

**\*IMPORTANT SERVICE NOTICE\*****NUMBER:** SN-017**Revision:** A**DATE:** 10/15/2009**SUBJECT: GARMIN G1000; SERVICE ADVISORY 0944 REVISION A****SUMMARY**

QUEST AIRCRAFT RECOMMENDS THAT EACH OPERATOR EXAMINE THIS SERVICE NOTICE IMMEDIATELY.

**CONCURRENT REQUIREMENTS**

None

**BACKGROUND**

This Service Notice is attached to Garmin Service Advisory No. 0944. See attached Service Advisory for more information.

**ACTION**

See attached Service Advisory for more information.

**EFFECTIVITY**

All KODIAK 100 Series Aircraft currently using Garmin Software Version 9.04.

**COMPLIANCE**

Follow the recommendations of Garmin Service Advisory No: 0944 Rev. A

**INDUSTRY SUPPORT INFORMATION**

See attached Service Advisory for more information.

**MANPOWER**

N/A

**COMPLETION**

N/A

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## SERVICE ADVISORY

**NO.: 0944 Revision A**

**TO:** Owner/Operators of Garmin Integrated Flight Deck Systems with Synthetic Vision Technology (SVT)

**DATE:** 01 October 2009

**SUBJECT:** SVT Pathways may be displayed at a higher altitude than expected

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### **AFFECTED PRODUCTS**

All WAAS-equipped Garmin G900X, G950, G1000, Cirrus Perspective®, and Embraer Prodigy™ systems with GDU software versions 9.01 through 10.00 and SVT Pathways installed are affected.

### **DESCRIPTION**

The SVT Pathways function may be affected by an approach downgrade from a GPS/WAAS approach with vertical guidance (LPV, LNAV/VNAV, or LNAV +V) to a GPS/WAAS approach with lateral-only GPS guidance (LNAV). A GPS approach with vertical guidance requires WAAS capability. A GPS approach with lateral-only guidance does not require WAAS capability. An approach will be downgraded from a WAAS approach to an LNAV approach when WAAS integrity or availability is insufficient.

If a downgrade occurs, SVT Pathways may show the level leg segment prior to the Final Approach Fix (FAF) at a higher altitude than expected. This leg will be shown at the altitude of the previous VNAV constraint in the flight plan and may not reflect the published altitude for that segment. This will only occur if the approach downgrades to an LNAV approach, and will not occur if the approach is loaded as an LNAV approach.

### **PILOT ACTION**

Synthetic Vision and Pathway elements are not approved for navigation or navigation guidance in place of the primary flight instruments. If there is a discrepancy between the displayed Pathways and what is depicted on the approach chart, the pilot must fly the altitudes published on the approach chart.

To avoid potential confusion, the pilot may deselect Pathway elements should an approach downgrade occur during a GPS/WAAS approach with vertical guidance.

### **RESOLUTION**

Garmin plans to correct this issue in GDU Software version 10.01 and later versions.

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