

## SERVICE INFORMATION LETTER

**IDU-680-003**

14 Aug 2017

Subject: **MAP Clutter with EFIS Software Versions 8.0B through 8.0E**

This Service Information Letter (SIL) provides information on a display issue on the Integrated Display Unit Model IDU-680 MAP page that may occur with fielded software versions 8.0B through 8.0E.

NOTE: This issue exists in 8.0A software version also but 8.0A was never fielded.

Equipment affected by this SIL are as follows:

IDU-680 (Standard)	PN 42-006001-0001
IDU-680 (A109)	PN 42-006001-0004
IDU-680 (with DVI)	PN 42-006001-0005

With software versions:

8.0B (Primarily S-61T)	PN 25-EFIS80B-SW-0003
8.0C (Primarily G120-TP)	PN 25-EFIS80C-SW-0003
8.0D (All)	PN 25-EFIS80D-SW-0003
8.0E (All)	PN 25-EFIS80E-SW-0003

Genesys Aerosystems has identified an issue where the IDU may draw an excessive number of airspace line segments over the MAP page either during initial power-on or approximately every 60 nautical miles of lateral distance in flight. The drawing of the airspace line segments may mask other airspaces or the Terrain displayed on the MAP page. The Primary Flight Display (PFD) page is not affected.

Genesys Aerosystems has identified that the most consistent drawing of these line segments has occurred when the IDU has one of its screens in the MAP page, the format is in ARC, and the range scale is zoomed out while operating in Europe.

Genesys Aerosystems has identified the cause of the line segment drawing as being an overflow of data due to an increasing number of airspaces in the Jeppesen Navigation Database in certain parts of the world. The primary report has been aircraft operating in European airspaces with the International, World, or REGA Navigation Databases. Genesys Aerosystems has identified that this issue started with the 1701 Navigation Database cycle.

Genesys Aerosystems has implemented a correction to the EFIS software starting with Version 8.0F. Genesys Aerosystems will work with the FAA, the aircraft Original Equipment Manufacturers (OEMs) who have this equipment, and other regulatory authorities to update the software to 8.0F obtain operational approval as quickly as possible.

Until the update to new software version 8.0F is released, operators should be aware of the following situations.

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- 1) Recognize that the excessive line segments occurs on the MAP page only and that all functions of the PFD and other pages are still operational, including flight plan, any autopilot coupling, and navigation data displayed on the PFD (flight plan, active waypoint, CDI, etc.).
- 2) Reduce the MAP range until the excessive segments disappear.

A Service Bulletin with instructions for loading the 8.0F software will be published once the software has been approved by all regulatory authorities.

Regards,

A handwritten signature in black ink, appearing to read 'Robert A. DuRall', with a large, stylized initial 'R'.

Robert A. DuRall  
OEM and Fleet Customer Support Manager  
Genesys Aerosystems  
E: [robert.durall@genesys-aerosystems.com](mailto:robert.durall@genesys-aerosystems.com)  
W: 800 872 7832 x7633