**Avidyne Corporation**
710 North Dr.
Melbourne, Fl. 32934

VANTAGE®

**FAA Approved**

# Airplane Flight Manual Supplement
for the
Aircraft Make/Model:

Cirrus SR20/SR22

**with**

Avidyne Vantage12 Displays
p/n 700-00212-0XX Primary Flight Display and
p/n 700-00212-1XX 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 700-00212-0XX Primary Flight Display (PFD) and 700-00212-1XX Multi-Function Display (MFD) is installed in accordance with STC No. SA12084BO. 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.*

SYDNEY A PALMSTEEN Digitally signed by SYDNEY A PALMSTEEN Date: 2026.01.20 15:07:28 -05'00'

Manager, AIR-711 for — 01/20/2026

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

FAA APPROVED
Date: 01/20/2026

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**LOG OF REVISIONS**

| REV NO | FAA APPROVAL | SUMMARY DESCRIPTION |
|---|---|---|
| 00 | Sydney Palmsteen Manager, AIR-711 23 July 2025 | Initial Release |
| 01 | Sydney Palmsteen, Manager, AIR-711 20 January 2026 | Correct STC number<br>Switch ARS terminology to AHRS to reflect change in software 12.0.1.2<br>Update CAS list<br>Update screenshots<br>Add Vantage logo |

A vertical black line in the margin shows revised portions of affected pages.

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# Table of Contents

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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.

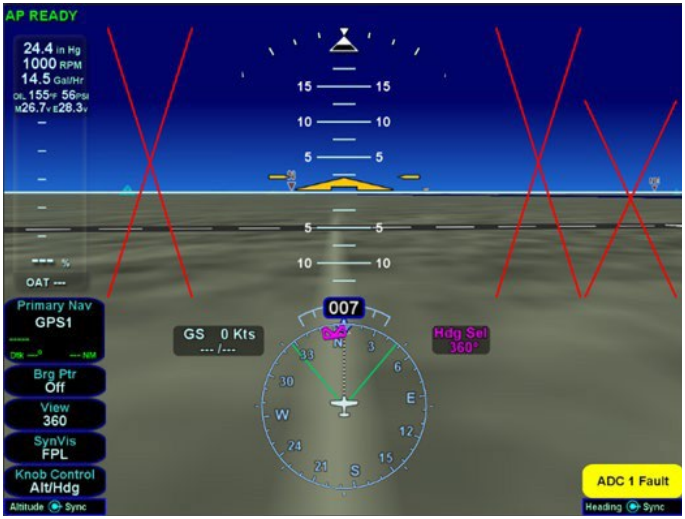

Figure 1 Loss of Dual ADC

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

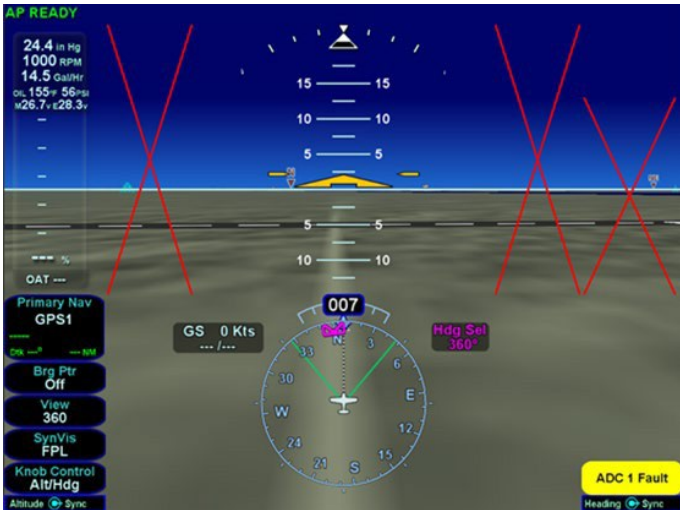


Figure 2 Loss of Single ADC

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

### 3.3. Loss of Dual AHRS

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

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

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

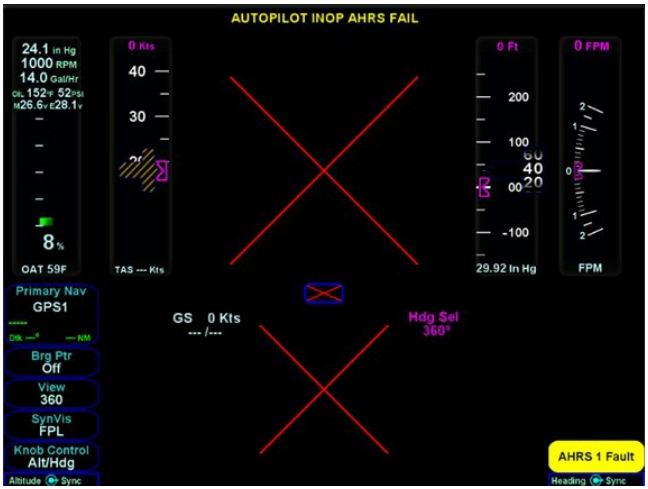

Figure 3 Loss of Dual AHRS

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 AHRS

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

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

Figure 6 Loss of Single AHRS

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

OR

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

### 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 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 AHRSs being in a fault condition. The Vantage system will therefore not revert to the other AHRS. 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 AHRS 1 – or - AHRS 2.

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

OR

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

### 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 AHRS 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.

## 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 AHRS 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 | Long Text | Pilot Action |
|---|---|---|
| CPU Cores | Too many active CPU cores | Seek qualified maintenance personnel. |
| CRC mismatch | Flight Code CRC mismatch, please run Maintenance Software. | Seek qualified maintenance personnel. |
| FPGA reset | Due to error, FPGA was reset | Monitor for performance; if questionable, treat the unit as failed. Seek qualified maintenance personnel. |
| High CHT | High CHT cylinder [x] | |
| High EBUS | High essential bus volts | |
| High Fuel Flow | High fuel flow | |
| High MAP | High manifold pressure | |
| High MBUS | High main bus volts | |
| High Oil Press | High oil pressure | |

| | | |
|---|---|---|
| **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 | |
| **Service Required** | OS checksums do not match the conformity file | Seek qualified maintenance personnel. |
| **Terrain Pull Up** | Terrain Pull Up | |

| | | |
|---|---|---|
|  | System operation unreliable: <internal component names> | |
|  | Return System for service. Operation unreliable. <n> | Seek qualified maintenance personnel. |
|  | Warning, Obstacle | |

### 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 | Long Text | Pilot Action |
|---|---|---|
| ADC 1 Fault | ADC 1 Data Invalid | See sections 3.1, 3.2, 4.1 |
| ADC 2 Fault | ADC 2 Data Invalid | See sections 3.1, 3.2, 4.1 |
| AHRS 1 Fault | AHRS 1 Data Invalid | See sections 3.3, 4.2 |
| AHRS 2 Fault | AHRS 2 Data Invalid | See sections 3.3, 4.2 |
| AHRS Miscompare | Autopilot Fault, AHRS Miscompare | Crosscheck standby instruments |
| Airspeed Miscompare | Airspeed Miscompare | Crosscheck standby instruments |
| Altitude Miscompare | Altitude Miscompare | Crosscheck standby instruments |
| Ap Audio Unavail | Autopilot Fault, Audio alerts unavailable | |
| Attitude Miscompare | Attitude Miscompare | Crosscheck standby instruments |
| Caution Obstacle | Caution, Obstacle | |
| Caution Terrain | Caution Terrain | |

| | | |
|---|---|---|
| **Check Altitude Too Low** | Aircraft is below the glide slope altitude at FAF | |
| **COM Stuck TX** | Stuck mic timeout, transmitter disabled | |
| **COM TX Fault** | Transmitter fault, no TX ability | |
| **Configuration Error** | [x] Configuration Error IFD Requires Service | |
| **Don't Sink** | Negative climb rate or altitude loss | |
| **GPS Fault** | GPS Fault | |
| **GPS Integrity Lost** | GPS Integrity Lost Crosscheck Nav | |
| **Heading Miscompare** | Heading Miscompare | Crosscheck standby instruments |
| **High CHT** | High CHT cylinder [x] | |
| **High MAP** | High manifold pressure | |

| | | |
|---|---|---|
| **High Oil Press** | High oil pressure | |
| **Invalid ALT [1/2]** | Invalid alternator [1/2] amps | |
| **Invalid BATT** | Invalid battery amps | |
| **Invalid CHT** | Invalid CHT cylinder [x] | |
| **Invalid EBUS** | Invalid essential bus volts | |
| **Invalid Fuel Flow** | Invalid fuel flow | |
| **Invalid Fuel Rmng** | Invalid fuel remaining | |
| **Invalid MAP** | Invalid manifold pressure | |
| **Invalid MBUS** | Invalid main bus volts | |
| **Invalid Oil Press** | Invalid oil pressure | |
| **Invalid Oil Temp** | Invalid oil temperature | |
| **Invalid RPM** | Invalid RPM | |

| | | |
|---|---|---|
| L/VNAV Unavail. Use LNAV MDA | GPS integrity is insufficient for L/VNAV Approach | |
| L/VNAV Unavail. | GPS integrity is insufficient for L/VNAV Approach | |
| LP Unavailable | GPS integrity is insufficient for LP Approach | |
| LP Unavailable Use LNAV MDA | GPS integrity is insufficient for LP Approach | |
| LPV Unavailable | GPS integrity is insufficient for LPV Approach | |
| LPV Unavailable Use L/VNAV DA | GPS integrity is insufficient for LPV Approach | |
| LPV Unavailable Use LNAV MDA | GPS integrity is insufficient for LPV Approach | |
| Low ALT[1/2] | Low alternator [1/2] amps | |
| Low BATT | Low battery amps | |
| Low Fuel Rmng | Low fuel remaining | |
| Low MBUS | Low main bus volts | |

| | | |
|---|---|---|
| **Low Oil Press** | Low oil pressure | |
| **Mag [1/2] Fault** | Mag [1/2] has ceased communication | |
| **Manual Sequence Req'd** | Altitude invalid - leg will not auto sequence | |
| **No Comm Moritz DAU** | Communication lost Moritz DAU | |
| **No Comm Moritz SIU** | Communication lost Moritz SIU | |
| **No Comm With Xpdr** | No communication with Remote Transponder | |
| **No Position** | No position available | |
| **Sink Rate** | Excessive Descent Rate | |
| **SVS Using Baro Alt** | GPS MSL Altitude Unavailable | |
| **TIS Coasting** | TIS Traffic Coasting | |
| **TIS Removed** | TIS Traffic Removed | |

| | | |
|---|---|---|
| **TIS Unavailable** | TIS Traffic Unavailable | |
| **Too Low, Terrain** | Premature Descent, below glide path | |
| **Traffic High 2:00 3nm** | Traffic 2:00 3NM 800FT | |
| **Traffic Low 4NM** | Traffic 4NM - 200FT | |
| **Traffic 12:00 3NM** | Traffic 12:00 3NM | |
| **Traffic 2NM** | Traffic 2NM | |
| **Traffic Sensor Fault** | No communication with traffic sensor | |
| **Traffic Sensor Fault** | Traffic sensor has failed | |
| **Trimming Down** | Autopilot Fault, Runaway Trim | |
| **Trimming Up** | Autopilot Fault, Runaway Trim | |
| **Unit Overtemp – Check Cooling** | Unit Overtemp: <component> | |

| | | |
|---|---|---|
| **VNAV Unable Constraint** | VNAV unable to meet kind by wpt | |
| **Xpdr Fault** | Transponder Fault | |

### 8.1.5.3. Advisory Messages

| CAS | Long Text | Pilot Action |
|---|---|---|
| <Airspace> Ahead | [Airspace name] [Lower Altitude Limit] [Upper Altitude Limit] FT | |
| <product name> Stale | <product name> Age is greater than <x> minutes | |
| 429 Data Not Rcvd | No 429 from input: [x] | |
| ADS-B In Unavailable | NGT9000 ADSB input unavailable | |
| ADS-B Out Degraded | ADS-B Out Degraded | |
| AHRS Degraded | AHRS[1/2] GPS Aiding Lost | |
| Ap Comm Fault | Autopilot fault, no communication | |
| AP MSR Failure | Autopilot Fault, MSR failure | |
| Begin Descent in [x] Seconds | Approaching Top Of Descent | |
| Begin Descent Now | Sequenced Top Of Descent | |
| Check Nav Frequency | Tuned frequency does not match approach navaid | |

| | | |
|---|---|---|
| **Check Navaid Identifier** | Decoded navaid identifier did not match approach navaid | |
| **COM Stuck Mic** | COM stuck mic, release PTT | |
| **Config Modified** | Configuration modified (id=<x>). Please restart System when possible. | |
| **CrossSync Fault** | Attempting to re-establish CrossSync | |
| **Datalink <product name> Stale** | <product name> Age is greater than <x> minutes | |
| **Datalink Data Overdue** | See Datalink Status Page | |
| **Datalink Receiver Fault** | Broadcast datalink receiver failure | |
| **Dead Reckoning** | Position updated using dead reckoning | |
| **Density Altitude** | Density Altitude | |
| **Exiting Hold At Fix** | Exiting Hold At Fix | |
| **Exiting Hold At Intercept** | Exiting Hold at Intercept | |

| | | |
|---|---|---|
| **FLTA Off** | Disabled in Setup Options | |
| **FLTA Unavailable** | Invalid GPS Position/Velocity | |
| **FPL Sync Disabled** | System version mismatch | Seek qualified maintenance personnel. |
| **FPL Sync Disabled** | FMS Options Miscompare | |
| **FPL Sync Disabled** | Nav database miscompare | Ensure databases are up-to-date on all boxes in system. |
| **Gap In Route Ahead** | Gap In Route Ahead | |
| **GPS Overlay Not Authorized** | Approach Not Authorized For GPS | |
| **High Oil Temp** | High oil temperature | |
| **Hold Course xxx°** | Hold Course xxx° | |
| **Intercept Too Sharp** | Must Intercept Within 45° of Final Approach Course | |
| **Lateral Offset End Ahead** | Approaching End of Flight Plan Lateral Offset | |

| | | |
|---|---|---|
| **Lightning Sensor Config** | Lightning Sensor Antenna: Top | No action required. Advisory only. |
| **Lightning Sensor Config** | Lightning Sensor Antenna: Bottom | No action required. Advisory only. |
| **Lightning Sensor Fault** | No communication with lightning sensor | |
| **Lightning Sensor Fault** | No sensor data: GPS fault | |
| **Lightning Sensor Fault** | Lightning sensor fatal fault: [x]. Try cycling lightning sensor power. | |
| **Lightning Sensor Fault** | Recoverable fault: [x]. | |
| **Missing Terrain** | Terrain Data Missing, System requires service | Seek qualified maintenance personnel. |
| **Nav Database Invalid** | An error occurred while loading the nav database | |
| **New TFR Data Ignored** | Datalink TFRs reception failure | |
| **Next Leg ccc° in xx sec** | Next Leg ccc° | |
| **Off Path** | Off Path | |

| | | |
|---|---|---|
| **Perform Mag Cal** | Magnetometer [x] requires calibration | |
| **Self-test Fault** | NGT9000 self-test fault | |
| **Service Required** | ARINC 429 power supply degraded, main board needs servicing | |
| **Switch Tanks** | Switch fuel tanks | |
| **System Fan Failure** | Fan <x> is inop Where x can be 1/2/ 1 and 2 | |
| **TFR Ahead** | TFR Ahead | |
| **Traffic Sensor Fault** | Traffic sensor failed to start self-test | |
| **Traffic Sensor Fault** | Traffic sensor altitude unavailable | |
| **Trans Alt [x]** | Trans Alt [x] | |
| **UTC Mismatch** | UTC Time Mismatch. Please restart system when possible | |
| **VNAV Complete** | Reached target altitude | |

| | | |
|---|---|---|
| VNAV Holding Alt | Next constraint is higher | |
| VNAV Suspended | Cross track error limit exceeded | |
| VNAV Suspended | Course error limit exceeded | |
| VNAV Terminated | Baro altitude lost | |
| VNAV Terminated | Unable to meet altitude constraint | |
| VNAV Terminated | No further altitude constraints | |
| VNAV Unavailable | No further altitude constraints | |
| Waypoint Upload Ready | A user waypoint has been received | |
| Waypoint Upload Rejected | Waypoint Upload Rejected | |

#### 8.1.5.1. Notice Messages

| CAS | Long Text | Pilot Action |
|---|---|---|
| **Loaded User [x]** | Loaded settings for [x] | |

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**Section 9. Handling, Servicing, Maintenance**

No change from FAA Approved Airplane Flight Manual.