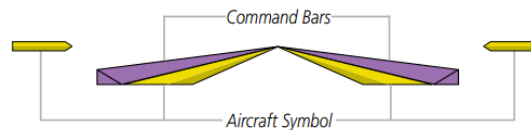






### FD – Engages/disengages the **Flight Director**

- The pink command bars on the PFD AI



- Automatically engages with the AP – the AP follows the FD (a combination of AP ON / FD OFF is not possible)
- FD can be used with the AP OFF, e.g. if you want to follow / fly manually what the AP would fly when engaged



### VNV – (aka: **VNAV**) Engages/disengages **Vertical Navigation**

- The G1000 VNAV feature helps especially with IFR Arrivals
- Follows vertical waypoint constraints in the FPL
- **This is one of the more complex features of the GFC700, be sure to study all about it before using VNV**



### FLC – **Flight Level Change** (button aka **IAS** on some variations of the Garmin AP)

- Lets you climb (or descend) at an airspeed you can define with either the Nose UP/DN buttons or with CWS (the temporary AP override button on the control stick)
  - o On *climbout*, use **FLC** - you don't want to use the VS button as the airspeed will start to bleed off post-TO power adjustments and decreasing performance at higher altitude
  - o On *descent*, **VS** is usually used (e.g. 500 fpm). You can also use the FLC button to descend at a desired airspeed if you wish



### **GA** – **Go Around** button (left side of left throttle handle)

- Disengages the AP, turns on FD, and commands a constant pitch angle and wings level in **GA** Mode displayed on AP status bar
  - o If an approach procedure is loaded, this switch also activates the missed approach when the selected navigation source is GPS or when it is VOR/LOC and a valid frequency has been tuned
- Can also be used on takeoff to provide an FD bar set for TO

## TAS – Traffic Advisory System



A TAS module is mounted in the back of the aircraft and works with two small antennas on top and bottom of the aircraft.

That unit provides real-time traffic monitoring and advisories to the TIS portion of the GTX345 ADS-B for a more complete traffic picture - especially in remote areas - as it's not radar-coverage limited or dependent on ground-based systems.

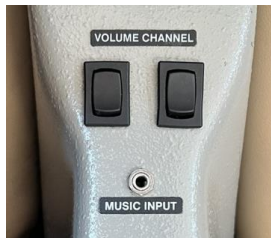


## Headset connectors

The original GA (General Aviation) connectors in 2RD have been replaced by cables with powered LEMO connectors. Since the vast majority of GA pilots uses headsets with the popular GA big plug/small plug combo, LEMO → GA adapters have been added to all four connectors.

You will find the front headset connectors on the side near the window, and in the rear on the side of the seats near the windows – **please leave the connectors where they are - don't pull on those cables.** One benefit of no longer having cables in the center console is that entanglement with the trim wheel is no longer possible.

## XM Radio control buttons



Volume and channel of the SiriusXM Radio (available on the MFD via **AUX > XM Satellite > RADIO**) can be controlled from that MFD page, or more conveniently using the two dedicated buttons on the center console, just behind the trim wheel.

A music input connector is also available nearby if you would like to connect your mobile device with a cable.

## USB Chargers

2RD has USB chargers in all four corners of the cabin:



**Front:** A **USA-A / USB-C** combo in the front near the knee area (please do not attempt to stick a Micro-USB plug into the USB-C outlet!)



**Back:** Two **USB-A** outlets are behind each back seat on the sides, near the windows.

There are two USB circuit breakers; one for the front and one for the back. Needless to say, the more you connect, the more you need to watch the impact on the electrical system.






## Brakes / Tires

The brakes on 2RD have been upgraded to Beringer brakes with fixed caliper and floating brake rotor, reducing the likelihood of the brakes locking up. That said, please **apply the same technique as with the original brakes to avoid flat spots and tire blow outs:**

- above 50 KTS: easy on the brakes, apply mainly aerodynamic braking
- below 50 KTS: normal braking.

The tires are sturdier and tubeless, which also helps reduce the likelihood of a blow out.

## Documents to download to your EFB

<b>AFM DA42 with Garmin GFC 700</b>	
<b>AFMS S03 DA42 with Garmin GFC 700: Ice Protection System</b>	
<b>Cockpit Resource Guide</b>	
<b>Pilot's Guide</b>	
<b>Website</b> with more general information and links to more AFM Supplements and Product Guides	

## Revisions

<b>Version</b>	<b>Date</b>	<b>Changes</b>	<b>Author</b>
1.0	11/19/2023	First draft	Sven Freitag
1.01	11/20/2023	Added AFMS S03	Sven Freitag

*I have reviewed and understand the contents of this document:*

\_\_\_\_\_

Date                                      Name                                      Signature