

# SERVICE INFORMATION

## NO. SI 40NG-010

**NOTE:** SI's are used only:  
1) To distribute information from DAI to our customers.  
2) To distribute applicable information/documents from our suppliers to our customers with additional information.  
Typically there is no revision service for SI's. Each new information or change of that will be sent along with a new SI.

### I. TECHNICAL DETAILS

#### 1.1 Airplanes affected:

All DA 40 NG airplanes equipped with GARMIN G1000 System

#### 1.2 Subject:

GARMIN Service Advisory No. 1029 Revision D  
ATA-Code: 34-00

#### 1.3 Reason:

GARMIN has issued Service Advisory No. 1029 Revision D informing that the European Satellite Services Provider (ESSP) officially declared the start of the European Geostationary Navigation Overlay System (EGNOS) Safety-of-Life (SoL) service on March 2, 2011. The EGNOS SoL Service is fully operational.

#### 1.4 Information:

For detailed technical information refer to GARMIN Service Advisory No. 1029 Revision D which is applicable without any further additions or restrictions.

### II. OTHERS

GARMIN Service Advisory No. 1029 Revision D is attached to this Service Information.

In case of doubt contact Diamond Aircraft Industries GmbH.



## **SERVICE ADVISORY**

**NO.: 1029 Revision D**

**TO:** Garmin Integrated Flight Deck Systems with TSO/ETSO approval, GNS 400W/500W-series, and GNS 480 (CNX80) Owner/Operators; and Garmin Aviation Service Centers

**DATE:** June 13, 2011

**SUBJECT:** EGNOS Activation

**REVISION D:** European Geostationary Navigation Overlay System (EGNOS) Safety-of-Life (SoL) Service is Fully Operational

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### **AFFECTED PRODUCTS**

All Garmin Integrated Flight Deck systems with TSO/ETSO approval that have satellite-based augmentation system (SBAS) capability, GNS 400W/500W-series, and GNS 480 (CNX80) navigation systems are affected.

### **PURPOSE**

The European Satellite Services Provider (ESSP) officially declared the start of the European Geostationary Navigation Overlay System (EGNOS) Safety-of-Life (SoL) service on March 2, 2011.

### **DESCRIPTION**

Garmin has completed compatibility testing with the EGNOS broadcast in coordination with the ESSP and the European Aviation Safety Agency (EASA). With agreement from EASA, Garmin has enabled EGNOS capability via the navigation database to support the official EGNOS SoL service declaration.

The combination of the EGNOS SoL broadcast and the database-enabled EGNOS capability facilitates the use of the EGNOS satellites in the navigation solution. The use of EGNOS will be transparent to the flight crew.

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Depending on certain criteria and available data in the navigation database, LNAV approaches augmented by EGNOS may provide advisory vertical guidance, which is indicated on the display as LNAV+V. When this occurs, the approach is still flown to LNAV minimums. Refer to the Pilot's Guide for more information concerning LNAV+V advisory vertical guidance approach operations.

## **RESOLUTION**

Garmin Integrated Flight Deck systems with TSO/ETSO approval using navigation database cycle 1101 (or later), GNS 400W/500W systems using navigation database cycle 1101 (or later), and GNS 480 systems using navigation database cycle 1107 (or later) will enable use of EGNOS for en-route, terminal, and RNAV approaches to LNAV minimums. RNAV approaches to LNAV minimums include LNAV (lateral guidance only) and LNAV+V (lateral guidance with EGNOS-based advisory vertical guidance).

RNAV approaches to LNAV/VNAV and LPV minimums are already published, and the aforementioned navigation database cycles may enable the use of EGNOS for lateral and vertical guidance on these approaches. Nevertheless, operations to LNAV/VNAV and LPV minimums are permitted only at the discretion of the national certification authorities and can be forbidden by means of NOTAM.

RNAV approaches to LNAV and LNAV/VNAV minimums require operational approval via EASA AMC 20-27. RNAV approaches to LPV minimums require operational approval via EASA AMC 20-28 (still to be published in final form).