

SERVICE INFORMATION

No. SI 42NG-073/1

Supersedes SERVICE INFORMATION No. SI 42NG-073

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 42 NG /M-NG with Garmin System Software P/ N 010-00670-12 installed

1.2 Subject:

GARMIN Service Advisory No. 1514 Rev. B

ATA-Code: 34-00

1.3 Reason:

GARMIN has issued Service Advisory No. 1514 describing that the Flight management system may provide erroneous lateral guidance when navigating certain legs of a terminal procedure, including SID, STAR, instrument approach, and missed approach procedures. The final approach segment from the FAF to MAP is not affected. Revision B changed the Pilot action.

1.4 Information:

For detailed technical information refer to GARMIN Service Advisory No. 1514 Rev. B which is applicable without any further additions or restrictions.

II. OTHERS

GARMIN Service Advisory No. 1514 Rev. B is attached to this Service Information.

In case of doubt contact GARMIN Ltd.

SERVICE ADVISORY

NO.: 1514 Rev B

TO: All Owner/Operators of Garmin Integrated Avionics Systems

DATE: March 25, 2015

SUBJECT: Potential Erroneous Lateral Guidance

REVISION B: Changed the Pilot Action to follow the CDI course guidance *manually* and/or *engage* AFCS Heading Mode

AFFECTED PRODUCTS

All G900X, G950, G1000, Embraer Prodigy™, and Cirrus Perspective™ systems with GDU Software v13.01 or later, and all G2000, G3000, G5000, and Embraer Prodigy Touch systems with GDU Software v2.01 or later are affected.

ISSUE

Flight management system may provide erroneous lateral guidance when navigating certain legs of a terminal procedure, including SID, STAR, instrument approach, and missed approach procedures. The final approach segment from the FAF to MAP is not affected.

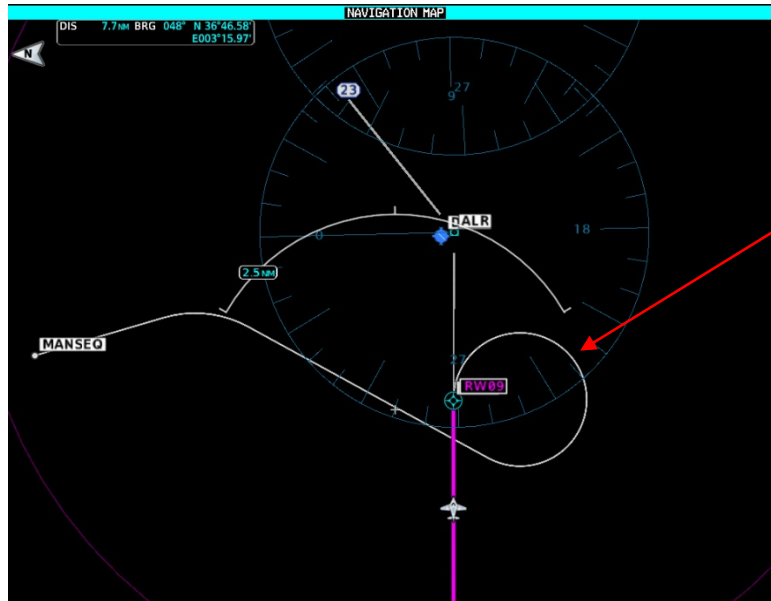
This condition can occur when one procedure (SID, STAR, or instrument approach) is removed from an active flight plan and replaced with a different procedure within the same active flight plan. It may also occur if a SID and/or STAR is added to an active flight plan *after* an approach procedure has already been loaded within the same active flight plan.

NOTE

Removing/deleting the active flight plan and creating a new flight plan within the same power cycle will not clear the condition.

The condition appears in the form of a circular leg drawn on the Navigation Map page to indicate a turn in the opposite direction and is added at the intersection of two procedure legs that are not associated with a FAF (see Figure 1).

SERVICE ADVISORY



Erroneous Anticipated Turn
(Circular Leg)

Figure 1 – Erroneous Anticipated Turn (Circular Leg)

PILOT ACTION

Monitor the Navigation Map page on the MFD when flying terminal procedures and always compare displayed flight path depictions with applicable published procedures. If this condition occurs, follow CDI course guidance manually and/or by using AFCS Heading Mode.

RESOLUTION

Garmin plans to correct this issue in future software releases.