

## 16 MESSAGES

When an Message has been issued by the unit, the **MSG** (Message) key/annunciator on the left side of the display will blink. Touch the **MSG** key to view the messages. After viewing the messages, touch the **Back** key to return to the previously viewed page.

System messages are not crossfilled between GTN units. Each GTN will display messages based on data received by that unit. This may result in duplication of messages between units, however the pilot should view messages on both GTN units when more than one is installed to ensure all messages are received.

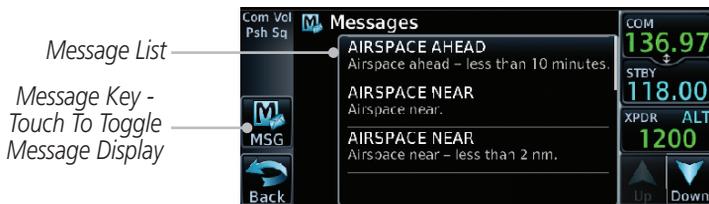


Figure 16-1 Message Display

Message	Description	Action
<b>ABORT APPROACH -</b> GPS approach no longer available.	This message is triggered outside the MAP if the GTN system can no longer provide approach level of service. Vertical guidance will be removed from the external CDI/HSI display.	Initiate a climb to the MSA or other published safe altitude, abort the approach, and execute a non-GPS based approach.
<b>AIRSPACE ALERT -</b> Airspace entry in less than 10 minutes.	The aircraft is predicted to enter an airspace type, within 10 minutes, for which alerts are configured.	No action is necessary; message is informational only.

Foreword

Getting Started

Audio & Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Message	Description	Action
<b>AIRSPACE ALERT -</b> Airspace within 2 nm and entry in less than 10 minutes.	The aircraft is within 2 nm and predicted to enter an airspace type, within 10 minutes, for which alerts are configured.	No action is necessary; message is informational only.
<b>AIRSPACE ALERT -</b> Inside airspace.	The aircraft inside an airspace type for which alerts are configured.	No action is necessary; message is informational only.
<b>AIRSPACE ALERT -</b> Within 2 nm of airspace.	The aircraft is within 2nm of an airspace type for which alerts are configured.	No action is necessary; message is informational only.
<b>APPROACH DOWNGRADE -</b> Approach downgraded. Use LNAV minima.	Approach has been downgraded from LPV or LNAV/VNAV, to an LNAV approach. Vertical guidance will be removed from the external CDI/HSI display.	Continue to fly the approach using published LNAV minimums.
<b>APPROACH NOT ACTIVE -</b> Do not continue GPS approach.	GPS approach could not transition to active (e.g., the GTN is on an approach and did not have the required HPL/VPL to get into at least LNAV, so is still in TERM).	Abort the approach, and execute a non-GPS based approach.
<b>APR GUIDANCE AVAILABLE -</b> Press "Enable APR Output" before selecting APR on autopilot.	The GTN is configured for KAP140/KFC225 autopilot, and approach guidance is now available.	Press the "Enable APR Output" key on the GTN, this will cause the autopilot to go into ROL mode. Engage the autopilot into approach mode. See section 6.15 for additional information.

Message	Description	Action
<b>CDI/HSI FLAG -</b> Main lateral/vertical flag on CDI/HSI is inoperative.	The Main Lateral Superflag or Main Vertical Superflag output has been turned off due to an over-current condition.	Verify course guidance is valid and correct by crosschecking with the GTN on-screen CDI and other navigational equipment. Contact dealer for service.
<b>CDI SOURCE -</b> Select appropriate CDI source for approach.	Aircraft is on a GPS approach but CDI is set to VLOC, or aircraft is on VLOC approach and CDI is set to GPS <i>and</i> aircraft is less than 2 nm from the FAF.	Select the appropriate CDI source for approach.
<b>COM RADIO -</b> Com locked to 121.5 MHz. Hold remote com transfer key to exit.	Com radio is locked to 121.5 MHz.	The external com remote transfer (COM RMT XFR) switch has been held and the com radio is tuned to 121.5. To exit this mode, hold the com remote transfer (COM RMT XFR) switch for two seconds.
<b>COM RADIO -</b> Com overtemp or undervoltage. Reducing transmitter power.	Com radio is in overtemp or undervoltage mode and transmitting power has been reduced to prevent damage to the com radio. Radio range will be reduced.	Decrease length of com transmissions, decrease cabin temperature and increase cabin airflow (especially near the GTN). Check aircraft voltage and reduce electrical load as necessary. Contact dealer for service if this message persists.
<b>COM RADIO -</b> Com radio may be inoperative.	The com radio is not communicating properly with the system.	Press and hold the volume knob or the external com remote transfer (COM RMT XFR) switch, if installed – this will force the com radio to 121.5 MHz. Contact dealer for service.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages
- Symbols
- Appendix
- Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/  
Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>COM RADIO -</b> Com radio needs service.	The com radio is reporting that it needs service. The com radio may continue to function.	Cycle the power to the COM radio. Contact dealer for service.
<b>CONFIGURATION -</b> Terrain/TAWS configuration is invalid. GTN needs service.	TAWS is inoperative due to a configuration problem with the GTN. This message will be accompanied by a TER FAIL annunciation.	Contact dealer for service.
<b>CONFIGURATION MODULE -</b> GTN configuration module needs service.	The GTN cannot communicate with its configuration module. The GTN may still have a valid configuration.	Contact dealer for service.
<b>COOLING -</b> GTN overtemp. Reducing backlight brightness.	Backlight brightness has been reduced due to high display temperatures. The backlight level will remain high enough to be visible in daylight conditions.	Decrease cabin temperature and increase cabin airflow (especially near the GTN). Contact dealer for service if this message persists.
<b>COOLING FAN -</b> The cooling fan has failed.	The GTN cooling fan is powered, but it is not turning at the desired RPM.	Decrease cabin temperature and increase cabin airflow (especially near the GTN) to prevent damage to the unit. Contact dealer for service.
<b>CROSSFILL ERROR -</b> Crossfill is inoperative. See CRG for crossfilled items.	Crossfill is not working due to loss of communication with other GTN or due to one GTN needing service.	See section 15.4.5 for a list of crossfilled items that will no longer be crossfilled. Contact dealer for service.

Message	Description	Action
<b>CROSSFILL ERROR</b> - GTN Navigation DB mismatch. See CRG for crossfilled items.	The navigation databases do not match between GTNs resulting in a loss of communication between two units.	Check the specified database version of both GTNs and ensure it is up-to-date. Update the specified database if needed.
<b>CROSSFILL ERROR</b> - GTN software mismatch. See CRG for crossfilled items.	Crossfill is configured "on" but is not working due to software mismatch.	See section 15.4.5 for a list of crossfilled items that will no longer be crossfilled. Contact dealer to have software versions updated.
<b>CROSSFILL STATUS</b> - Crossfill is turned off.	Crossfill is turned off.	No action.
<b>DATABASE</b> - A procedure has been modified in a cataloged flight plan.	A new database update caused a procedure to be truncated because the flight plan now has too many waypoints or removed a procedure because it no longer exists in the database.	Verify stored cataloged flight plans and procedures. Modify stored flight plans and procedures as necessary to include the current procedures by re-loading those procedures to the stored flight plan routes.
<b>DATABASE</b> - Terrain database is not installed, is corrupt, or is not valid for this system.	The terrain database is not available and terrain information alerts will not be displayed.	Re-load this database on the external datacard.
<b>DATABASE</b> - Terrain display unavailable for current location.	The aircraft is outside the terrain database coverage area.	Terrain and TAWS functions will be unavailable. If terrain coverage is desired in the area, load appropriate coverage area on the external datacard.

Foreword

Getting Started

Audio &amp; Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>DATABASE -</b> Terrain or Obstacle database not available.	The terrain or obstacle database is missing or corrupt.	Re-load these databases on the external datacard.
<b>DATABASE -</b> Verify airways in stored flight plans are correct.	A stored flight plan contains an airway that is no longer consistent with the current navigation database.	Verify that the airways in stored flight plans are correct. Modify stored flight plans as necessary to include the current airways by re-loading those airways to the stored flight plan routes.
<b>DATABASE -</b> Verify user-modified procedures in stored flight plans are correct.	A stored flight plan contains procedures that have been manually updated, and a navigation database update has occurred.	Verify that the user-modified procedures in stored flight plans are correct.
<b>DATACARD ERROR -</b> SD card is invalid or failed.	External datacard has an error and the unit is not able to read the databases.	ChartView, FlightCharts, and Terrain databases will not be accessible by the unit. Contact dealer for service.
<b>DATACARD REMOVED -</b> Reinsert SD card.	External datacard was removed.	Reinsert datacard.
<b>DATALINK -</b> ADS-B In fault: UAT receiver.	The ADS-B In source has detected a UAT receiver fault.	Contact dealer for service.
<b>DATALINK -</b> ADS-B In fault: 1090 receiver.	The ADS-B In source has detected a 1090 receiver fault.	Contact dealer for service.
<b>DATALINK - FIS-B</b> weather has failed.	The FIS-B receiver is reporting that it has failed. The display of FIS-B products may be unavailable.	Contact dealer for service.

Message	Description	Action
<b>DATALINK</b> - GDL 69 is inoperative or connection to GTN is lost.	The GTN is configured for a Garmin datalink (GDL 69 or 69A) and the GTN cannot communicate with the datalink. Data from the datalink will not be available.	Contact dealer for service.
<b>DATALINK</b> - GDL 88 ADS-B failure. Unable to transmit ADS-B messages.	GDL 88 is not able to transmit an ADS-B message due to a failure with the GDL 88 system or antenna(s).	Contact dealer for service.
<b>DATALINK</b> - GDL 88 ADS-B fault.	The GDL 88 has detected a fault with one of the GDL 88 UAT/1090 antennas.	Contact dealer for service.
<b>DATALINK</b> - GDL 88 ADS-B fault. Pressure altitude input is invalid.	The GDL 88 has lost communication with the pressure altitude source.	Contact dealer for service.
<b>DATALINK</b> - GDL 88 ADS-B is not transmitting position. Check GPS devices.	The GDL 88 has detected a position input fault.	Contact dealer for service.
<b>DATALINK</b> - GDL 88 configuration module needs service.	The GDL 88 has detected a configuration module fault.	Contact dealer for service.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

	Message	Description	Action
Foreword			
Getting Started	<b>DATALINK -</b> GDL 88 control input fault. Check transponder is in correct mode.	The GDL 88 has lost communication with the transponder.	Contact dealer for service.
Audio & Xpdr Ctrl			
Com/Nav	<b>DATALINK -</b> GDL 88 is inoperative or connection to GTN is lost.	The GTN is configured for a Garmin datalink (GDL 88) and the GTN cannot communicate with the datalink. Data from the datalink will not be available.	Contact dealer for service.
FPL			
Direct-To			
Proc			
Wpt Info	<b>DATALINK -</b> GDL 88 needs service.	GDL 88 has detected an internal fault.	Contact dealer for service.
Map			
Traffic	<b>DATALINK -</b> GSR 56 data services inoperative; registration required.	The GSR 56 is not registered. GSR Weather, Position Reporting, and Phone Services will be unavailable.	Contact dealer for service.
Terrain			
Weather			
Nearest	<b>DATALINK -</b> GSR 56 is inoperative or connection to GTN is lost.	The GTN is configured for a Garmin GSR 56 and the GTN cannot communicate with the GSR 56. GSR Weather, Position Reporting, and Phone Services will be unavailable.	Close the GSR 56 circuit breaker and ensure the GSR 56 is receiving power. Contact dealer for service.
Services/ Music			
Utilities			
System			
Messages	<b>DATA LOST -</b> Pilot stored data was lost. Recheck settings.	User settings such as map detail level, nav range ring on/off, traffic overlay on/off, and alert settings have been lost.	Recheck settings.
Symbols			
Appendix			

Message	Description	Action
<b>DATA SOURCE</b> - Heading source inoperative or connection to GTN lost.	The GTN is configured to receive heading information but is not receiving it from any source.	Heading up map displays will not be available. Contact dealer for service.
<b>DATA SOURCE</b> - Pressure altitude source inoperative or connection to GTN lost.	The GTN is configured to receive pressure altitude but is not receiving it from any source.	If the GTN is being used to forward pressure altitude to a transponder, the transponder will not be receiving pressure altitude from the GTN while that message is present. Contact dealer for service.
<b>DATA SOURCE</b> - Radar Altimeter source inoperative or connection to GTN lost.	The GTN is configured to receive radio altitude information but is not receiving it from any source.	50 foot aural annunciation is unavailable for HTAWS installations. Contact dealer for service.
<b>DEMO MODE</b> - Demo mode is active. Do not use for navigation.	The GTN is in Demo Mode and must not be used for actual navigation.	Do not use for navigation. Power cycle the GTN to exit demo mode. Also ensure that the Direct-To key is not stuck.
<b>FLIGHT PLAN IMPORT</b> - Flight plan import failed.	The requested flight plan could not be imported because the GTN was unable to decode the contents of the flight plan.	Check for proper operation of the needed components. If the problem persists. Contact dealer for service.
<b>FLIGHT PLAN IMPORT</b> - Flight plan import failed. Catalog is full.	The flight plan catalog is full and the requested flight plan could not be imported.	Edit the flight plan catalog to remove unneeded flight plans.
<b>FLIGHT PLAN IMPORT</b> - New imported flight plan(s) available for preview.	The GTN has received a new flight plan that is available for preview by the pilot.	No action is necessary; message is informational only.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/ Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>FPL WAYPOINT LOCKED -</b> Stored flight plan waypoint is not in current navigation database.	A stored flight plan waypoint is no longer in the current navigation database.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
<b>FPL WPT MOVED -</b> Stored flight plan waypoint has changed location.	A stored flight plan waypoint has moved by more than 0.33 arc minutes from where previously positioned.	Verify stored cataloged flight plans and procedures. Modify stored flight plans as necessary to include waypoints that are in the current navigation database.
<b>GLIDESLOPE -</b> Glideslope receiver has failed.	The glideslope board is not communicating properly with the system.	Fly an approach that does not use the glideslope receiver (VOR, LOC, GPS). Contact dealer for service.
<b>GLIDESLOPE -</b> Glideslope receiver needs service.	The glideslope board is indicating that it needs service. The glideslope board may continue to function.	Verify glideslope deviation indications with another source and crosscheck final approach fix crossing altitude. If another glideslope source is not available for verification, fly a GPS based approach. Contact dealer for service.
<b>GNS CROSSFILL -</b> Catalog full; not all GNS waypoint(s) transferred.	A user waypoint from the GNS could not be created because the user waypoint catalog is full.	Remove some of the waypoints from the catalog to make room for the waypoints from the GNS.
<b>GNS CROSSFILL -</b> GTN user waypoint(s) replaced with GNS user waypoints.	A user waypoint from the GNS replaced one or more existing waypoints on the GTN.	Ensure that the waypoints on the GNS have unique names before transferring to the GTN to avoid overwriting existing waypoints.

Message	Description	Action
<b>GNS CROSSFILL</b> - Waypoint transfer failed.	Waypoint transfer failed/incomplete.	The data transfer should be reattempted.
<b>GPS NAVIGATION LOST</b> - Erroneous position. Use other navigation source.	GPS position has been lost due to erroneous position.	Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service.
<b>GPS NAVIGATION LOST</b> - Insufficient satellites. Use other navigation source.	GPS position has been lost due to lack of satellites.	Wait for GPS satellite geometry to improve. Ensure the aircraft has a clear view of the sky. Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service.
<b>GPS RECEIVER</b> - GPS receiver has failed. Check GPS coax for electrical short.	Internal communication to the SBAS board is inoperative.	Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service.
<b>GPS RECEIVER</b> - GPS receiver needs service.	The GPS module is reporting that it needs service. The GPS module may continue to function.	Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service.
<b>GPS RECEIVER</b> - Low internal clock battery.	The GPS module indicates that its clock battery is low. Almanac data may have been lost. The unit will function normally, but may take a longer than normal period to acquire a GPS position.	Contact dealer for service.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

	Message	Description	Action
Foreword Getting Started Audio & Xpdr Ctrl Com/Nav FPL	<b>GPS SEARCHING SKY -</b> Ensure GPS antenna has an unobstructed view of the sky.	The GPS module is acquiring position and may take longer than normal. This message normally occurs after initial installation or if the unit has not been powered for several weeks.	No action is necessary; message is informational only.
Direct-To Proc	<b>GTN -</b> GTN needs service.	The GTN has lost calibration data that was set by Garmin during manufacturing.	Contact dealer for service.
Wpt Info Map	<b>HOLD EXPIRED -</b> Holding EFC time has expired.	The selected Expect Further Clearance (EFC) time for a user-defined hold has passed.	No action is necessary; message is information only.
Traffic Terrain	<b>HTAWS -</b> Invalid Terrain Database.	The terrain database is of insufficient resolution for use with HTAWS.	Load HTAWS specific terrain database on the external SD card.
Weather Nearest Services/ Music	<b>INTERFACE ADAPTER -</b> GAD 42 configuration needs service.	GAD 42 indicates a configuration error.	Verify all input/output data from/to the GAD 42 Interface Adapter. Contact dealer for service.
Utilities System	<b>INTERFACE ADAPTER -</b> GAD 42 needs service.	GAD 42 indicates it needs service. The GAD 42 may continue to function.	Verify all input/output data from/to the GAD 42 Interface Adapter. Contact dealer for service.
Messages	<b>INTERNAL SD CARD ERROR -</b> GTN needs service.	Internal SD card has an error. This card is not accessible by the user.	Contact dealer for service.
Symbols Appendix Index	<b>INTERNAL SD CARD REMOVED -</b> GTN needs service.	Internal SD card was removed or failed. This card is not accessible by the user.	Contact dealer for service.

Message	Description	Action
<b>KEY STUCK -</b> Direct-To key is stuck.	The Direct-To key has been in pressed position for at least 30 seconds. This key will now be ignored.	Verify the Direct-To key is not pressed. Contact dealer for service if this message persists.
<b>KEY STUCK -</b> HOME key is stuck.	The HOME key has been in pressed position for at least 30 seconds. This key will now be ignored.	Verify the HOME key is not pressed. Press the Home key again to cycle its operation. Contact dealer for service if this message persists.
<b>KNOB STUCK -</b> Dual concentric inner knob is stuck in the pressed position.	The dual concentric inner knob has been in pressed position for at least 30 seconds. This knob press will now be ignored.	Verify the dual concentric knob is not pressed. Contact dealer for service if this message persists.
<b>KNOB STUCK -</b> Volume knob is stuck in the pressed position.	The Volume knob has been in pressed position for at least 30 seconds. This knob press will now be ignored.	Verify the volume knob is not pressed. Contact dealer for service if this message persists.
<b>LOCKED FLIGHT PLAN</b> Cannot activate a flight plan containing a locked waypoint.	The user is trying to activate a flight plan that contains a locked waypoint.	Unlock the flight plan by modifying stored flight plans as necessary to include waypoints, procedures, and airways that are in the current navigation database.
<b>LOSS OF INTEGRITY (LOI)-</b> Verify GPS position with other navigation equipment.	Antenna may be shaded from satellites. The GPS module has reported a loss of integrity.	Make sure the aircraft is clear of hangars, buildings, trees, etc. Use a different GPS receiver or a non-GPS based source of navigation. Contact dealer for service if this message persists.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>MAGNETIC NORTH APPROACH -</b> Verify NAV angles are referenced to magnetic north (magnetic variation).	The NAV angle is not set to Magnetic and a magnetic approach is loaded.	Change NAV angle setting to Magnetic.
<b>MAGNETIC VARIATION -</b> Aircraft in area with large mag var. Verify all course angles.	MagVar is flagged as unreliable in the MagVar database. This normally occurs when operating at high latitudes that do not support a Nav Angle of Magnetic.	Verify that the geographical region supports navigation based on magnetic variation.
<b>MARK ON TARGET -</b> Waypoint creation has failed. MOT requires GPS position.	Mark on target waypoint creation has failed because of missing GPS position.	Wait for GPS satellite geometry to improve. Ensure the aircraft has a clear view of the sky. Reattempt waypoint creation. Contact dealer for service.
<b>NAV ANGLE -</b> NAV Angles are referenced to a User set value (U).	Nav angle is set to User.	No action is necessary; message is informational only.
<b>NAV ANGLE -</b> NAV Angles are referenced to True North (T).	Nav angle is set to True.	No action is necessary; message is informational only.

Message	Description	Action
<b>NON-WGS84 WAYPOINT -</b> See CRG. Location may be different than where surveyed for [WPT].	The active waypoint is not referenced to the WGS84 datum. See Note 1 at the end of the table.	No action is necessary; message is informational only.
<b>OBS -</b> OBS is not available due to dead reckoning or no active waypoint.	OBS requires an active waypoint and is not supported in dead reckoning mode.	No action is necessary; message is informational only.
<b>PARALLEL TRACK -</b> Parallel track not supported for leg type.	Parallel track is not supported on current leg type.	No action is necessary; message is informational only.
<b>PARALLEL TRACK -</b> Parallel track not supported for turns greater than 120 degrees.	Parallel track is not supported for turns greater than 120 degrees due to the acute angle.	No action is necessary; message is informational only.
<b>PARALLEL TRACK -</b> Parallel track not supported past IAF.	Parallel track is not supported on approaches.	No action is necessary; message is informational only.
<b>REMOTE KEY STUCK -</b> Alert Acknowledge key is stuck.	The remote TAWS alert acknowledge (ALRT ACK) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the ALRT ACK key/switch is not stuck. Contact dealer for service if this message persists.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

Foreword

Getting Started

Audio & Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Message	Description	Action
<b>REMOTE KEY STUCK -</b> Com push-to-talk key is stuck.	The Push To Talk key/switch has been in pressed position for at least 30 seconds. This input will now be ignored and the com radio will no longer transmit.	Verify the Push To Talk key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Com remote frequency decrement key is stuck.	The remote com frequency decrement (COM CHAN DN) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM CHAN DN key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Com remote frequency increment key is stuck.	The remote com frequency increment (COM CHAN UP) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM CHAN UP key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Com remote transfer key is stuck.	The remote com transfer (COM RMT XFR) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the COM RMT XFR key/switch is not stuck. Contact dealer for service if this message persists.

Message	Description	Action
<b>REMOTE KEY STUCK -</b> Nav remote transfer key is stuck.	The remote nav transfer (NAV RMT XFR) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the NAV RMT XFR key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Pilot/Co-Pilot voice command push-to-command key is stuck.	The remote push-to-command key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the push-to-command key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Remote CDI key is stuck.	The remote CDI (CDI SRC SEL) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the CDI SRC SEL key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> Remote go around key is stuck.	The remote go around (RMT GO ARND) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the RMT GO ARND key/switch is not stuck. Contact dealer for service if this message persists.

Foreword

Getting Started

Audio & Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/ Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>REMOTE KEY STUCK -</b> Remote OBS key is stuck.	The remote OBS (OBS MODE SEL) key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the OBS MODE SEL key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> RP Mode key is stuck.	The remote RP MODE key/switch has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the RP MODE key/switch is not stuck. Contact dealer for service if this message persists.
<b>REMOTE KEY STUCK -</b> TAWS inhibit key is stuck.	The TAWS INHIBIT discrete input has been in pressed position for at least 30 seconds. This input will now be ignored. This input is not available in all installations.	Verify the TAWS INHIBIT key/switch is not stuck. Contact dealer for service if this message persists.
<b>SELECT FREQUENCY -</b> Select appropriate NAV frequency for approach.	Correct NAV frequency is not set in the active NAV frequency for the approach procedure.	Insert the correct frequency into the active navigation frequency window.
<b>SET COURSE -</b> Set course on CDI/HSI to [current DTK].	The selected course on the CDI/HSI does not match the current desired track.	Set the CDI/HSI selected course to the current desired track.

Message	Description	Action
<b>STEEP TURN -</b> Aircraft may overshoot course during turn.	Flight plan contains an acute course change ahead which will require a bank in excess of normal to follow the guidance. If coupled to the autopilot, the autopilot may not be able to execute the steep turn needed to follow the course guidance.	No action is necessary; message is informational only. If desired, slow the aircraft to shallow the turn.
<b>STORMSCOPE -</b> Invalid heading received from StormScope.	The WX-500 StormScope reports that it has an invalid heading source.	GTN StormScope data is correct and may be used. Contact dealer for service.
<b>STORMSCOPE -</b> StormScope is inoperative or connection to GTN is lost.	The GTN is configured for a WX-500 StormScope but is not receiving data from it.	Close the Stormscope circuit breaker and ensure Stormscope is receiving power. Contact dealer for service.
<b>TAWS AUDIO INHIBITED -</b> TAWS audio inhibit input is stuck.	The TAWS Audio Inhibit discrete input has been active for at least 30 seconds. This input is active in all installations. TAWS audio may be heard at the same time as other audio alerts.	Contact dealer for service.
<b>TIMER -</b> Timer has expired.	A user-configured timer has expired.	No action is necessary; message is informational only.

Foreword

Getting Started

Audio &amp; Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/  
Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>TRAFFIC -</b> ADS-B In traffic alerting has failed.	The ADS-B traffic system is reporting to the GTN that the CSA application has failed. Traffic alerting on ADS-B traffic is unavailable.	Ensure the aircraft has a clear view of the sky. If the problem persists. Contact dealer for service.
<b>TRAFFIC -</b> ADS-B In traffic has failed.	The ADS-B traffic system may have lost GPS position or detected an internal fault.	Contact dealer for service.
<b>TRAFFIC -</b> TCAD has a low battery.	The GDL 88 is reporting that the external traffic system has a low battery.	Contact dealer for service.
<b>TRAFFIC -</b> Traffic device battery low. Traffic device user config settings not saved.	The TCAD system has indicated that its battery is low.	Contact dealer for service.
<b>TRAFFIC -</b> Traffic device has been in standby for more than 60 seconds.	The GTN is airborne and the traffic device has been in standby for more than 60 seconds.	Set the traffic device to “operate” on the traffic page if traffic alerts are desired.
<b>TRAFFIC -</b> Traffic device is inoperative or connection to GTN is lost.	The GTN is configured for a traffic device but is not receiving data from it. Traffic will not be displayed on the GTN.	Contact dealer for service.

Message	Description	Action
<b>TRANSPONDER -</b> Transponder 1 and 2 Mode S addresses do not match.	The GTN is configured for two transponders and their Mode S addresses do not match. This message is intended to assist installers and will not occur in a properly configured system.	Contact dealer for service.
<b>TRANSPONDER 1 OR 2 -</b> ADS-B is not transmitting position.	The transponder has insufficient data to support ADS-B.	Ensure the aircraft has a clear view of the sky. Contact dealer for service.
<b>TRANSPONDER 1 OR 2 -</b> ADS-B Out system fault. Pressure altitude source inoperative or connection lost.	The transponder has lost communication with the pressure altitude source.	Contact dealer for service.
<b>TRANSPONDER 1 OR 2 -</b> Transponder 1 or 2 is inoperative or connection to GTN is lost.	The GTN is configured for transponder 1 or 2 but is not able to communicate with the transponder.	Verify squawk code and altitude with ATC. Contact dealer for service.
<b>TRANSPONDER 1 OR 2 -</b> Transponder 1 or 2 needs service.	The transponder is reporting to the GTN that it needs service. The transponder may continue to function.	Verify squawk code and altitude with ATC. Contact dealer for service.

Foreword

Getting Started

Audio &amp; Xpdr Ctrl

Com/Nav

FPL

Direct-To

Proc

Wpt Info

Map

Traffic

Terrain

Weather

Nearest

Services/ Music

Utilities

System

Messages

Symbols

Appendix

Index

Foreword  
Getting Started  
Audio & Xpdr Ctrl  
Com/Nav  
FPL  
Direct-To  
Proc  
Wpt Info  
Map  
Traffic  
Terrain  
Weather  
Nearest  
Services/Music  
Utilities  
System  
Messages  
Symbols  
Appendix  
Index

Message	Description	Action
<b>TRANSPONDER 1 OR 2 -</b> Transponder has failed.	The transponder has detected an internal fault and transponder functionality may be unavailable.	Contact dealer for service.
<b>TRANSPONDER 1 OR 2 -</b> Transponder is in ground test mode.	The transponder is operating in a mode intended for ground testing.	Cycle the power to the transponder.
<b>TRANSPONDER 1 OR 2 -</b> Transponder overtemp.	The transponder is reporting that its internal temperature has exceeded upper operating limits.	Decrease temperature and increase airflow near the transponder, if possible. Monitor aircraft electrical indications. Contact dealer for service if this message persists.
<b>TRANSPONDER 1 OR 2 -</b> Transponder undertemp.	The transponder is reporting that its internal temperature has exceeded lower operating limits.	Contact dealer for service if this message persists.
<b>TRUE NORTH APPROACH -</b> Verify NAV Angles are referenced to True North (T).	A procedure is loaded that is referenced to true north and the active leg has a published true north reference.	Verify the Nav Angle is set to True North.
<b>USER WAYPOINT IMPORT -</b> User waypoints were imported successfully.	All user waypoints were imported successfully.	No action is necessary; message is informational only.
<b>USER WAYPOINT IMPORT -</b> User waypoint import failed.	User Waypoint import failed due to improper file format.	Ensure the media has the correct file format. If the problem persists. Contact dealer for service.

Message	Description	Action
<b>USER WAYPOINT IMPORT</b> - User waypoint import failed. User waypoint database is full.	User Waypoint catalog is full and the requested user waypoints could not be imported.	Edit the User Waypoint catalog to remove unneeded user waypoints.
<b>USER WAYPOINT IMPORT</b> - User waypoints imported successfully - existing waypoints reused.	User waypoints imported and existing waypoints are used instead of creating duplicate waypoints.	No action is necessary; message is informational only.
<b>VCALC</b> - Approaching top of descent.	User has configured a vertical descent calculation, and the aircraft is within 60 seconds of the calculated top of descent.	No action is necessary; message is informational only.
<b>VCALC</b> - Arriving at VCALC target altitude.	User has configured a vertical descent calculation, and the aircraft is approaching the target altitude.	No action is necessary; message is informational only.
<b>VISUAL APPROACH NOT ACTIVE</b> - Approach guidance not available when requesting direct-to runway.	Visual approach could not transition to active. Guidance is not available.	Reactivate the approach or cancel the Direct-To course.

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/ Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

- Foreword
- Getting Started
- Audio & Xpdr Ctrl
- Com/Nav
- FPL
- Direct-To
- Proc
- Wpt Info
- Map
- Traffic
- Terrain
- Weather
- Nearest
- Services/Music
- Utilities
- System
- Messages**
- Symbols
- Appendix
- Index

Message	Description	Action
<b>VLOC RECEIVER -</b> Navigation receiver has failed.	The nav radio is not communicating properly with the system.	Use GPS based navigation. Contact dealer for service.
<b>VLOC RECEIVER -</b> Navigation receiver needs service.	The nav radio is reporting to the GTN that it needs service. The nav radio may continue to function.	Use GPS based navigation. Contact dealer for service.
<b>WAYPOINT -</b> Arriving at [wpt name].	User has configured the arrival alarm and is within the specified distance.	No action is necessary; message is informational only.

**Table 16-1 Messages**

**Note 1:** There are several reference datums that waypoints can be surveyed against. TSO-C146 normally requires that all waypoints be referenced to the WGS84 datum, but allows for navigation to waypoints that are not referenced to the WGS84 datum so long as the pilot is notified. Certain waypoints in the navigation database are not referenced to the WGS84 datum, or their reference datum is unknown. If this is the case, this message is displayed. Garmin cannot determine exactly how close the non-WGS84 referenced waypoint will be to the WGS84 datum that the GTN uses. Typically, the distance is within two nautical miles. The majority of non-WGS84 waypoints are located outside of the United States.