Aviation Products

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Service Letter

SL-326 (Rev. A)

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Lynx® MultiLink Surveillance System
Degraded GPS Satellite Accuracy Calculations

Effectivity:

- NGT-1000, P/N 9021000-10000
- NGT-2000/-2500, P/N 9022500-10000
- NGT-1000/-2000/-2500, P/N 9022500-20000
- NGT-9000, P/N 9029000-20000
- NGT-9000R, P/N 9029000-40000

Approval: This Service Letter contains no modification information that revises the approved configuration and therefore does not require government or other regulatory agency approval.

Export Compliance: This document consists of general capabilities information that is not defined as controlled technical data under ITAR Part 120.10 or EAR Part 772

References:

- NGT-9000/-9000R Pilots Guide, 0040-17000-01
- NGT-9000/-9000R Installation Manual, 0040-17001-01
- NGT-1000 Pilots Guide, 0040-17012-01
- NGT-2000/-2500 Pilots Guide, 0040-17010-01
- NGT-1000/-2000/-2500 Installation Manual, 0040-17011-01

Reason: To provide customers with information on recent activity involving the repositioning and activation of additional SBAS/WAAS satellites that has resulted in a sequencing issue that can degrade Lynx GPS satellite accuracy calculations.

Description: Operators may experience degraded ADS-B GPS position from the Lynx's internal GPS receiver.

On the NGT-9000, this can be viewed by noting the NIC and NACp levels in the Status Window, which can be viewed though the following steps:

1. A gear shaped Options Button is located in the upper right corner of the right-side traffic application screen. Tap the button to open the options screen.
2. A satellite status page appears which shows the currently broadcast NIC and NACp readings.

Symptoms may include reduced GPS accuracy levels as indicated on electronic flight planning apps such as ForeFlight, or lower than normal accuracy and integrity levels (NIC and NACp) as indicated on the Lynx GPS status page.

Description (continued):

FAA requirements for NIC and NACp are a minimum of 7 and 8 respectively. At times a lower value may be broadcast by the Lynx unit. As a result, the FAA's ADS-B Compliance Monitoring System will detect the below minimum NIC and NACp levels. The FAA may generate a notification letter to the aircraft owner advising of the condition.

If experiencing this problem, a workaround to obtain an improved NIC and NACp accuracy level which meets the FAA required level consists of the following:

1. Power off the Lynx unit using the avionics master switch.
2. Taxi to a location where eastern satellite coverage is minimized.
3. Reapply power to the Lynx unit by switching on the avionics master switch.
4. Wait 2 minutes for satellite coverage to be obtained.

The recent SBAS satellite repositioning and activation has affected operations predominantly in the eastern region of the United States, but is not limited to a specific geographic area.

Prior to flight, operators are advised to check applicable NOTAMs for GPS interruptions that may degrade GPS performance, SBAS error corrections, and/or ADS-B operations.

L3 Aviation Products is actively developing and testing a software update that will prevent the occurrence of the SBAS satellite sequencing issue. When released, a service bulletin will be issued with instructions for updating the Lynx system.

For additional assistance call L3 Aviation Products, Customer Service (800-453-0288 or 616-949-6600).