

## AVIONICS



M600 G3000 shown

### G3000 AT THE FOREFRONT OF TECHNOLOGY

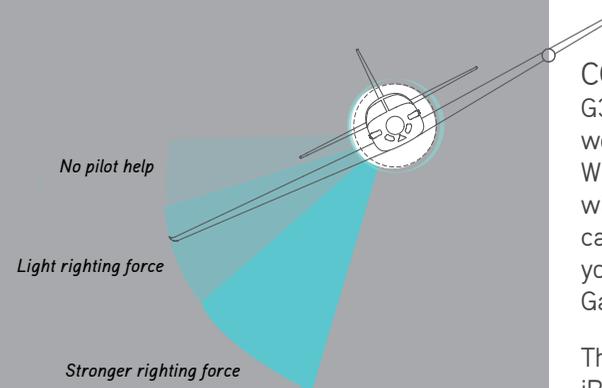
From intuitive pilot input through touchscreen controllers to increased situational awareness, the G3000, as installed in the M600, is the most advanced avionics available for single-engine turboprop aircraft. Features like 60/40 Mode and enhanced map display bring invaluable situational information right in front of the pilot. No longer does the pilot need to, on approach, sacrifice their scan from the instruments to look down at the approach plate.

### ENHANCED HORIZONTAL SITUATION INDICATOR (HSI)

The Enhanced Map HSI is designed to increase situational awareness by overlaying additional information onto the HSI display. Just as the HSI provides increased information compared to the directional gyro, the Enhanced Map HSI further improves the HSI by allowing greater information to be conveyed within the primary instrument scan. It can be used while in 60/40 Mode and supports overlays with combinations on Map, SafeTaxi, Flight Plan, METARs, NEXRAD, Weather Radar, and more.



60/40 mode shown



### GFC 700 AUTOPILOT WITH ENHANCED AFCS

The fully integrated flight control system provides exceptional flight automation with a dual AHRS-based system. The system offers top safety features and incomparable performance, seamlessly integrating a flight director, autopilot, automatic trim and yaw damper into the G3000 suite. It also includes Electronic Stability Protection (ESP), Level Mode, Underspeed Protection (USP), Emergency Descent Mode, and Coupled Go Around, elevating pilot and passenger safety to the highest standards.

#### Automatic Level Mode (Blue Button)

Level Mode will return the aircraft to a wings level attitude with zero vertical speed with the push of a button. It will automatically engage the flight director and autopilot functions to return the aircraft to straight and level flight.

#### SURFACEWATCH™

(OPTIONAL)

With G3000, Garmin has expanded their suite of Terminal Safety Solutions with the addition of the optionally available SurfaceWatch. This feature is designed to further support safe on-airport operations by helping pilots avoid runway incursions or other miscues such as taking off or landing on the wrong runway. Or on a taxiway. It even tells you if you're lined up on a runway that appears to be too short for safe takeoff or landing. Also, the optionally available SurfaceWatch can provide runway distance-remaining annunciations, beginning at 5,000' down through 500' remaining.

### CONNECTIVITY AND FLIGHT STREAM 510

G3000's ability to simplify and streamline your piloting workload starts even before you climb into the cockpit. With the addition of an optional Flight Stream 510 wireless gateway, your G3000 avionics system becomes capable of streaming information in real time between your avionics and compatible mobile devices running the Garmin Pilot™ or ForeFlight Mobile apps.

This means you can do advance flight planning on your iPad®, tablet or other smart device — in the comfort of your home or office — and then wirelessly load the data into your avionics once you get to the airport. You can also update databases by simply collecting all that information on your mobile device — and use it to transfer the data to your avionics when you get to the airport the next day.

### TOUCHSCREEN CONTROLLERS

Dual touchscreen controllers provide the latest in modern input for a fully integrated avionics suite. Intuitive and easy to use, the shallow menu structure keeps essential information readily accessible, while providing advanced data entry for communication, navigation, and surveillance. Knobs at the bottom of the screens provide familiar and quick entry of flight management information. Providing the most contemporary and intuitive information, Piper is at the forefront of advanced data entry and intelligent flight management.



### HYPOXIA RECOGNITION SYSTEM WITH AUTOMATIC DESCENT MODE

The Hypoxia Recognition System detects pilot incapacitation as a result of hypoxia by monitoring pilot interaction with the PFD, MFD, and Autopilot Controller at cabin altitudes above 14,900 feet when the autopilot is engaged. If no interaction is detected within a specified time period, after multiple prompts, this system will engage Automatic Descent Mode and bring the aircraft to a lower altitude in an effort to allow recovery from hypoxia. The M600 can safely fly itself, without assistance, to lower altitudes in the unlikely case the pilot becomes unresponsive.