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DAI SI 40-076
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Diamond AIRCRAFT

SERVICE INFORMATION NO. SI 40-076

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 send along with a new SI.

I. TECHNICAL DETAILS

1.1 Airplanes affected:

All DA 40 & DA 40 F aircraft equipped with GARMIN G1000/G900X/GNS 400W Series/GNS 500W Series Flight Plan

1.4 Information:

GARMIN has identified an issue where the G1000/G900X/GNS 400W Series/GNS 500W Series units may suspend automatic flight plan leg sequencing.

For further information refer to GARMIN Service Alert No. 0811.

II. OTHERS

The GARMIN Service Alert 0811 is attached to this SI.

In case of doubt contact GARMIN.

GARMIN.

SERVICE ALERT

NO.: 0811

TO: All Garmin Aviation Service Centers

DATE: 18 April 2008

SUBJECT: G1000/G900X/GNS 400W Series/GNS 500W Series Flight Plan Sequencing Issue

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AFFECTED PRODUCTS
All G1000/G900X WAAS and non-WAAS equipped aircraft with GDU software versions 7.00 to 9.01 and all GNS 400W/500W series units with main software versions prior to 3.20 are affected.

IMMEDIATE ACTION REQUIRED
Do not manually activate a procedure turn leg in a flight plan (labeled "PROC. TURN" or "proc. turn" on the flight plan page).

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NOTE

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Typical operation of these systems does not require manually activating a procedure turn leg.

DESCRIPTION
Garmin has identified an issue where the G1000/G900X/GNS 400W Series/GNS 500W Series units may suspend automatic flight plan leg sequencing if all of the following conditions are met:

- A VOR, VOR overlay, NDB, NDB overlay, ILS or TACAN approach with a procedure turn is loaded and active.
- Location of aircraft is outbound past the point where the procedure turn starts.
- The pilot manually reactivates the procedure turn leg.

If the autopilot/flight director is coupled to the GPS it will stop flying the procedure turn and maneuver the aircraft to fly the outbound course going away from the FAF.

If the procedure is hand flown the system will activate the inbound course, however auto flight plan leg sequencing does not auto-sequence past the FAF.

RESOLUTION
Garmin will correct this issue in G1000/G900X GDU software version 9.02 and GNS 400W/500W series main software version 3.20.