

**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**

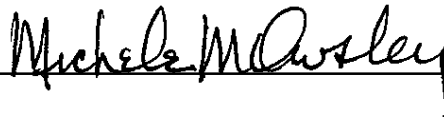
MODEL NO. _____

REG. NO. _____

SERIAL NO. _____

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

FAA APPROVED: _____



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LOG OF REVISIONS

REV.	PAGES REVISED	DESCRIPTION	FAA APPROVED	DATE
-	ALL	Original Issue	<i>MM Outley</i>	6-27-08

NOTE: All changes are indicated by a black vertical line along the left margin.



TABLE OF CONTENTS

<u>SECTION</u>	<u>PAGE</u>
I GENERAL	4
II LIMITATIONS	5
III EMERGENCY PROCEDURES	6
IV NORMAL PROCEDURES	6
V PERFORMANCE	6
VI WEIGHT AND BALANCE	6
VII AIRPLANE AND SYSTEMS DESCRIPTIONS	6
VIII SERVICING AND HANDLING	6
IX SUPPLEMENTAL DATA	6
X SAFETY TIPS	6



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
- TSOC145a/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.

