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AFIS[®] DMU Configuration Procedures

Introduction

Configuration of the Honeywell AFIS[®] Data Management Unit (DMU) is performed by modifying parameters stored in the DMU configuration module. The configuration module is installed at the rear of the DMU avionics rack, which allows the DMU to be removed and replaced without having to configure the new unit. Parameters stored in the configuration module include the aircraft registration or permanent callsign, airline identifier, default power-up settings, and takeoff and landing report settings. Several parameters which are also modifiable by the flight crew may be configured to a "last state" setting, which means that the state of the parameter at power-down will be the state of the parameter at the next power-up.

DMU configuration may be performed in several ways:

- 1) Through the Control Display Unit (CDU) interface of a Global Flight Management System (FMS).
- 2) Through the CDU interface of a Collins FMS.
- 3) By using Procomm Plus[™] software on a portable computer connected to the DMU test port with an appropriate interface cable if only Honeywell FMSs and/or Universal Avionics FMSs are installed in the aircraft.

Although the DMU may be configured using Procomm Plus regardless of the manufacturer(s) of the FMSs installed in the aircraft, use of the Global FMS and Collins FMS CDU interfaces to configure the DMU are generally preferred because no software, computer, and cable are required. Configuration using Procomm Plus is the sole option when only Honeywell FMSs and/or Universal Avionics FMSs are installed in the aircraft.

Please also note that depending on the aircraft type, DMU part number, DMU modification level, and version of Procomm Plus, the actual CDU displays and Procomm Plus screens may differ slightly from those presented in this document.

For support of AFIS DMU configuration, please contact the following individuals:

| | | | |
|---------------|-------------------------------|--------------|--|
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| James Buckner | GDC Datalink Services Support | 410.964.7367 | james.buckner@honeywell.com |
| Nick Cook | GDC Datalink Services Support | 425.885.8788 | nicholas.cook@honeywell.com |

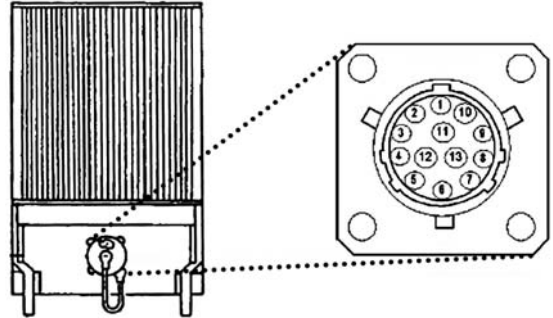
Procedures

1 Global FMS

1.1 With no power applied to the DMU, remove the test port cover on the front of the DMU.

1.2 Jump pins 2 and 3 (at the 11 o'clock and 10 o'clock positions respectively) on the test port with either a test port connector or a wire.

Note: The test port connector is available as Bendix/King part number 12870-1 from Bendix/King avionics dealers.



1.3 Apply power to the DMU and FMSs.

1.4 Press the AFIS function key on the CDU to access the AFIS MENU display.

Note: This procedure is based on a dual GNS-XLS Enhanced FMS installation with a -0210 DMU.

```
AFIS MENU
1 WX GRAPHICS
2 TERMINAL WX
3 SIGMETS
4 WINDS ALOFT
5 AFIS FLT PLAN
6 RECALL AFIS FPL
7 SEND AFIS MSG
8 DISPL AFIS MSG
9 OPERATING MODES
```

1.5 Line select RECALL AFIS FLIGHT PLAN and then press the ENTER function key to access the RECALL AFIS FPL display. Line select the DATE field and enter 357777.

```
RECALL AFIS FPL

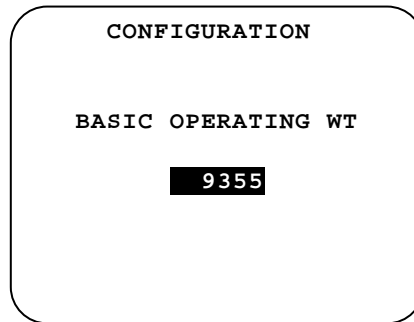
FPL-#
DATE 357777
ETD
FR
TO
```

1.6 Press the ENTER function key to access the configuration displays. The three most recent configurations may be edited by pressing 1, 2, or 3 and then the ENTER function key or a new configuration based on default values may be created by pressing 4 and then the ENTER function key.

```
CONFIGURATION
READ/CHANGE 1
CONFIGURATION OF:

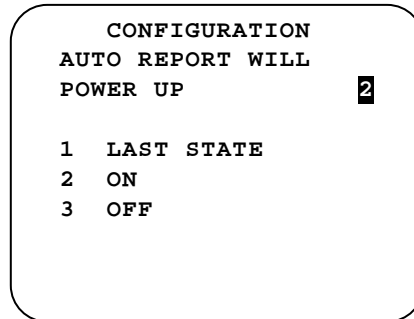
1 15JUL03
2 18OCT02
3 12AUG01
4 NEW VERSION
```

1.7 Configure the aircraft Basic Operating Weight by entering the weight in pounds and then pressing the ENTER function key.



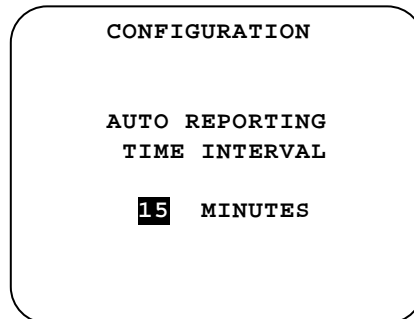
1.8 Configure the default power-up state for transmission of automatic position reports by pressing 1, 2, or 3 as desired and then pressing the ENTER function key.

Note: The GDC recommends configuring the default power-up state for transmission of automatic position reports to ON.



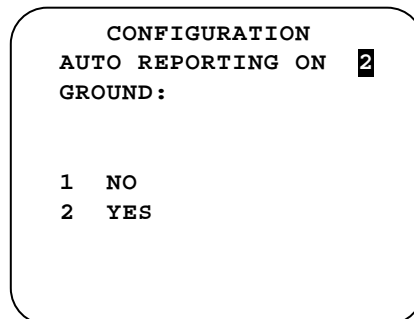
1.9 Configure the interval in minutes between automatic position reports by entering a value from 1 to 31 and then pressing the ENTER function key.

Note: The GDC recommends configuring the interval in minutes between automatic position reports to 15.



1.10 Configure transmission of automatic position reports when the aircraft is on the ground by pressing 1 or 2 as desired and then pressing the ENTER function key.

Note: The GDC recommends configuring transmission of automatic position reports when the aircraft is on the ground to YES.



1.11 Configure the aircraft registration or permanent callsign by entering the registration or callsign and then pressing the ENTER function key.

Note: A dash should not be entered as part of the aircraft registration.



1.12 Configure the airline identifier by entering GS and then pressing the ENTER function key.
Note: Configuring the airline identifier to GS is required in order to access GDC services via datalink.

```
CONFIGURATION
AIRLINE
ID NUMBER:
GS
```

1.13 Configure the flight number by entering 0001 and then pressing the ENTER function key.

```
CONFIGURATION
FLIGHT NUMBER:
0001
```

1.14 Configure the ARINC 422 port 1 by pressing 1 (also used for a GNS-XES, GNS-XL, or GNS-XLS), 2, or 3 as appropriate and then pressing the ENTER function key.

```
CONFIGURATION
422 PORT-1 CONNECTED
TO: 3
1 GNS-1000/GNS-X
2 GNS-500
3 GRAPHICAL GNS-XLS
```

1.15 Configure the ARINC 422 port 2 by pressing 1 (also used for a GNS-XES, GNS-XL, or GNS-XLS), 2, 3, or 4 as appropriate and then pressing the ENTER function key.

```
CONFIGURATION
422 PORT-2 CONNECTED
TO: 3
1 GNS-1000/GNS-X
2 GNS-500
3 GRAPHICAL GNS-XLS
4 NONE
```

1.16 Configure the ARINC 422 port 3 by pressing 1 (also used for a GNS-XES, GNS-XL, or GNS-XLS), 2, 3, or 4 as appropriate and then pressing the ENTER function key.

```
CONFIGURATION
422 PORT-3 CONNECTED
TO: 4
1 GNS-1000/GNS-X
2 GNS-500
3 GRAPHICAL GNS-XLS
4 NONE
```

1.17 Configure the master ARINC 422 port by pressing 1, 2, or 3 as appropriate and then pressing the ENTER function key.

CONFIGURATION
AFIS SYSTEM USES AS
MASTER 422 PORT: **1**

1 PORT 1
2 PORT 2
3 PORT 3

1.18 Configure the weather graphics port 1 for the Remote Processing Unit (RPU) by pressing 2 and then the ENTER function key.

Note: The GDC no longer supports cabin terminal services.

CONFIGURATION
CABIN TERMINAL PORT1
CONNECTED TO: **2**

1 CABIN TERMINAL
2 WX GRAPHICS

1.19 Configure the weather graphics port 2 for the RPU by pressing 2 and then the ENTER function key.

Note: The GDC no longer supports cabin terminal services.

CONFIGURATION
CABIN TERMINAL PORT2
CONNECTED TO: **2**

1 CABIN TERMINAL
2 WX GRAPHICS

1.20 Configure the primary ARINC 429 port by pressing 1, 2, or 3 as appropriate and then pressing the ENTER function key.

CONFIGURATION
PRIMARY 429 NAV
PORT CONNECTED TO: **3**

1 429
2 571
3 NONE

1.21 Configure the secondary ARINC 429 port by pressing 1, 2, or 3 as appropriate and then pressing the ENTER function key.

CONFIGURATION
SECONDARY 429 NAV
PORT CONNECTED TO: **3**

1 429
2 571
3 NONE

1.22 Configure the tertiary ARINC 429 port by pressing 1, 2, or 3 as appropriate and then pressing the ENTER function key.

CONFIGURATION
TERTIARY 429 NAV
PORT CONNECTED TO: **3**

1 429
2 571
3 NONE

1.23 Configure VHF antenna usage by pressing 1 or 2 as appropriate and then pressing the ENTER function key.

CONFIGURATION
AFIS SYSTEM USES
SEPARATE ANTENNA: **2**

1 NO
2 YES

1.24 Configure the aircraft type by entering the correct aircraft type as listed in the [appendix](#) and then pressing the ENTER function key.

CONFIGURATION

AIRCRAFT
TYPE:

CE560U

1.25 Configure the default VHF frequency by pressing 1 (if the aircraft operates primarily inside North America) or 2 (if the aircraft operates primarily outside North America) and then pressing the ENTER function key.

Note: If displayed, do not select AIR CANADA DEFAULT because the Air Canada network was decommissioned in 1999.

CONFIGURATION
AFIS SYSTEM USES
FOR DEFAULT FREQ: **1**

1 U.S. DEFAULT
2 EUROPEAN DEFAULT

1.26 Configure the number of engines by pressing 1, 2, 3, or 4 as appropriate and then pressing the ENTER function key.

CONFIGURATION
NO. OF ENGINES: **2**

1 1
2 2
3 3
4 4

1.27 Configure the fuel flow interface by pressing 1, 2, 3, 4, 5, or 6 as appropriate and then pressing the ENTER function key.

Note: For general aviation aircraft, the fuel flow interface should be configured to NO SENSORS.

CONFIGURATION
FUEL FLOW INTERFACE

- 1 NO SENSORS
- 2 FREQUENCY
- 3 PULSE WIDTH
- 4 PULSE DIFF.
- 5 DC AMPLITUDE
- 6 AC AMPLITUDE

1.28 Configure transmission of takeoff and landing reports by pressing 1, 2, 3, or 4 as desired and then pressing the ENTER function key.

Note: The GDC recommends configuring takeoff and landing reports to OFF/ON REPORTS. For aircraft equipped with Inmarsat Aero-C satellite data communication systems, takeoff and landing reports must be configured to OFF/ON REPORTS in order to ensure proper operation of the satellite system.

CONFIGURATION
SPECIAL FEATURES
SELECTION:

- 1 OFF/ON REPORTS
- 2 OPTION 1
- 3 OFF REPORT
- 4 NO OFF/ON REPORTS

1.29 Configure weight on wheels input for generation of takeoff and landing events by pressing 1 or 2 as appropriate and then pressing the ENTER function key.

Note: For general aviation aircraft, the weight on wheels input should be configured to NO.

CONFIGURATION
USE DMU WEIGHT ON
WHEELS INPUT:

- 1 NO
- 2 YES

Depending on the aircraft type, a display with an OFF OR ON EVENT TRIGGERED BY parameter may be accessed instead. Configure generation of takeoff and landing events by pressing 1, 2, or 3 as appropriate and then pressing the ENTER function key.

Note: For general aviation aircraft, the takeoff and landing event trigger should be configured to STD DEFAULT.

CONFIGURATION
OFF OR ON EVENT
TRIGGERED BY:

- 1 STD DEFAULT
- 2 WEIGHT ON WHEELS
- 3 WOW & GND SPEED

1.30 Configure storage of uplinked flight plans, messages, and weather reports and forecasts through power cycles by pressing 1 or 2 as desired and then pressing the ENTER function key.

CONFIGURATION
SAVE FPL MSG WX
AT POWER INTERRUPT:

- 1 NO
- 2 YES

1.31 Configure the default power-up state for automatic terminal weather updating by pressing 1, 2, or 3 as desired and then pressing the ENTER function key.

CONFIGURATION
AUTO WEATHER WILL
POWER UP **3**

1 LAST STATE
2 ON
3 OFF

1.32 Configure the availability of a satellite data communications system by pressing 1, 2, or 3 (used for Inmarsat Aero-H, Aero-H+, and Aero-I systems) as appropriate and then pressing the ENTER function key.

CONFIGURATION
SATELLITE COMM
AVAILABLE **3**

1 NONE
2 AERO-C
3 ARINC 741
4 SATFONE

1.33 Configure the default power-up state for satellite network usage by pressing 1, 2, or 3 as desired and then pressing the ENTER function key.

CONFIGURATION
SATELLITE NETWORK
WILL POWER UP **2**

1 LAST STATE
2 ON
3 OFF

1.34 Write the configuration data to the configuration module by pressing 2 and then the ENTER function key or exit the configuration displays without writing the configuration data to the configuration module by pressing 1 and then the ENTER function key.

CONFIGURATION
WRITE CONFIG.
DATA TO MODULE? **2**

1 NO
2 YES

1.35 While the configuration data is being written to the configuration module, a PROGRAMMING MODULE message displays.

CONFIGURATION

PROGRAMMING
MODULE

1.36 After the configuration data is written to the configuration module, the RECALL AFIS FPL display is accessed and the system message light flashes.

```
RECALL AFIS FPL

FPL-#
DATE
ETD
FR
TO
```

1.37 Press the MSG function key to access the SYSTEM MESSAGES display. The AFIS CONFIG CHG message confirms that the configuration data was successfully written to the configuration module.

```
SYSTEM MESSAGES

*AFIS CONFIG CHG
```

1.38 Remove power to the DMU.
Note: Changes made to configuration data do not take effect until power is cycled to the DMU.

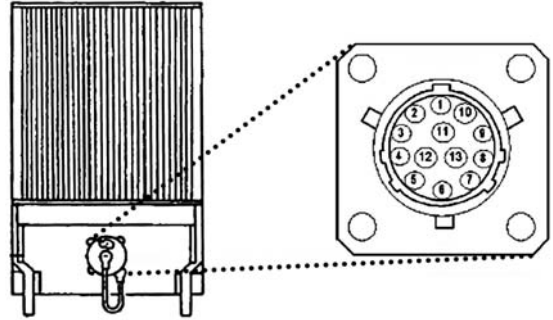
1.39 Remove the test port connector or jumper wire from the test port and replace the test port cover.

2 Collins FMS

2.1 With no power applied to the DMU, remove the test port cover on the front of the DMU.

2.2 Jump pins 2 and 3 (at the 11 o'clock and 10 o'clock positions respectively) on the test port with either a test port connector or a wire.

Note: The test port connector is available as Bendix/King part number 12870-1 from Bendix/King avionics dealers.



2.3 Apply power to the DMU and FMSs.

2.4 Press the IDX function key on the CDU to access the INDEX 1/2 display.

```

INDEX 1/2
<AFIS MENU          FIX>
<STATUS             HOLD>
<POS INIT          PROG>
FMS1
<IRS CTL           SEC FPLN>
FMS1
<VOR CTL           ROUTE MENU>
FMS1
<GPS CTL           DATA BASE>
[ ]

```

2.5 Line select AFIS MENU to access the AFIS MENU display.

```

AFIS MENU
<DISP MSG          SIGMETS>
<EDIT MSG          TERM WX>
<MODES             WINDS>
<STATUS
<AFIS CONFIG
[ ]

```

2.6 Line select AFIS CONFIG to access the AFIS CONFIG 1/3 display.

Note: Current configuration data is displayed in small white characters and edited configuration data is displayed in large green characters.

2.6.1 Enter 123456 in the scratchpad and then line select A/C EQUIP.

2.6.2 Enter the correct aircraft type as listed in the [appendix](#) in the scratchpad and then line select A/C TYPE.

2.6.3 Enter GS in the scratchpad and then line select AIRLINE ID.

Note: Configuring the airline identifier to GS is required in order to access GDC services via datalink.

2.6.4 Enter the aircraft Basic Operating Weight (BOW) in pounds in the scratchpad and then line select BOW.

2.6.5 Enter 1 (if the aircraft operates primarily inside North America) or 2 (if the aircraft operates primarily outside North America) in the scratchpad and then line select DEFAULT NETWK.

2.6.6 Enter 0001 in the scratchpad and then line select FLT NO.

2.6.7 Enter 1 in the scratchpad and then line select FF TYPE.

2.6.8 Leave the FF SCALE field blank.

2.6.9 Enter the number of engines on the aircraft in the scratchpad and then line select NO ENG.

2.6.10 Enter the desired interval in minutes between automatic position reports by entering a value from 1 to 31 in the scratchpad and then line select POS RPT TIME.

Note: The GDC recommends configuring the interval in minutes between automatic position reports to 15.

```
AFIS CONFIG 1/3
A/C EQUIP      A/C TYPE
123456        CL604
AIRLINE ID     BOW
GS            24577
DEFAULT NETWK  FLT NO
1              0001
FF TYPE        FF SCALE
1
NO ENG        POS RPT TIME
2              15
              AFIS MENU>
[              ]
```

2.7 Press the NEXT function key to access the AFIS CONFIG 2/3 display.

2.7.1 Enter the aircraft registration or permanent callsign in the scratchpad and then line select TAIL NO.

Note: A dash should not be entered as part of the aircraft registration.

2.7.2 Enter 1 (if the DMU transceiver uses a shared VHF antenna) or 2 (if the DMU transceiver uses a dedicated VHF antenna) in the scratchpad and then line select VHF ANT.

2.7.3 Enter 1 (to configure the ARINC 429 port 1 for ARINC 429 data), 2 (to configure the port for ARINC 571 data), or 3 (to configure the port for no data) in the scratchpad and then line select 429 # 1.

2.7.4 Enter 1 (to configure the ARINC 429 port 2 for ARINC 429 data), 2 (to configure the port for ARINC 571 data), or 3 (to configure the port for no data) in the scratchpad and then line select 429 # 2.

2.7.5 Enter 1 (to configure the ARINC 429 port 3 for ARINC 429 data), 2 (to configure the port for ARINC 571 data), or 3 (to configure the port for no data) in the scratchpad and then line select 429 # 3.

2.7.6 Enter 1 (to configure the ARINC 422 port 1 for a Global GNS-1000/-X/-XES/-XL/XLS), 2 (to configure the port for a Global GNS-500), or 3 (to configure the port for a Global GNS-XLS Enhanced) in the scratchpad and then line select 422 # 1.

Note: If no Global FMS is installed, enter 1.

2.7.7 Enter 1 (to configure the ARINC 422 port 2 for a Global GNS-1000/-X/-XES/-XL/XLS), 2 (to configure the port for a Global GNS-500), 3 (to configure the port for a Global GNS-XLS Enhanced), or 4 (to configure the port for no FMS) in the scratchpad and then line select 422 # 2.

2.7.8 Enter 1 (to configure the ARINC 422 port 3 for a Global GNS-1000/-X/-XES/-XL/XLS), 2 (to configure the port for a Global GNS-500), 3 (to configure the port for a Global GNS-XLS Enhanced), or 4 (to configure the port for no FMS) in the scratchpad and then line select 422 # 3.

2.7.9 Enter 1 in the scratchpad and then line select 422 MASTER.

2.7.10 Enter 1 (to enable takeoff and landing reports) or 4 (to disable takeoff and landing reports) in the scratchpad and then line select OPTIONS.

Note: The GDC recommends enabling takeoff and landing reports. For aircraft equipped with Inmarsat Aero-C satellite data communication systems, takeoff and landing reports must be enabled in order to ensure proper operation of the satellite system.

| AFIS CONFIG | | 2/3 |
|-------------|--|------------|
| TAIL NO | | VHF ANT |
| N12345 | | 2 |
| 429 # 1 | | 429 # 2 |
| 1 | | 1 |
| 429 # 3 | | 422 # 1 |
| 3 | | 1 |
| 422 # 2 | | 422 # 3 |
| 4 | | 4 |
| 422 MASTER | | OPTIONS |
| 1 | | 1 |
| | | AFIS MENU> |
| [| |] |

2.8 Press the NEXT function key to access the AFIS CONFIG 3/3 display.

2.8.1 Enter 1 (to configure transmission of automatic position reports at power-up to a 'last state' setting), 2 (to enable transmission of automatic position reports at power-up), or 3 (to disable transmission of automatic position reports at power-up) in the scratchpad and then line select AUTO RPT.

Note: The GDC recommends enabling transmission of automatic position reports.

2.8.2 Enter 1 (to discard weather reports and forecasts through power cycles) or 2 (to save weather reports and forecasts through power cycles) in the scratchpad and then line select SAVE WX.

2.8.3 Enter 1 (to configure automatic terminal weather updating at power-up to a 'last state' setting), 2 (to enable automatic terminal weather updating at power-up), or 3 (to disable automatic terminal weather updating at power-up) in the scratchpad and then line select AUTO WX.

2.8.4 Enter 1 (for no satellite system), 2 (for an Aero-C satellite system), or 3 (for an Aero-H, Aero-H+, or Aero-I satellite system) in the scratchpad and then line select SAT COMM.

2.8.5 Enter 1 (to disable transmission of automatic position reports when the aircraft is on the ground) or 2 (to enable transmission of automatic position reports when the aircraft is on the ground) in the scratchpad and then line select RPT ON GND.

Note: The GDC recommends enabling transmission of automatic position reports when the aircraft is on the ground.

2.8.6 Enter 1 (to configure satellite network usage at power-up to a 'last state' setting), 2 (to enable satellite network usage at power-up), or 3 (to disable satellite network usage at power-up) in the scratchpad and then line select SAT CFG.

```
AFIS CONFIG 3/3
AUTO RPT      SAVE WX
2              2
AUTO WX       SAT COMM
3              3
RPT ON GND    SAT CFG
2              2

<UPDATE      AFIS MENU>
[              ]
```

2.9 Line select UPDATE to write the configuration data to the configuration module. While the configuration data is being written, an UPDATE IN PROGRESS message displays in the scratchpad. After the configuration data is written to the configuration module, the scratchpad message is removed and the UPDATE prompt changes from a yellow font to a white font.

```
AFIS CONFIG 3/3
AUTO RPT      SAVE WX
2              2
AUTO WX       SAT COMM
3              3
RPT ON GND    SAT CFG
2              2

<UPDATE      AFIS MENU>
[UPDATE IN PROGRESS ]
```

2.10 Remove power to the DMU, apply power to the DMU for one minute, and remove power to the DMU.

2.11 Remove the test port connector or jumper wire from the test port and replace the test port cover.

3 Procomm Plus

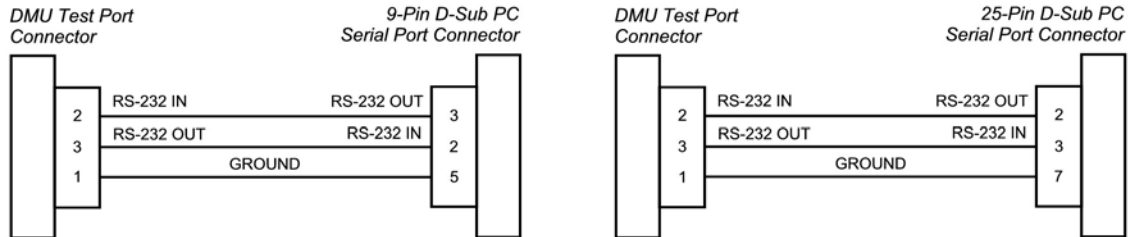
3.1 If not already accomplished, install Procomm Plus on a portable personal computer (PC).

Note: Procomm Plus is available either directly from Symantec Corporation at www.symantec.com or from various computer software retail stores.

Note: This procedure is based on Procomm Plus 4.8.

3.2 If not already accomplished, acquire or build the interface cable based on a DMU test port connector and either a 9-pin or 25-pin PC serial port connector as appropriate.

Note: The test port connector is available as Bendix/King part number 12870-1 from Bendix/King avionics dealers.



3.3 Connect the interface cable to the DMU test port and to the PC.

3.4 Run Procomm Plus.

3.5 If not already accomplished, configure Procomm Plus.

3.5.1 Select Options | System Options | Modem Connection from the menu bar.

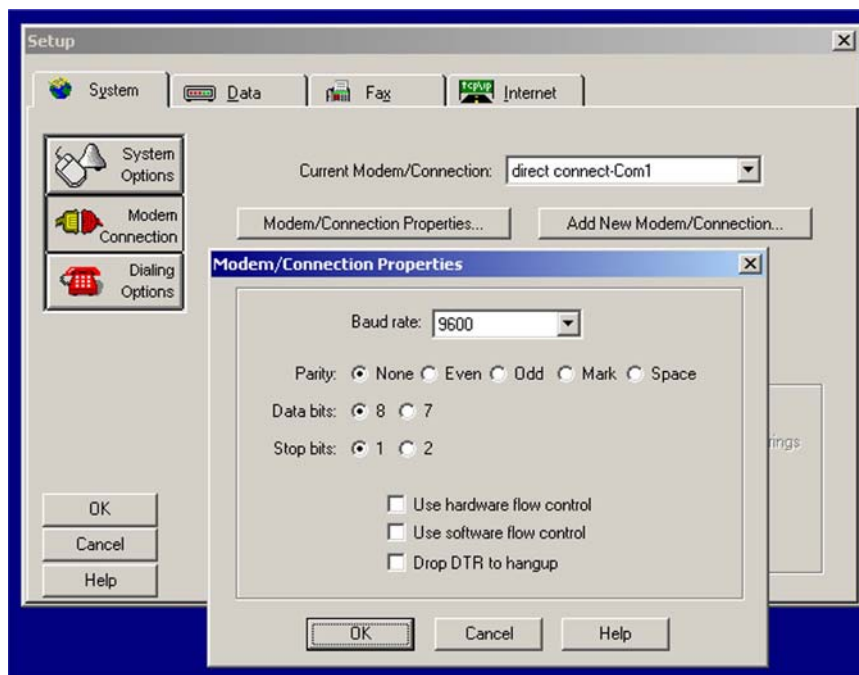
3.5.2 Select "direct connect-Com 1" from the "Current Modem/Connection" drop-down list.

3.5.3 Click the "Modem/Connection Properties..." button.

3.5.4 Select "9600" from the "Baud rate" drop-down list.

3.5.5 Select "Parity" to "None", "Data bits" to "8", and "Stop bits" to "1".

3.5.6 Deselect "Use hardware flow control", "Use software flow control", and "Drop DTR to hangup".

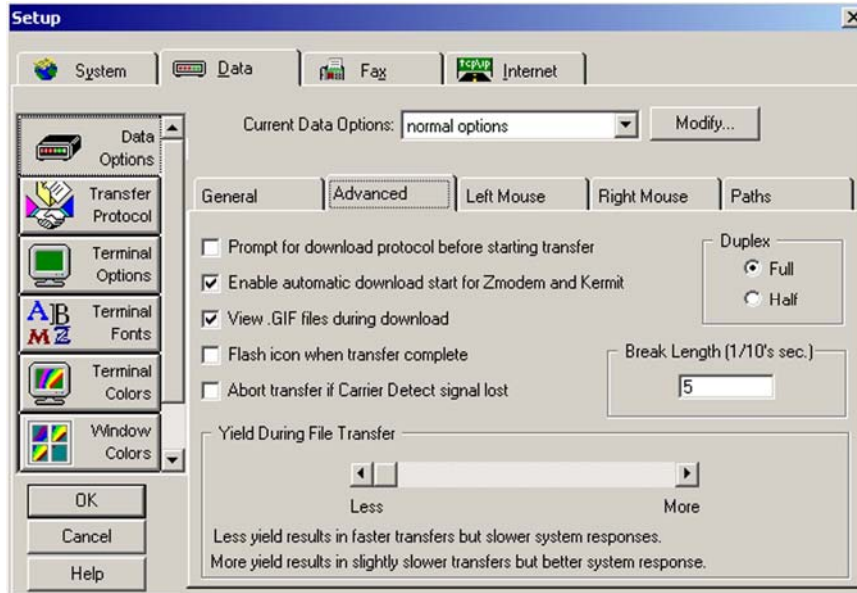


3.5.7 Click the "OK" button.

3.5 (continued)

3.5.8 Click the "Data" tab, then the "Data Options" button, and then the "Advanced..." tab.

3.5.9 Select "Duplex" to "Full" and enter "5" in the "Break Length" field.



3.5.10 Click the "Terminal Options" button.

3.5.11 Select "ADM31", "TVI925", or "TVI950" from the "Current Terminal" drop-down list.

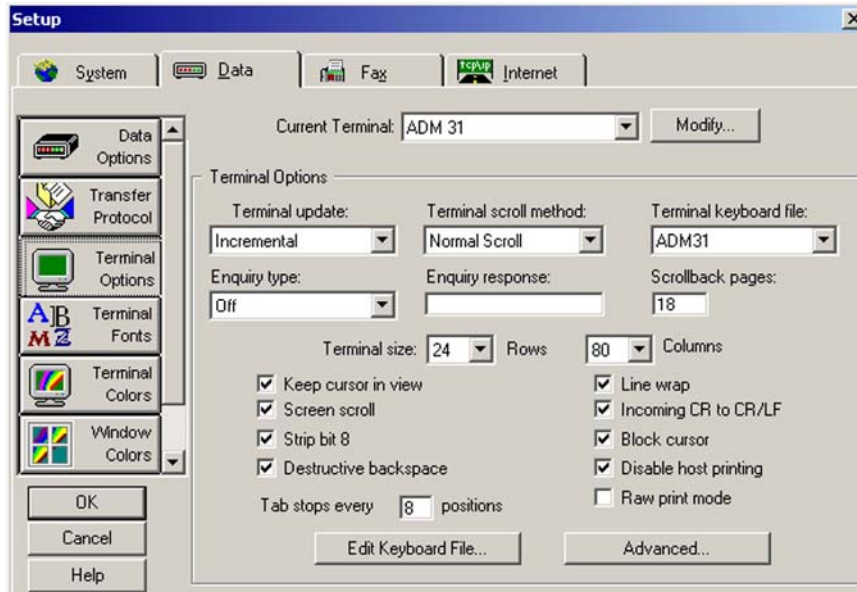
3.5.12 Select "Incremental" from the "Terminal Update" drop-down list.

3.5.13 Select "Off" from the "Enquiry Type" drop-down list.

3.5.14 Select "24" rows and "80" columns from the "Terminal Size" drop-down lists.

3.5.15 Select "Keep cursor in view", "Screen scroll", "Strip bit 8", "Destructive backspace", "Line wrap", "Incoming CR to CR/LF", "Block cursor", and "Disable host printing".

3.5.16 Enter "8" in the "Tab stops every _ positions" field.



3.5.17 Click the "OK" button.

3.8 Type "CM" and then press the ENTER key to access the CONFIGURATION MODULE MENU screen.

```
Procomms Plus Terminal
File Edit View Options Data Window Help
Script File:
STARTUP
Data

CONFIGURATION MODULE MENU

RDCNF - Read Configuration Module.
DEFCNF - Set Configuration Variables To Default Values.
PGMCNF - Program Configuration Module Using Above Data.
CC nn - Display allowed values of Configuration parameter #nn.
CC nn value - Change Configuration parameter #nn to value.

01 - Tail number: N12345
02 - ID Code: GS
03 - Flight Number: 0001
04 - Master Port: 1
05 - Port 1: GNS-1000/GNS-X
06 - Port 2: Disabled
07 - Port 3: Disabled
08 - Separate Antenna (Y/N): Y
09 - Default Frequency: U.S. Default
10 - Auto Report Interval: 15 Min.
11 - Aircraft Type: 65
12 - Basic Operating Weight: 47255
13 - Features Flag: OFF/ON Reports
14 - 429 Port A: 429 Intf.
15 - 429 Port B: 429 Intf.
16 - 429 Port C: 429 Intf.
17 - Auto RPT Config: On
18 - Save FPL.MSGs.WX: No
19 - Auto Weather: Off
20 - Satellite Comm: 741 Low Speed
21 - Satellite Network: On
22 - Auto RPT on Ground: Yes
23 - UHF Network: Yes
24 - OFF & ON Triggered by: Use STD DEFAULT

CM - Prints this menu again.
M - Main Menu.
CMO? [M=Menu]
```

3.9 To set a given parameter, type "CC", a space, the two digit parameter number, a space, the desired value, and then press the ENTER key. For example, to set the "TAIL NUMBER" parameter to "N12345", type "CC 01 N12345" and then press the ENTER key.

Note: To view valid values for a given parameter in the lower right corner of the screen, type "CC", a space, the two digit parameter number, and then press the ENTER key. For example, to view valid values for the "SEPARATE ANTENNA" parameter, type "CC 08" and then press the ENTER key.

Note: To set the configuration parameters to their respective default values, type "DEFCNF" and then press the ENTER key.

Note: To set the configuration parameters to their respective values as last programmed, type either "RDCNF" or "CM" and then press the ENTER key.

3.9.1 Configure the aircraft registration or permanent callsign by setting the "Tail Number" parameter to the aircraft registration or permanent callsign.

Note: A dash should not be entered as part of the aircraft registration.

3.9.2 Configure the airline identifier by setting the "ID Code" parameter to "GS".

Note: Configuring the airline identifier to "GS" is required in order to access GDC services via datalink.

3.9.3 Configure the flight number by setting the "Flight Number" parameter to "0001".

3.9.4 Configure the master ARINC 422 port by setting the "Master Port" parameter to "1", "2", or "3".

3.9.5 Configure the ARINC 422 port 1 by setting the "Port 1" parameter to "1" (for a Global GNS-1000/-X/-XES/-XL/-XLS), "2" (for a Global GNS-500), or "3" (for a Global GNS-XLS Enhanced).

Note: If no Global FMS is installed, configure "Port 1" to "1".

3.9.6 Configure the ARINC 422 port 2 by setting the "Port 1" parameter to "1" (for a Global GNS-1000/-X/-XES/-XL/-XLS), "2" (for a Global GNS-500), "3" (for a Global GNS-XLS Enhanced), or "4" (for no Global FMS).

3.9.7 Configure the ARINC 422 port 3 by setting the "Port 1" parameter to "1" (for a Global GNS-1000/-X/-XES/-XL/-XLS), "2" (for a Global GNS-500), "3" (for a Global GNS-XLS Enhanced), or "4" (for no Global FMS).

3.9.8 Configure VHF antenna usage by setting the "Separate Antenna" parameter to "Y" (if the DMU transceiver uses a dedicated VHF antenna) or "N" (if the DMU transceiver uses a shared VHF antenna).

3.9 (continued)

3.9.9 Configure the default VHF frequency by setting the "Default Frequency Parameter" to "1" (if the aircraft operates primarily inside North America) or "2" (if the aircraft operates primarily outside North America).

3.9.10 Configure the interval in minutes between automatic position reports by setting the "Auto Report Interval" parameter to a value between 1 and 31.

Note: The GDC recommends configuring the interval in minutes between automatic position reports to 15.

3.9.11 Configure the aircraft type by setting the "Aircraft Type" parameter to the aircraft type as found in the [appendix](#).

3.9.12 Configure the aircraft Basic Operating Weight by setting the "Basic Operating Weight" parameter to the aircraft Basic Operating Weight in pounds.

3.9.13 Configure transmission of takeoff and landing reports by setting the "Features Flag" parameter to "1" (Off/On Reports) or "4" (No Off/On Reports).

Note: The GDC recommends enabling takeoff and landing reports. For aircraft equipped with Inmarsat Aero-C satellite data communication systems, takeoff and landing reports must be enabled in order to ensure proper operation of the satellite system.

3.9.14 Configure the ARINC 429 port A by setting the "429 Port A" parameter to "1" (for ARINC 429 data), "2" (for ARINC 571 data), or "3" (for no data).

3.9.15 Configure the ARINC 429 port B by setting the "429 Port B" parameter to "1" (for ARINC 429 data), "2" (for ARINC 571 data), or "3" (for no data).

3.9.16 Configure the ARINC 429 port C by setting the "429 Port C" parameter to "1" (for ARINC 429 data), "2" (for ARINC 571 data), or "3" (for no data).

3.9.17 Configure the default power-up state for transmission of automatic position reports by setting the "Auto Rpt Config" parameter to 1 (Last State), 2 (On), or 3 (Off).

Note: The GDC recommends configuring the default power-up state for transmission of automatic position reports to On.

3.9.18 Configure storage of uplinked flight plans, messages, and weather reports and forecasts through power cycles by setting the "Save Fpl, Msg, Wx" parameter to "1" (No) or "2" (Yes).

3.9.19 Configure the default power-up state for automatic terminal weather updating by setting the "Auto Weather" parameter to "1" (Last State), "2" (On), or "3" (Off).

3.9.20 Configure the availability of a satellite data communications system by setting the "Satellite Comm" parameter to "1" (for no system), "2" (for an Aero-C system), or "3" (for an Aero-H, Aero-H+, or Aero-I system).

3.9.21 Configure the default power-up state for satellite network usage by setting the "Satellite Network" parameter to "1" (Last State), "2" (On), or "3" (Off).

Note: Some Honeywell FMSs may overwrite this parameter so that the DMU operates as if it was configured with the "last state" setting. This issue will be corrected with a future Honeywell FMS software release.

3.9.22 Configure transmission of automatic position reports when the aircraft is on the ground by setting the "Auto Rpt On Ground" parameter to "N" (No) or "Y" (Yes).

Note: The GDC recommends configuring transmission of automatic position reports when the aircraft is on the ground to Yes.

3.9.23 Configure the default power-up state for VHF network usage by setting the "VHF Network" parameter to "N" (No) or "Y" (Yes).

3.9.24 Configure the triggering of takeoff and landing events by setting the "Off & On Triggered By" parameter to "1" (Use Std Default) for general aviation aircraft.

Note: Depending on the aircraft type, a "Use DMU Weight On Wheels" parameter may be displayed instead. This parameter should be set to "N" (No) for general aviation aircraft.

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| 3.10 | <p>To program the configuration module with the current parameters, type "PGMCNF" and then press the ENTER key. The CONFIGURATION MODULE MENU screen will temporarily go blank as the configuration module is being programmed.</p> <p><i>Note: To exit the CONFIGURATION MODULE MENU screen without programming the configuration module with the current parameters, type "M" and then press the ENTER key to return to the DMU PROCESSOR TEST PORT COMMANDS screen.</i></p> |
| 3.11 | <p>After the configuration module has been programmed, type "M" and then press the ENTER key to return to the DMU PROCESSOR TEST PORT COMMANDS screen.</p> |
| 3.12 | <p>Type "OFF" and then press the ENTER key. A "TERM MODE OFF" message flashes.</p> |
| 3.13 | <p>Exit Procomm Plus.</p> |
| 3.14 | <p>Remove power to the DMU.</p> <p><i>Note: Changes made to configuration data do not take effect until power is cycled to the DMU.</i></p> |
| 3.15 | <p>Remove the test port connector or jumper wire from the test port and replace the test port cover.</p> |

Appendix – GDC Aircraft Types

| Description | Type |
|--|--------|
| BEECHCRAFT KING AIR C90A | C90A |
| BEECHCRAFT KING AIR C90B | C90B |
| BEECHCRAFT KING AIR E90 | BE90 |
| BEECHCRAFT KING AIR 200 | BE20 |
| BEECHCRAFT KING AIR 200 (ADDITIONAL CRUISE MODES) | BE20H |
| BEECHCRAFT KING AIR 300 | BE30 |
| BEECHCRAFT KING AIR 350 | BE35 |
| BEECHCRAFT 1900C | B1900C |
| BEECHCRAFT STARSHIP | BEST |
| BEECHCRAFT PREMIER I 390 | RA390 |
| BEECHCRAFT BEECHJET 400 | BE40 |
| BEECHCRAFT BEECHJET 400A | BE400A |
| BEECHCRAFT BEECHJET 400A (MLW 15,700 LBS.) | BE400H |
| BOEING 727-100 (JT8D-7 ENGINES) | B727D7 |
| BOEING 727-200 | B7272 |
| BOEING 737-2VR (ADVANCED JT8D-17 ENGINES) | B732A |
| BOEING 737-400 | B734 |
| BOEING BUSINESS JET (5 AUX TANKS) | BBJ5 |
| BOEING BUSINESS JET (5 AUX TANKS AND WINGLETS) | BBJ5W |
| BOEING BUSINESS JET (6 AUX TANKS AND WINGLETS) | BBJ6W |
| BOEING BUSINESS JET (7 AUX TANKS) | BBJ7 |
| BOEING BUSINESS JET (7 AUX TANKS AND WINGLETS) | BBJ7W |
| BOEING BUSINESS JET (8 AUX TANKS) | BBJ8 |
| BOEING BUSINESS JET (8 AUX TANKS AND WINGLETS) | BBJ8W |
| BOEING BUSINESS JET (9 AUX TANKS) | BBJ9 |
| BOEING BUSINESS JET (9 AUX TANKS AND WINGLETS) | BBJ9W |
| BOEING 757-200 | B757 |
| BRITISH AEROSPACE BAC 1-11 | BAC111 |
| BRITISH AEROSPACE JETSTREAM 3200 | BA32 |
| BRITISH AEROSPACE JETSTREAM 4100 | BA41 |
| BRITISH AEROSPACE 146-100 | BA461 |
| BRITISH AEROSPACE 146-200 | BA46 |
| BRITISH AEROSPACE 146-300 | BA463 |
| CESSNA CITATION / CITATION I - MODEL 500 | CE500 |
| CESSNA CITATION I/SP - MODEL 501 | CE501 |
| CESSNA CITATIONJET - MODEL 525 | CE525 |
| CESSNA CJ1 - MODEL 525 (S/N 360 AND ABOVE) | CE5251 |
| CESSNA CJ2 - MODEL 525A | CE525A |
| CESSNA CITATION II - MODEL 550 | CE550 |
| CESSNA CITATION II - MODEL 550 (ADDITIONAL CRUISE MODE) | CE550A |
| CESSNA CITATION II - MODEL 550 (MTOW 14,100 LBS.) | CE550H |
| CESSNA CITATION II - MODEL 550 (MTOW 14,100 LBS. AND ADDITIONAL CRUISE MODE) | CE550I |
| CESSNA CITATION II - MODEL 550 (MZFV 11,000 LBS.) | CE550Z |
| CESSNA CITATION II BRAVO - MODEL 550 | CE550B |
| CESSNA CITATION S/II - MODEL S550 | S550 |
| CESSNA CITATION S/II - MODEL S550 (MTOW 15,100 LBS.) | S550H |
| CESSNA CITATION V - MODEL 560 | CE560 |
| CESSNA CITATION V - MODEL 560 (MTOW 16,300 LBS.) | CE560H |
| CESSNA CITATION ULTRA – MODEL 560 | CE560U |
| CESSNA CITATION ENCORE – MODEL 560 | CE560E |
| CESSNA CITATION EXCEL – MODEL 560XL | CE560X |
| CESSNA CITATION III - MODEL 650 | CE650 |
| CESSNA CITATION III - MODEL 650 (WITH SB 13 & 14 AND MZFV 15,400 LBS.) | CE650B |

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| CESSNA CITATION III - MODEL 650 (WITH SB 13 & 14 AND MZFW 15,900 LBS.) | CE650A |
| CESSNA CITATION III - MODEL 650 (MZFW 16,300 LBS.) | CE650H |
| CESSNA CITATION III - MODEL 650 (MZFW 16,300 LBS.) | CE650Z |
| CESSNA CITATION VII - MODEL 650 (MTOW 23,000 LBS.) | CE657 |
| CESSNA CITATION X - MODEL 750 | CE750 |
| CESSNA CITATION X - MODEL 750 (S/N 173 AND ABOVE) | CE750A |
| CHALLENGER 600 | CL600 |
| CHALLENGER 600 (WITH WINGLETS) | CL600W |
| CHALLENGER 601-1A | CL601 |
| CHALLENGER 601-3A | CL61 |
| CHALLENGER 601-3A (MRW 45,250 LBS.) | CL61H |
| CHALLENGER 601-3R (MRW 45,250 LBS.) | CL601R |
| CHALLENGER 604 | CL604 |
| CHALLENGER 604 (WITH SB 604-11-001 FOR MRW 48,300 LBS.) | CL604H |
| CRJ 100 | CL65 |
| DORNIER 328-100 (P&W 119B ENGINES) | D328 |
| DORNIER 328JET | D328J |
| DOUGLAS DC-9 SERIES 30 (JT8D-9 ENGINES) | DC930 |
| EMBRAER 120 (P&W 118 ENGINES) | E120 |
| EMBRAER 120 (P&W 118A ENGINES) | E120A |
| EMBRAER 135BJ LEGACY | E35BJ |
| EMBRAER 135LR (AE 3007A1/3 ENGINES) | E35LR |
| FALCON 10 | FA10 |
| FALCON 100 | FA100 |
| FALCON 100 (MRW 18,740 LBS.) | FA100A |
| FALCON 20 - MODEL B | DA20B |
| FALCON 20 - MODEL C | DA20C |
| FALCON 20 - MODEL D | DA20D |
| FALCON 20 - MODEL F | FA20F |
| FALCON 20 RETROFIT | DA20RF |
| FALCON 20 RETROFIT (MODEL 'B' ENGINES) | FA20RB |
| FALCON 200 | FA200 |
| FALCON 50 | FA50 |
| FALCON 50 (WITH SB F50-0161 FOR MTOW 40,780 LBS.) | FA50H |
| FALCON 50EX | DA50EX |
| FALCON 900 | FA900 |
| FALCON 900 (MTOW 46,500 LBS.) | DA90H |
| FALCON 900B | DA90B |
| FALCON 900B (MTOW 46,500 LBS.) | DA90BH |
| FALCON 900C | DA90C |
| FALCON 900EX | DA90EX |
| FALCON 900EX (MTOW 49,000 LBS.) | DA90EH |
| FALCON 2000 | DA22 |
| FALCON 2000 (WITH SB F2000-0186) | DA22A |
| FALCON 2000EX | DA22EX |
| FALCON 2000EX (MTOW 42,200 LBS.) | DA22EH |
| GLOBAL EXPRESS | BD700 |
| GLOBAL EXPRESS (WITH SB BD700-1A10 FOR MTOW 98,000 LBS.) | BD700H |
| GULFSTREAM G100 / IAI 1125 ASTRA SPX | AJ25SP |
| GULFSTREAM G200 / IAI 1126 GALAXY | G200 |
| GULFSTREAM G200 / IAI 1126 GALAXY (WITH SB GALAXY-00-095 FOR MTOW 35,450 LBS.) | G200I |
| GULFSTREAM G300 | G300 |
| GULFSTREAM G400 | G400 |
| GULFSTREAM I | G1 |
| GULFSTREAM II | GUII |
| GULFSTREAM II-B | G2B |
| GULFSTREAM II-SP (WITH WINGLETS) | G2W |

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| GULFSTREAM II-TT (WITH TIP TANKS) | G2TT |
| GULFSTREAM III (ASC 70 - MRW 70,200 LBS.) | GIII70 |
| GULFSTREAM III (MRW 68,700 LBS.) | GUIII |
| GULFSTREAM IV | G4 |
| GULFSTREAM IV (WITH ADDITIONAL MACH 0.85 AND 0.86 CRUISE MODES) | G4A |
| GULFSTREAM IV-SP | G4SP |
| GULFSTREAM V | G5 |
| HAWKER 400XP (S/N RK-354 AND ABOVE) | B400X |
| HAWKER 600A | HS600A |
| HAWKER 700A | HS700A |
| HAWKER 700B | HS700B |
| HAWKER 800A | HS800A |
| HAWKER 800B | HS800B |
| HAWKER 800XP | HS800X |
| HAWKER 1000 | BA1000 |
| IAI 1124 WESTWIND | W1124 |
| IAI 1124 WESTWIND (WITH AFC 1076 SUPPLEMENT 4) | W1124I |
| IAI 1124A WESTWIND | W1124A |
| IAI 1125 ASTRA | AJ25 |
| IAI 1125 ASTRA (MTOW 24,650 LBS) | AJ25H |
| IAI 1125 ASTRA SPX / GULFSTREAM G100 | AJ25SP |
| IAI 1126 GALAXY / GULFSTREAM G200 | G200 |
| IAI 1126 GALAXY / GULFSTREAM G200 (WITH SB GALAXY-00-095 FOR MTOW 35,450 LBS.) | G200I |
| LEARJET 25B/C | LE25 |
| LEARJET 31 | LE31 |
| LEARJET 31A | LE31A |
| LEARJET 31A (MZFW 13,500 LBS.) | LE31AZ |
| LEARJET 31A WITH SB 31-8-1R1 | LE31AL |
| LEARJET 35A | LE35 |
| LEARJET 36 (WITH EXTENDED TIP TANKS AND AVCON FINS) | LE36I |
| LEARJET 36A | LE36 |
| LEARJET 45 (S/N 45-002 THROUGH 45-071 WITHOUT SB 45-00-1) | LE45 |
| LEARJET 45 (S/N 45-002 AND ABOVE WITH SB 45-11-4 AND MTOW 21,500 LBS.) | LE45J |
| LEARJET 45 (S/N 45-071 AND ABOVE WITH SB 45-00-1) | LE45I |
| LEARJET 55 (ECR 2431) | LE55 |
| LEARJET 55 (ECR 2554) | LE55A |
| LEARJET 55C | LE55C |
| LEARJET 60 | LE60 |
| LOCKHEED JETSTAR 731 | JET731 |
| MCDONNELL-DOUGLAS MD-87 (JT8D-219 ENGINES) | MD87 |
| MITSUBISHI MU-300 DIAMOND I | DIAM1 |
| PILATUS PC12 (MTOW 9,039 LBS.) | PC12 |
| PILATUS PC12/45 (MTOW 9,921 LBS.) | PC12H |
| SAAB 2000 | SA20 |
| SABRELINER 60 | SABR60 |
| SABRELINER 65 | SABR65 |
| SABRELINER 80 | SABR80 |
| SIKORSKY S-76B | SK76B |