

SERVICE INFORMATION

No. SI 42NG-065

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 /M-NG airplanes

1.2 Subject:

GARMIN Service Advisory No. 1344 Rev. B

ATA-Code: 34-00

1.3 Reason:

GARMIN has issued Service Advisory No. 1344 Rev. B describing that the CDI / HSI scaling on a limited number of LPV and LNAV/VNAV approaches are incorrect. With Revision B a TSO-C146 statement was included.

1.4 Information:

For detailed technical information refer to GARMIN Service Advisory No. 1344 Rev. B which is applicable without any further additions or restrictions.

II. OTHERS

GARMIN Service Advisory No. 1344 Rev. B is attached to this Service Information.

In case of doubt contact GARMIN.



SERVICE ADVISORY

NO.: 1344 Revision B

TO: Garmin Aviation Service Centers and Owner/Operators of all SBAS (WAAS) enabled GNS 4XX/5XX (GNS 480 is not included) series, GTN 6XX/7XX series, Cirrus Perspective®, Embraer Prodigy™, G1000, G2000, G3000, G5000, G900X, G950 products

DATE: December 06, 2013

SUBJECT: LPV and LNAV/VNAV Approach Full Scale Deflection

REVISION B: Added TSO-C146 statement

AFFECTED PRODUCTS

All SBAS (WAAS) enabled GNS 4XX/5XX (GNS 480 is not included) series, GTN 6XX/7XX series, Cirrus Perspective®, Embraer Prodigy™, G1000, G2000, G3000, G5000, G900X, G950 products are affected by this advisory.

DESCRIPTION

CDI (Course Deviation Indicator)/HSI (Horizontal Situation Indicator) scaling on a limited number of LPV and LNAV/VNAV approaches are incorrect. Vertical guidance is not affected by this issue. As this behavior is not in strict compliance with TSO-C146, Garmin has applied for and received a TSO deviation from the FAA as the affected equipment provides an equivalent level of safety. With the granted deviation the affected equipment is fully compliant with the applicable regulatory regulations.

This issue affects only LPV and LNAV/VNAV approaches where the final approach segment termination waypoint is offset from the landing threshold.

A list of affected LPV and LNAV/VNAV approaches can be found here:

http://www8.garmin.com/aviation/notices/garmin_data_exclusions.pdf

RESOLUTION

Beginning with database cycle 1307, Garmin has removed the capability of selecting the affected approaches for LPV or LNAV/VNAV use until this issue is addressed in a future software release.

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