

Garmin International, Inc.
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EASA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

or

SUPPLEMENTAL AIRPLANE FLIGHT MANUAL

for the

Garmin GTN 625, 635, 650, 725, 750, 625Xi, 635Xi, 650Xi, 725Xi, or 750Xi
GPS/SBAS Navigation System
as installed in

Avions Pierre ROBIN - DR400-180

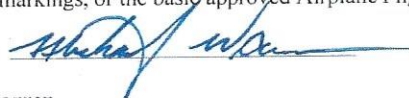
Make and Model Airplane

Registration Number: **F-GBLH** Serial Number: **790**

This document serves as an Airplane Flight Manual Supplement or as a Supplemental Airplane Flight Manual when the aircraft is equipped in accordance with Supplemental Type Certificate 10037574 for the installation and operation of the Garmin GTN 625, 635, 650, 725, 750, 625Xi, 635Xi, 650Xi, 725Xi, or 750Xi GPS/SBAS Navigation System. This document must be carried in the airplane at all times.

The information contained herein supplements or supersedes the information made available to the operator by the aircraft manufacturer in the form of clearly stated placards or markings, or in the form of an approved Airplane Flight Manual, only in those areas listed herein. For limitations, procedures and performance information not contained in this document, consult the basic placards or markings, or the basic approved Airplane Flight Manual.

Signed By:



Michael Warren
ODA STC Unit Administrator
Garmin International Inc.
ODA-240087-CE

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EASA STC No.: 10037574

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Section 2. LIMITATIONS

2.1 Display of Distance to Waypoint (for European registered aircraft only)

During installation, the GTN was configured to display distance to current waypoint on the Map Page (GTN 7XX or GTN 7XX Xi) or Default Navigation Page (GTN 6XX or GTN 6XX Xi). The display location of distance to current waypoint must not be altered or removed from these pages.

2.2 Phone/SMS Suppress Visuals Setting (for European registered aircraft only)

During installation, the GTN was configured to suppress visual alerts during approach, missed approach, and terminal operations for the GSR 56 Iridium Phone and SMS features. The Suppress Visuals setting on the Service-Phone page must not be changed from "On During APR/MAPR/TERM".

2.3 Flight Stream with Portable Electronic Devices

The Flight Stream interface and data provided to a portable electronic device is not approved to replace any required or installed aircraft display equipment, including navigation or traffic/weather display equipment. The data presented on the PED may not have the required integrity to be used as the sole source of information to base tactical or strategic decision making.

Use of the Flight Stream for flight plan importing during critical phases of flight by the pilot flying is prohibited.

2.4 Speed Constraints

The GTN does not display speed constraints that may be required on a SID, STAR or Approach. The flight crew is responsible for reviewing charts to identify any speed constraints that may be required and for managing the aircraft speed in compliance with those constraints.

