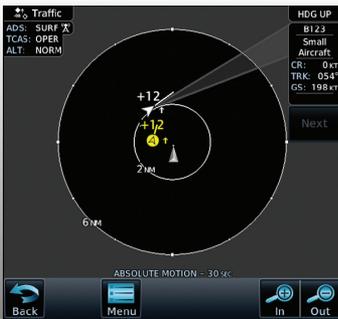




GDL 84/88

ADS-B Transceiver
Pilot's Guide



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This manual reflects the operation of System Software version 3.20, or later. Some differences in operation may be observed when comparing the information in this manual to later software versions.

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WARNING: For safety reasons, GDL 84/88 operational procedures must be learned on the ground.



WARNING: This unit provides the ability to receive weather information through external sources. Use weather data only as an aid to situational awareness. Such weather information is merely supplemental and advisory in nature and is not intended to be relied upon as safety-critical information in connection with any aviation, vehicle, or marine usage. The user should always exercise caution and common sense when confronted with severe weather conditions.



WARNING: Do not use data link weather information for maneuvering in, near, or around areas of hazardous weather. Information contained within data link weather products may not accurately depict current weather conditions.



WARNING: Traffic information is provided as an aid in visually acquiring traffic. Pilots must maneuver the aircraft based only upon ATC guidance or positive visual acquisition of conflicting traffic.



NOTE: The Garmin GDL 84/88 does not contain any user-serviceable parts. Repairs should only be made by an authorized Garmin service center. Unauthorized repairs or modifications could void both the warranty and the pilot's authority to operate this device under FAA/FCC regulations.



NOTE: All visual depictions contained within this document, including images of the GDL 84/88 and the bezel, displays, and screens of other products are subject to change and may not reflect the most current software or hardware. Depictions of equipment may differ slightly from the actual equipment.



NOTE: This device complies with part 15 of the FCC Rules. Operation is subject to the following two conditions: (1) this device may not cause harmful interference, and (2) this device must accept any interference received, including interference that may cause undesired operation.



NOTE: This product, its packaging, and its components contain chemicals known to the State of California to cause cancer, birth defects, or reproductive harm. This notice is being provided in accordance with California's Proposition 65. If you have any questions or would like additional information, please refer to our web site at www.garmin.com/prop65.



NOTE: *This device complies with Part 15 of the FCC limits for Class B digital devices. This equipment generates, uses, and can radiate radio frequency energy and, if not installed and used in accordance with the instructions, may cause harmful interference to radio communications. Furthermore, there is no guarantee that interference will not occur in a particular installation.*

If this equipment does cause harmful interference, the user is encouraged to try to correct the interference by relocating the equipment or connecting the equipment to a different circuit than the affected equipment. Consult an authorized dealer or other qualified avionics technician for additional help if these remedies do not correct the problem.

| Record of Revisions | | | |
|----------------------------|-----------------|-------------|---|
| Part Number | Revision | Date | Description |
| 190-01122-03 | A | 10/19/12 | Initial release |
| | B | 04/12/13 | Prepared document for print production. |
| | C | 06/19/13 | Revised NEXRAD description. |
| | D | 07/11/14 | Revised for SW Ver 3.0 and added Flight Stream compatibility. |
| | E | 12/16/14 | Added GDL 84 and helicopter functionality. |

To obtain accessories for your unit, please contact your Garmin dealer.

Help us better support you by completing our on-line registration form today!

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1 INTRODUCTION

The GDL 84/88 is a remotely mounted ADS-B transceiver with optional internal GPS/WAAS receiver which provides ADS-B out functions to meet FAR 91.227 and ADS-B In functions to provide traffic and datalink weather data to the pilot. GDL 84/88 installed with a single bottom mounted antenna meet TSO C154c Class A1S. GDL 88 installed with a top and bottom mounted antenna meet TSO C154c Class A1H. For installation in helicopters the GDL 84/88 offers additional functionality as documented in this guide.

1.1 GDL 84/88 System Functions

1.1.1 GDL 84 Functions

The GDL 84 performs the following functions:

- UAT transmission (978 MHz)

The GDL 84 transmits ADS-B Out data on the 978 MHz (UAT) frequency to be received by other aircraft, vehicles, and ATC for situational awareness and traffic management.

- Traffic alerting

The GDL 84 provides aural and visual alerts of impending traffic conflicts, to include directional aural (“Traffic, Traffic, Two O’clock, Two Miles, Low”).

- Mode-S Extended Squitter reception on 1090 MHz

The GDL 84 receives ADS-B data transmitted by aircraft on the 1090 MHz link to provide a comprehensive situational awareness traffic display for use by the flight crew.

- UAT reception (ADS-B, ADS-R, TIS-B, and FIS-B) on 978 MHz.

The GDL 84 receives ADS-B data transmitted on the UAT link from other aircraft, vehicles, and ground stations to present a traffic situational awareness display for use by the flight crew. In addition, the GDL 84 receives FIS-B data on the UAT link to provide the flight crew with graphical and textual weather products.

- Correlation of traffic reports from multiple sources includes ADS-B, ADS-R, and TIS-B.

- Single point of entry for transponder squawk code, IDENT, and emergency status.
- Output of ADS-B traffic and FIS-B weather data to a personal electronic device via Flight Stream.

1.1.2 GDL 88 Functions

In addition to the GDL 84 functions, the GDL 88 also performs the following functions:

- The GDL 88 is capable of providing various textual and graphical weather products for display on compatible installed displays.
- Correlation of traffic reports from multiple traffic sources, including no heading source installations.

The GDL 88 correlates traffic reports from interfaced TCAD/TAS/TCAS I systems to create and present a “fused” traffic display to the flight crew.

- Output of ADS-B and TAS/TCAS I traffic data to an external display

The GDL 88 is capable of providing a situational awareness traffic display on compatible displays.

2 ADS-B SYSTEM OVERVIEW

ADS-B is a core technology in the FAA NextGen air traffic control system and is comprised of three segments: ADS-B (Broadcast), ADS-R (Rebroadcast), and TIS-B.

See <http://www.faa.gov/> for more information on the status of ADS-B implementation.

2.1 Automatic Dependent Surveillance – Broadcast (ADS-B)

ADS-B is the automatic broadcast of position reports by aircraft, surface vehicles, and transmitters on fixed objects. These broadcasts contain much more data than just a simple position report, they include: identity (Flight ID, Call Sign, Tail Number, ICAO registration number, etc), ground track, ground speed, pressure altitude, indications of multitude capabilities, and emergency status.

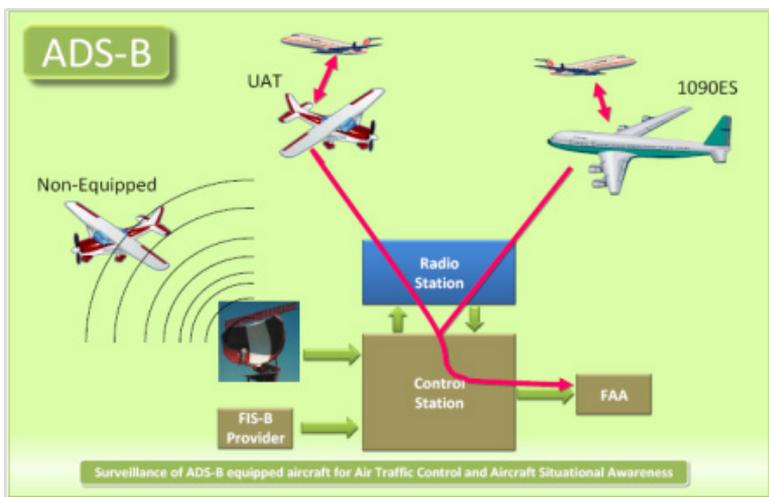


Figure 2-3 ADS-B Operation - FAA Illustration

Garmin display units have the capability to show the status of the ground station services being received. Examples for the GTN and GNS products are shown below. See the display device Pilot Guide for the symbology used on that display.

| Unit | Symbol | Description |
|------|---|--|
| GNS |  | Within coverage of a TIS-B ground station. |
| GNS |  | Not within coverage of a TIS-B ground station. |
| GNS |  | GDL 88 does not have a valid track or heading and cannot place ADS targets on the display. |
| GTN |  | Within coverage of a TIS-B ground station. |
| GTN |  | Not within coverage of a TIS-B ground station. |

Table 2-1 Map TIS-B Availability Symbols for the GDL 88

2.2 Automatic Dependent Surveillance – Rebroadcast (ADS-R)

Because it is not required that ADS-B In capable aircraft be able to receive ADS-B data on both the 1090 MHz and 978 MHz data links, a means to get data from one data link to the other is required. ADS-R is the rebroadcast of ADS-B data by FAA ground stations and provides this service by taking data from one link and rebroadcasting it on the other. For example, two aircraft are in the service volume for a ground station, and one transmitting on 1090 MHz and the other 978 MHz, the ground station will retransmit the data from each aircraft on the other link to ensure the two aircraft can “see” each other.

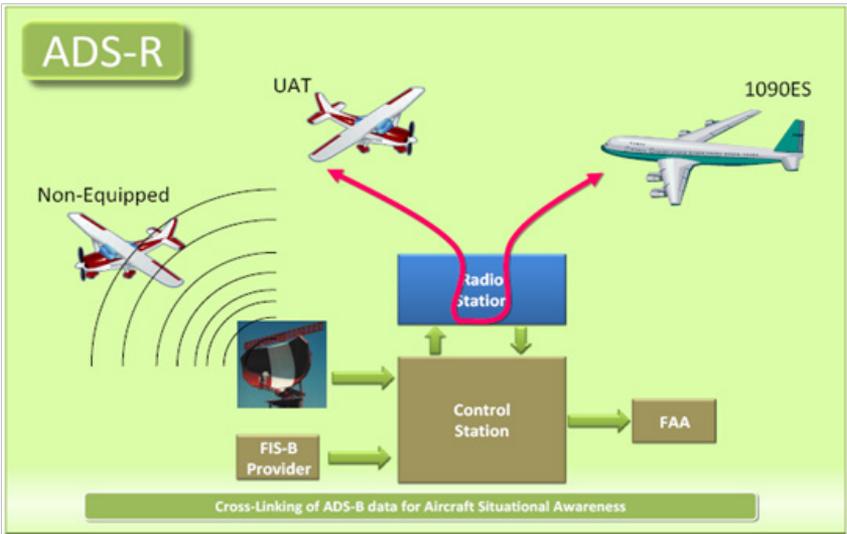


Figure 2-4 ADS-R Operation - FAA Illustration

The GDL 84/88 is capable of receiving ADS-B traffic reports directly on a 1090 MHz data link in addition to traffic reports and FIS-B weather uplinks on the 978 MHz data link. This allows the GDL 88 to directly receive all ADS-B position reports from aircraft in the vicinity guaranteeing the most complete traffic picture is available to the flight crew without relying on being within ground station coverage and ADS-R to provide this complete picture.

2.3 Traffic Information Service - Broadcast (TIS-B)

TIS-B provides the bridge between the radar based ATC system and the ADS-B based system. When an ADS-B In or Out capable aircraft is within the service volume of an FAA ADS-B ground station, the ground station will begin to broadcast a portion of the ATC radar picture to the aircraft. This aircraft is then included in the list of aircraft that is being provided TIS-B service and is then considered a “TIS-B participant.”

TIS-B coverage is available when the aircraft is within ground station coverage, in Secondary Surveillance Radar coverage, and the other aircraft is in secondary surveillance radar coverage and transmitting altitude.

ATC radar tracks for other aircraft within $\pm 3,500$ feet and 15 NM of the participant is provided by the ground station, to include altitude, position, ground speed, and ground track. TIS-B data is broadcast once every three to thirteen seconds depending on the characteristics of the FAA radar ground station.

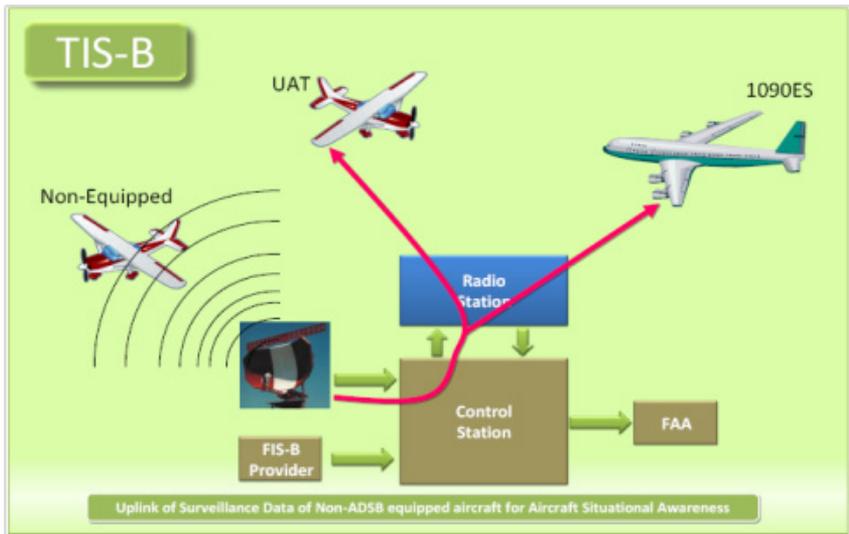


Figure 2-5 TIS-B Operation - FAA Illustration



NOTE: Even if the display is showing TIS-B traffic, unless the TIS-B participant indication is present (see Section 2.1), TIS-B services are not being provided specific to your aircraft and the traffic picture may not be complete.

2.4 Flight Information Service – Broadcast (FIS-B)

FIS-B is provided on the 978 MHz link only and is broadcast from the FAA ground stations continuously. This service provides multiple weather products for display in the cockpit to be used by the flight crew for situational awareness. These products, update rates, and coverages are specified in the Aeronautical Information Manual. Examples of these products include NEXRAD Precipitation, Graphical TFRs, Graphical AIRMETs/SIGMETs, METARs, TAFs, winds aloft, status of Special Use Airspaces (SUA), and textual NOTAMS.

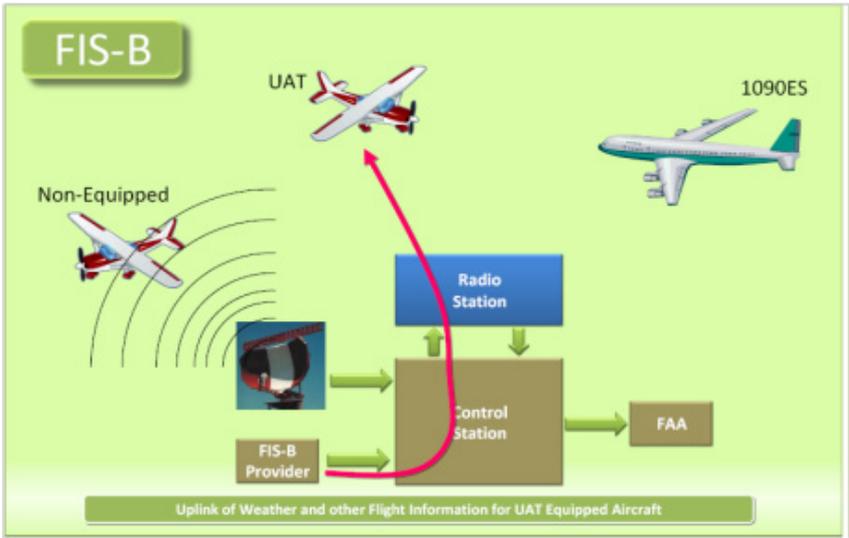


Figure 2-6 FIS-B Operation - FAA Illustration

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3 ADS-B OUT

ADS-B Out sends information from the aircraft so it can be “seen” by other aircraft using ADS-B In equipment and FAA ground stations. ADS-B Out provides air traffic controllers with real-time position information that is, in most cases, more accurate than the information available with current radar-based systems. With more accurate information, ATC is able to position and separate aircraft with improved precision and timing.

3.1 ADS-B Out Data

ADS-B Out data is transmitted on the UAT (978 MHz).

- GPS position
- Altitude
- Position Integrity
- Ground Track and/or Heading
- Ground Speed
- Velocity Integrity
- Air/Ground State
- Identifying information (Transponder Squawk Code, Call sign, ICAO Registration Number, Flight ID), integrity, and capability data.

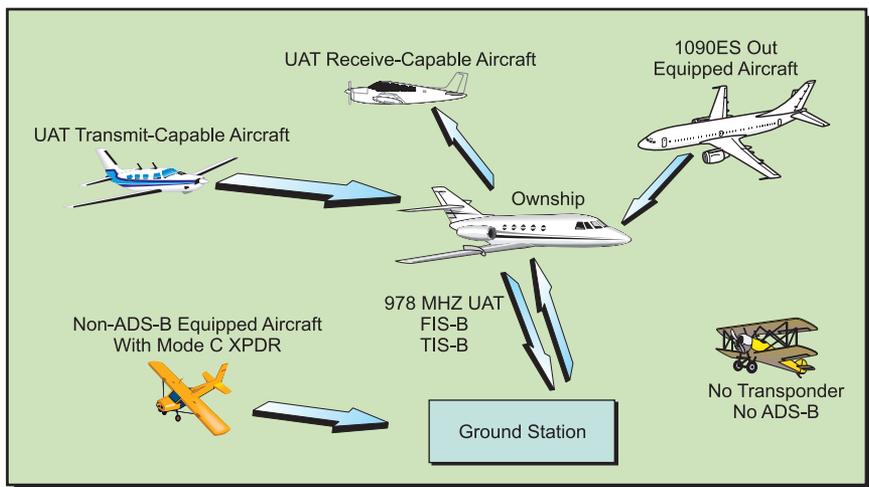


Figure 3-1 GDL 84/88 ADS-B In and Out

The following table describes the aircraft that are observed by a GDL 84/88 equipped aircraft according to the level of equipment installed in the other aircraft.

| Other Aircraft Equipage | Viewable by GDL 84/88 Equipped Aircraft |
|--|---|
| 1090ES Out Equipped | Yes |
| UAT Receive Only Capable | No |
| UAT Transmit Equipped | Yes |
| No Transponder, No ADS-B | No |
| Non ADS-B Equipped, but with Mode C or S Transponder | Yes (see Note) |

Table 3-1 Aircraft Available for Viewing by an ADS-B Equipped Ownership



NOTE: Only when in ADS-B ground station coverage and when the other aircraft is in ATC radar coverage.

3.2 Self-Interrogation

When there is a digital interface between the GDL 84/88 and the transponder, the transponder acts as a single control to enter the transponder squawk code, IDENT, and emergency status.

When a digital interface is not available, the GDL 84/88 utilizes self-interrogation by using a small, ultra low power 1030 MHz transmitter integrated into the unit to interrogate the transponder. This interrogation imitates interrogations received from ground based surface search radars causing the transponder to reply including the squawk code, IDENT status, and emergency status. The GDL 84/88 receives this reply and sets the corresponding ADS-B Out message with the same squawk code, IDENT status, and emergency status.

3.3 Pressure Altitude Broadcast Inhibit (PABI)

A method is required to be available to the flight crew to inhibit the transmission of pressure altitude in the ADS-B Out message. This control is either integrated into the controlling display or as a stand-alone switch in the cockpit.

While conducting operations within airspace requiring ADS-B Out compliant transmissions, per 14 CFR 91.225, PABI should not be activated unless directed by ATC.

3.4 Anonymous Mode

The GDL 84/88 provides an Anonymous Mode which broadcasts a randomized ICAO address in the ADS-B Out message. The Anonymous Mode, when armed, replaces the Flight ID with a temporary randomized number for privacy while the position information is still provided. Anonymous mode is armed via a switch in the cockpit or via a control on the display integrated with the GDL 84/88. When a VFR squawk is present in the transponder and anonymous mode is selected, the GDL 84/88 operates in anonymous mode and no identifying information is provided in the ADS-B Out message. This mode will persist until the squawk code is changed or the Anonymous Mode control is turned off.

Anonymous Mode is not available in aircraft with a Mode S transponder.

3.5 Air/Ground Determination

If the GDL 84/88 is interfaced to a weight on wheels or squat switch, it will use that input to determine air/ground status. If the GDL 84/88 is not interfaced to a weight on wheels or squat switch, then air/ground status is based on GPS vertical velocity, track, and ground speed.

For GDL 84/88 Installations in helicopters the transmitted air/ground state is as follows:

- If a radar altimeter, Height Above Terrain (from an interfaced navigator), or Height Above Airport (from interfaced navigator) is interfaced to the GDL 84/88, then, when the helicopter has less than 15 knots ground speed and less 25 ft above ground, then the status is ON GROUND.
- If those inputs are not available for a GDL 84 or GDL 88, then the helicopter transmitted state is ON GROUND only if the collective is fully down for at least 5 seconds. The helicopter will transmit IN AIR when in a stationary hover at the surface.

This additional functionality is important because most alerting systems do not provide Traffic Alerts for on-ground aircraft. This capability reduces nuisance alerts when helicopters are operating near the surface at an airport.

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4 ADS-B IN

The ADS-B In capability allows the GDL 84/88 to receive data through the UAT (978 MHz) and the 1090 MHz receiver. The UAT receives data directly from other ADS-B transmitting aircraft, ADS-B data from ground stations (ADS-R), TIS-B, and FIS-B data from ground stations. The 1090 MHz receiver receives data directly from another ADS-B transmitting aircraft.

Traffic data received may be displayed on personal electronic devices, such as tablets, via Flight Stream. This information merely supplemental and advisory in nature and is not intended to be relied upon for safety-critical operations.

4.1 ADS-B In Data

UAT Received Data

- ADS-B (Data directly from other transmitting aircraft)
- ADS-R (Rebroadcast of ADS-B data from a ground station)
- TIS-B (Broadcast of secondary surveillance radar (SSR)-derived traffic information from a ground station)
- FIS-B (Broadcast of aviation data from a ground station)

1090 MHz Received Data

- ADS-B (Data directly from other transmitting aircraft)

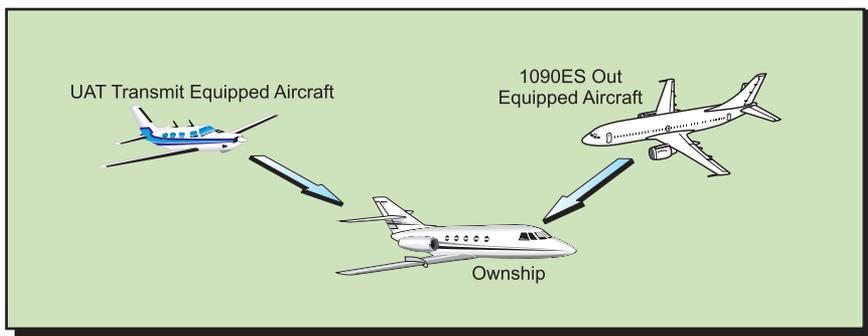


Figure 4-1 GDL 84/88 Equipped Aircraft Without TCAS Not In Ground Station Coverage

4.2 Traffic

The GDL 84/88 receives traffic from several sources including external sources (ADS-B, ADS-R, and TIS-B). Additionally, in the GDL 88, onboard sources (TAS/TCAS) create a single, fused traffic picture for the flight crew. Using relative altitude, relative bearing, range, directionality, ground track, and other identifying information (ICAO address, flight ID, call sign, tail number), the GDL 84/88 determines when tracks from multiple sources represent a single traffic target, selects the most accurate position source for the target, and sends the data to the display.



NOTE: *The GDL 84/88 observes all ADS-B participants within range. However, due to the nature of TIS-B's service volumes and the incomplete equipage/adoption of ADS-B Out equipment, NOT ALL TRAFFIC IS OBSERVED by the GDL 84/88. The flight crew must rely on "see and avoid" procedures to detect and avoid traffic. In addition, when operating on the edges of ATC radar coverage or when using an interfaced active traffic system and TAS/TCAS targets are intermittent, it is possible that a single target aircraft may be briefly or periodically depicted as two grouped targets in the same location.*

4.2.1 Traffic Applications – SURF, AIRB, etc

When the GDL 88 is interfaced to a certified compatible display unit, a traffic display is available for the flight crew's situational awareness and to enhance the visual acquisition of surrounding traffic. The GNS 400W/500W units do not support all applications, including SURE.

The exact location of the ownship as shown by the ownship symbol on the moving map varies by the display device. For GTN units, the tip of the ownship icon, or where the dot is, identifies the exact location. For GNS units, the exact location of the ownship is the center of the ownship icon where the wings cross the fuselage.

This display is capable of running in two "modes:" Airborne Situational Awareness (AIRB) and Surface Situation Awareness (SURF).

AIRB is in operation in the en route environment, outside of five NM from and 1,500 feet above the nearest airport.

* Indicates Multiple Targets. Touch the target to show all targets. Then touch Next to get info on each of the targets.

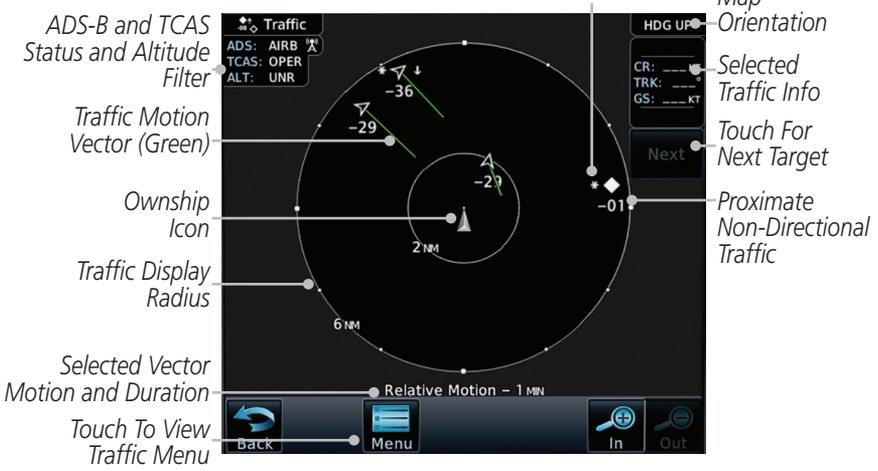


Figure 4-2 AIRB Display on the GTN 7XX

SURF is in operation within the terminal environment (within five NM and less than 1,500 feet above field elevation). When SURF is running, and the zoom scale on the traffic display is less than two NM, the airport environment (including taxiways and runways) is displayed in addition to traffic. This is to aid in situational awareness of runway occupancy/availability, etc.



Figure 4-3 SURF Display on the GTN 7XX

Due to the varying precision of the data received via ADS-B, ADS-R, and TIS-B, all traffic targets may not be depicted on the traffic display. Because higher data precision is required for display in the SURF environment, some targets eligible for AIRB will not be displayed while SURF is active. Individual eligibility for AIRB and SURF is depicted in the selected traffic data on the traffic page of both the GTN 6XX and 7XX.



NOTE: *Displays not capable of SURF will always run the AIRB application.*

4.2.1.1 On Scene Mode (Helicopter Installations Only)

On Scene Mode is a pilot selectable mode which changes the traffic alerting volumes for other ADS-B equipped rotorcraft traffic. This allows operation in closer proximity to other helicopters during operations such as Electronic News Gathering without excessive nuisance alerts. Protection is unchanged for fixed wing traffic and non-ADS-B equipped helicopters. The pilot must manually select On Scene Mode on and must select On Scene Mode off after completing operations. Refer to the display Pilot Guide for information about controls and indications.

4.2.1.2 Airport Area Alerting

A GDL 88 (only) installed in a helicopter and with an interfaced Garmin navigator or Radar Altimeter offers additional traffic alerting in the airport environment uniquely tailored to helicopter operations. When operating at less than 200 feet AGL and less than 60 kts groundspeed, traffic alerting volumes are tailored to minimize nuisance alerts while conducting operations in the airport environment while still providing alerts from airborne aircraft equipped with ADS-B. When in the airport environment alerting envelope, aural traffic alerts are truncated to “Traffic” and the bearing, distance, and relative altitude information is omitted from the aural alert. No traffic alerts are provided when the GDL 88 equipped helicopter groundspeed is less than 10 kts and within 50 feet of the surface.

4.2.1.3 Rotorcraft Installations with No Source of Heading Data

The following limitations are applicable to helicopters with a GDL 88 installed but no source of heading data provided to the GDL 88.

Because ground track may not correspond to heading at low speeds due to the ability of the helicopter to fly backward or sideways the following limitations apply:

When less than 15 knots, groundspeed ADS-B traffic is not provided to the display for display purposes. Aural traffic alerts will be issued as appropriate.

If an active traffic system (TAS/TCAS) is interfaced to the GDL 88 then:

- TAS/TCAS traffic targets will continue to be provided to the display at all speeds.
- If in backward or sideward flight in excess of 15 knots, TAS/TCAS and ADS-B targets will not correlate and two targets will appear on the display for each actual target being received over both ADS-B and TAS/TCAS. If a traffic alert is received under these conditions then two alerts will be generated.

4.2.2 GDL 88 Integration with TCAD/TAS/TCAS I

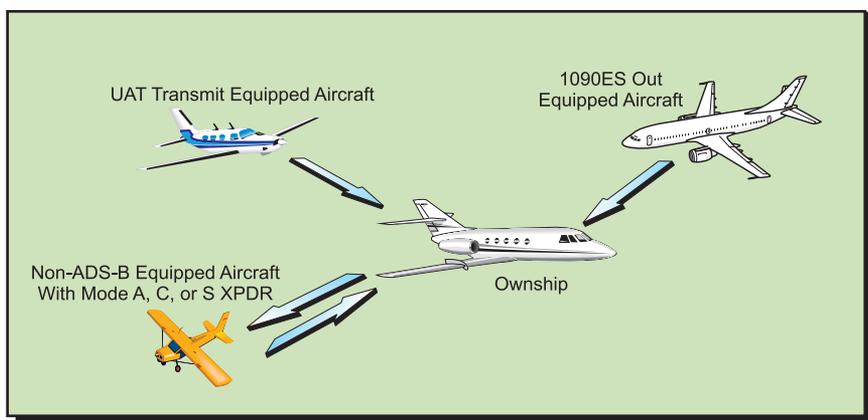


Figure 4-4 GDL 88 With TCAS Not In Ground Station Coverage

When an active traffic system is interfaced with a GDL 88, the GDL 88 receives traffic from the active traffic system and attempts to match (or “correlate”) this traffic with ADS-B traffic that the GDL 88 is tracking. When a correlation is made, the target with the most accurate information is displayed to the flight crew. Any active traffic system or ADS-B traffic that is not correlated is also displayed for the flight crew. The correlation of traffic by the GDL 88 ensures that only the most accurate, and no duplicate, traffic targets are displayed for the flight crew’s situational awareness.

When interfaced to a TAS or TCAS system, traffic alerts are provided as follows:

| Traffic Correlated? | TAS/TCAS Alert Active? | CSA Alert Active? | Aural Alert Source | Visual Alert Source |
|---------------------|------------------------|-------------------|----------------------------------|---------------------|
| Yes | Yes | N/A | TCAS/TAS | TCAS/TAS |
| Yes | No | N/A | None | None |
| No | Yes | Yes | TCAS/TAS (prioritized) GDL 88 | TCAS/TAS GDL 88 |
| No | No | Yes | GDL 88 | GDL 88 |

Table 4-1 TAS/TCAS Traffic Alerts



NOTE: *Aural traffic alerts from the GDL 88 are suppressed when below 500 feet Radar Altitude or Height Above Terrain.*

When a GDL 88 and TAS/TCAS system are integrated, the GDL 88 controls the Altitude Display and operating mode of the TAS/TCAS system using the air/ground logic in the GDL 88, as well as from the mode controls available on the interfaced display.

4.2.3 No-Heading Source Traffic Information

When a GDL 88 and TAS/TCAS are integrated in an aircraft without a heading source, they are subject to the following limitations:

- While on the ground, display of TCAS traffic and ADS-B traffic are mutually exclusive.
- TCAS (heading referenced traffic) and ADS-B traffic are allowed to be displayed on the traffic page concurrently in a Track Up orientation while airborne, but bearing of the TCAS targets relative to ADS-B targets are slewed by the crab angle of the aircraft.
- Traffic is not displayed on the moving map with ground features depicted. Traffic is always available for display on the traffic page.

4.2.4 Conflict Situational Awareness (CSA)

Conflict Situational Awareness is an alerting algorithm that provides TCAS-like Traffic Alerts on ADS-B, ADS-R, and TIS-B targets to enhance situational awareness.

The GDL 84/88 issues an aural alert when a Conflict Situational Awareness (CSA) alert is displayed, for example “Traffic! Two O’clock, Low, Two Miles.”

As in some TCAS I TA implementations, altitude above terrain is used to adjust the sensitivity of the CSA algorithm to minimize nuisance alerts. Radar Altitude (if available), Height Above Terrain (as provided by a GNS or GTN navigator with a terrain database), and Geodetic Altitude are used to adjust the sensitivity of the CSA algorithm in accordance with the following table:

| Sensitivity Level | Radar Altitude (feet) | Height Above Terrain (HAT) (if Available)* | GPS Phase of Flight* | Ownship Alt (feet) | Look-Ahead Time(s) (sec) | Vertical Threshold for Alarm (feet) | Incremental Protected Volume (NM) |
|-------------------|------------------------|--|---|---------------------|--------------------------|-------------------------------------|-----------------------------------|
| 4 | Up to 1000 (RA or HAT) | Any | Any | Any | 20 | 850 | 0.20 |
| 4 | Unavailable | Any | Any | Any | 20 | 850 | 0.20 |
| 4 | Unavailable | Unavailable | Approach | Any | 20 | 850 | 0.20 |
| 5 | >1000 <=2350 | Any | Any | Any | 25 | 850 | 0.20 |
| 5 | Unavailable | >1000 <=2350 | Any | Any | 25 | 850 | 0.20 |
| 5 | Unavailable | Unavailable | Terminal | Any | 25 | 850 | 0.20 |
| 6 | Unavailable or >2350 | Unavailable or >2350 | Not approach and not Terminal (including unavailable) | <=5000 | 30 | 850 | 0.35 |
| 7 | Unavailable or >2350 | Unavailable or >2350 | Not approach and not Terminal (including unavailable) | >5000 <=10,000 | 40 | 850 | 0.55 |
| 8 | Unavailable or >2350 | Unavailable or >2350 | Not approach and not Terminal (including unavailable) | >10,000 <=20,000 | 45 | 850 | 0.80 |
| 9 | Unavailable or >2350 | Unavailable or >2350 | Not approach and not Terminal (including unavailable) | >20,000 <=42,000 | 48 | 850 | 1.10 |

| Sensitivity Level | Radar Altitude (feet) | Height Above Terrain (HAT) (if Available)* | GPS Phase of Flight* | Ownship Alt (feet) | Look-Ahead Time(s) (sec) | Vertical Threshold for Alarm (feet) | Incremental Protected Volume (NM) |
|-------------------|-----------------------|--|---|--------------------|--------------------------|-------------------------------------|-----------------------------------|
| 10 | Unavailable or >2350 | Unavailable or >2350 | Not approach and not Terminal (including unavailable) | > 42,000 | 48 | 1200 | 1.10 |

Table 4-2 Traffic Alert Functionality

* Not available with the GDL 84.

5 WEATHER

The Flight Information Services (FIS-B) function is capable of displaying textual and graphic weather information. No subscription for FIS-B services is required.

FIS-B is based on a ground-to-air data link that requires the aircraft to be within reception range of the Ground Broadcast Transceiver (GBT).

FIS-B weather products are transmitted from the UAT (978 MHz) ground stations on a regular basis, in accordance with the following table:

| Weather Product | Expiration Time (Minutes) | Transmission Interval (Minutes) | Update Interval (Minutes) |
|---|--------------------------------------|---------------------------------|---|
| CONUS NEXRAD | 60 | 15 | 15 |
| Regional NEXRAD | 30 | 2.5 | 5 |
| AIRMETs | 60 | 5 | As Available (Typically 20 minutes) |
| SIGMETs | 60 | 5 | As Available (Typically 20 minutes), then at 15 minute intervals for 1 hour |
| METARs | 90 | 5 | 1 minute (where available), As Available otherwise (Typically ≤ 20 minutes) |
| Winds and Temperatures Aloft | 90 or at the end of the valid period | 10 | 12 hours |
| Pilot Weather Report (PIREP) (Blue - Regular, Yellow - Urgent) | 90 | 10 | As available (Typically 20 minutes) |
| TAFs | 60 | 10 | 8 hours |
| NOTAMs | 60 | 10 | As available (Typically 20 minutes) |

Table 5-1 FIS-B Weather Products and Aging



WARNING: Do not use the indicated data link weather product age to determine the age of the weather information shown by the data link weather product. Due to time delays inherent in gathering and processing weather data for data link transmission, the weather information shown by the data link weather product may be significantly older than the indicated weather product age.



WARNING: Weather data received by the GDL 84 may be displayed on personal electronic devices, such as tablets, via Flight Stream. This information merely supplemental and advisory in nature and is not intended to be relied upon for safety-critical operations.

5.1 FIS-B NEXRAD

WSR-88D weather surveillance radar or NEXRAD (NEXt generation RADar) is a Doppler radar system that has greatly improved the detection of meteorological events such as thunderstorms, tornadoes, and hurricanes. An extensive network of NEXRAD stations provides almost complete radar coverage of the continental United States, Alaska, and Hawaii. The unobstructed range of each NEXRAD is 124 nautical miles.

FIS-B is a graphic weather display overlaid on the map indicating the rainfall detected by ground based radar for a specific area. Colors are used to identify the different NEXRAD echo intensities (reflectivity) measured in dBZ, decibels of reflectivity (Z). “Reflectivity” is the amount of transmitted power returned to the radar receiver. The dBZ values increase as returned signal strength increases. Precipitation intensity is displayed using colors corresponding to the dBZ values. An example of how precipitation data is color coded follows:

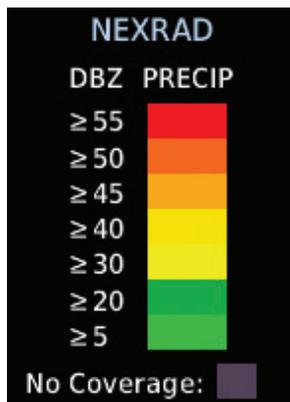


Figure 5-1 Sample FIS-B Weather Precipitation Legend



NOTE: FIS-B NEXRAD does not differentiate between frozen and liquid precipitation. The FIS-B NEXRAD intensity colors (as shown) may differ from the intensity colors from other providers.



NOTE: FIS-B information including weather information, NOTAMs, and TFR areas, are intended to be used for pilot planning decisions and pilot near-term decisions focused on avoiding areas of inclement weather that are beyond visual range or where poor visibility precludes visual acquisition of inclement weather. The system lacks sufficient resolution and updating capability necessary for aerial maneuvering associated with immediate decisions.

5.1.1 NEXRAD Abnormalities

There are possible abnormalities regarding displayed NEXRAD images. Some, but not all, causes of abnormal displayed information include:

- Ground Clutter
- Strokes and spurious radar data
- Sun strobes, when the radar antenna points directly at the sun
- Military aircraft deploy metallic dust which can cause alterations in radar scans
- Interference from buildings or mountains, which may cause shadows
- Scheduled maintenance may put a radar off-line

5.1.2 NEXRAD Limitations

Certain limitations exist regarding the NEXRAD radar displays. Some, but not all, are listed for the user's awareness:

- The (high resolution) Regional NEXRAD “pixels” are 1.5 minutes (1.5 nautical miles = 2.78 km) wide by 1 minute (1 nautical miles = 1.852 km) tall.
- The (medium resolution – 5 times larger than high resolution) CONUS NEXRAD “pixels” are 7.5 minutes (7.5 nautical miles = 13.89 km) wide by 5 minutes (5 nautical miles = 9.26 km) wide.
- Above 60 degrees of latitude the block widths double to 3 minutes/nautical miles for Regional (no CONUS above 60 degrees).

5.1.3 NEXRAD

When enabled, NEXRAD weather information is shown. Mosaic data from all of the NEXRAD radar sites in the United States is shown. This data is composed of the maximum reflectivity from the individual radar sweeps (i.e. composite reflectivity). The display of the information is color-coded to indicate the weather level severity.

The NEXRAD option has selections of Regional, CONUS, or Combined NEXRAD (only available with GTN units). CONUS NEXRAD includes a composite of available NEXRAD radar imagery across the 48 states. Regional NEXRAD is a composite of available NEXRAD radar imagery in a local area, showing a more detailed image than CONUS NEXRAD.

FIS-B weather data reception requires line-of-site communication between the receiver and the ADS-B ground station. Incomplete Regional and/or CONUS NEXRAD imagery displayed on the MAP and FIS-B Weather Pages of the affected products is an indicator of poor FIS-B reception. Examples below display areas where FIS-B data is degraded due to poor reception:



GNS



GTN

Figure 5-2 Examples of Areas Where FIS-B Reception Is Unavailable

Affected Areas

Any area in the continental United States (CONUS) or Alaska where the distance from ADS-B ground stations or the combined effect of distance and low altitude is sufficiently great to cause poor reception. A good source of information for ground station coverage can be found at <http://www.faa.gov/>.

Due to line-of-sight broadcast characteristics, operators with properly installed and functioning equipment may still receive incomplete FIS-B data when signal reception is limited by the distance from ground stations combined with a low altitude.

Continental US (CONUS) NEXRAD

The Display CONUS NEXRAD selection shows NEXRAD radar information for the entire continental United States. CONUS NEXRAD data is updated every 15 minutes. The resolution of displayed CONUS NEXRAD data is approximately 5.4 NM (10 kilometers). The intensity level reflected by the pixel is the highest level sampled within the area covered by each pixel.

Regional NEXRAD

The Regional NEXRAD selection shows regional NEXRAD radar information within 250 miles of the aircraft location. Regional NEXRAD data is updated every 5 minutes (10 minutes for clear air mode).

Combined NEXRAD

Regional NEXRAD data within 500 NM of the aircraft location and CONUS NEXRAD data everywhere else. The two types of NEXRAD are separated by a white stippled border. This boundary is updated whenever new Regional or CONUS NEXRAD data is received.

5.2 FIS-B TFRs

Temporary Flight Restrictions (TFRs) provide detailed information for local short term restrictions. The update rate is approximately every 20 minutes.



NOTE: *Some TFRs may not be shown or information may be incomplete. The presented TFR information is only advisory in nature. Check official sources, such as from preflight planning or Flight Service Station to determine more complete TFR information.*

5.3 FIS-B METARs

When enabled, graphic METARs (METeoroological Aviation Reports) are shown as colored flags at airports that provide METAR reports. Press the **METARs** key to enable or disable METARs. Refer to the legend for a description of the color code. The update rate is every five minutes.



NOTE: Due to infrastructure issues, all METARs may not be reported and available for display.

| METAR Symbol | Description |
|---|---|
|  | VFR (ceiling greater than 3000 ft. AGL and visibility greater than five miles) |
|  | Marginal VFR (ceiling 1000–3000 ft. AGL and/or visibility three to five miles) |
|  | IFR (ceiling 500 to below 1000 ft. AGL and/or visibility one mile to less than three miles) |
|  | Low IFR (ceiling below 500 ft. AGL or visibility less than one mile) |
|  | Unknown |

Table 5-2 METAR Symbols

5.4 FIS-B PIREPs

Pilot Weather Reports (PIREPs) provide timely weather information. When significant weather conditions are reported or forecast, Air Traffic Control (ATC) facilities are required to solicit PIREPs. PIREPs may contain non-forecast adverse weather conditions, such as low in-flight visibility, icing conditions, wind shear, and turbulence. PIREPs are issued as either Routine (UA) or Urgent (UUA). The update rate is approximately every 20 minutes.

5.5 FIS-B Winds and Temperatures Aloft

Winds and Temperatures Aloft data shows the forecast wind speed, direction, and Temperature at selected altitudes. Altitudes can be selected in increments from the 1,000 feet up to 53,000 feet. The update rate is every 12 hours.

5.6 SIGMETs and AIRMETs

SIGMETs (SIGnificant METeological Information) and AIRMETs (AIRmen's METeological Information) are broadcast for potentially hazardous weather considered of importance to flight crews. The update rate is approximately every 20 minutes.

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6 INSTALLATION CONFIGURATIONS

6.1 Installation Configurations

6.1.1 GDL 88 with ADS-B Out Transmission Enabled

The GDL 88 can provide for both the ADS-B Out and ADS-B In functionality. In this case, the GDL 88 transmits ADS-B messages on 978 MHz and receives ADS-B, ADS-R, TIS-B, and FIS-B services on the 1090 and 978 MHz links using its dual link receive capabilities. This configuration is limited by 14 CFR 91.227 to use below FL180.

6.1.2 GDL 88 with ADS-B Out Transmission Disabled

In this case, the GDL 88 receives ADS-B, ADS-R, TIS-B, and FIS-B services on the 1090 and 978 MHz links using its dual link receive capabilities. In order for the ADS-B Out mandate to be met, another LRU, such as a Garmin GTX 330ES transponder, is required. For aircraft operated above FL180, a 1090 MHz ADS-B Out compliant system is required.

6.1.3 GDL 84/88 Only – No Display

In a minimal installation, the GDL 84/88 provides the required ADS-B Out functionality. This configuration requires standalone annunciators and control switches in the cockpit. An optional traffic annunciation light in the cockpit can provide visual CSA alerts. As a configuration option, Aural alerts can provide for these threat aircraft, to include directionality from the ownship and range.

6.1.4 External ADS-B Annunciator

The external ADSB annunciator is only required when the GDL 84/88 is not interfaced to a compatible control display unit and is always required for GDL 84/88 installations. When one or more GDL 84/88 faults are present, the ADS-B annunciator activates one or both of two lights to indicate the presence and type of the highest priority GDL 84/88 fault present. For example, if both a No Position (priority 2) fault and a Fault (priority 3) are present, the ADS-B annunciator will indicate the presence of a No Position fault.

In the single annunciator configuration, within the first 20 seconds after power up the light will flash if the unit has a fault that requires service. The faults that cause the flashing do not directly impact the capability for the GDL 84/88 to provide rule compliant ADS-B Out transmissions. They do, however, require attention/service and could degrade the overall performance of the GDL 84/88. A solid annunciator light may be caused by the following: a

GDL 84/88 internal malfunction, antenna malfunction, incorrect setting, or other fault that is preventing ADS-B transmission or normal operation of the GDL 84/88.

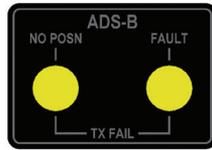


Figure 6-1 Dual Annunciator

| Reporting Priority | Fault Type | ADS-B Annunciator Light(s) Activated | Description |
|--------------------|---------------|--------------------------------------|---|
| 1 | Transmit Fail | Both | A GDL 84/88 internal malfunction, antenna malfunction, or incorrect configuration setting prevent transmission. |
| 2 | No Position | NO POSN | The GDL 84/88 is not receiving GPS position. |
| 3 | Fault | FAULT | A GDL 84/88 or external fault prevent proper operation of the GDL 84/88. |
| -- | No Fault | Neither | No fault present. |

Table 6-1 GDL 84/88 Fault Types (Dual Annunciators)

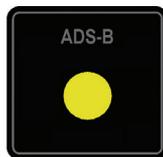


Figure 6-2 Single Annunciator

| Fault Type | ADS-B Annunciator State | Description |
|-------------------------|-------------------------|--|
| Transmit Fail/ Fault | Solid On | ADS-B Out not transmitting or transmissions are not rule compliant. |
| Fault | Flashing at Power On | The GDL 84/88 has a non-critical fault. See your dealer for service. |
| No Fault | Neither | No fault present. |

Table 6-2 GDL 84/88 Fault Types (Single Annunciator)

6.2 Interfaces

6.2.1 Audio Panel

Traffic alert audio output can be interfaced to a audio panel with a compatible unswitched unmuted audio input. This is optional for no display installations.

6.2.2 Altitude Source

The GDL 84/88 requires the use of ownship pressure altitude for transmission of required ADS-B Out data values and to calculate the vertical separation and vertical closure from target aircraft.

6.2.3 Heading Source (optional)

The GDL 84/88 can optionally use heading for inclusion in the ADS-B message. Additionally, the GDL 88 can optionally use heading for the purpose of correlating ADS-B traffic and traffic received from the external traffic system. Heading is provided to the GDL 88 from any compatible magnetic heading source. Multiple heading sources may be connected to the the GDL 84/88. See section 4.2.3 for details about the display of traffic when a heading source is not provided.

6.2.4 GPS Position Source

The GDL 84/88 uses the ownship GPS position for creation of the ADS-B Out messages as well as the receipt and tracking of ADS-B In targets. The GDL 88 without the internal GPS WAAS requires at least one compatible GPS position source be installed, while the GDL 88 with the internal GPS WAAS engine may optionally be interfaced with compatible sources. The GDL 84 has an internal GPS WAAS engine and does not accept an external GPS source.

6.2.5 Radar Altimeter (Optional)

The GDL 84/88 can optionally be interfaced with a radar altimeter to drive the sensitivity level of the Conflict Situational Awareness (CSA) application.

6.2.6 Traffic Mute (Optional)

The GDL 84/88 can optionally interface with a pilot controlled switch to acknowledge an active Conflict Situational Awareness (CSA) alert and mute the associated aural alert. This momentary switch only mutes the current CSAs and does not act as an inhibit for future CSA aural annunciations.

6.2.7 Flight Stream Interface (Optional)

The GDL 84/88 can optionally be interfaced to a Flight Stream unit. This will enable the GDL 84/88 traffic, weather, and GPS position to be displayed on a wireless mobile device.

7 GLOSSARY

| | |
|-------------------|--|
| ADS-B | Automatic Dependent Surveillance–Broadcast (ADS–B) is an advanced surveillance technology that combines an aircraft’s positioning source, aircraft avionics, and a ground infrastructure to create an accurate surveillance interface between aircraft and ATC. |
| ADS-B In | ADS–B In refers to an appropriately equipped aircraft’s ability to receive and display another aircraft’s ADS–B Out information as well as the ADS–B In services provided by ground systems, including Automatic Dependent Surveillance–Rebroadcast (ADS–R), Traffic Information Service–Broadcast (TIS–B), and, if so equipped, Flight Information Service–Broadcast (FIS–B). |
| ADS-B Out | ADS–B Out provides air traffic controllers and other aircraft with real-time position information that is, in most cases, more accurate than the information available with current radar-based systems. With more accurate information, ATC is able to position and separate aircraft with improved precision and timing. |
| ADS-R | Automatic Dependent Surveillance–Rebroadcast (ADS–R) collects traffic information from each broadcast link and rebroadcasts it to ADS–B In equipped aircraft on the other broadcast link. |
| AIRB | Airborne Situational Awareness is an ADS-B In application that provides the ADS-B and external traffic system targets on a display to be used by the flight crew for situational awareness. |
| Anonymous Mode | The Anonymous Mode, when armed, will replace the Flight ID with a temporary randomized number for privacy while the position information will still be provided. |
| CSA | Conflict Situational Awareness. A traffic alerting feature to increase flight crew situational awareness of traffic situations that could lead to a hazardous condition in the near term. |
| Extended Squitter | With Extended Squitter capabilities, position, velocity, and heading information are automatically transmitted by the 1090 transponder to other aircraft and ground stations. |

| | |
|----------------|---|
| FIS-B | Flight Information Services-Broadcast. FIS-B is a graphic weather display capable of displaying graphical weather information on UAT equipped installations. FIS-B is available free to any operator with the ability to receive and display the data that is broadcast on the Universal Access Transceiver (UAT) or the 978 MHz link. |
| Ground Clutter | A form of radar signal interference that occurs when fixed objects close to the transmitter—such as buildings, trees, or terrain (hills, ocean swells and waves)—obstruct a radar beam and produce echoes. |
| GPS | Global Positioning System. A space-based Navigation system providing accurate position, velocity and time information. |
| HAT | Height Above Terrain |
| HSDB | Garmin’s proprietary High Speed Data Bus (Ethernet). |
| ICAO | International Civil Aviation Organization. |
| PABI | Pressure Altitude Broadcast Inhibit. |
| SBAS | Satellite-Based Augmentation System. |
| STC | Supplemental Type Certificate |
| SURF | Surface Situation Awareness. An ADS-B In application that provides the ADS-B and external traffic system targets on a display to be used by the flight crew for situational awareness. |
| TA | Traffic Advisory. |
| TAS | Traffic Advisory System. |
| TCAD | Traffic Collision Avoidance Device. |
| TCAS | Traffic Collision Avoidance System. An aircraft collision avoidance system designed to reduce the incidence of mid-air collisions between aircraft. It monitors the airspace around an aircraft for other aircraft equipped with a corresponding active transponder, independent of air traffic control, and warns pilots of the presence of other transponder-equipped aircraft which may present a threat of mid-air collision. |

TIS-B

Traffic Information Services-Broadcast. TIS-B supplements ADS-B's air-to-air services to provide more situational awareness in the cockpit of all traffic known to the ATC system. The ground TIS-B station transmits surveillance target information on the ADS-B data link for unequipped targets or targets transmitting only on another ADS-B link. TIS-B is a free service available to aircraft operators equipped with ADS-B Out and ADS-B In.

UAT

Universal Access Transceiver. The GDL 84/88 UAT transmits ADS-B Out data on the 978 MHz (UAT) frequency. The GDL 84/88 UAT receives ADS-B, ADS-R, TIS-B, and FIS-B on 978 MHz.

XPDR

Transponder. The equipment which broadcasts aircraft code, altitude and other information to ground facilities and other aircraft.

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8 APPENDIX

8.1 Troubleshooting

If efforts to resolve the problem fail, contact your dealer or customer service for technical assistance.

Please have the following information ready:

- System configuration (products, antennas, mounting locations, etc.)
- Model No., part number, and serial number
- Software versions
- Description of the problem
- Efforts made to isolate/solve the problem

Garmin International, Inc.
Aviation Products Customer Service Department
1200 East 151st Street
Olathe, KS 66062-3426 USA
1-866-739-5687

<https://fly.garmin.com/fly-garmin>

8.2 Servicing Your Unit

The Garmin GDL 84/88 has no user-serviceable parts. Should you ever encounter a problem with your unit, take it to an authorized Garmin dealer for repairs, or contact Garmin Product Support at 1-866-739-5687.

The GDL 84/88 is sealed to protect the unit. Any attempt to open the case to change or modify the unit in any way voids your warranty and may result in permanent damage to the equipment.

8.3 Contact Garmin

Contact Garmin if you have any questions while using your GDL 84/88. In the USA, contact Garmin Product Support by phone: (913) 397-8200 or (866) 739-5687, Monday–Friday, 7 AM–7 PM Central Time; or go to:

<https://fly.garmin.com/fly-garmin/support>.

In Europe, contact Garmin (Europe) Ltd. at +44 (0) 870.8501241 (outside the UK) or 0808 2380000 (within the UK).

8.4 Software License Agreement

BY USING THE GDL 84/88, YOU AGREE TO BE BOUND BY THE TERMS AND CONDITIONS OF THE FOLLOWING SOFTWARE LICENSE AGREEMENT. PLEASE READ THIS AGREEMENT CAREFULLY.

Garmin grants you a limited license to use the software embedded in this device (the “Software”) in binary executable form in the normal operation of the product. Title, ownership rights, and intellectual property rights in and to the Software remain with Garmin.

You acknowledge that the Software is the property of Garmin and is protected under the United States of America copyright laws and international copyright treaties. You further acknowledge that the structure, organization, and code of the Software are valuable trade secrets of Garmin and that the Software in source code form remains a valuable trade secret of Garmin. You agree not to decompile, disassemble, modify, reverse assemble, reverse engineer, or reduce to human readable form the Software or any part thereof or create any derivative works based on the Software. You agree not to export or re-export the Software to any country in violation of the export control laws of the United States of America.

8.5 LIMITED WARRANTY

All Garmin avionics products are warranted to be free from defects in materials or workmanship for: two years from the date of purchase for new Remote-Mount and Panel-Mount products; one year from the date of purchase for new portable products and any purchased newly-overhauled products; six months for newly-overhauled products exchanged through a Garmin Authorized Service Center; and 90 days for factory repaired or newly-overhauled products exchanged at Garmin in lieu of repair. Within the applicable period, Garmin will, at its sole option, repair or replace any components that fail in normal use. Such repairs or replacement will be made at no charge to the customer for parts or labor, provided that the customer shall be responsible for any transportation cost. This warranty does not apply to: (i) cosmetic damage, such as scratches, nicks and dents; (ii) consumable parts, such as batteries, unless product damage has occurred due to a defect in materials or workmanship; (iii) damage caused by accident, abuse, misuse, water, flood, fire, or other acts of nature or external causes; (iv) damage caused by service performed by anyone who is not an authorized service provider of Garmin; or (v) damage to a product that has been modified or altered without the written permission of Garmin. In addition, Garmin reserves the right to refuse warranty claims against products or services that are obtained and/or used in contravention of the laws of any country.

THE WARRANTIES AND REMEDIES CONTAINED HEREIN ARE EXCLUSIVE AND IN LIEU OF ALL OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED OR STATUTORY, INCLUDING ANY LIABILITY ARISING UNDER ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE, STATUTORY OR OTHERWISE. THIS WARRANTY GIVES YOU SPECIFIC LEGAL RIGHTS, WHICH MAY VARY FROM STATE TO STATE.

IN NO EVENT SHALL GARMIN BE LIABLE FOR ANY INCIDENTAL, SPECIAL, INDIRECT OR CONSEQUENTIAL DAMAGES, WHETHER RESULTING FROM THE USE, MISUSE OR INABILITY TO USE THE PRODUCT OR FROM DEFECTS IN THE PRODUCT. SOME STATES DO NOT ALLOW THE EXCLUSION OF INCIDENTAL OR CONSEQUENTIAL DAMAGES, SO THE ABOVE LIMITATIONS MAY NOT APPLY TO YOU.

Garmin retains the exclusive right to repair or replace (with a new or newly-overhauled replacement product) the product or software or offer a full refund of the purchase price at its sole discretion. SUCH REMEDY SHALL BE YOUR SOLE AND EXCLUSIVE REMEDY FOR ANY BREACH OF WARRANTY.

Online Auction Purchases: Products purchased through online auctions are not eligible for warranty coverage. Online auction confirmations are not accepted for warranty verification. To obtain warranty service, an original or copy of the sales receipt from the original retailer is required. Garmin will not replace missing components from any package purchased through an online auction.

International Purchases: A separate warranty may be provided by international distributors for devices purchased outside the United States depending on the country. If applicable, this warranty is provided by the local in-country distributor and this distributor provides local service for your device. Distributor warranties are only valid in the area of intended distribution. Devices purchased in the United States or Canada must be returned to the Garmin service center in the United Kingdom, the United States, Canada, or Taiwan for service.

To obtain warranty service, contact your local Garmin Authorized Service Center. For assistance in locating a Service Center near you, visit the Garmin web site at <http://www.garmin.com>, <https://fly.garmin.com/fly-garmin>, or contact Garmin Customer Service at 866-739-5687.

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Part Number 190-01122-03 Rev. E