

SERVICE INFORMATION NO. SI 40-107

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 aircraft equipped with GARMIN G1000 System or GNS 430W/530W Navigation Systems, see also Section 2.1.

All DA 40 F aircraft equipped with GARMIN G1000 System or GNS 430W/530W Navigation Systems, see also Section 2.1.

1.2 Subject:

GARMIN Service Advisory No. 0915 Revision A
ATA-Code: 34-00

1.3 Reason:

GARMIN has identified an issue whereby navigation may suspend during non-precision approaches.

1.4 Information:

For detailed technical information refer to GARMIN Service Advisory No. 0915 Revision A.

II. OTHERS

2.1 STC Information:

The GARMIN G1000 system and its associated systems, components, and software are installed in the DA 40 and DA 40 F airplanes under one of the following known GARMIN STC's:

- FAA STC No.:
 - SA01254WI (G1000 System)
 - SA01444W-D (G1000 System and GFC 700 A/P System with optional WAAS installation)

- EASA STC No.:
 - EASA.IM.A.S.01023 (G1000 System)

Additionally to the above mentioned STC's further GARMIN STC's may be approved.

The applicability of the attached GARMIN publication must be checked. For this purpose refer to the related airplane documentation, contact your responsible GARMIN Service Centre or your local authority.

2.2 Miscellaneous:

The GARMIN Service Advisory No. 0915 Revision A is attached to this SI.

In case of doubt contact GARMIN.



SERVICE ADVISORY

NO.: 0915 Revision A

TO: Owner/Operators of Garmin Integrated Flight Deck and GNS
430W/530W Navigation Systems

DATE: 29 April 2009

SUBJECT: Navigation suspending during non-precision approaches

AFFECTED PRODUCTS

All Garmin G1000, G900X, G950, Perspective®, and Prodigy™ Integrated Avionics Systems with GDU software version 7.0 or later and all GNS 400W/500W-series Navigation Systems are affected.

DESCRIPTION

This Service Advisory is intended to clarify operation of Garmin's GPS navigation systems with regard to certain non-precision approach procedures. To enable the system to provide approach guidance to the end of the runway for non-precision approaches, some non-precision approach data contain a runway threshold waypoint that is used as the missed approach point (MAP). These approaches may also include a non-published navigation leg from this waypoint to the published MAP in the approach navigation sequence. If this navigation leg is behind the aircraft when the missed approach procedure is activated, waypoint sequencing may remain suspended even if the SUSP soft key or OBS key has already been pressed once.

PILOT ACTION

If waypoint sequencing is suspended as evidenced by the SUSP annunciation, press the SUSP soft key or the OBS key to extinguish the SUSP annunciation and resume waypoint sequencing. It may be necessary to press the SUSP soft key or OBS key more than once to resume waypoint sequencing on the missed approach procedure.

NOTE

It is the pilot's responsibility to comply with any altitude restrictions before changing course for the Missed Approach Procedure.

RESOLUTION

No software changes are required.

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