

SERVICE INFORMATION NO. SI 42-106

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 and DA 42 M aircraft

1.2 Subject:

GARMIN Service Advisory No. 0915 Revision A
ATA-Code: 34-00

1.3 Reason:

GARMIN has identified an issue whereby navigation may suspend during non-precision approaches.

1.4 Information:

For detailed technical information refer to the GARMIN Service Advisory No. 0915 Revision A which is applicable without any further additions or restrictions.

II. OTHERS

The GARMIN Service Advisory No. 0915 Revision A is attached to this SI.

In case of doubt contact Diamond Aircraft Industries GmbH.



SERVICE ADVISORY

NO.: 0915 Revision A

TO: Owner/Operators of Garmin Integrated Flight Deck and GNS
430W/530W Navigation Systems

DATE: 29 April 2009

SUBJECT: Navigation suspending during non-precision approaches

AFFECTED PRODUCTS

All Garmin G1000, G900X, G950, Perspective®, and Prodigy™ Integrated Avionics Systems with GDU software version 7.0 or later and all GNS 400W/500W-series Navigation Systems are affected.

DESCRIPTION

This Service Advisory is intended to clarify operation of Garmin's GPS navigation systems with regard to certain non-precision approach procedures. To enable the system to provide approach guidance to the end of the runway for non-precision approaches, some non-precision approach data contain a runway threshold waypoint that is used as the missed approach point (MAP). These approaches may also include a non-published navigation leg from this waypoint to the published MAP in the approach navigation sequence. If this navigation leg is behind the aircraft when the missed approach procedure is activated, waypoint sequencing may remain suspended even if the SUSP soft key or OBS key has already been pressed once.

PILOT ACTION

If waypoint sequencing is suspended as evidenced by the SUSP annunciation, press the SUSP soft key or the OBS key to extinguish the SUSP annunciation and resume waypoint sequencing. It may be necessary to press the SUSP soft key or OBS key more than once to resume waypoint sequencing on the missed approach procedure.

NOTE

It is the pilot's responsibility to comply with any altitude restrictions before changing course for the Missed Approach Procedure.

RESOLUTION

No software changes are required.

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