MOONEY AIRPLANE COMPANY, INC.
LOUIS SCHREINER FIELD
KERRVILLE, TEXAS 78028

FAA APPROVED

AIRPLANE FLIGHT MANUAL SUPPLEMENT

FOR

MOONEY M20M, M20R, M20TN

WITH

G1000/GFC700 SYSTEM RETROFITTED WITH WAAS CAPABILITY
OR NON-WAAS FLIGHT CHART CAPABILITY

MODEL NO. _______________________________________________________________
REG. NO. ________________________________________________________________
SERIAL NO. ______________________________________________________________

This Supplement must be attached to the FAA Approved Airplane Flight Manual when the GAR-
MIN G1000/GFC700 System Retrofitted with WAAS capability or Non-WAAS Flight Chart Capa-
bility is installed in accordance with Mooney Drawing Number 940171. The information con-
tained herein supplements the information of the basic Airplane Flight Manual. For Limitations,
Procedures and Performance information not contained in this Supplement, consult the basic

FAA APPROVED:  

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DATE:  

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SECTION I – GENERAL

GARMIN G1000 General

G1000 WAAS Enhancement (OPTIONAL)

Retrofitted Aircraft Configuration Requirements: Aircraft must be equipped with Garmin G1000, GFC700 Autopilot, and Kavlico transducers. For detailed information refer to the Garmin G1000 Cockpit reference guide P/N 190-00450-03, Revision A or later approved revision.

NOTE:

The availability of SafeTaxi™, ChartView, or FliteCharts™ in electronic form does not preclude the requirement to carry paper charts aboard the aircraft.

1. Option (1) - SOFTWARE ONLY “FLIGHT CHART CAPABILITY” (NON-WAAS):
   - GDL 69A weather information receiver will be upgraded to new Software that will greatly enhance operation
   - ChartView** and FliteChart** capability
   - SafeTaxi**
   - TAWS** enhancements and fast inhibit capability
   - An alternate transponder code entry method using the FMS knob
   - Victor and jet airways support
   - Airframe-specific OEM splash screen support
   - Modified software upload page (further simplifies software loads)
   - System Setup Page in Configuration Mode
   - GDU boot block software
   - GRS 77 software
   - GTX 33 software
   - Additional minor software changes (all LRUs except GMU 44)

2. Option (2) - WAAS
   Includes Option 1 software enhancements - Plus:
   Additional Garmin G1000 hardware upgrades enabling include:
   - TSO-C145a/C146a Class 3 WAAS
   - Enroute/terminal baro-VNAV (descent only)
   - Enhanced ARINC 424 leg type support
   - TSO-C145a/C146a Class 3 capability
   - LPV + LNAV/VNAV approaches

3. Option (3) - WAAS with Enroute Coupled VNAV
   Includes Option 1 software enhancements and Option 2 hardware upgrades - Plus:
   Additional Garmin G1000 hardware upgrades enabling include:
   - Coupled VNAV feature for enroute operations

**Note: These enhancements do not include service subscriptions nor unlock cards required for certain features.
SECTION II - LIMITATIONS

GENERAL

G1000 System:

1. The GARMIN G1000 Cockpit Reference Guide for the M20M, M20R, M20TN Series aircraft, P/N 190-00450-03, Revision A or later approved revision must be immediately available to the flight crew.

2. The GARMIN G1000 must utilize the following or later FAA approved software versions:

   The System Software version should be 0401.25 or later FAA approved version.

3. Prior to WAAS precision approach, check system status page to ensure functionality of GPS2.
SECTION III – EMERGENCY PROCEDURES
No Changes to Section III.

SECTION IV – NORMAL PROCEDURES
No Changes to Section IV.

SECTION V – PERFORMANCE
PERFORMANCE CONSIDERATIONS
No changes to Section V.

SECTION VI – WEIGHT AND BALANCE
No changes to Section VI.

SECTION VII – AIRPLANE AND SYSTEM DESCRIPTION
No changes to Section VII.

SECTION VIII – HANDLING AND SERVICING
No changes to Section VIII.

SECTION IX – SUPPLEMENTAL DATA
Add this supplement to this Section

SECTION X – SAFETY TIPS
No changes to Section X.