TEMPORARY REVISION NO. 10
To: Eclipse 550® POH and
FAA-Approved Airplane Flight Manual

FLIGHT ID - IFMS 2.7.8

This Temporary Revision affects the AFM Part Number 06-123841, Revision "Original Issue", dated June 02, 2014. Remove this TR when Revision 01 is inserted. Record this TR insertion (or removal) on the Log of Temporary Revisions.

Insert this page behind LOTR-1.

06-123841-TR10

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OPS Tab

The OPS page provides display and control interface with several operation items to:

- View Flight and Engine Times
- Enter Weight and Balance
- Set T/O TEMP and V Speeds
- Takeoff and Landing Performance
- Perform System Tests
- Enter USER FLIGHT ID

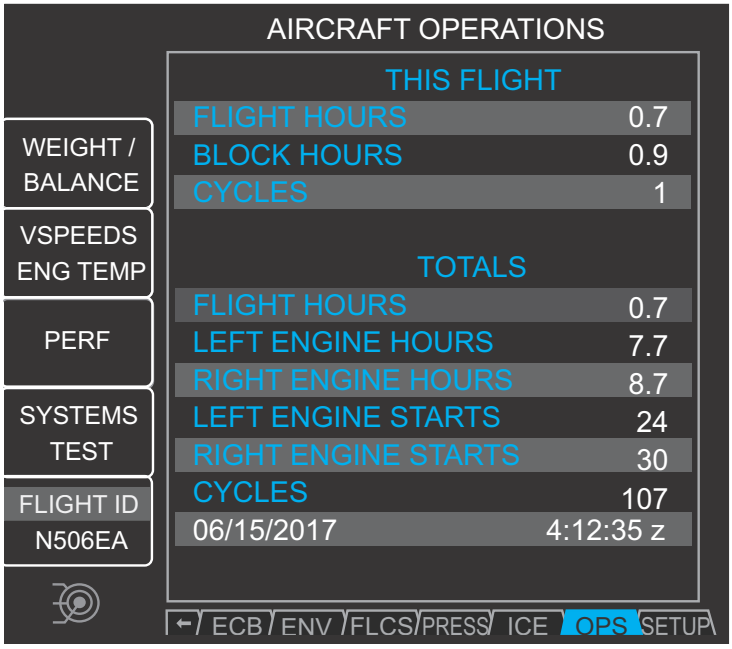

Figure 7-21. MFD, OPS Tab, Aircraft Operations

When the OPS page is selected, a detailed breakdown of aircraft operations information is displayed. From this default OPS page, the following sub-pages may be selected using the LSKs:

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d. PERF

Displays either Takeoff Performance or Landing Performance. Flight crew can toggle between Landing and Takeoff Performance using LSK2 "LANDING/TAKEOFF PERF"

e. SYSTEM TESTS

From the OPS page, select SYSTEM TESTS to display a list of available system tests. Select the system to be tested by rotating the outer concentric knob. The tests available depend on what options are installed. Optional system tests are described in the relevant system description section.

f. FLIGHT ID Displays the currently used Flight ID selection configured for use by the transponder system. The Aircraft Registration Number is the default value for this field at the aircraft's power-up. To change the FLIGHT ID value, select the FLIGHT ID LSK, push in the dual concentric knob until edit mode is displayed, use the outer knob to select character position, and inner knob to change alpha/numeric characters. The entered value will be stored as the USER FLIGHT ID value that is shown on the SETTINGS page. The FLIGHT ID value may be then toggled between the default (which is Aircraft Registration Number) and the USER FLIGHT ID value by pushing the dual concentric knob.

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SETTINGS

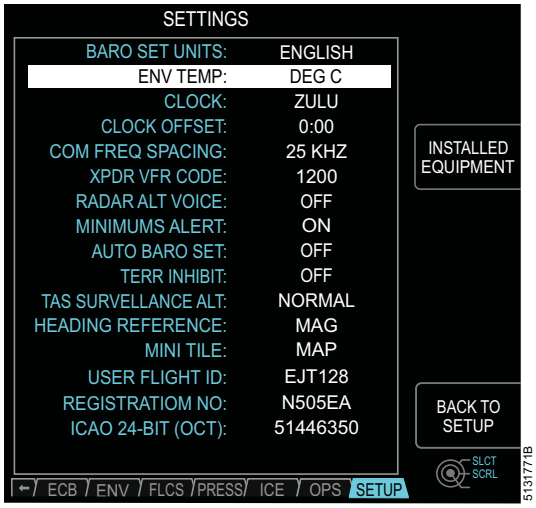

Figure 7-24. MFD, Setup Tab, Settings Page

From the SETUP tab, SETTINGS is used to select and configure pilot-selectable options. These settings persist through power cycles except where noted.

- BARO-SET UNITS: Toggles through available units. When METRIC is selected, the BARO-SET units change from ENGLISH, IN (inHg) to HPA (hPa).
- ENV TEMP: Toggles temperature units on the ENV synoptic page between DEG C and DEG F.
- CLOCK: Select between 12HR LOCAL, 24HR LOCAL and ZULU time for display on the PFDs.
- CLOCK OFFSET: Allows for setting an offset of ± 1-23 hours when local time is selected for display.
- COM FREQ SPACING: Select com radio frequency spacing between 25 kHz and 8.33 kHz.
- XPDR VFR CODE: Select the code that is transmitted when the transponder VFR mode is active. Available selections are 1200, 1400 and 1700.
- RADAR ALT VOICE: Not selectable.
- MINIMUMS ALERT: Select whether the aural "Approaching Minimums" and "Minimums" callouts are annunciated.
- AUTO BARO SET: Select whether baro-set is automatically selected to standard when climbing through FL180.

- TERR INHIBIT: (if optional TAWS system installed): Switches OFF all forward-looking terrain alerts to avoid nuisance warnings at airports that are not in the system database. This item defaults to OFF following a power cycle.
- TAS SURVEILLANCE ALT: (if optional TAS system installed): Selects the display of traffic to ABOVE, BELOW, NORMAL, or UNRESTRICTED modes. This item defaults to NORMAL following a power cycle.
- HEADING REFERENCE: Switches between true and magnetic heading references.
- MINI TILE: Toggles through FMS Active, FMS Progress, and moving map for display on the MFD mini tile.
- USER FLIGHT ID: Displays the last Flight ID value entered by the pilot in the FLIGHT ID field on the OPS tab. The USER FLIGHT ID value is retained across power cycles. This value becomes an alternate to the default FLIGHT ID value on the OPS page.
- REGISTRATION NO: Displays the aircraft registration number.
- ICAO 24-BIT (OCT): The International Civil Aviation Organization (ICAO) octal version of the registration number.

The SETTINGS page also provides the following LSK options:

- INSTALLED EQUIPMENT: Lists all optional equipment installed on the aircraft.
- BACK TO SETUP: Returns to the Main SETUP page.

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Transponder Mode

The transponder operating mode is selected using the MODE button on the PFD XPDR tab. Pushing the button cycles through the available modes:

- **STBY** – the transponder is powered but not transmitting. This is the default mode at power-up.
- **GND** – the transponder is active in mode S only. This mode can only be selected while on the ground.

NOTE

In Garmin transponder model GTX 33(D)(ES), GND mode selection is not supported by the software version 8.xx and up. For aircraft in the iFMS 2.7.8/2.8 and up configurations, this mode selection is no longer available.

- **ON** –the transponder will generate Mode A and Mode S replies, but Mode C altitude reporting is inhibited.
- **ALT** – the transponder is active in modes A, C and S, and if installed, ADS-B OUT.

The STBY, ON and ALT modes, also have dedicated keyboard buttons (if installed) for direct mode selection.

In addition to manual mode selection there are two cases where the mode is automatically changed. During liftoff, the transponder mode automatically changes to ALT, and at touch-down it automatically changes to STBY.

Ground mode in ADS-B enabled transponders is replaced by ALT mode on the ground. ALT mode with weight-on-wheels will reply to Mode S selective interrogations.

NOTE

For aircraft in the iFMS 2.7.8/2.8 and up configurations, the transponder will no longer automatically transition on touch-down.

If the transponder is not in ALT mode in flight, a XPDR NOT ALT MODE caution message will display.

VFR Mode

VFR mode is selected by pushing the VFR button on the PFD XPDR tab or by pushing the VFR button on the keyboard. This changes the active code to the VFR code. When the VFR mode is deselected, the previously active mode becomes active again. The VFR code is selected using the XPDR VFR CODE selection on the SETTINGS page. The available selections are; 1200, 1400 and 1700.

IDENT

The transponders IDENT function is activated by pushing the ID switch on either sidestick or by pushing the IDNT button on the keyboard. The transponder must be ON or in ALT for the IDENT to

function. When IDENT is active an ID indication is displayed next to the active code in the full-time display to the right just below the AI.

Flight ID

The FLT ID code is transmitted as part of the Mode S transmission and ADS-B, if installed. The Flight ID is either the aircraft registration number or user selected flight ID. Refer to OPS page for Flight ID entry.

Diversity Transponder (Optional)

As an option, the transponders can be replaced with diversity transponders which contain all the same features of the baseline transponder and adds antenna diversity for improved visibility to TCAS-equipped aircraft. An RF coaxial relay is also added to switch the aircraft's transponder antennas between the (#1) transponder and the (#2) transponder. The installation of a diversity transponder is indicated by a "D-" in front of the XPDR label on the PFD.

Antenna diversity provides improved visibility to TCAS-equipped aircraft operating above own aircraft, as well as to TCAS-equipped aircraft and/or ground-based radar below. When an interrogation signal is received from an external emitter at the two antennas (one each, located on the top and bottom of the aircraft), the transponder's diversity selection logic determines which antenna received the stronger signal. The diversity logic then selects the antenna to which the reply transmission is to be directed. Transponder operation is thereby optimized regardless of the aircraft's position in relation to other aircraft and ground stations.

Transponder Failures

If a transponder fails, an XPDRx FAIL advisory message is posted and the associated data on the PFD XPDR tab is replaced by white dashes. There is no automatic reversion to the remaining functional transponder.

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