

SERVICE INFORMATION

No. SI D4-170

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:

DA 40 D airplanes equipped with Garmin G1000

1.2 Subject:

GARMIN Service Advisory No. 1352 Rev. A

ATA-Code: 34-00

1.3 Reason:

GARMIN has issued Service Advisory No 1352 Rev. A describing that the Course deviation indicator (CDI) may deflect in the wrong direction in certain situations.

1.4 Information:

For detailed technical information refer to GARMIN Service Advisory 1352 Rev. A which is applicable without any further additions or restrictions.

II. OTHERS

GARMIN Service Advisory No. 1352 Rev. A is attached to this Service Information.

In case of doubt contact GARMIN.



SERVICE ADVISORY

NO.: 1352 Revision A

TO: Garmin Aviation Service Centers and Owner/Operators of all Cirrus Perspective®, Embraer Prodigy™, G1000, G2000, G3000, G5000, G900X, G950, GTN 6XX/7XX, and all GNS 4XXW/5XXW products

DATE: September 16, 2013

SUBJECT: Incorrect Course During Turn Transition

AFFECTED PRODUCTS

The following products are affected by this advisory:

- Cirrus Perspective®, Embraer Prodigy™, G900X, G950, and G1000 products with GDU software 7.0X through 12.1X
- G2000, G3000, and G5000 products with GDU software version 2.00
- GTN 6XX/7XX series units with software versions prior to 5.0
- All GNS 4XXW/5XXW series units (not including the GNS 480)

DESCRIPTION

The course deviation indicator (CDI) may deflect in the wrong direction (away from the desired track) while making a course change between two intersecting legs of an active flight plan. This issue is most likely to occur if the aircraft deviates excessively from the desired track (DTK) during a planned course change.

PILOT ACTION

Pilots should monitor CDI guidance during flight plan course changes, especially when maintaining a large cross track error. Also, be aware that an autopilot armed for NAV capture during this condition will command the aircraft to follow the incorrect CDI guidance. If this condition occurs, maintain positive control of the aircraft and manually activate the appropriate flight plan leg to establish the correct CDI deflection.

RESOLUTION

This issue will be fixed in a future software release.

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