

APPENDIX

Information and Instructions

Updated November 1, 2021

Information and Instructions

This document provides procedures specifically to address such items as: updating the GPS data base, changing the transponder ID code, and describing mountainous areas..

1. G430W database update process

Background

Garmin G430W Jeppesen navigation database (“Navdata”) is updated on a 28-day cycle. During G430W boot the system displays the expiration date of the cycle stored within, for example cycle 1812 expires 06 Dec 2018 (at 0900Z). This expiration date is also the “effective date” of the next Navdata cycle.

G430W can only hold database for one Navdata cycle. When database is updated, data pertaining to the previous cycle is erased.

To legally fly IFR using GPS, the GPS NavData must be current.

Therefore, an updated database cannot be loaded into G430W until (ideally 0901Z on) the “effective date” of that cycle; but MUST be readily available to load at that date/time.

An updating datacard may be prepared up to 10 days beforehand but cannot be utilized - it is not legal to use for IFR navigation until the “effective date”.

On some “effective dates” the aircraft and club Maintenance Officer will both be at FME; the club Maintenance Officer will then perform that installation.

Challenge

On other “effective dates” the Maintenance Officer will not be able to attend FME, and/or the aircraft will not be at FME (typically, on a multi-day trip). In those circumstances, a member who wishes to fly IFR on “effective date” of new Navdata cycle must have timely access to the datacard for then-effective Navdata database and must know how to install that database, regardless of member’s (aircraft’s) location.

Process to be applied by member

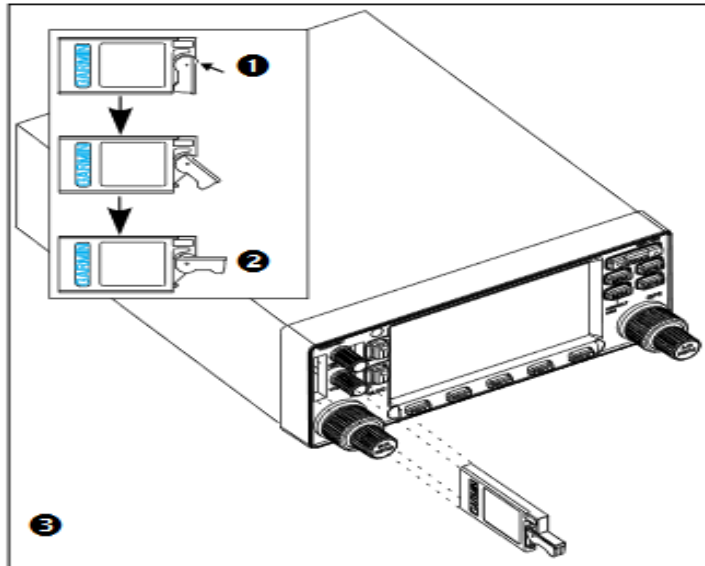
Aircraft Black Book contains a PURPLE zipped pocket, labeled “GPS NavData”. This is a different zipped pocket from the Green one containing aircraft keys. Sometime between date at which the next cycle NavData becomes available and the “effective date” of that cycle, a data card with the next cycle NavData will be placed in the PURPLE zipped pocket.

Aircraft Black Book also contains a log entitled “GPS update record”, which will identify the effective date of the NavData in the Purple pocket.

When a member dispatches (checks out) the aircraft for IFR flight, it is the member’s responsibility to:

- a) Check if G430W Navigation database has expired or will expire during the pilot’s usage period; this date will be displayed in FSP for the aircraft, (“Aircraft” > select aircraft > “Maintenance Status” > scroll to foot of list > review “upcoming maintenance” data).
- b) At (or as soon as practical after) “effective date/time”, install the data card with the then-effective Navdata, (see installation “how to” diagram on next page),
- c) Return the expired card to the Purple pouch,
- d) **PLEASE** don’t use the key pouch – **PLEASE** avoid keys mangling the delicate raw contact-edges of datacard,

- e) Enter into the GPS update record log the date of replacement and member's name, (example GPS update record log is depicted on second page below),
- f) PLEASE don't misplace the data cards - they are expensive, and we only have two.
- g) The data-card is inserted on the extreme left side of the G430W



Garmin G430W GPS LOG - N8429A

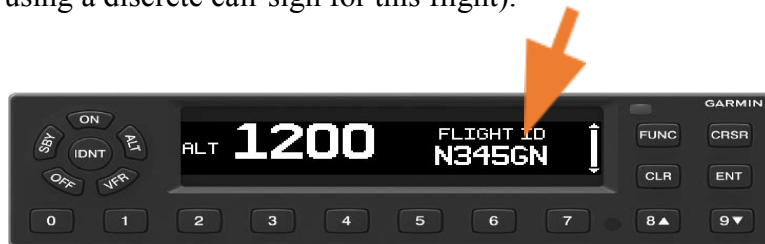
Cycle	Effective Date (0901Z)	Date Installed in aircraft	Installed by
1812	8-Nov-18	8-Nov-18	R Bell
1813	6-Dec-18		
1901	3-Jan-19		
1902	31-Jan-19		
1903	28-Feb-19		
1904	28-Mar-19		
1905	25-Apr-19		
1906	23-May-19		
1907	20-Jun-19		
1908	18-Jul-19		
1909	15-Aug-19		
1910	12-Sep-19		
1911	10-Oct-19		
1912	7-Nov-19		
1913	5-Dec-19		
2001	2-Jan-20		
2002	30-Jan-20		
2003	27-Feb-20		

2. Transponder Flight ID Check & Edit

- a) Several members conduct charity flights using a unique flight ID. After each such flight the member should “Edit” the TXPR Flight ID as described in Attachment 9, to display the aircraft tail# (e.g., N8429A).
- b) Before each flight for any purpose, the member should ensure that the Flight ID displayed in TXPR is identical to the call-sign (tail# if not using unique flight ID) that member included on flight-plan filed for that flight. If member identifies that Flight ID displayed on TXPR is not identical, member should “Edit” the TXPR Flight ID as described in para 2-28(a) above.
- c) Note that if TXPR Flight ID does not match filed call-sign, ATC will identify an ADS-B “mis-match” and will initiate investigation to correct that mismatch on future flights. Such ATC investigation may be prejudicial to the club’s good standing with FAA and so is extremely undesirable.

3. Changing Flight ID within GTX345 Transponder

ALWAYS check that Flight ID displayed in GTX345 is “N8429A” (unless you are deliberately using a discrete call-sign for this flight).



If not, follow these instructions **before taking flight** to avoid a “mismatch” between your filed tail# and your TXPR Flight ID. **ATC** hates mismatches and **WILL** cause you to shed tears if you don’t check and thereafter cause a mismatch!

GTX345 is not capable of storing multiple Flight IDs, so you cannot revert from presently displayed Flight ID to “N8429A”. You have to enter “N8429A” as follows:

To change Flight ID:

1. Press FUNC key until “TXPR” is displayed on RHS of GTX345 screen,
2. Press CRSR – “EDIT” will display on screen,
3. Press ENT button, current Flight ID will display with cursor positioned at RH end,
4. Press CLR button to move cursor to LH end,
5. Below cursor line is a display of 0-9 numbers with A-Z letters above those numbers; each number has three letters above it,



6. If you wish to enter a number, press button for that number and release,

7. If you wish to enter a letter, count position of that letter in the group of letters above a number; add 1 to that count and press relevant number button that number of times, quickly,
8. For example, if you wish to enter “N” as the first digit of “N8429A”; press the number 4 three times; if you wish to enter “A” as the last digit of “N8429A”, press the number 0 twice,
9. Cursor will automatically move one position right when it senses that you have completed button-pressing for current digit-position,
10. If you enter a character incorrectly (or press button repeatedly but too slowly), press CRSR button to move cursor left to the position you wish to re-enter.
11. When Flight ID has been fully entered to your satisfaction, press ENT to make the Flight ID current.

4. Mountainous Areas

The intent of this depiction is to provide a descriptive way to define the mountainous area in our theater of operations to enable VFR flight to airfields east of mountains (and approximately 5-10 NM further) without requiring a VFR SAR plan and less than 50NM from the SFRA boundary. Going west and north of the line defines the mountainous area, so a VFR SAR plan is required regardless of distance.

The border is defined by the following: ETX – RAV – MARTT – THS –MUMSY – LDN – GVE.

