

## SERVICE ADVISORY

NO.: 1802 Rev A

**TO:** Registered G1000, G2000, G3000, G5000, G900X, G950, Cirrus Perspective®, Embraer Prodigy™, Embraer Prodigy Touch®, and GTN 650/750 product owners and operators

**DATE:** January 29, 2018

**SUBJECT:** Incorrect Direct-to Navigation Following Intercept (INTRCPT) Leg

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### **PRODUCTS AFFECTED**

The following products are affected:

- G1000, G900X, G950, Cirrus Perspective, and Embraer Prodigy systems with GDU Software Version 13.00 through 15.23.
- G2000, G3000, G5000, and Embraer Prodigy Touch products with GDU/GTC Software Versions 20.84 and earlier.
- GTN 650/750 with Software Versions 6.00 through 6.49.

### **ISSUE**

If a Direct-to is performed to a waypoint located two legs after an INTRCPT leg in the active flight plan, the magenta Direct-to course line may be truncated and not originate from the aircraft location as expected. If the truncated course begins near the Direct-to waypoint, the course deviation indicator (CDI) and autopilot steering may also be incorrect.

<b>NOTE</b>
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INTRCPT leg types are commonly used to transition from a DME arc onto the final approach course.

### **PILOT ACTION**

Do not activate Direct-to to a waypoint that follows an INTRCPT leg. Pilots should monitor the flight plan and moving map when loading a procedure or performing a Direct-to. If the described issue occurs, use backup navigation techniques such as requesting vectors and using heading mode to stay on an assigned course. Proper FMS navigation may be restored by manually activating a flight plan leg, activating Vectors-To-Final, or selecting a different Direct-to waypoint.

### **RESOLUTION**

Garmin will address this issue in future software releases.