Service Bulletin Number 3XXX.XX.( )-34-3390

Identified Problem LPV LOS Approaches for WAAS FMS

A. Effectivity

This Service Bulletin applies to WAAS FMSs that include UNS-1Ew P/N 3017-XX-2X1, UNS-1Espw P/N 3019-XX-201, UNS-1Fw P/N 3192-X0-XXXXXX, and UNS-1Lw P/N 3116-X2-111ZX that are configured with the following parameters:

1) Dual FMSs or a single FMS with a LP/LPV monitor;
2) LPV approach capability enabled;
3) Analog lateral (cross track) deviation guidance output; and
4) Analog monitor ports configured with cross channel (Xchan) monitoring enabled.

**NOTE:** No other FMS configurations are affected (e.g., no analog guidance output configured). However, mixed analog/digital configurations, if the analog outputs are monitored, fall into the definition above.

B. Compliance

Operators with FMS configurations as described are advised to be aware of the following approach conditions.

C. Description

Universal Avionics has found an issue with certain LPV approaches that are not flyable with specified FMS configurations.

These approaches are not easy for the pilot to identify. Approaches with very long finals (over 10 NM) and approaches with wide splay angles (up to 3 degrees) will cause the FMS to flag GUIDANCE upon sequencing onto the final approach segment (FAS), typically around the final approach fix (FAF). LNAV and LNAV/VNAV LOS approaches are not affected and may be flown without problem.

UASC has found that there are currently 53 RNAV GPS approaches with LPV LOS that fall into this category. A list of these approaches is available on the UASC website at:

D. Material, Cost, and Availability

1. For questions or general information regarding UASC FMS operation, contact:

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