

GARMIN®

FliteCharts Data Alert 26060

TO: Users of all Garmin aviation products and Garmin Pilot™ App using the US with Guided Visuals or North America with Guided Visuals FliteCharts® databases

DATE: June 5, 2026

CYCLE: 2606

AIRPORT: Jacqueline Cochran Regional, Palm Springs, CA (KTRM)

SUBJECT: Missing RNAV G RWY 35 (GUIDED VISUAL) chart

PRODUCT AFFECTED

US with Guided Visuals or North America with Guided Visuals FliteCharts cycle 2606 (effective June 11, 2026) are affected.

DESCRIPTION

The RNAV G RWY 35 (GUIDED VISUAL) chart at Jacqueline Cochran Regional, Palm Springs, CA (KTRM) was omitted.

PILOT ACTION

Refer to the attached RNAV G RWY 35 (GUIDED VISUAL) chart on pages 2 and 3 of this alert.

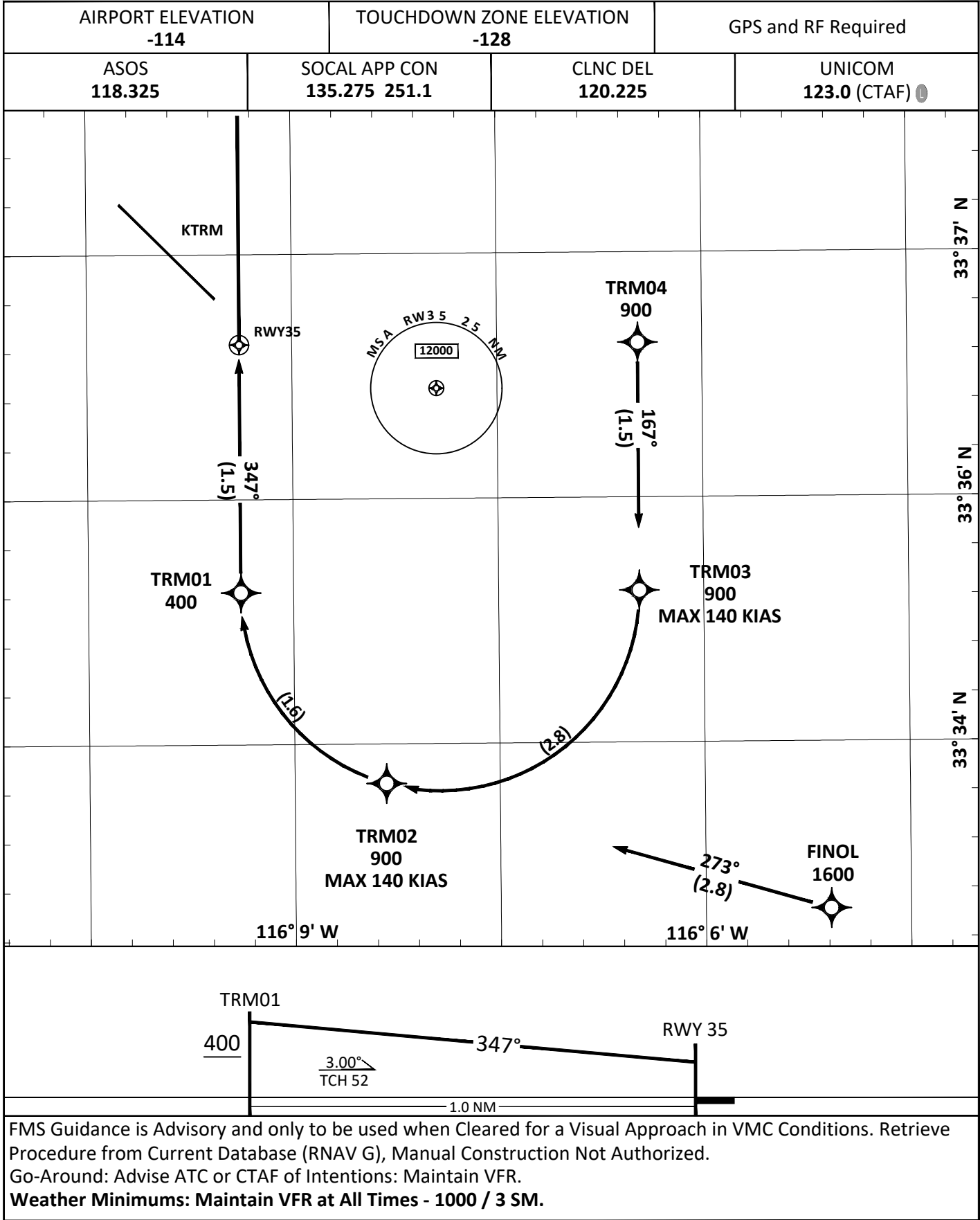
RESOLUTION

The affected chart will be included in cycle 2607 of the US with Guided Visuals and North America with Guided Visuals FliteCharts databases for applicable Garmin aviation products and in Garmin Pilot. Cycle 2607 FliteCharts databases are effective July 9, 2026 and will be available July 7, 2026.

THIS ALERT SHOULD BE MADE AVAILABLE TO ALL USERS OF GARMIN AVIATION UNITS OR SYSTEMS USING THE US WITH GUIDED VISUALS OR NORTH AMERICA WITH GUIDED VISUALS FLITECHARTS DATABASES

Alerts are written for the currently effective cycle and next cycle. It is possible that data from prior cycles is also affected. Garmin recommends using the latest effective data cycle.

Garmin requests the flight crew report any observed discrepancies related to database information. These discrepancies could come in the form of an incorrect procedure, incorrectly identified terrain, obstacles, fixes, or any other displayed item used for navigation or communication in the air or on the ground. Go to [FlyGarmin.com](https://flygarmin.com) and select "Aviation Data Error Report."



KTRM RNAV G RWY 35

Guided Visual procedures are provided by Garmin and are not published in any official aeronautical information publications. As such, it is the responsibility of the operator to understand the limitations of the data and procedure design. This procedure provides lateral and vertical guidance to aid the crew in executing a stabilized visual approach. It is NOT an instrument approach and must only be used in visual conditions. The crew are solely responsible for the safe use of this procedure and are responsible for avoiding terrain, obstacles, and traffic at all times.

Additional Information

- ATC has no knowledge of this procedure
- The use of this procedure does not allow the crew to deviate from an ATC clearance
- The use of this procedure in Instrument Meteorological Conditions (IMC) is prohibited.
- Autopilot may be used for the entirety of the visual approach but shall be disconnected by the autopilot minimum use height
- The procedure utilizes Radius to Fix (RF) legs. Direct-to any waypoint anchoring an RF leg is not authorized.