Instructions for Continued Airworthiness
GTN 6XX/7XX - Bell 407
as installed in
Bell 407

Reg. No. _____ S/N _____

Dwg. Number:
190-01007-K4 Rev. 2

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Record of Revision

Rev.	Date	Description of Change
1	10/02/2013	Initial Release
2	03/22/2016	Added instructions to disable Airspace Altitude Labels

Company Proprietary Information

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1. INTRODUCTION

1.1 Purpose

This document provides Instructions for Continued Airworthiness compliant with requirements of 14 CFR §27.1529, and Part 27 Appendix A. This ICA is to be used by the agency installing Garmin GTN 6XX/7XX navigators, GMA 35 audio panel, and additional equipment under the GTN 6XX/7XX Part 27 Approved Model List (AML) STC, and includes information required by the operator to adequately maintain installed items.

1.2 Scope

This document provides the Instructions for Continued Airworthiness for Bell 407 rotorcraft, modified by the installation of the Garmin GTN 6XX/7XX and optional GMA 35 under the AML STC.

1.3 Document Control

This document shall be released, archived, and controlled in accordance with the Garmin document control system. When this document is revised, refer to Section 2.15 for information on how to gain FAA acceptance or approval and how to notify customers of changes.

1.4 Permission to Use Certain Documents

Permission is granted to any corporation or person applying for approval of a Garmin Instructions for Continued Airworthiness GTN 6XX/7XX - Bell 407 to use and reference appropriate STC documents to accomplish the Instructions for Continued Airworthiness and show compliance with STC engineering data. This permission does not construe suitability of the documents. It is the responsibility of the applicant to determine the suitability of the documents for the ICA.

1.5 Definitions

The following terminology is used within this document:

1) **ACO:** Aircraft Certification Office
2) **AEG:** Aircraft Evaluation Group
3) **BIT:** Built-In Test
4) **COM:** Communications
5) **CFR:** Code of Federal Regulations
6) **FAA:** Federal Aviation Administration
7) **GPS:** Global Positioning System
8) **ICA:** Instructions for Continued Airworthiness
9) **LED:** Light Emitting Diode
10) **LRU:** Line Replaceable Unit
11) **NAV:** Navigation
12) **MFD:** Multi-Function Display
13) **PMI:** Principal Maintenance Inspector
14) **POI:** Principal Operations Inspector
15) **STC:** Supplemental Type Certificate
16) **TSO:** Technical Standard Order
17) **WAAS:** Wide Area Augmentation System

1.6 Terminology

Except where specifically noted, references made to the ‘GTN’ will equally apply to the GTN 625/635/650/725/750. Also, ‘GTN 7XX’ refers specifically to the GTN 725 and GTN 750, and ‘GTN 6XX’ refers specifically to the GTN 625, GTN 635, and GTN 650.

2. INSTRUCTIONS FOR CONTINUED AIRWORTHINESS

2.1 Introduction

Content, Scope, Purpose and Arrangement:	This document identifies the Instructions for Continued Airworthiness for the modification of the aircraft by installation of the Garmin GTN 6XX/7XX Part 27 AML STC.
Applicability:	Applies to aircraft altered by installation of the Garmin GTN 6XX/7XX Part 27 AML STC.
Definition of Abbreviations:	See Sections 1.5 and Section 1.6
Precautions:	None
Units of measurement:	None
Referenced publications: (or their later revisions)	1) Garmin 190-01007-B1 Rev.1, "GTN 6XX/7XX Part 27 AML STC System Maintenance Manual" 2) Garmin 190-01007-03 Rev. D, *"GTN 725/750 Pilot's Guide"* 3) Garmin 190-01004-03 Rev. D, *"GTN 625/635/650 Pilot's Guide"* 4) Bell Model 407 Maintenance Manual, Bell Document BHT-407 –MM-1 Rev 23, November 2006 5) Structural Repair Manual for All Bell Helicopter Commercial Products, BHT-ALL-SRM, December 14, 2010 6) Electrical Standard Practices Manual for all Bell Helicopter Commercial Products, BHT-ELEC-SPM, Revision 2, July 2012
Retention:	This document, or the information contained within, will be included in the aircraft's permanent records.

2.2 Description of Alteration

The GTN navigators are a family of aviation panel mounted retro-fit products. GTN units utilize a touchscreen as the primary control interface. Traditional knobs and buttons have been minimized to simplify access to the color multi-function display (MFD), NAV and COM transceiver, and GPS/WAAS navigator functions.

The GTN 625/635/650 Navigators (Garmin Touch Navigation) are a family of 2.65-inch tall aviation panel mounted retro-fit products that are intended to supersede the Garmin 400W Series Navigators. The GTN 6XX product family consists of the GTN 625 GPS/WAAS navigator, the GTN 635 GPS/WAAS/COM navigator, and the GTN 650 GPS/WAAS/NAV/COM navigator.

The GTN 725/750 Navigators (Garmin Touch Navigation) are a family of 6.00-inch tall aviation panel mounted retro-fit products that are intended to supersede the Garmin 500W Series Navigators. The GTN 7XX product family consists of the GTN 725 GPS/WAAS navigator, and the GTN 750 GPS/WAAS/NAV/COM navigator.

The optional GMA 35 is an audio panel with a Marker Beacon receiver. The GMA 35 in conjunction with a GTN 7XX provide full audio panel capability, for communication and navigation radios, headsets, microphones, and speakers. The GMA 35 is mounted in a notch behind the GTN 7XX to free up mounting space in the flight deck instrument panel. Rotorcraft model specific installation of the GTN is documented

in GTN 6XX/7XX PART 27 AML STC INSTALLATION MANUAL and Garmin 190-01007-H4 Rev. 1, "GTN 6XX/7XX Navigator Installation, Bell 407 Rotorcraft".

The optional Vivisun HTAWS terrain caution/warning indicator and HTAWS status annunciation are required for those installations that have the HTAWS function enabled on the GTN (unless the rotorcraft is equipped with a GDU 620). These annunciators serve as the visual indication of a terrain/obstacle caution or warning alert, HTAWS failure and HTAWS mode status.

2.3 Control, Operating, and Testing Information

See Garmin 190-01004-03 Rev. D, "GTN 625/635/650 Pilot's Guide" and Garmin 190-01007-03 Rev. D, "GTN 725/750 Pilot's Guide" for information on how to operate the system in normal mode.

See Section 3 of the *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL* for details on how to operate and access configuration mode and diagnostic pages, and Section 1.5 for document part numbers. See Section 6 for general ground checks and system test procedures.

See *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL* for a system description.

2.4 Servicing Information

None. In the event of system failure, troubleshoot the GTN 6XX/7XX and GMA 35 in accordance with Section 4 of the *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL*.

2.5 Periodic Maintenance

The GTN and GMA 35 are designed to detect internal failures. A thorough self-test is executed automatically upon application of power to the units, and built-in tests (BIT) are continuously executed. Detected errors are indicated as failure annunciations, system messages, or a combination of the two.

Operation of the GTN 6XX/7XX and GMA 35 is not permitted unless the inspections described in this section have been completed within time intervals prescribed in Table 1. All antennas connected to the GTN should be maintained in accordance with maintenance and inspection data appropriate for the antenna installation.

Table 1. Maintenance Intervals for GTNs and GMA 35

Item	Description/Procedure	Interval
Equipment Removal & Replacement	Removal and replacement of the following items. See Section 5 of the GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL for instructions. • GTN 6XX/7XX or GMA 35 units • NAV antenna cable splitter • NAV antenna cable diplexer • Fan	**On Condition**
Display Backlight	The display backlight LEDs are rated by the manufacturer as having a usable life of at least 36,000 hours. This life may be more or less than the rated time depending on the operating conditions of the GTN. Over time, the backlight lamp may dim and the display may not perform as well in direct sunlight conditions. The user must determine by observation when the display brightness is not suitable for its intended use. Contact the Garmin factory repair station when the backlight lamp requires service.	**On Condition**

Item	Description/Procedure	Interval
Battery Replacement	The GTN has an internal keep-alive battery that will last about 10 years. The battery is used for GPS system information. Regular planned replacement is not necessary. The GTN will display a low battery' message when replacement is required. Once the low battery message is displayed, the battery should be replaced within 1 to 2 months. If the battery is not replaced and becomes totally discharged, the GTN unit will remain fully operational, but the GPS signal acquisition time may be increased. There is no loss of function or accuracy of the GTN unit with a dead battery. The battery must be replaced by the Garmin factory repair station or factory authorized repair station.	**On Condition**
Test – Bonding Check, GTN/GMA	Perform an electrical bonding check. Perform an electrical bonding check as follows: 1. Remove the GTN and GMA 35 (if installed) from the mounting rack(s) 2. Remove the backplate assembly from the rack(s), such that the harnesses are disconnected. ***NOTE*** *For GTN 7XX only, if the GMA 35 is installed, it must be removed from its rack and the GMA 35 backplate assembly must be removed prior to performing Step 3. When a GMA 35 bonding check is planned, perform the GMA 35 bonding check prior to reinstalling the GTN backplate assembly to the rack.* 3. Measure the resistance between each mounting rack and nearby exposed portion of metallic structure and verify that the resistance is less than or equal to 10 milliohms. In the event of bonding test failure, remove the rack and verify that the countersunk areas around the holes, in the rack that are used to attach the rack, are free of corrosion or any other debris. Clean the countersunk areas using an approved solvent per Bell specification BHT-ELEC-SPM CHP 8. Reattach the rack to the rails in the panel. Re-verify the resistance between the mounting rack and nearby exposed portion of aircraft metallic structure and ensure that the resistance is less than or equal to 2.5 milliohms. 4. Reinstall all backplate assemblies and reinstall the GTN in the mounting rack.	**To be performed in alignment with Bell 407 maintenance schedule. Every 10 years or every 8th 250 hour inspection, whichever comes first.**

Item	Description/Procedure	Interval
Test – Bonding Check, HTAWS Annunciators (if installed)	Perform an electrical bonding check. Perform an electrical bonding check as follows: 1. Measure the resistance between the metallic body of each Vivisun annunciator and the instrument panel and verify that the resistance is less than or equal to 20 milliohms. **In the event of bonding test failure,** 1) Inspect the grounding strap which is installed between the annunciator panel and the instrument panel. Ensure that the fastener hardware is secure and that the strap is not damaged. If damaged, replace the bonding strap in accordance with *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL* Section 5. 2) If the problem persists, remove the bonding strap and clean the mating surfaces of the bonding strap and annunciator panel/instrument panel per Bell specification BHT-ELEC-SPM CHP 8. 3) Reinstall the bonding strap and verify that the resistance between the annunciators and the instrument panel after prepping the bond surface is less than 10 milliohms.	**To be performed in alignment with Bell 407 maintenance schedule. Every 10 years or every 8th 250 hour inspection, whichever comes first.**

Item	Description/Procedure	Interval
Visual Inspection	The GTN unit, GMA 35 (if installed), switches, and wiring harnesses should be inspected to ensure continued integrity of the installation in accordance with Bell Model 407 Series Maintenance Manual, Bell Document BHT-407 –MM-1, Chapter 5, paragraph 5-9, Section Airframe Progressive Inspection Program, 250-Hour Airframe Progressive Inspection. Conduct a visual check of the GTN unit, switches, GMA 35 (if installed), HTAWS annunciation indicators (if installed) and their wiring harnesses to ensure continued installation integrity. 1. Inspect the GTN unit(s) and GMA 35 for security of attachment, including visual inspection of mounting racks and other supporting structure attaching the racks to rotorcraft instrument panel or avionics console. Verify the countersunk fastener heads are in full contact with unit mounting rack holes. Re-torque 12 to 15 in-lbs if required. 2. Inspect for signs of corrosion. 3. Inspect all switches, knobs, and buttons for damage. 4. Inspect placards and switch labels. Ensure that they are legible and properly adhered. Replace any damaged labels as necessary. 5. Inspect condition of wiring, shield terminations, routing, and attachment/clamping. 6. Check the fan intake slots on the sides and bottom of the GTN unit's bezel for dust, dirt, or obstructions. Clean as needed.	**To be performed in alignment with Bell 407 maintenance schedule. Every 250 flight hours or every 12 months, whichever comes first.**

Table 2. Maintenance Intervals for Antennas Replaced Under this STC

Test – Bonding Check, GPS Antennas (Only if replacement antenna is installed by this STC)	An electrical bonding test must be performed on antennas installed by this STC. 1. Gain access to the antenna installation. 2. Disconnect coaxial cable(s) from the antenna connector(s) 3. Measure the resistance between the antenna connector and a nearby exposed portion of conductive aircraft structure (example: exposed rivet) 4. Verify the resistance is equal to or less than 10 milliohms per Bell specification BHT-ELEC-SPM. 5. Reconnect the coaxial cable(s) to the antenna connector(s) and ensure it is secured. In the event of bonding test failure, remove antenna, and clean and prepare the mating surfaces and hardware as follows: For antennas that are secured with nuts and bolts, clean the fastener hole in the antenna and the underside of the fastener head itself. Prep the area underneath the washer on the inner mould line of the skin in accordance with Bell Specification BHT-ELEC-SPM, CHP 8. If nutplates are used in lieu of a nut, the technician is only required to clean the underneath of the fastener head and the fastener hole. For antennas that use stud mounts, prep the area underneath the washer on the inner mould line of the skin in accordance with Bell Specification BHT-ELEC-SPM, CHP 8. Re-install using unit replacement procedures in the GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL Section 5. Any reworked antenna installation shall have a resistance of less than or equal to 2.5 milliohms.	**To be performed in alignment with Bell 407 maintenance schedule. Every 10 years or every 8th 250 hour inspection, whichever comes first.**

Visual Inspection (Only if replacement antenna is installed by this STC)	Visual inspection on the antenna 1. Clean the antenna with water and mild soap. 2. Verify there are no cracks on the antenna and around attachment fasteners. 3. Verify that all sealing fillets around the antenna are in good condition. If the antenna is broken, cracked, or dented it must be replaced. In the event attachment is not secure, re-attach antenna and complete the Electrical Bonding Test. In the event the antenna seal shows signs of damage, complete the Electrical Bonding Test and re-seal the antenna. Visual inspection of the rotorcraft exterior skin around installed antenna - 1. Clean the exterior of the aircraft skin within a 10 inch radius of the antenna with water and mild soap. 2. Inspect aircraft skin around the antenna footprint to verify there are no cracks and aircraft skin is not deformed. 3. Verify that antenna fasteners are not loose. If the aircraft skin is cracked, or deformed, the internal structure must also be inspected for degradation in the local area. Refer to approved method defined in the Structural Repair Manual for All Bell Helicopter Commercial Products, BHT-ALL-SRM, Section 3 for fairing repairs.	**To be performed in alignment with Bell 407 maintenance schedule. Every 250 flight hours or every 12 months, whichever comes first.** **Perform visual inspection in event of suspected lighting strike.**

2.6 Troubleshooting Information

If error indications are displayed on the GTN 6XX or 7XX, consult Section 4, Troubleshooting of the GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL. Refer to the GTN System Configuration and Checkout Log retained in the aircraft permanent records for a list of the interfaced equipment and system configuration data.

2.7 Removal and Replacement Information

When replacing a GTN unit or GTN configuration module, the configuration information for the replacement unit must be set based on approved installation data to ensure proper configuration for this STC. In particular, per FAA direction, the setting for Airspace Labels must be configured as “Disable”.

For removal and replacement instructions, refer to Section 5, Equipment Removal and Replacement of the *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL*.

2.7.1 Equipment Location and Access

Figure 1 depicts the typical location for GTN LRUs, optional GMA 35, and optional HTAWS annunciators.

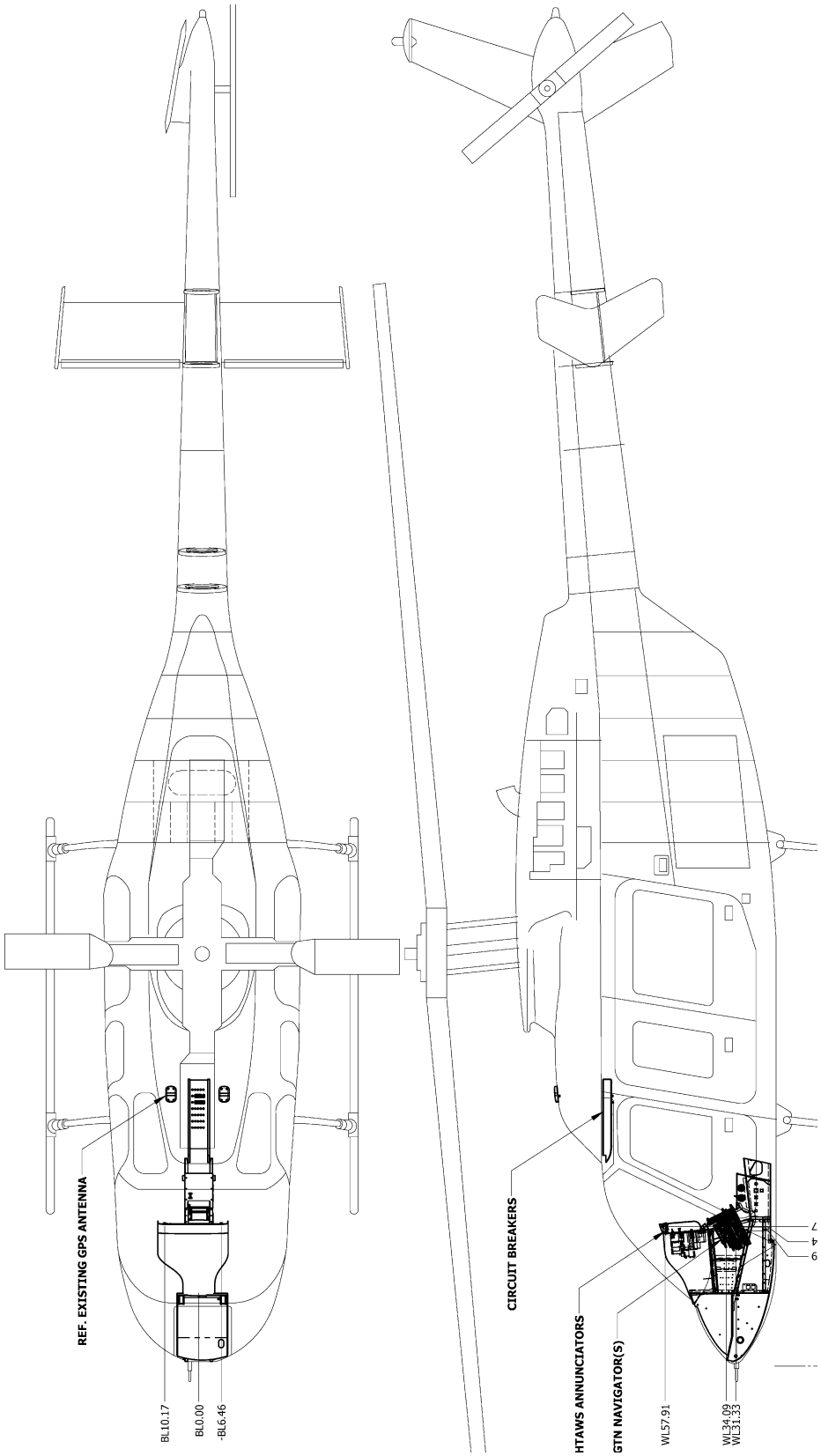


Figure 1: GTN STC Equipment Fuselage Station Location

Figure 2 depicts a typical installation as performed in the Bell 407 and reference notations to the bill of materials. Table 3 provides the bill of materials in reference to Figure 2.

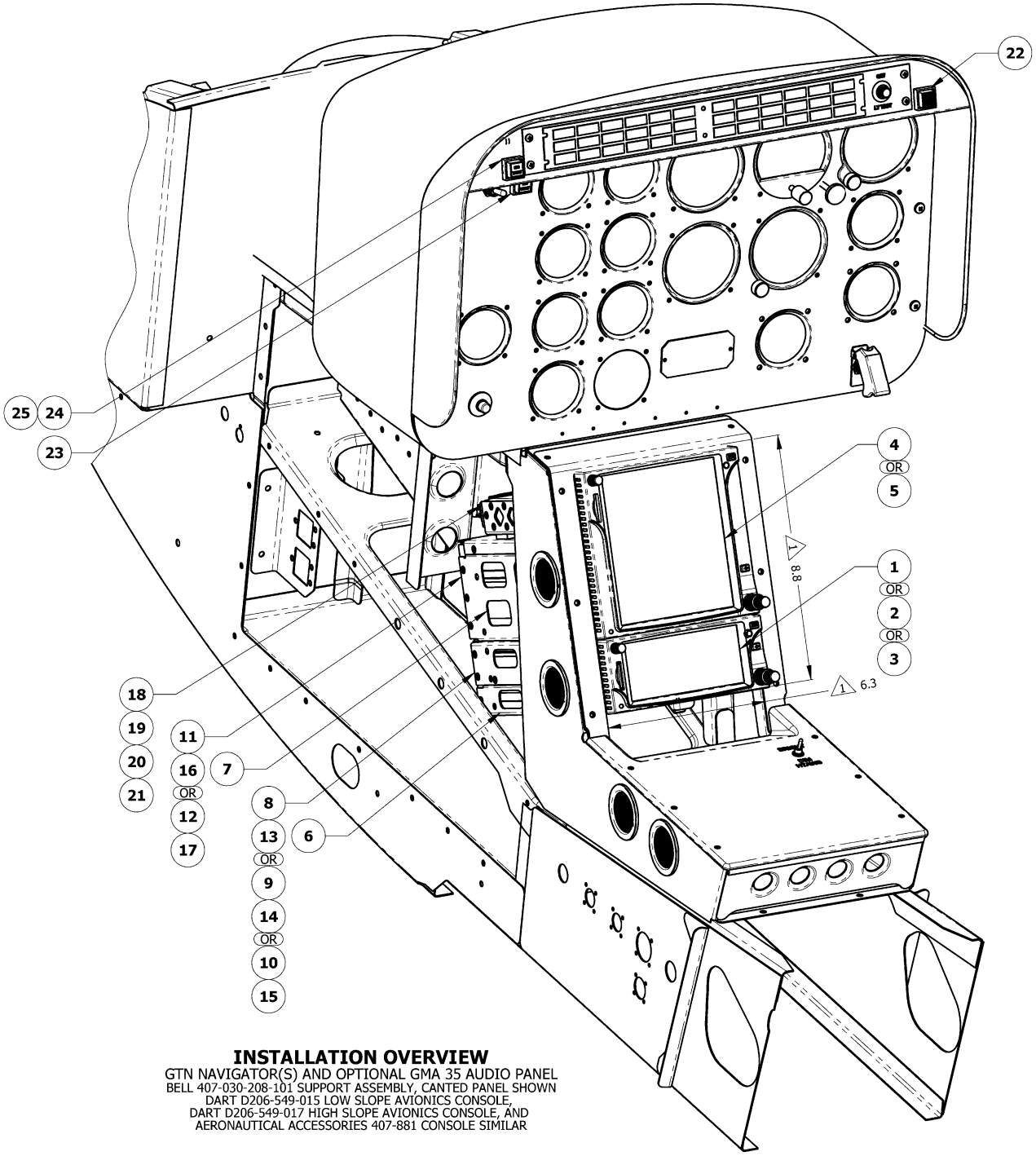


Figure 2: Typical GTN / GMA35 Installation in Bell 407

Table 3. Bill of Materials

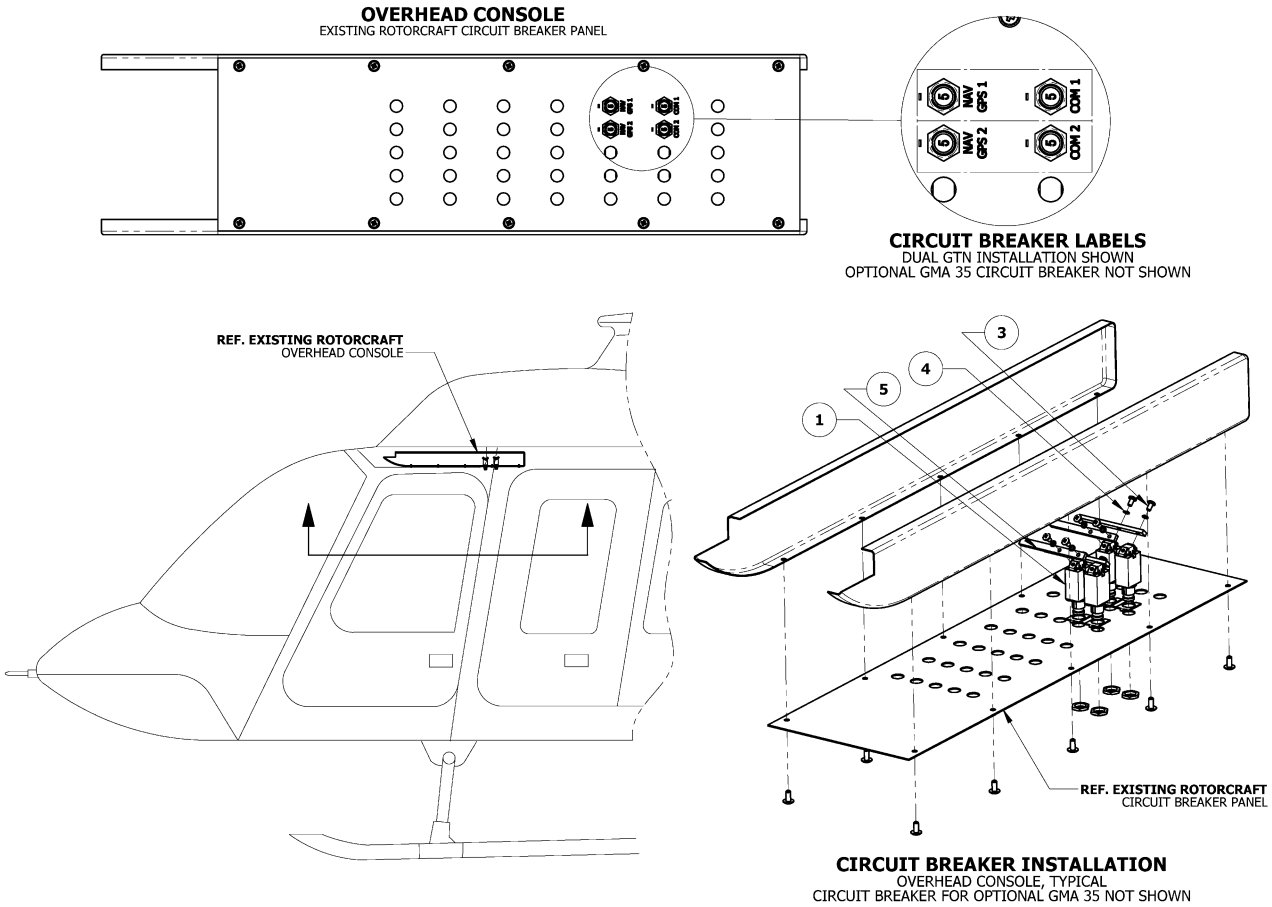
(1)	(1)	(1)	(1)	(1)	27	18-440	PLUG, KEYED, QUICK CONNECT	
(2)	(2)	(2)	(2)	(2)	26	18-200	PLUG, QUICK CONNECT	
(1)	(1)	(1)	(1)	(1)	25	LED-50-17-11-E14G0	CAP, INDICATOR, HTAWS STATUS	
(1)	(1)	(1)	(1)	(1)	24	LED-DM-17-50-BBAKH	BODY, DEFINED LOGIC, MFB (O;DL2/NN/UU;0)	
(1)	(1)	(1)	(1)	(1)	23	LED-41-11-KB-E11RF	SWITCH, RP MODE, NVIS	
						LED-41-11-BB-E11ND	SWITCH, RP MODE	
(1)	(1)	(1)	(1)	(1)	22	LED-40-17-KB-E12XT	INDICATOR, HTAWS, CAUTION AND WARNING,NVIS	
						LED-40-17-BB-E11R9	INDICATOR, HTAWS, CAUTION AND WARNING	
(1)	(1)	-	-	-	21	011-02302-00	CONNECTOR KIT, GMA 35 AUDIO PANEL	
(1)	(1)	-	-	-	20	011-02300-00	BACKPLATE SUB-ASSEMBLY, GMA 35 AUDIO PANEL	
(1)	(1)	-	-	-	19	011-02645-00	INSTALL RACK KIT, GMA 35 AUDIO PANEL	
(1)	(1)	-	-	-	18	011-02299-00	GMA 35 AUDIO PANEL, REMOTE	
1	-	-	-	-	17	011-02326-02	CONNECTOR KIT, GTN 750 NAVIGATOR	OR
-	1	-	-	-	16	011-02326-00	CONNECTOR KIT, GTN 725 NAVIGATOR	
-	-	1	-	-	15	011-02325-02	CONNECTOR KIT, GTN 650 NAVIGATOR	
-	-	-	1	-	14	011-02325-01	CONNECTOR KIT, GTN 635 NAVIGATOR	OR
-	-	-	-	1	13	011-02325-00	CONNECTOR KIT, GTN 625 NAVIGATOR	
1				-	12	011-02246-02	BACKPLATE SUB-ASSEMBLY, GTN 750 NAVIGATOR	OR
-	1	-	-	-	11	011-02246-00	BACKPLATE SUB-ASSEMBLY, GTN 725 NAVIGATOR	
-	-	1	-	-	10	011-02245-02	BACKPLATE SUB-ASSEMBLY, GTN 650 NAVIGATOR	
-	-	-	1	-	9	011-02245-01	BACKPLATE SUB-ASSEMBLY, GTN 635 NAVIGATOR	OR
-	-	-	-	1	8	011-02245-00	BACKPLATE SUB-ASSEMBLY, GTN 625 NAVIGATOR	
1	1	-	-	-	7	115-01294-A0	MOUNTING RACK, GTN 7XX SERIES NAVIAGATOR, HELICOPTER	
-	-	1	1	1	6	115-01293-A0	MOUNTING RACK, GTN 6XX SERIES NAVIAGATOR, HELICOPTER	
1	-	-	-	-	5	011-02282-A0	GTN 750 TOUCH SCREEN NAVIGATOR, NVIS-B COMPATIBLE	
						011-02282-50	GTN 750 TOUCH SCREEN NAVIGATOR, GRAY BEZEL	OR
						011-02282-00	GTN 750 TOUCH SCREEN NAVIGATOR	
-	1	-	-	-	4	011-02281-00	GTN 725 TOUCH SCREEN NAVIGATOR	
-	-	1	-	-	3	011-02256-A0	GTN 650 TOUCH SCREEN NAVIGATOR, NVIS-B COMPATIBLE	
						011-02256-50	GTN 650 TOUCH SCREEN NAVIGATOR, GRAY BEZEL	OR
						011-02256-00	GTN 650 TOUCH SCREEN NAVIGATOR	
-	-	-	1	-	2	011-02255-00	GTN 635 TOUCH SCREEN NAVIGATOR	
-	-	-	-	1	1	011-02254-00	GTN 625 TOUCH SCREEN NAVIGATOR	
750	**725**	**650**	**635**	**625**	**ITEM NO.**	**PART NUMBER**	**DESCRIPTION**	
QTY. PER GTN MODEL					**GTN 6XX/7XX NAVIGATOR INSTALLATION COMPONENTS**			

Both GTN and GMA 35 circuit breakers are located on the Bell 407 overhead circuit breaker console. Equipment circuit breaker placards are labeled as follows:

		GTN INSTALLATION	
LRU	**POWER INPUT**	**SINGLE**	**DUAL[1]**
GMA 35	Rotorcraft Power on Connector P3502	Audio	
GTN 750	Rotorcraft Power on Connector P1001	GPS/NAV	GPS/NAV 1
	Rotorcraft Power on Connector P1004		GPS/NAV 2
	Rotorcraft Power on Connector P1003	COM	COM 1
			COM 2
GTN 725	Rotorcraft Power on Connector P1001	GPS	GPS 1
			GPS 2
GTN 650	Rotorcraft Power on Connector P1001	GPS/NAV	GPS/NAV 1
	Rotorcraft Power on Connector P1004		GPS/NAV 2
	Rotorcraft Power on Connector P1003	COM	COM 1
			COM 2
GTN 635	Rotorcraft Power on Connector P1001	GPS	GPS 1
			GPS 2
	Rotorcraft Power on Connector P1003	COM	COM 1
			COM 2
GTN 625	Rotorcraft Power on Connector P1001	GPS	GPS 1
			GPS 2

1. Dual installation labeling applies to GTN LRUs only

Figure 3 depicts the overhead panel location in the Bell 407.



(1)		5	C11000	ASTM B187 COPPER BAR 0.25 INCH WIDE, 0.125 INCH THICK	
(4)	(4)	4	MS35338-40	WASHER, LOCK-SPRING, HELICAL, REGULAR SERIES 0.112	
(4)	(4)	3	MS35214-23	SCREW, MACHINE, PAN HEAD, CORSS-RECESSED, BRASS, 0.1380-32 UNC-2A	
(1)	-	2	7277-XX-3	CIRCUIT BREAKER, LOW AMPERAGE, GENERAL APPLICATION, 3 AMP	KLIXON
			7274-XX-3	CIRCUIT BREAKER, LOW AMPERAGE, HIGH PERFORMANCE, 3 AMP	
2	2	1	7277-XX-5	CIRCUIT BREAKER, LOW AMPERAGE, GENERAL APPLICATION, 5 AMP	
			7274-XX-5	CIRCUIT BREAKER, LOW AMPERAGE, HIGH PERFORMANCE, 5 AMP	
GTN 7XX	**GTN 6XX**	**ITEM NO.**	**PART NUMBER**	**DESCRIPTION**	**SUPPLIER**

Figure 3: Overhead Circuit Breaker Panel in Bell 407

The GTN/GMA 35 wiring harness power and switch connections are routed as shown in Figure 4. Since the GTNs may be interfaced with preexisting GPS antennas, coaxial wire routing may differ slightly from the depicted figure. Refer to the aircraft wire routing worksheets and equipment location forms that were filled out during initial GTN/GMA 35 installation for additional details.

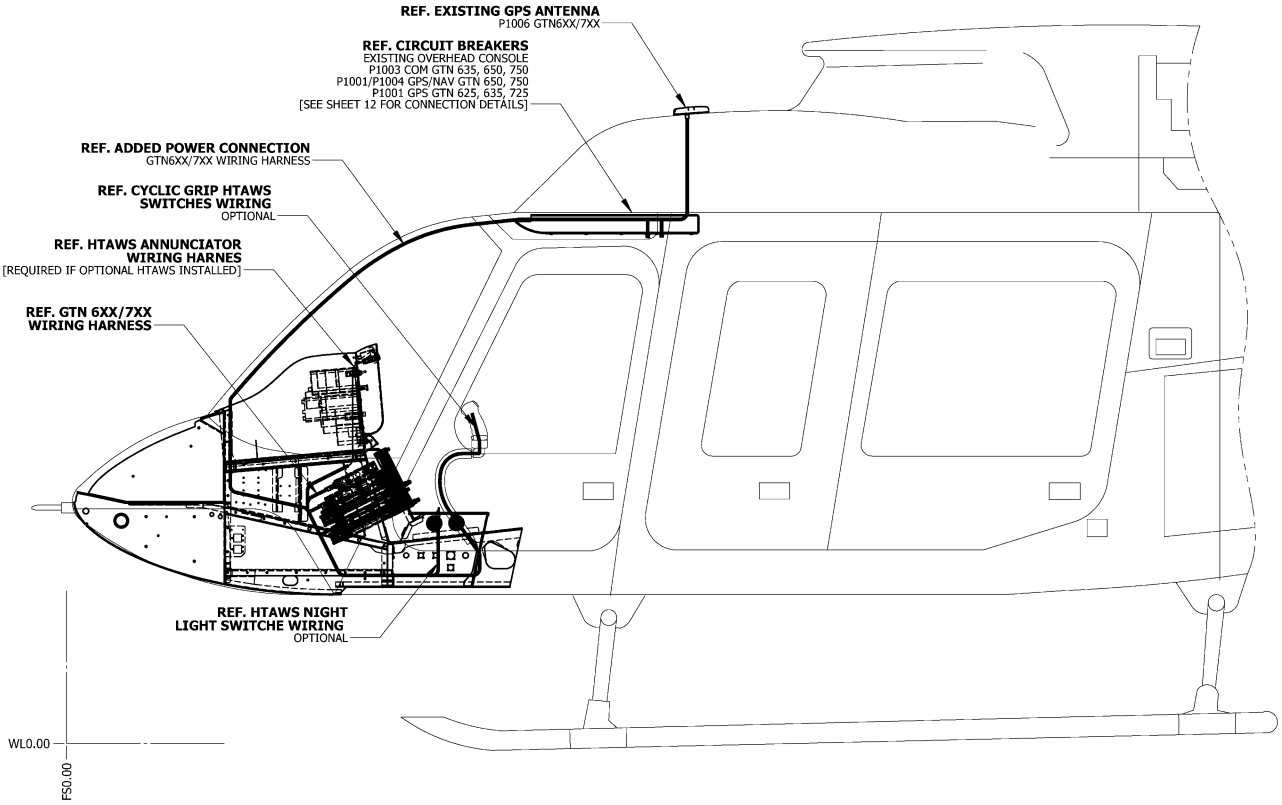


Figure 4: GTN/GMA 35 wire routing in the 407

GTN/GMA 35 installation racks, backplates, and wiring harnesses may be accessed by either removing the GTN LRUs as specified in *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL* Section 5, Equipment Removal and Replacement or by removing the side panel of the Bell 407 console. Figure 2 depicts the installation with the side panel removed.

2.7.2 Weight and Balance

The location of equipment is depicted in Figures 1 and 2. Table 4 provides the weight and moment arm for equipment in reference to Figure 5.

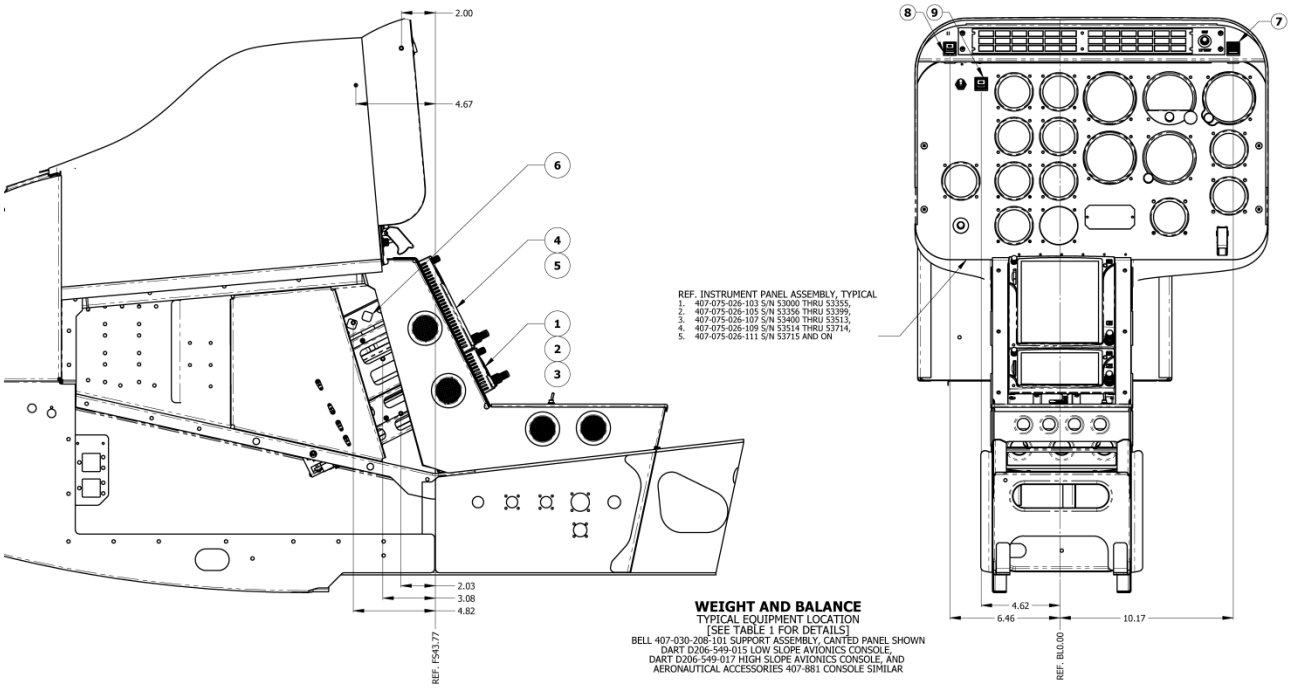


Figure 5: Equipment Location

Table 4. Weight and Balance Details

ITEM	DESCRIPTION	PART NUMBER	WEIGHT [LB]	LONGITUDINAL		LATERAL	
				ARM [IN]	MOMENT	ARM [IN]	MOMENT
1	GTN 625 NAVIGATOR [3]	011-02254-00	6.0	41.74	250.44	0.00	0.00
2	GTN 635 NAVIGATOR [3]	011-02255-00	6.8	41.74	283.83	0.00	0.00
3	GTN 650 NAVIGATOR [3]	011-02256-00	7.6	41.74	317.22	0.00	0.00
4	GTN 725 NAVIGATOR [3]	011-02281-00	8.6	40.69	349.93	0.00	0.00
5	GTN 750 NAVIGATOR [3]	011-02282-00	10.2	40.69	415.04	0.00	0.00
6	GMA 35 REMOTE MOUNT AUDIO PANEL [3]	011-02299-00	2.2	38.95	85.69	0.00	0.00
7	CAUTION AND WARNING INDICATOR, HTAWS, VIVISUN	LED-40-17-KB-E12XT	0.06	41.77	2.51	10.17	0.61
8	STATUS INDICATOR, HTAWS, VIVISUN	LED-DM-17-XX-BBAKH	0.06	41.77	2.51	-6.46	-0.39
9	SWITCH, RP MODE, HTAWS, VIVISUN	LED-41-11-BB-E11ND	0.06	39.10	2.35	-4.62	-0.28

[3] WEIGHT SPECIFIED INCLUDES UNIT, INSTALL RACK, AND BACKPLATE ASSEMBLY WITH CONNECTORS.

2.8 Diagrams

Aircraft specific LRU locations and wire routing diagram forms are contained in Appendix A of this document. Completed forms are to be retained with the aircraft permanent records.

Point-to-point wiring diagrams for the GTN, GMA 35, and interfaced equipment included with the aircraft permanent records.

GTN and GMA 35 locations are described in Section 2.7 of this document.

2.9 Special Inspection Requirements

If an antenna is replaced under this STC, an antenna visual inspection must be performed if there is a suspected lighting strike on the aircraft. In the event of a suspected or actual lightning strike to the aircraft, the GPS antenna(s) and its associated installation shall be inspected.

If the antenna was struck by lightning then the antenna and the surrounding installation shall be inspected to ensure that there is no structural damage around the areas where lightning may have struck. See Table 2 for inspection criteria.

Execute the system checkout procedure for the GPS/WAAS and/or XM system using the antenna, to ensure the system(s) are operating correctly.

No action is required for hard landing inspections.

2.10 Application of Protective Treatments

None. N/A.

2.11 Data Relative to Structural Fasteners

Refer to Garmin P/N 190-01007-B1, *GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL* Section 5 for fastener information.

2.12 Special Tools

A milliohm meter with an accuracy of +/- 0.1 milliohms ohms (or better) is required to measure the electrical bonding between the GTN/GMA system components and aircraft ground.

2.13 Additional Instructions

None. N/A

2.14 Overhaul Period

The system does not require overhaul at a specific time period. Power on self-test and continuous BIT will monitor the health of the GTN system. If any LRU indicates an internal failure, the unit may be removed and replaced (Refer to Section 5 of the GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL for Removal and Reinstallation instructions). See GTN 6XX/7XX PART 27 AML STC SYSTEM MAINTENANCE MANUAL, Section 4 for Troubleshooting information.

2.15 ICA Revision and Distribution

To revise this ICA, Garmin will follow the Garmin *ODA Procedures Manual* SOP-0055/ACP-0016 for Instructions for Continued Airworthiness. The latest revision of this ICA document is available on the Garmin website (www.flyGarmin.com). To Access Aviation Manuals, select the 'Support' tab and then select 'Manuals'. You may also contact Garmin General Aviation Product Support at 866-739-5687 (US toll free) 913-397-8200 or avionics@garmin.com. A Garmin Service Bulletin describing ICA revision will be sent to Garmin dealers if a revision is determined to be significant.

2.16 Assistance

Flight Standards Inspectors or the certificate holder's PMI have the required resources to respond to questions regarding this ICA. In addition, the customer may contact Garmin with questions regarding this equipment and its installation. Garmin Customer Support may be contacted during normal business hours via telephone 913-397-8200 or from the Garmin web site at www.flyGarmin.com.

2.17 Implementation and Record Keeping

Modification of an aircraft by this Supplemental Type Certificate obligates the aircraft operator to include the maintenance information provided by this document in the operator's aircraft maintenance manual and/or the operator's rotorcraft scheduled maintenance program.

3. AIRWORTHINESS LIMITATIONS SECTION

The Airworthiness Limitations section is FAA approved and specifies inspections and other maintenance required under §§ 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved.

There are no additional Airworthiness Limitations as defined in 14 CFR § 27, Appendix A, A27.4 that result from this modification.

4-APR-2016

FAA APPROVED

Michael Warren
ODA STC Unit Administrator
ODA-240087-CE

Date

APPENDIX A EQUIPMENT LOCATIONS AND WIRE ROUTING

A.1 GTN 6XX/7XX STC Installation – Bell 407

The following diagram must be completed to depict the location of all LRUs and antenna(s) along with the wire routing for the GTN 6XX/7XX and GMA 35 throughout the aircraft structure for the Bell 407 rotorcraft. All harnesses fabricated as part of this STC should be included in this diagram.