Avidyne Corporation
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FAA Approved
Airplane Flight Manual Supplement
for the
Aircraft Make/Model:

Cirrus SR20/SR22

with

Avidyne Vantage12 Displays
p/n 700-00212-010 Primary Flight Display and
p/n 700-00212-110 Multi-Function Display

Registration No. _____

Serial No. _____

This supplement must be attached to the applicable FAA Pilot's Operating Handbook Approved Airplane Flight Manual (POH/AFM) when an Avidyne Vantage12 700-00212-010 Primary Flight Display (PFD) and 700-00212-110 Multi-Function Display (MFD) is installed in accordance with STC No. ST02462BO-A. This document must be carried on the airplane at all times.

The information contained herein supplements or supersedes the basic manual only in those areas listed. For limitations and procedures not contained in this supplement consult the basic Airplane Flight Manual.

This document must be printed in color.

GRANT A EATON Digitally signed by GRANT A EATON Date: 2025.07.23 12:26:20 -04'00' Manager, AIR-711 for — 23 July 2025

Manager, Flight Test and Human Factors Branch, AIR-710
Federal Aviation Administration — Approved Date

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LOG OF REVISIONS

REV NO	FAA APPROVAL	SUMMARY DESCRIPTION
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Section 1. General

The airplane is equipped with an Avidyne Vantage12 p/n 700-00212-010 Primary Flight Display, herein referred to as the "PFD", and p/n 700-00212-110 Multi-Function Display, herein referred to as the "MFD."
The Vantage system is a retrofit for Entegra I systems and provides the user with the necessary means to aviate, navigate and communicate safely. Refer to the Section 8 System Description section of this document for additional details about Vantage capabilities.

Section 2. Limitations

1. The moving map display must not be used as the primary navigation instrument and is only meant to provide visual advisory of the airplane's GPS position.

2. Use of Map page during IFR flight requires an IFR approved GPS receiver and installation, operated in accordance with its applicable limitations.

3. The Synthetic Vision (SVS) feature is for situational awareness only. It must not be used as the sole means of terrain or obstacle avoidance. It must not be used as the sole means to conduct an instrument approach.

4. Traffic information shown on the Map page display is provided to the pilot as an aid to visually acquiring traffic (advisory only). Pilots must maneuver their aircraft based only on ATC guidance or positive visual acquisition of the conflicting traffic. Maneuvers must be consistent with ATC instructions.

Section 3. Emergency Procedures

3.1. Loss of Dual ADC

The following pop-up caution messages will be displayed based on chronology until the presently displayed message is acknowledged:
ADC 1 Fault ADC 2 Fault

NOTE
To verify loss of dual ADC, refer to MFD SYS Alerts tab.

Figure 1 Loss of Dual ADC

1. Flight …… Use Mechanical Standby Instruments
2. Land as soon as practical.

3.2. Loss of Single ADC, Single ADC Installation

A pop-up caution message will display the following:
ADC 1 Fault

Figure 2 Loss of Single ADC

1. Flight …… Use Mechanical Standby Instruments
2. Land as soon as practical.

3.3. Loss of Dual ARS

The following pop-up caution messages will be displayed based on chronology until the presently displayed message is acknowledged:
ARS 1 Fault ARS 2 Fault

The active map will be replaced with a black screen containing red X's

NOTE
To verify loss of dual ARS, refer to MFD SYS Alerts tab.

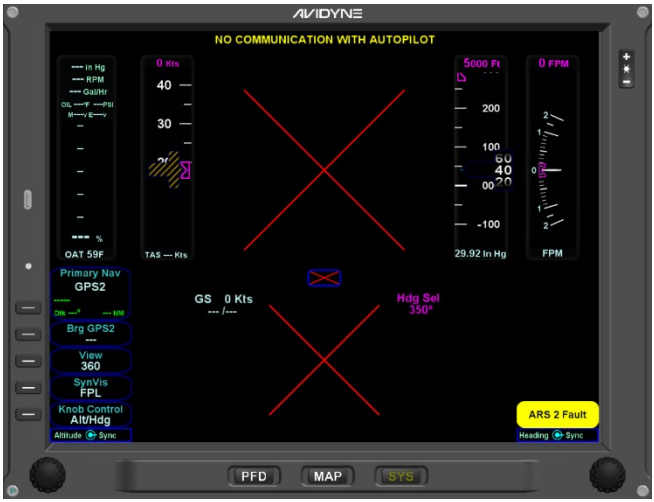

Figure 3 Loss of Dual ARS

1. Flight …… Use Mechanical Standby Instruments
2. Land as soon as practical.

3.4. Loss of Dual GPS

If both GPS sources are lost, the FMS will enter dead reckoning mode for 5 minutes, after that all FMS functions are lost and the ownship is removed from map depictions. Synthetic vision depiction on the Display(s) will revert to standard blue over brown attitude display.

The following pop-up caution message will be displayed:
GPS Fault

NOTE
To verify loss of dual GPS, refer to MFD SYS Alerts tab and each of the two IFDs for local GPS fault messages.

NOTE
Dual GPS failure results in loss of FMS flight planning capabilities. The Primary Nav must be selected to a VHF source and navigation will be limited to VHF navaid courses.

Figure 4 Loss of Dual GPS

1. Navigation …… Tune VHF Nav Freq via IFD
2. Navigation ……..… Select Primary Nav = Nav1/2
3. Land as soon as practical

Section 4. Abnormal Procedures

4.1. Loss of Single ADC, Dual ADC Installation

A pop-up caution message will display one of the following:
ADC 1 Fault - or - ADC 2 Fault

The display associated with the failed ADC will have an amber font message at the top left of the screen indicating usage of either ADC 1 – or - ADC 2.

Figure 5 Loss of Single ADC

The Display for which the ADC fails will automatically revert to the remaining operational ADC if MFD SYS page SENSOR = AUTO. *(Assumes dual ADC install)*

OR

1. MFD SYS page SENSOR button……...Select available ADC

4.2. Loss of Single ARS

A pop-up caution message will display one of the following:
ARS 1 Fault - or - ARS 2 Fault

The display that houses the failed ARS will have an amber font message at the top left of the screen indicating usage of either ARS 1 – or - ARS 2.

Figure 6 Loss of Single ADC

The Display for which the ARS fails will automatically revert to the remaining operational ARS if MFD SYS page SENSOR = AUTO.

OR

1. MFD SYS page SENSOR button……Select available ARS

4.3. Loss of Single GPS

A pop-up caution message will display the following: GPS Fault if Primary Nav = GPS1 and the GPS fault is local to IFD1. Simiarly, the GPS Fault will appear if Primary Nav = GPS2 and the GPS fault is local to IFD2.

NOTE

Vantage will not display a GPS Fault message if the failed GPS source is not selected. User must refer to the IFD for this local message.

1. Primary Nav …….. Select available GPS source

4.4. Loss of Single Magnetometer, Single Magnetometer Installation

A pop-up caution message will display one of the following:
Mag 1 Fault

Figure 7 Loss of Single Magnetometer

NOTE

A failure of the magnetometer in a single magnetometer installation results in both ARSs being in a fault condition. The Vantage system will therefore not revert to the other ARS. Heading and HSI on the PFD will be unavailable.

1. Flight …… Use Mechanical Standby Instruments
2. Land as soon as practical.

4.5. Loss of Single Magnetometer, Dual Magnetometer Installation

A pop-up caution message will display one of the following:
Mag 1 Fault - or - Mag 2 Fault

The display associated with the failed Magnetometer will have an amber font message at the top left of the screen indicating usage of either ARS 1 – or - ARS 2.

The Display for which the Magnetometer fails will automatically revert to the remaining operational ARS if MFD SYS page SENSOR = AUTO.

OR

1. MFD SYS page SENSOR button……Select available ARS

4.6. Loss of IFD

NOTE

There is no IFD-specific message as a result of IFD loss. A loss of IFD can result in several other messages being displayed.

1. IFD …….. Verify the failed IFD
2. Communication …… Select available IFD via Audio Panel
3. Navigation …….. Select available Nav source of operative IFD via Primary Nav Button

4.7. Loss of Display

NOTE

Consider using the autopilot to reduce workload. Without ARS input the DFC90 autopilot still provides the following capabilities:

- NAV GPSS mode **will** engage to fly the GPS flight plan
- HDG mode **will** engage but **will not be functional** – annunciated yellow on PFD.
- NAV mode **will not** be functional
- VS and ALT modes **will** function, but **target altitude capture is not possible.**

4.7.1. Loss of PFD

1. MFD ……Press PFD Button (Composite Mode)
2. HSI/PFD #1, HSI/PFD #2 Circuit Breakers ……. Cycle (Allow 20-30 seconds between pull and reset)

If PFD not restored after 30 Seconds:

3. Land as soon as practical

NOTE

There are 2 circuit breakers for the PFD.

4.7.2. Loss of MFD

1. PFD ……Use Engine and Electrical System Indications
2. IFD ……..……... Use for FMS and Map functions
3. MFD Circuit Breakers ……. Cycle for 20-30 Seconds

If MFD not restored after 30 Seconds:

4. Continue flight as necessary

Section 5. Normal Procedures

Starting Engine

1. External Power (if applicable)…….…CONNECT
2. Brakes……..…….HOLD
3. To Activate the PFD:
   a. PFD Circuit Breakers…….....IN
   b. Bat 1 or Bat 2 Power Switch…...……..…….ON
   c. At PFD prompt (if applicable)……Press Proceed
4. Cirrus Starting Engine procedures……..Refer To POH/AFM
5. To Activate the MFD:
   a. MFD Circuit Breaker……..……IN
   b. Bat 1 Power Switch……...……..……..ON
   c. Avionics Power Switch……..……..ON
   d. At MFD prompt (if applicable)…..Press Proceed
   e. Aircraft fuel level……..….ENTER
   f. MFD Page……..…Set for desired operation
6. Engine Parameters……MONITOR
7. Cirrus Starting Engine procedures…….…Refer To POH/AFM

Section 6. Performance Data

No change from FAA Approved Airplane Flight Manual.

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Section 7. Weight and Balance

When the Vantage12 system is installed the following Weight and Balance is applicable.

As Received			
Max Gross Pounds:	3050	Basic Empty Weight:	2217.5
Longitudinal CG:	142.6	Lateral CG:	
Longitudinal Momemt:	316215.5	Lateral Moment:	
UseFul Load:	832.5		
Notes			

Installed Items					
Installed	Weight	Long Arm	Lat Arm	Long Moment	Lat Moment
Vantage Instrument Panel	.91	125	0	113.8	
Vantage PFD w/EZ adapter	7.7	125	-6	962.5	-46.2
Vantage MFD w/EZ adapter	7.8	125	6	975.0	46.8
ADC #1	0.44	122	-6	53.7	-2.6
ADC #2	0.44	122	6	53.7	2.6
#2 Magnetometer	0.54	150	188	81.0	101.5
EZ Adapter Harness	1.29	110	0	141.9	
Mag #2 Harness	.96	150	94	144.0	90.2
Removed Items					
Installed	Weight	Long Arm	Lat Arm	Long Moment	Lat Moment
Entegra Instrument Panel	1.02	125	0	127.5	
Entegra PFD	11.55	125	-6	1443.8	-69.3
Entegra MFD	6.97	125	6	871.3	41.8
Blind Turn Coordinator	1.38	110	10	151.8	13.8
KGP560 EGPWS Processor	1.33	110	-10	146.3	-13.3
	Weight Change			Long Mom Change	Lat Mom Change
Totals:	-2.169999999999998			-215.10000000000002	219.3

As Completed			
Max Gross Pounds:	3050	Basic Empty Weight:	2215.33
Longitudinal CG:	142.64	Lateral CG:	0.10
Longitudinal Momemt:	316000.4	Lateral Moment:	219.3
UseFul Load:	834.67		

Section 8. Systems Description

The Avidyne Vantage12 Pilot's Guide, 600-00745-000 Revision 00, or later appropriate revision, must be available to the pilot during all flight operations.

The PFD is a 12.1" unit that displays primary flight information to the pilot. The PFD receives data from a variety of sources including ARS, ADC, GPS (SBAS) receiver, VHF Nav/Com transceiver, and processing to accomplish control, display, navigation, and input/output to other avionics systems. The system is also integrated with an Avidyne DFC90 Autopilot, an audio panel receiver, and a transponder.

Figure 8 depicts the Avidyne Vantage12 Series 700-00212-010 Primary Flight Display in a normal operation full PFD.

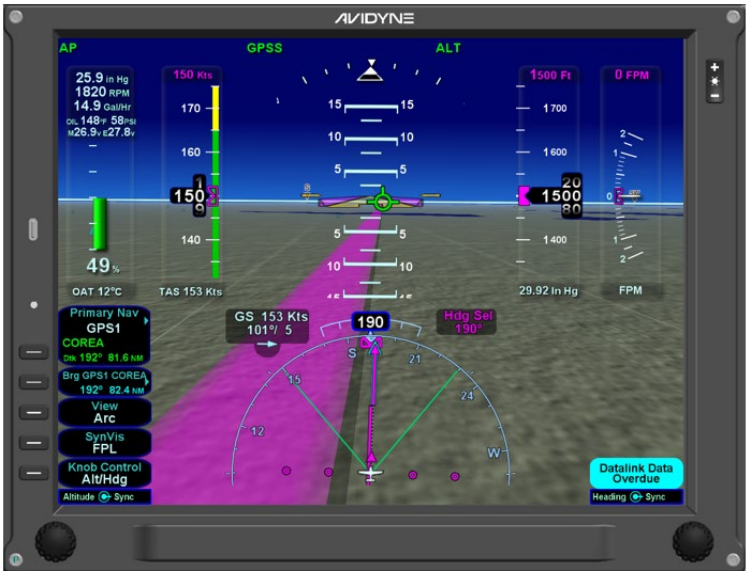


Figure 8 - Avidyne Vantage12 700-00212-010 Primary Flight Display

The MFD is a 12.1" unit that displays engine, situational and navigation, and general information to the pilot. The MFD can

accept data from engine concentration units, traffic advisory units, ADS-B in receivers, and navigation information. The unit is organized around logical groupings of information presented on “Pages”.

Figure 9 MFD in PFD Reversionary Mode

The **PFD** Button on the MFD displays the PFD screen (SVS Tab). Pressing the MAP Tab displays the PFD on the left half of the unit and the electronic map on the right. Pressing the CHART Tab displays the electronic chart to the right of the split-screen PFD.

Figure 10 MFD MAP Tabs

On the MFD, the **MAP** Tab is the primary page and presents the pilot with aircraft position, flight plan and nearby weather, lightning and traffic. This data is overlaid on a moving map background of terrain, inland and coastal water bodies, airspace, airports, and navigational aids. Buttons and knobs on the MFD bezel allow the pilot to control the amount and presentation style of information on the moving map.

CAUTION

When the Map view is set to North-Up, traffic and weather depictions are also oriented North-Up. Pressing the Right Concentric Knob when Zoom/View function cycles the Map display to a heading-up orientation. If a Traffic Advisory (TA) occurs, touching the Message acknowledges the message and collapses it on a single indicator.

The **SVS** Tab provides the pilot with an exocentric view of the flight plan.

The **CHART** Tab provides a list of applicable charts (navigation, approach SIDs or STARs).

The pilot can get more detailed information on an item of interest via the **INFO** Page.

The **FPL** Tab is used to manage the flight plan. The flight plan contains the sequence of legs to which the FMS provides guidance. The FMS expects the pilot to fly the legs as defined in the flight plan.

The **INFO** Tab provides a method for showing information about aviation facilities contained in the navigation database.

The **NRST** Tab provides a method to show facilities that are always nearest to the aircraft: Airports, VORs, NDBs, Intersections, ARTCCs, FSS, Airspace, User Waypoints.

The **SYS** Button on the **MFD** displays information for checklists, engines, setup, system, documents and alerts.

The **CHKLST** Tab provides access to the aircraft checklist for the different phases of flight and normal, abnormal and emergency conditions.

Figure 11 depicts the Avidyne Vantage12 700-00212-110 Multi-Function Display.

Figure 11 Avidyne Vantage12 700-00212-110 Multi-Function Display

The **ENG** Tab displays the following Engine parameters:

Manifold Pressure	Cylinder Head Temperature
Engine RPM	Aircraft Electrical Status
Percent Power	Outside Air Temperature
Engine Oil Temperature	Fuel Quantity
Engine Oil Pressure	Fuel Usage Data
Turbine Inlet Temperature*	EGT**

*Turbo charged power plant
** Normally aspirated power plant

The **SETUP** Tab provides the capability for one or more users to tailor the look and feel of the Displays. Many of the setup options exist simply to adjust the format of data that is presented on the Display (e.g. units of measure, whether page tabs are hidden).
The **SYS** (System) Tab provides information about software and hardware versions, Databases, Source Selection of ADC

and ARS and means to access Display's data logs, update Display software and update databases.

The **DOCS** Tab is an onboard reader of preformatted documents.

The **ALERT** Tab keeps a running tally of all active alerts, grouping them by level. If there is an active alert in the system, pressing the SYS button will cause the ALERT tab to be displayed rather than the last tab that was selected in the SYS subsystem.

8.1. Differences

Due to the differences between the FlightMax Entegra and the Vantage12 system, including dual IFDs and DFC90, some statements from the Cirrus AFM are no longer applicable and should instead be replaced with the following:

8.1.1. Documentation

All FlightMax Entegra-specific documentation may be removed from the aircraft but must be replaced by the relevant Vantage12 equivalent.

8.1.2. Autopilot

The Vantage12 system has a higher level of redundancy when driving the autopilot than the FlightMax Entegra system. While the PFD drives the autopilot most of the time, the MFD is also capable and connected. See the Vantage12 Pilot Guide or DFC90 Pilot Guide Addendum with Vantage12 for more information about driving the autopilot under various failure modes.
Due to the advanced envelope protection available in the DFC90 Autopilot, the autopilot will no longer automatically disconnect at the onset of a stall. Instead, the DFC will attempt

to adjust the pitch to prevent a stall from occurring. For more information, refer to the DFC90 pilot guide.

8.1.3. Removed Equipment

Some equipment listed in the Cirrus Pilot Guide (turn coordinator, terrain awareness, Garmin 430, etc.) may have been removed for the Vantage12 installation. References to this equipment are no longer applicable. References to a Garmin 430 should instead be directed to the corresponding Avidyne IFD.

8.1.4. Navigation Source Selection

Navigation source selection may be made from either of the Vantage12 displays, which will drive a nav-mode switch on the indicated IFD. Navigation source selection may also be switched between GPS and VLOC from the IFD, provided the Vantage12 system is set to that IFD already (1 or 2).

8.1.5. Alerts

The Crew Alerting System has been improved over the FlightMax Entegra, providing more applicable alerts to certain engine indications. Instead of a "check" message, the pilot will receive "high" or "low" messages, as applicable. Additionally, the high MBUS voltage message is now red, indicating a warning condition when the Main Bus is above 32.0V.

A full list of alerts for the Vantage system is available in the Pilot Guide, document 600-00745-000. This AFMS addresses only Warning and Caution alerts that are unique to Vantage.

8.1.5.1. Warning Messages

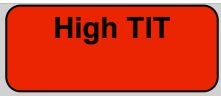
NOTE

Warning messages for engine/electrical parameters will be generated when the indicated parameter(s) enter the red range defined in the Limitations section of the Cirrus SR2X POH/AFM.

NOTE

Refer to Cirrus SR2X POH/AFM for procedures associated with out-of-limit engine parameters.

CAS	Short Text	Long Text
CRC mismatch	CRC mismatch	Flight Code CRC mismatch, please run Maintenance Software.
High CHT	High CHT	High CHT cylinder [x]
High EBUS	High EBUS	High essential bus volts
High Fuel Flow	High Fuel Flow	High fuel flow
High MAP	High MAP	High manifold pressure
High MBUS	High MBUS	High main bus volts
High Oil Press	High Oil Press	High oil pressure

CAS	Short Text	Long Text
	High Oil Temp	High oil temperature
	High RPM	High RPM
	High TIT	High Turbine Inlet Temperature
	Low EBUS	Low essential bus volts
	Low Fuel Rmng	Low fuel remaining
	Low Oil Press	Low oil pressure
	Low Volts	Power supply voltage is low
	Pull Up	Excessive Descent Rate

CAS	Short Text	Long Text
Terrain Pull Up	Terrain Pull Up	Terrain Pull Up
Unit Overtemp	Unit Overtemp	System operation unreliable: <internal component names>
Unit Overtemp	Unit Overtemp	Return System for service. Operation unreliable. <n>
Warning Obstacle	Warning Obstacle	Warning, Obstacle
Service Required	Service Required	OS checksums do not match the conformity file
CPU Cores	CPU Cores	Too many active CPU cores

8.1.5.2. Caution Messages

NOTE

Caution messages for engine/electrical parameters will be generated when the indicated parameter(s) enter the yellow range defined in the Limitations section of the Cirrus SR2X POH/AFM.

NOTE

Caution messages that indicate an Invalid parameter identify that the parameter cannot be relied upon and should be considered failed and require crosscheck.

NOTE

Refer to Cirrus SR2X POH/AFM for procedures associated with out-of-limit engine parameters.

CAS	Short Text	Long Text
ADC 1 Fault	ADC 1 Fault	ADC 1 Data Invalid
ADC 2 Fault	ADC 2 Fault	ADC 2 Data Invalid
AHRS Degraded	AHRS Degraded	AHRS<x> GPS Aiding Lost
AHRS Miscompare	AHRS Miscompare	Autopilot Fault, AHRS Miscompare
Airspeed Miscompare	Airspeed Miscompare	Airspeed Miscompare
Altitude Miscompare	Altitude Miscompare	Altitude Miscompare
Ap Audio Unavail	AP Audio Unavail	Autopilot Fault, Audio alerts unavailable
ARS 1 Fault	ARS 1 Fault	ARS 1 Data Invalid

CAS	Short Text	Long Text
ARS 2 Fault	ARS 2 Fault	ARS 2 Data Invalid
Attitude Miscompare	Attitude Miscompare	Attitude Miscompare
Caution Obstacle	Caution Obstacle	Caution, Obstacle
Caution Terrain	Caution Terrain	Caution Terrain
Check Altitude Too Low	Check Altitude Too Low	Aircraft is below the glide scope altitude at FAF
Don't Sink	Don't Sink	Negative climb rate or altitude loss
Heading Miscompare	Heading Miscompare	Heading Miscompare
High CHT	High CHT	High CHT cylinder [x]

CAS	Short Text	Long Text
High MAP	High MAP	High manifold pressure
High Oil Press	High Oil Press	High oil pressure
Invalid ALT [1/2]	Invalid ALT [1,2]	Invalid alternator [1/2] amps
Invalid BATT	Invalid BATT	Invalid battery amps
Invalid CHT	Invalid CHT	Invalid CHT cylinder [x]
Invalid EBUS	Invalid EBUS	Invalid essential bus volts
Invalid Fuel Flow	Invalid Fuel Flow	Invalid fuel flow
Invalid Fuel Rmng	Invalid Fuel Rmng	Invalid fuel remaining

CAS	Short Text	Long Text
Invalid MAP	Invalid MAP	Invalid manifold pressure
Invalid MBUS	Invalid MBUS	Invalid main bus volts
Invalid Oil Press	Invalid Oil Press	Invalid oil pressure
Invalid Oil Temp	Invalid Oil Temp	Invalid oil temperature
Invalid RPM	Invalid RPM	Invalid RPM
Low ALT[1/2]	Low ALT [1,2]	Low alternator [1/2] amps
Low BATT	Low BATT	Low battery amps
Low Fuel Rmng	Low Fuel Rmng	Low fuel remaining

CAS	Short Text	Long Text
Low MBUS	Low MBUS	Low main bus volts
Low Oil Press	Low Oil Press	Low oil pressure
Mag <x> Fault	Mag <x> Fault	Mag <x> has ceased communication
Missing Terrain	Missing Terrain	Terrain Data Missing, System requires service
No Comm with Eng Snsr	No Comm with Eng Snsr	No communication with engine sensor unit
Perform Mag Cal	Perform Mag Cal	Magnetometer <x> requires calibration
Radar: Echoes Ahead	Radar: Echoes Ahead	Radar: Heavy Echoes Ahead
Radar: Target Ahead	Radar: Target Ahead	Radar: Target Alert Detected

CAS	Short Text	Long Text
Sink Rate	Sink Rate	Excessive Descent Rate
TIS Coasting	TIS Coasting	TIS Traffic Coasting
TIS Removed	TIS Removed	TIS Traffic Removed
TIS Unavailable	TIS Unavailable	TIS Traffic Unavailable
Too Low, Terrain	Too Low, Terrain	Premature Descent, below glide path
Traffic Sensor Fault	Traffic Sensor Fault	No communication with traffic sensor
Traffic Sensor Fault	Traffic Sensor Fault	Traffic sensor has failed
Traffic High 2:00 3nm	Traffic High 2:00 3nm	Traffic 2:00 3NM 800FT

CAS	Short Text	Long Text
Traffic Low 4NM	Traffic Low 4NM	Traffic 4NM - 200FT
Traffic 12:00 3NM	Traffic 12:00 3NM	Traffic 12:00 3NM
Traffic 2NM	Traffic 2NM	Traffic 2NM
Trimming Down	Trimming Down	Autopilot Fault, Runaway Trim
Trimming Up	Trimming Up	Autopilot Fault, Runaway Trim
Unit Overtemp – Check Cooling	Unit Overtemp – Check Cooling	Unit Overtemp: <component>

8.1.5.3. Advisory Messages

CAS	Short Text	Long Text
<Airspace> Ahead	<Airspace> Ahead	[Airspace name] [Lower Altitude Limit] [Upper Altitude Limit] FT
Ap Comm Fault	Ap Comm Fault	Autopilot fault, no communication
AP MSR Failure	AP MSR Failure	Autopilot Fault, MSR failure
Begin Descent	Begin Descent	Top of Descent
Check Nav Frequency	Check Nav Frequency	Tuned frequency does not match approach navaid
Check Navaid Identifier	Check Navaid Identifier	Decoded navaid identifier did not match approach navaid
Config Modified	Config Modified	Configuration modified (id=<x>). Please restart

CAS	Short Text	Long Text
		System when possible.
Crosscheck Attitude	Crosscheck Attitude	Reduced AHRS Accuracy Mode
Dead Reckoning	Dead Reckoning	Position updated using dead reckoning
Exiting Hold at Fix	Exiting Hold at Fix	Exiting hold At Fix
Exiting Hold at Intercept	Exiting Hold at Intercept	Exiting hold at Intercept
FPL Sync Disabled	FPL Sync Disabled	System version mismatch
FPL Sync Disabled	FPL Sync Disabled	FMS Options Miscompare
FPL Sync Disabled	FPL Sync Disable	Nav database miscompare

CAS	Short Text	Long Text
Gap In Route Ahead	Gap in Route Ahead	Gap In Route Ahead
GPS Overlay Not Authorized	GPS Overlay Not Authorized	Approach Not Authorized for GPS
High Oil Temp	High Oil Temp	High oil temperature
Hold Course xxx°	Hold Course xxx°	Hold Course xxx°
Intercept Too Sharp	Intercept Too Sharp	Must Intercept Within 45° of Final Approach Course
Lateral Offset End Ahead	Lateral Offset Ahead	Approaching End of Flight Plan Lateral Offset
Lightning Sensor Config	Lightning Sensor Config	Lightning Sensor Antenna: Top
Lightning Sensor Config	Lightning Sensor Config	Lightning Sensor Antenna: Bottom

CAS	Short Text	Long Text
Lightning Sensor Fault	Lightning Sensor Fault	No communication with lightning sensor
Lightning Sensor Fault	Lightning Sensor Fault	No sensor data: GPS fault
Nav Database Invalid	Nav Database Invalid	An error occurred while loading the nav database
Next Leg ccc° in xx sec	Next Leg ccc° in xx sec	Next Leg ccc°
Service Required	Service Required	ARINC 429 power supply degraded, main board needs servicing
Switch Tanks	Switch Tanks	Switch fuel tanks
System Fan Failure	System Fan Failure	Fan <x> is inop Where x can be 1/2/ 1 and 2
UTC Mismatch	UTC Mismatch	UTC Time Mismatch. Please restart system when possible (LOCAL)

CAS	Short Text	Long Text
VNAV Suspended	VNAV Suspended	Cross track error limit exceeded (LOCAL)
VNAV Suspended	VNAV Suspended	Course error limit exceeded (LOCAL)
VNAV Terminated	VNAV Terminated	Baro altitude lost (LOCAL)
VNAV Terminated	VNAV Terminated	Unable to meet altitude constraint (LOCAL)
Waypoint Upload Ready	Waypoint Upload Ready	A user waypoint has been received (LOCAL)
Waypoint Upload Rejected	Waypoint Upload Rejected	Waypoint Upload Rejected (LOCAL)

Section 9. Handling, Servicing, Maintenance

No change from FAA Approved Airplane Flight Manual.