Lynx NGT-9000D+ Lessons Learned
As of June 3, 2017

Updated data in RED text below

Our two boxes are NGT-9000D+ models with software version 2.0.
- The "D" has support for antenna diversity.
- The "+" indicates we have the Active Traffic Advisory System (TAS).

We have the GPS antenna on top of the aircraft and a single antenna for weather traffic on the bottom.

We do have the basic TAS functionality ("traffic, 11 o'clock"). We do not have the optional extended call-outs (low, 5 miles).

We have no external lamps to indicate a Traffic Advisory (TA).

We do have the weather displays. Screen 2 of 4 on the right side displays weather radar; screen 3 of 4 displays winds/temps at a selected flight altitude; screen 4 of 4 displays METAR/TAF/NOTAMs for a selected airfield. We do not have the Stormscope or its options (Lightning detection).

We do not have The Terrain Awareness and Warning System (TAWS).

We do have WiFi. When the NGT-9000 is operational you will see the aircraft tail number as an available wireless network to which you can connect.

The Flight ID is not configurable; it is set to the aircraft tail number. The flight ID screen is only used on aircraft where the call sign for a changes between flights on the same tail number (commercial airlines, military, etc)

Note that ADSB-In weather is not real time. There is a delay. Plan accordingly when using ADSB-In to support your decisions on weather avoidance.

A suggested initial configuration is:
- The Traffic display (#2 of 2 screens) on the left side; set range to six miles on the outer ring and 2 miles on the inner ring
- Weather radar on the right (screen 2 of 4)…switching to the Wind/Temp screen (screen 3 of 4) and METARs/TAFs/NOTAMS (screen 4 of 4) as needed.

- Transponder circuit breaker is a pullable CB in 14D; the CB in 85W is not "pullable" (i.e., it is a flush CB).

- Formation Gouge:

  -- Consider putting an airplane with ADSB-In in the lead position to help lead clear for the flight.

  -- The Lynx *WILL* transition from STBY to ALT on takeoff leg even if "forced" to STBY prior to takeoff roll.

-- When forced from ALT to STBY after takeoff and it makes its automatic transition to ALT, it appears the Lynx will stay in STBY. This process will need to be repeated after any wing landings (i.e., it appears a landing will reset the logic in the system and the transponder will automatically go to ALT on the next takeoff).

-- It appears that the Lynx will still receive ADSB-In traffic data (at least for a period of time) when the transponder is placed in STBY. It may also be that a wingman will continue to receive ADSB-In data based on the flight leads ADSB-Out transmissions (i.e., still in the reception area for ADSB-In transmissions going to lead)