

SERVICE INFORMATION

No. SI D4-172

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 System

1.2 Subject:

GARMIN Service Advisory No. 1363 Rev. A

ATA-Code: 34-00

1.3 Reason:

GARMIN has issued Service Advisory No. 1363 Rev. A describing that in some cases a user-modified published procedure saved by the operator as part of a stored flight plan can be corrupted after the Navigation Database is updated.

1.4 Information:

For detailed technical information refer to GARMIN Service Advisory No. 1363 Rev. A which is applicable without any further additions or restrictions.

II. OTHERS

GARMIN Service Advisory No. 1363 Rev. A is attached to this Service Information.

In case of doubt contact GARMIN.

SERVICE ADVISORY

NO.: 1363 Rev A

TO: Garmin authorized dealers and owners/operators of G1000, Cirrus Perspective®, Embraer Prodigy™, G950, G900X, G2000, G3000, and G5000 Integrated Avionics Systems, GTN series, and GNS 400W/500W series navigation systems

DATE: November 19, 2013

SUBJECT: User-modified terminal procedure stored in a Flight Plan may cause error condition

AFFECTED PRODUCTS

This issue affects all G1000, Cirrus Perspective®, Embraer Prodigy™, G950, G900X, G2000, G3000, and G5000 Integrated Avionics Systems, GTN series, and GNS 400W/500W series navigation systems.

ISSUE

In some cases, a user-modified published procedure saved by the operator as part of a stored flight plan can be corrupted after the Navigation Database is updated. Activating this corrupted flight plan can cause intermittent recurring “red-x’s” to appear on the displays and/or intermittent recurring loss of displayed navigation data.

PILOT ACTION

Never modify or delete waypoints within a published procedure and then save the procedure as part of a stored flight plan for later use. Additionally, the crew should ensure that any saved flight plans that contain an instrument approach procedure from the database that has been modified are deleted.

If corruption of an active stored flight plan is suspected, activate a Direct-to flight plan to any point that is not a waypoint in the affected flight plan. Next, delete the affected stored flight plan. The same flight plan may be recreated and flown. If the flight plan meets the criteria above, do not store the flight plan for later re-use.

RESOLUTION

This issue will be resolved in future software releases.