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DAI SI 42NG-005
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SERVICE INFORMATION No. SI 42NG-005

> **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 42 NG

1.2 Subject:

GARMIN – Service Advisory No. 0922 Revision A
ATA-Code: 34-00

1.3 Reason:

GARMIN has identified that changes to navigation frequencies that occur between navigation database cycle distributions may cause a mismatch between the automatically tuned VOR/LOC/ILS frequency and the frequency shown on the approach chart or applicable NOTAM. In these cases, the mismatched (incorrect) automatically tuned frequency may cause the HIS to automatically slew to the wrong course.

1.4 Information:

For detailed technical information refer to the GARMIN Service Advisory No. 0922 Revision A, which is applicable without any further additions or restrictions.

II. OTHERS

The GARMIN Service Advisory No. 0922 Revision A is attached to this SI.

In case of doubt contact Diamond Aircraft Industries GmbH.

SERVICE ADVISORY

NO.: 0922 Rev A

TO: Owners/Operators of Garmin Integrated Flight Decks Installed With a GFC 700 Automatic Flight Control System

DATE: July 6, 2009

SUBJECT: VOR or LOC/ILS Approaches

AFFECTED PRODUCTS

All Garmin G1000, Perspective™, Prodigy™ Integrated Flight Decks installed with a Garmin GFC 700 are affected.

DESCRIPTION

Changes to navigation frequencies that occur between navigation database cycle distributions may cause a mismatch between the automatically tuned VOR/LOC/ILS frequency and the frequency shown on the approach chart or applicable NOTAM. In these cases, the mismatched (incorrect) automatically tuned frequency may cause the HSI to automatically slew to the wrong course.

PILOT ACTION

If the auto-tuned VOR/LOC/ILS frequency does not correspond to the frequency shown on the approach chart or applicable NOTAM, the pilot should manually tune the navigation receiver to the correct VOR/LOC/ILS frequency, ensure that the correct inbound course is selected and manually fly the approach without benefit of the GFC 700, or choose a different terminal procedure.

NOTE

When the selected navigation source is tuned to a frequency associated with a Localizer or ILS in the navigation database, the GFC 700 will not capture, track, or give flight director commands for a manually selected course.

RESOLUTION

GDU software version 10.00 and later versions will provide capability to couple the autopilot to the VOR or LOC/ILS approach when the pilot manually tunes the correct frequency and manually selects the proper course for the approach.