

SERVICE INFORMATION LETTER 009

January 4, 2005

Subject: EFIS Software Version 5.0A Known Anomalies

The following anomalies have been found in the 5.0A software. These anomalies were analyzed for safety impact prior to determining that they were not of sufficient criticality to warrant delaying release of 5.0A software. The anomalies are corrected in 5.0B software, scheduled for release in January 2005.

1. Timer Start Bug.

Symptoms: After a timer has been started (count down or count up), subsequent menu activation causes the timer on the EFIS screens that are not being manipulated to reset. This bug does not affect the timer on the EFIS screen that is being manipulated.

Work Around: Use another instrument for timer functions or avoid use of the menu system after starting a timer. If the menu system must be used, only use one EFIS screen for menu system functions and disregard the timer indication on other EFIS screens.

2. Location of Phantom Waypoint Shifts to DP Anchor Point when Direct-To used in DP.

Symptoms: When the Direct-To function is used within a DP, a route is generated from the DP anchor point (runway end) to the selected waypoint, rather than from the current position to the selected waypoint. This bug only affects waypoints that are part of a DP (identified by a small "DP" over the waypoint symbol in the flight plan listing). This bug does not affect waypoints that are part of a normal route, STAR, or approach procedure.

Work Around: If vectored off the DP course, use the heading bug rather than the Direct-To function to return to the DP course. Use of the flight path marker, track marker, lubber line, and waypoint symbols on PFD and moving map displays all aid in selecting a precise heading.

3. Parallel Offset Function Unreliable.

Symptoms: Upon activation of a parallel offset, the offset may not be perpendicular to the course resulting in a depicted course that is not parallel to the original course at the specified distance.

Work Around: There is no work around for this bug. Use of this function is not authorized with software version 5.0A. This issue will be resolved in version 5.0B.

4. Remote Tuning Function Unreliable from #2, #3 or #4 MFD in Multi-Screen Installation.

Symptoms: Standby frequency is not transmitted upon pressing the “COM*” or “NAV*” buttons from the #2, #3 or #4 EFIS screens in a multi-screen installation. Note that this function only applies to those installations interfaced with a Honeywell KX-155A/165A or Garmin SL-30.

Work Around: Use the #1 EFIS screen “COM*” and “NAV*” buttons for transmitting standby frequencies to interfaced radios.

5. DEST Mileage and ETE Incorrect when a Waypoint Exists after an Approach Procedure.

Symptoms: When an approach procedure exists, the current software assumes that the airport associated with the approach is the destination for the purposes of the along-track distance and ETE calculation. Calculated distance is based upon flight plan route up to the missed approach point if on any leg prior to the missed approach point. Calculated distance is based upon a geodetic path to the airport reference point associated with the approach if on any leg after the missed approach point. Distance is calculated in this manner even if there are waypoints in the flight plan beyond the approach procedure. In this case, the identifier associated with DEST will show the last waypoint, but the distance and associated ETE will be calculated to the airport associated with the approach as described above.

Work Around: When performing an approach at a waypoint that is not the destination, delete any waypoints beyond the missed approach procedure. Deleting the approach from the flight plan when no longer needed also eliminates the problem.

6. EFIS Reboot During IFR Approach

Symptoms: The EFIS has been found to intermittently reboot while performing an IFR approach when the VNAV Climb and/or Descent Angles (CDA) have been set to 0.0 degrees. In this condition, the EFIS software will error when calculating the transition between waypoints and may cause one or more IDUs to immediately reboot without warning.

Work Around: Ensure that the VNAV Climb and Descent angles are set to a value other than 0.0 (+0.1, -0.1, etc.) at all times. These values can be monitored and set on the PFD by pressing the **MENU** button, selecting the **BUGS** menu, selecting the **VNAV CDA..** submenu, then selecting either **DESC ANG..** or **CLMB ANG..**



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