

LX Flarm LED Display Pro

Device manual

- LX navigation -

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Document information

0.1 Abstract

This document represents the user manual for the LX Flarm LED Display Pro. The installation manual and additional info can be found on www.lxnavigation.com.

0.2 Document status

Document status: PUBLIC

| Document status | Explanation |
|-----------------|---|
| Internal | Intended only for LX navigation staff |
| Public | Available publicly to all |
| Personal | Intended for a specific person and/or company, noted on this page |
| Dealer | Intended for a specific dealer, noted on this page |
| Manufacturer | Intended for a specific manufacturer, noted on this page |

0.3 List of applicable products

| Device | Part Number | HW Version |
|--------------------------|-------------|------------|
| LX Flarm LED Display Pro | LX02000451 | 1.0 |

0.4 Revision history

| Document name | Document revision | SW version | Date | Revised by | Approved by | Notes |
|---------------|-------------------|------------|-----------|------------|-------------|-----------------|
| LX_FLDPUM | R1 | 1.0 | 19.5.2026 | | N.S. | Initial release |



Important notices

1.1 Using this manual

This manual has been created in \LaTeX , giving us the possibility of linking up everything we find linkable. You will find references to other parts of the manual, to other manuals, webpages, etc. throughout the manual.

Linkable content will be **bold and underlined**.

NOTE

The most recent version of this manual will always be available at
<https://lxnavigation.com/support/>

1.2 Device operating limits

This instrument may be used under VFR (Visual flight rules) only! Any navigational information is provided for reference only. The pilot takes all responsibility and risk associated with the use of this device.

The LX Flarm LED Display Pro is a **secondary awareness tool** and must never be used as a primary means of collision avoidance. Always maintain visual lookout and comply with all applicable air traffic regulations.

Have a nice flight.

1.3 Limited warranty

This device is warranted to be free from defects in materials or workmanship for two years from the date of purchase. Within this period, LX navigation will, at its sole discretion, repair or replace any components that fail in normal use. Such repairs or replacements will be made at no charge to the customer for parts and labour, the customer shall be responsible for any transportation cost. This warranty does not cover failures due to abuse, misuse, accident, or unauthorized alterations or repairs.

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The manufacturer does not take the responsibility for possible mistakes or misprints in this text and gives no guarantee for accuracy of this manual. This manual has been written with the greatest care and we have done our best to avoid any mistakes but with all respect please check any doubtful statement and let us know. We would be very grateful and we thank you in advance for any comment.

1.4 Sunburned display

Damages to the device, especially the display part, are not covered by the warranty and will be considered as misuse of the device. Do not leave the device exposed to direct sunlight when the aircraft is parked and unattended.

1.5 Disclaimer/EULA

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Getting started

2.1 Device overview



Figure 1. LX Flarm LED Display Pro

The LX Flarm LED Display Pro (part number LX02000451) is a compact cockpit instrument designed to work alongside your FLARM collision-avoidance unit. It presents nearby traffic information and alert status at a glance using a bright 1.5" sunlight-readable display and a surrounding ring of colored LEDs visible in peripheral vision.

WARNING

This instrument is not TSO approved and must not be used as a sole means of collision avoidance. It is a secondary awareness instrument intended to complement your FLARM device.

The device performs three core functions automatically:

- Monitors FLARM data continuously while you fly
- Shows calm, informative content (clock, nearest traffic, or own speed) when the sky is clear
- Switches instantly to a targeted warning display the moment a FLARM threat is detected — no pilot input required

2.2 FLARM requirements

For the display to work correctly, your FLARM unit must be configured to transmit **both** traffic alerts **and** GPS position data simultaneously on its NMEA/IGC output port. Without GPS data the device cannot determine the direction of nearby traffic and will show a **NO GPS** fault screen.



If you are unsure, verify your FLARM output settings in the FLARM configuration tool — this is a one-time setup step.

2.3 Features

- 1.5" IPS LCD, 320×172 px, 1000 nits — sunlight-readable
- Surrounding RGB LED ring for instant, peripheral-vision status
- Automatic baud-rate detection (9600 / 19200 / 38400 / 57600 / 115200 bps)
- Head-on synthetic horizon warning screen for direct-approach threats
- Configurable idle screens: Clock, Nearest Traffic, Own Ship
- Integrated buzzer with escalating audio alert patterns
- Obstacle and restricted airspace warning screens
- Single-button interface with settings menu
- Built-in hidden game for ground entertainment
- Dimensions: 61 mm × 22 mm × 22 mm (including connector)
- Weight: ~40 g
- Input voltage: 10–18 V DC (12 V nominal)
- Power consumption: ≤100 mA at 12 V
- Operating temperature: –15 °C to +60 °C
- Connector: RJ45 8-pin (IGC standard pinout)



Contents

| | | |
|----------|---|-----------|
| 0 | Document information | 2 |
| 0.1 | Abstract | 2 |
| 0.2 | Document status | 2 |
| 0.3 | List of applicable products | 2 |
| 0.4 | Revision history | 2 |
| 1 | Important notices | 3 |
| 1.1 | Using this manual | 3 |
| 1.2 | Device operating limits | 3 |
| 1.3 | Limited warranty | 3 |
| 1.4 | Sunburned display | 4 |
| 1.5 | Disclaimer/EULA | 4 |
| 2 | Getting started | 5 |
| 2.1 | Device overview | 5 |
| 2.2 | FLARM requirements | 5 |
| 2.3 | Features | 6 |
| 3 | Package contents | 9 |
| 3.1 | Cable options | 9 |
| 3.1.1 | Standard FLARM with RJ45 IGC port | 9 |
| 3.1.2 | Older FLARM with RJ11 port | 9 |
| 3.1.3 | Non-standard connectors — custom wiring harness | 10 |
| 4 | Installation | 11 |
| 4.1 | Cable connection | 11 |
| 4.1.1 | RJ45 pinout | 11 |
| 4.2 | Mounting | 12 |
| 5 | Switching on — start-up sequence | 13 |
| 5.1 | Step 1 — Logo screen (0 to 6 seconds) | 13 |
| 5.2 | Step 2 — Connecting to FLARM | 13 |
| 5.3 | Step 3 — Ready | 13 |
| 6 | LED ring | 14 |
| 7 | Normal flight screens | 15 |
| 7.1 | Idle screens — when the sky is clear | 15 |
| 7.1.1 | Clock | 15 |
| 7.1.2 | Nearest traffic | 15 |
| 7.1.3 | Own ship | 16 |
| 7.2 | Traffic warning screens — automatic | 17 |



| | | |
|-----------|--|-----------|
| 7.2.1 | Standard warning screen | 17 |
| 7.2.2 | Head-on warning screen | 17 |
| 7.3 | Obstacle warning screen | 19 |
| 7.4 | Restricted airspace warning screen | 19 |
| 8 | Fault screens | 20 |
| 9 | Audio warnings | 21 |
| 10 | Settings menu | 22 |
| 10.1 | Opening the menu | 22 |
| 10.2 | Navigation | 22 |
| 10.3 | Settings reference | 22 |
| 11 | Hidden game — "Flappy Plane" | 24 |
| 11.1 | Activation | 24 |
| 11.2 | How to play | 24 |
| 12 | Technical specifications | 25 |
| 12.1 | Display care | 25 |
| 13 | Contact | 26 |

Package contents



Figure 2. LX Flarm LED Display Pro

The LX Flarm LED Display Pro is supplied as a bare device only.

| Qty | Item |
|-----|---------------------------------------|
| 1 | LX Flarm LED Display Pro (LX02000451) |

WARNING

No mounting material, adhesive tape, or cables are included. These must be sourced separately. See Section 3.1 for cable guidance.

3.1 Cable options

The required cable depends on which FLARM device you are connecting to. Three scenarios are described below.

3.1.1 Standard FLARM with RJ45 IGC port

Most current FLARM devices (PowerFLARM Core, PowerFLARM Portable, FLARM Classic with IGC port) use a standard RJ45 connector for their data port. Purchase a **straight-through (1:1) RJ45 patch cable** of a suitable length. Do **not** use a crossover cable.

3.1.2 Older FLARM with RJ11 port

Some older FLARM units use a smaller RJ11 connector. Purchase a pre-made **RJ45-to-RJ11 adapter cable** or build one, verifying that the signals map correctly to the pinout in Section 4.1. The power, ground, TX, and RX lines must connect to the correct RJ45 pins on the display side.

3.1.3 Non-standard connectors — custom wiring harness

Some traffic awareness systems use proprietary connectors and require a custom wiring harness:

- **Navia Traffic** — HD-26 D-Sub connector (see example wiring below)
- **FLARM Fusion** — refer to the Fusion connector documentation
- **AirAvionics AT-1** — refer to the AT-1 connector documentation

Identify the power output, ground, RS232 TX, and RS232 RX pins on your device's connector, then wire them to the corresponding pins on an RJ45 plug (see Section 4.1).

Example: Navia Traffic J200 (HD-26) wiring harness The Navia Traffic system uses a **26-pin High-Density D-Sub (HD-26)** connector designated J200. The mating hardware is listed in Table 5.

Table 5. Navia Traffic J200 mating connector parts

| Description | LX Part No. | Manufacturer Part No. |
|---------------------------------------|-------------|-----------------------|
| Mating connector (HD-26) | LX04000310 | 164X11959X |
| Backshell, 90°/180° shielded | LX04000260 | 16-001820 |
| HD D-Sub Male Pin, Gold, 22 AWG crimp | LX04000320 | 162A18419X |

Use **pins 1, 2, 3, and 4** of the J200 connector. Wire them to the display's RJ45 plug as shown in Table 6.

Table 6. Navia Traffic J200 → LX Flarm LED Display Pro wiring

| J200 Pin | J200 Signal | Direction | RJ45 Pin | RJ45 Function |
|----------|------------------------------|-----------|----------|---------------|
| 1 | V_OUT (Power for Display) | OUT | 1, 2 | +12 V Power |
| 2 | GND (Power / Signal Ground) | PWR | 7, 8 | Ground |
| 3 | RS232_1_TX (Port 1 Transmit) | OUT | 5 | Data In |
| 4 | RS232_1_RX (Port 1 Receive) | IN | 6 | Data Out |

NOTE

Connect J200 pin 1 to **both** RJ45 pins 1 and 2 (both are power inputs). Connect J200 pin 2 to **both** RJ45 pins 7 and 8 (both are ground). This ensures adequate current capacity on the power and return lines.

WARNING

Verify the supply voltage on the V_OUT pin of your Navia Traffic unit is within the display's input range of **10–18 V DC** before connecting. Connecting an out-of-range supply will damage the display and voids the warranty.

Installation

4.1 Cable connection

The LX Flarm LED Display Pro connects to your FLARM unit via a standard **RJ45 cable** (the same connector type used on most FLARM devices for their IGC/NMEA port). A single cable carries both power and data.

NOTE

Use a **straight-through (1:1) RJ45 patch cable** only. Do **not** use a crossover cable, as this will prevent correct operation.

4.1.1 RJ45 pinout



Figure 3. RJ45 connector on the rear of the device

| Pin | Function | Notes |
|-----|-------------|---|
| 1 | +12 V Power | Main power input. Internally fused. |
| 2 | +12 V Power | Main power input. Internally fused. |
| 3 | — | Not connected. |
| 4 | — | Not connected. |
| 5 | Data In | Connects to the FLARM data output (TX) pin. |
| 6 | Data Out | Connects to the FLARM data input (RX) pin. |
| 7 | Ground | Power and signal ground. |
| 8 | Ground | Power and signal ground. |



NOTE

The connector accepts both **8-pin RJ45** and **6-pin RJ12** plugs. Because pins 1 & 2 are both +12 V and pins 7 & 8 are both ground, an RJ12 plug (which occupies positions 2–7 of the jack) still lands on a power pin (2), a ground pin (7), Data In (5), and Data Out (6). A standard 6-conductor straight-through telephone/FLARM cable therefore works without modification.

WARNING

Supply voltage: 10–18 V DC (12 V nominal). The device includes an internal voltage converter. **Do not connect 5 V or 3.3 V supplies** — the unit will not operate.

4.2 Mounting

The unit measures **61 mm × 22 mm × 22 mm** (including connector) and weighs approximately 40 g.

- Attach using high-strength double-sided tape (3M VHB or equivalent).
- Suitable locations: glare shield, instrument panel bezel, canopy rail.
- Ensure the RJ45 cable is routed with a gentle bend radius and cannot foul any flight controls or the canopy mechanism.
- Clean and degrease the mounting surface before applying tape for maximum adhesion.

NOTE

Confirm the display is visible from the normal head-up seating position before permanently bonding the tape. Verify the LED ring is not obscured by the instrument panel surround.

Switching on — start-up sequence

5.1 Step 1 — Logo screen (0 to 6 seconds)

The moment power is applied, the LX Navigation logo appears on screen simultaneously with a short startup beep. While the logo is displayed, the surrounding LED ring runs a brief self-test color cycle: **red** for the first second, **green** for the second, **blue** for the third. After three seconds the LEDs extinguish. This confirms all LEDs are fully functional.

The logo screen passes through three information stages:

| Time | Content shown below the logo |
|-----------|-------------------------------|
| 0 – 3 s | Device name |
| 3 – 4.5 s | Unit serial number |
| 4.5 – 6 s | Software and hardware version |

5.2 Step 2 — Connecting to FLARM

After the logo screen, the display shows "**Connecting...**" with a baud-rate counter and a row of animated dots. The device is cycling through supported communication speeds (9600, 19200, 38400, 57600, 115200 bps) until it detects the speed used by your FLARM.

WARNING

Do not press the button during this phase. Simply wait for the device to lock onto your FLARM's baud rate.

If the counter continues cycling without locking, check:

- Your FLARM unit is switched on and powered correctly.
- The RJ45 cable is fully and securely seated at both ends.
- Your FLARM is configured to output data on its IGC/NMEA port.

5.3 Step 3 — Ready

Once FLARM data is successfully decoded, the screen clears and the device enters normal flight operation.

LED ring

The ring of LEDs surrounding the screen provides an instant status indication that can be read in peripheral vision without looking directly at the display.

| Color / Pattern | Meaning |
|-----------------------|---|
| Off | Starting up, or Settings menu is open. |
| Blue (pulsing) | Waiting for GPS fix, or no FLARM connection yet. |
| Green | Traffic detected nearby — no immediate threat. |
| Yellow | A specific aircraft is relevant — monitor its position. |
| Red (steady) | Collision warning — look out and maneuver immediately. |
| Red (blinking) | Obstacle warning — fixed hazard (tower, cable, etc.) ahead. |

When a traffic warning is active, the illuminated LED arc also indicates the **direction** of the threat around the ring. A cluster of lit LEDs points toward the clock-position of the conflicting aircraft (e.g., LEDs lighting at "2 o'clock" indicate traffic ahead and to the right).

Normal flight screens

7.1 Idle screens — when the sky is clear

When no FLARM threat is present, the display shows one of three configurable idle screens. The active idle screen is selected in the Settings menu (see Section 10).

7.1.1 Clock



Figure 4. Clock idle screen

A large, easy-to-read time display derived directly from the FLARM GPS receiver, updated every second. Highly accurate and requires no maintenance. The time zone offset can be adjusted in the Settings menu, or left at UTC.

7.1.2 Nearest traffic



Figure 5. Nearest traffic idle screen

Shows the closest aircraft currently tracked by your FLARM, even if it is not a declared threat. Useful for maintaining situational awareness near other known gliders.

Displayed information:

- **Alt:** Vertical separation from the nearest aircraft (positive = above you, negative = below).
- **Dist:** Horizontal distance to the nearest aircraft.

- **Arrow:** A rotating arrow pointing in the direction of the nearest aircraft.

7.1.3 Own ship



Figure 6. Own ship idle screen

Shows your current ground speed and track angle, sourced live from your FLARM GPS receiver and updated every second.

Displayed information:

- **GS:** Ground speed in the selected unit (km/h, knots, or mph).
- **TRK:** Current track over the ground, in degrees.

7.2 Traffic warning screens — automatic

The moment your FLARM detects a threat at any alarm level, the display switches automatically to the most appropriate warning screen for the geometry of that encounter. No pilot action is required.

7.2.1 Standard warning screen



Figure 7. Standard collision warning screen

When it appears: For the majority of traffic encounters — aircraft crossing your path, approaching from the side, overtaking, or converging from any direction other than directly ahead.

Left side — Elevation strip:

A vertical bar representing the vertical field of view, with sky (blue) at the top and ground (brown) at the bottom. A white marker moves up or down to indicate whether the conflicting traffic is **above or below** your horizon. Marker at the top: look up. Marker at the bottom: look down.

Right side — Traffic data:

- Relative altitude in meters or feet (positive = above, negative = below).
- Horizontal distance in the selected unit.

LED ring: Illuminates in the direction of the threat. Together with the elevation strip, this gives a three-dimensional vector: look in the direction indicated by the ring, at the height indicated by the elevation strip.

7.2.2 Head-on warning screen



Figure 8. Head-on collision warning screen



When it appears: Only when a high-priority threat is approaching from **directly ahead** — within 45° of your nose — and flying toward you.

Why it is different: In a head-on encounter the combined closing speed can exceed 300 km/h. Numbers cannot be interpreted in the available time. This screen replaces numerical readouts with a single, instinctive image.

What you see: A synthetic horizon — sky above, ground below, with a white horizon line and center reference mark. An aircraft symbol is placed on screen at the **exact angular position** in your forward field of view where the real aircraft will appear.

- Symbol **high and right** → look up and right through your canopy.
- Symbol **low and left** → look down and left.

Maneuver **away from** the symbol. The LED ring simultaneously illuminates on the side from which the threat is coming.

The aircraft symbol **blinks faster** and the surrounding **orange circle grows larger** as the alarm level increases, conveying escalating urgency without requiring the pilot to read numbers.

7.3 Obstacle warning screen



Figure 9. Obstacle warning screen

When it appears: Your FLARM database contains a known fixed obstacle ahead — a radio tower, cable car installation, high-tension power line, or similar.

The screen turns **red** and shows:

- Obstacle type
- Distance to the obstacle
- Altitude of the obstacle relative to your current altitude

The LED ring blinks **red continuously** for maximum peripheral visibility.

7.4 Restricted airspace warning screen

When it appears: You are approaching or entering airspace that your FLARM has flagged as restricted, prohibited, or controlled.

The screen shows:

- Airspace type (e.g., CTR, TMA, Restricted)
- Distance to the airspace boundary
- Altitude of the relevant airspace boundary relative to you

Fault screens



Figure 10. NO GPS fault screen

The following screens appear when a condition prevents the display from operating correctly.

| Screen | Meaning |
|-----------------|--|
| NO GPS | Your FLARM has lost its GPS satellite fix. Traffic is still being detected and warnings may be issued, but directional information cannot be calculated — range data may be unreliable. Wait for the GPS fix to be re-acquired. This normally occurs within 1–2 minutes with an unobstructed sky view. |
| NO FLARM | The display has lost communication with the FLARM unit. Check that the RJ45 cable is fully seated at both ends and that the FLARM is powered on. |



Audio warnings

The device contains an integrated buzzer. The beep pattern escalates with increasing threat urgency.

| Sound pattern | Meaning |
|----------------------------|--|
| Slow single beep (1/s) | Traffic nearby — not yet a collision threat, but worth monitoring. |
| Faster double beep (2/s) | Converging aircraft — look outside and monitor closely. |
| Rapid beeping (4/s) | Immediate collision risk — look out and take evasive action now. |
| Distinct repeating pattern | Obstacle or airspace warning. |



Settings menu

10.1 Opening the menu

From any normal flight screen, **press and hold** the button for approximately 1.5 seconds. The settings menu appears and the LED ring switches off.

10.2 Navigation

The device has a **single button**. All menu interaction uses short and long presses.

| Action | Method |
|-----------------------|---|
| Move to next item | Short tap |
| Select item to change | Long press — current value turns orange |
| Cycle through options | Short tap while value is orange |
| Confirm the change | Long press while value is orange — value returns to white |
| Leave the menu | Scroll to Exit and long press |

10.3 Settings reference

| Setting | Options | Description |
|--------------------|-----------------------|---|
| Altitude | m / ft | Unit for all altitude values on warning screens. |
| Distance | km / NM / Miles | Unit for all distance values on warning screens. |
| Speed | km/h / kts / mph | Unit for ground speed on the Own Ship idle screen. |
| Vario | m/s / kts / fpm | Unit for climb/descent rate. |
| Idle Screen | Clock / Nearest / Own | Selects the content shown during normal flight when no threat is present. |
| Timezone | -12 to +14 | Shifts the displayed clock time to your local time zone. 0 = UTC. |
| Demo Mode | Off / On | Generates simulated FLARM traffic for ground testing. Turn this OFF before every flight. |
| Reset | (action) | Long press to restore all settings to factory defaults. |
| Exit | (action) | Long press to return to the flight screen. |



WARNING

Demo Mode must be set to Off before flight. With Demo Mode active the display shows simulated threats and will not react to real FLARM traffic.



Hidden game — "Flappy Plane"

A small game is hidden inside the device for use during ground holds or while waiting at the holding point.

11.1 Activation

1. Switch the device off and back on (cycle power).
2. While the LX Navigation logo is showing — **within the first 6 seconds** — press and hold the button.
3. Continue holding for 2 seconds until the game starts.

NOTE

The game can only be activated during the logo screen. After the device transitions to the Connecting screen, the game can no longer be started.

11.2 How to play

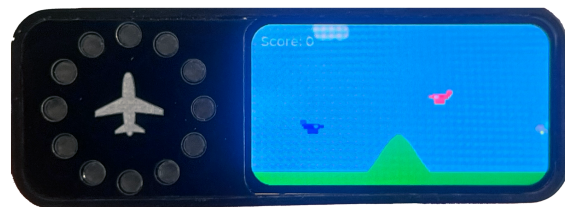


Figure 11. Flappy Plane game screen

You control a small aircraft flying through obstacles. Gravity continuously pulls the aircraft downward; each button tap fires the engine and briefly gains altitude.

- **Short tap:** Engine burst — gain altitude.
- **Avoid:** Anything that is not sky.
- **Score:** Counts up as long as the aircraft is flying.
- **High score** is saved to non-volatile memory and displayed on the game-over screen.
- **Exit:** After a game over, select Exit from the menu that appears. The device restarts into normal flight mode.



Technical specifications

| Parameter | Value |
|------------------------------|---|
| Part number | LX02000451 |
| Dimensions | 61 mm × 22 mm × 22 mm (including connector) |
| Weight | ~40 g |
| Mounting | Double-sided tape (3M VHB or equivalent) |
| Input voltage | 10 – 18 V DC (12 V nominal) |
| Power consumption | ≤100 mA at 12 V |
| Connector | RJ45 8-pin (IGC standard pinout) |
| Baud rate | Auto-detects: 9600 / 19200 / 38400 / 57600 / 115200 bps |
| Display | 1.5" IPS LCD, 320×172 px, 1000 nits (sunlight-readable) |
| LED ring | RGB, multi-segment, directional indication |
| Operating temperature | –15 °C to +60 °C |

12.1 Display care

Do not leave the device exposed to direct sunlight when the aircraft is parked. Prolonged exposure to focused sunlight can permanently damage the display. Display damage caused by sun exposure is not covered under warranty.

Contact

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