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SL 129
SL 102/34-005
Garmin Service Alert – Use of Advisory Vertical Guidance (+V) on Non-Precision Approaches

NOTE

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MU–2

SERVICE LETTER

MITSUBISHI HEAVY INDUSTRIES, LTD.
NAGOYA AEROSPACE SYSTEMS WORKS
10 OYE-CHO, MINATO-KU, NAGOYA, AICHI, JAPAN

JCAB T.C.: No. 129
FAA T.C.: No. 102/34-005

DATE: March 27, 2026

SUBJECT: Garmin Service Alert – Use of Advisory Vertical Guidance (+V) on Non-Precision Approaches

MODELS AFFECTED: All MU-2B Airplanes w/ Garmin avionics systems installed

Garmin has issued the attached Service Alert No. 26027, Rev. A, dated March 12, 2026, concerning use of Advisory Vertical Guidance (+V) on Non-Precision Approaches.

Garmin reminds owners and operators that advisory vertical guidance is an aid to situational awareness, is not approved vertical guidance, and does not ensure obstacle or terrain clearance when descending below the minimum descent altitude (MDA).

Mitsubishi Heavy Industries, Ltd. (MHI) encourages all MU-2 owners and operators with Garmin avionics systems to review the Safety Reminders and Action items listed in the attached Garmin Service Alert.

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GARMIN.

1200 E. 151st Street
Olathe, KS 66062
913-397-8200

SERVICE ALERT

NO.: 26027 Rev A

TO:	Owners/Operators of all Garmin Avionics Systems
DATE:	March 12, 2026
SUBJECT:	Use of Advisory Vertical Guidance (+V) on Non-Precision Approaches

PRODUCTS AFFECTED

All Garmin avionics systems that display or couple to Advisory Vertical Guidance (+V indication), including but not limited to systems supporting approaches with LNAV and LP minima.

NOTE

Non-Precision approach advisory vertical guidance behaves similarly across Garmin avionics.

ISSUE

Garmin avionics may display advisory vertical guidance (+V) during certain non-precision instrument approaches. Advisory vertical guidance provides vertical path information only and does not provide obstacle or terrain clearance assurance in the visual segment of an approach. Although advisory vertical guidance can assist with maintaining a glidepath angle that complies with altitude restrictions, it remains the pilot's responsibility to fly in strict compliance with the published approach procedure.

Misinterpretation of advisory vertical guidance and/or failure to monitor barometric altitude while flying a non-precision instrument approach may result in an unintentional descent below published altitude restrictions including the Minimum Descent Altitude (MDA).

BACKGROUND

Active Non-Precision Approaches (e.g. LNAV, LP, VOR, NDB, etc.) that are appended with a “+V” suffix on Garmin systems will provide advisory vertical guidance in the final approach segment from the Final Approach Fix (FAF) to the runway threshold. While an advisory glidepath indication may be displayed, this guidance must not be flown below the published MDA without having met the conditions prescribed in 14 CFR § 91.175.

Advisory vertical guidance is intended to assist with Continuous Descent Final Approach (CDFA) technique but does not change approach classification or minima and must not be relied upon for obstacle or terrain clearance, particularly in the visual segment of the approach. Refer to AC 120-108A and the Aeronautical Information Manual (AIM) for more information regarding CDFA techniques.

SAFETY REMINDERS

- Advisory vertical guidance is provided as an aid to situational awareness and is not approved vertical guidance.
- Advisory vertical guidance does not ensure obstacle or terrain clearance when descending below the MDA.
- Descent below the MDA is permitted only after the required flight profile is established and visual references are acquired in accordance with 14 CFR § 91.175.
- When coupled to advisory vertical guidance in Approach Mode, the autopilot will not automatically stop a descent at any published altitude restrictions.
- The barometric altimeter is the primary reference for compliance with all published altitude restrictions when flying non-precision approaches.
- Use temperature compensation as required to calculate accurate barometric altitude to ensure compliance with published altitude restrictions.
- Advisory glidepath and geometric (GPS-derived) altitude indications must not be used for altitude compliance when flying non-precision approaches.

ACTION

While operating Garmin avionics that provide advisory vertical guidance on Non-Precision Approaches:

- Do not descend below the MDA unless regulatory conditions are satisfied.
- Do not rely on advisory vertical guidance for obstacle or terrain clearance in the visual segment of an approach.
- Closely monitor altitude and be prepared to stop descent and/or disconnect automation as required.
- Execute a missed approach if conditions for a safe visual approach are not met at the MDA.