



AVIATION SERVICE DOCUMENT NOTIFICATION

TO: Registered Garmin Owner/Operators of GTN 6XX/7XX Units

DATE: November 10, 2011

SUBJECT: This communication is intended to inform Garmin aviation customers of forthcoming service document Service Bulletin 1149: GTN 6XX/7XX Units and Synchro Heading Input

PURPOSE

A GTN 725 or GTN 750 connected to a synchro heading source incorrectly interprets the synchro heading data as aligned to true north rather than magnetic north. This issue results in the following behavior:

1. The ownship is aligned to a heading that is skewed by the magnetic variation angle, so on the map display, the ownship will appear to be crabbing.
2. Traffic targets and lightning strikes on the map are depicted correctly in relation to the ownship (e.g., traffic at 3 o'clock in relation to the aircraft is shown at 3 o'clock in relation to the ownship icon), but in relation to the underlying geographical features, their placement is skewed by the magnetic variation angle.
3. When the GTN is providing GPS roll steering to the autopilot on heading legs, the aircraft will follow a flight path that is skewed by the magnetic variation angle.
4. Winds are calculated incorrectly.

Note: This issue does not affect the aircraft's primary display of heading.

PRODUCTS AFFECTED

All GTN 725/750 Units with Main Software Version 2.00 installed with a synchro heading input.

DESCRIPTION

The synchro heading to the GTN 7XX Unit must be disabled until a future GTN software release correcting this issue is available. This Service Bulletin provides instructions for disabling the synchro heading to the GTN 7XX.

COMPLIANCE

Mandatory: This Service Bulletin is mandatory for affected products.

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