Bad Groundspeed Input	Radar is turned on and FMS is not reporting valid ground speed. Displayed only when a page other than Radar is selected.	Take care to turn Radar OFF upon landing, as the "Speed below 20KT" caution will not be provided
Automatic Standby Disabled	Radar ON, Auto Standby is selected, and ground speed is invalid.	Take care to turn Radar OFF upon landing, as the "Speed below 20KT" caution will not be provided.
Loss of Radar Data	Communication with the radar sensor has been lost. No data is available.	Have R/T checked at an an Avidyne Entegra Authorized Service Center.

Table 12.22 Radar Messages and Colors (Continued)

Radar Messages & Colors	Meaning	Recommended Pilot Action
Radar Error	An error has occurred in the radar sensor system. R/T Fault (general).	Contact an Avidyne Entegra Authorized Service Center.
Radar Error Cleared	The previously reported error in the radar sensor system has been corrected.	Acknowledge.
Radar Failure	The radar system has failed. This error will not be cleared until the EX5000 is shut down and restarted.	Momentarily select Standby, then reselect mode. Have R/T checked at an Avidyne Entegra Authorized Service Center.

12.18 Avionics Abbreviations

The following avionics abbreviations are used in this manual:

Table 12.23 Avionics Abbreviations

Abbreviation	Meaning
AGL	Above Ground Level
AIM	Aeronautical Information Manual
AIRMET	AIRman's METeorological advisory
CDI	Course Deviation Indicator
CONUS	Continental United States
EGPWS	Enhanced Ground Proximity Warning System
GPS	Global Positioning System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
METAR	Meteorological Aerodrome Report
MFD	Multi-Function Display
MSL	Mean Sea Level
NDB	Non-Directional Beacon
NM	Nautical Mile
NOTAM	NOTices to AirMen - Important information provided by the FAA or similar international organizations.
PFD	Primary Flight Display
SIGMET	SIGNificant METeorological advisory
SUA	Special Use Airspace
TA	Traffic Advisory
TACAN	Tactical Air Navigation
TAF	Terminal Aerodrome Forecasts
TAS	Traffic Advisory System
TAS	True Air Speed
TAWS	Terrain Awareness and Warning System
TCAD	Traffic and Collision Alert Device
TCAS	Traffic Alert Collision Avoidance System
TFR	Temporary Flight Restrictions
UTC	Universal Coordinated Time (Zulu)(Greenwich Mean Time)

Table 12.23 Avionics Abbreviations

Abbreviation	Meaning
VFR	Visual Flight Rules
VOR	VHF Omnidirectional Radio Beacon
WX	Weather

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13 Using EX5000 Outside the US

When flying outside the United States, some features may either be unavailable or have limited availability. This section describes these differences.



NOTAM information is subject to constant change. It is **extremely important** that you check with your local flight service or other official flight advisory service for applicable NOTAMs before EVERY flight.

13.1 Features Available in the US Only

The following features are generally not available on the Entegra EX5000 when flying outside the United States.

- **Obstacle Display**—The obstacle database is valid only for the United States.
- **TIS Traffic**—TIS Traffic is only available in the US where Mode-S radar service is available. For more information about TIS sensors, see Section 1-3-5 of the Aeronautical Information Manual.
- **TFRs**—Temporary Flight Restrictions are displayed only within the United States when 2-Way Datalink is in use.

13.2 Features Available in North America

- **ORBCOMM Weather**—While ORBCOMM Satellites operate worldwide, Avidyne provides data only for North America (including the United States and Canada).
- **XM WX Weather**—XM WX Satellite Weather (Broadcast Datalink), and therefore the EX5000 Datalink features, are not currently available outside North America.
- **WSI\SIRIUS Weather**—WSI\SIRIUS Satellite Weather (Broadcast Datalink), and therefore the EX5000 Datalink features, are not currently available outside North America.

13.3 Features Available in North America and Europe

- **Iridium**—Iridium service is available worldwide, however, not all weather data is available worldwide. At the time of this printing, MLX770 supports worldwide METARs and TAFs, North American and European Radar, and selected products in other regions of the world.

13.4 Features Specific to International Flight

- **CMax Chart Data**—Terminal procedure chart availability is determined by your CMax chart subscription coverage. For questions regarding your coverage area, contact Jeppesen at www.jeppesen.com, or by phone (for western hemisphere, including South America, call +1-303-799-9090, for eastern hemisphere, including Europe, call +49 6102 5070).
- **Terrain Data**—Avidyne provides terrain data for two areas: the Americas, and International (everything else). If you are flying in an area where your current terrain data is not supported, terrain will not display (similar to the Base view on the Map page).

When purchasing an EX5000, you can specify which terrain data you want on your MFD. An International Conversion Utility is available from Avidyne that changes the MFD terrain data between Americas and International. The utility can be installed in the field at an Avidyne Authorized Entegra Service Center. For information about the International Conversion Utility contact Avidyne Technical Support.

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