

Radio Communication and Navigation Equipment

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**AD/RAD/60  
Amdt 1**

**GNS-XLS/GNS-XL Warning Placard**

**1/98**

Applicability: All aircraft fitted with ALLIED SIGNAL AVIONICS INC (GLOBAL WULFBERG) global positioning systems (GPS) Flight Management Systems Model GNS-XLS and GNS-XL Part No. 17960-0102-XXXX and Part No. 18355-0101-XXXX.

*Note: This equipment is fitted to but not limited to:*

*British Aerospace, Ltd, Model 146-100A and 146-200A*

*Cessna Aircraft Corporation, Model 525, 550 and 560*

*Dassault Aviation, Mystere-Falcon 20 and 50*

*Avions Marcel Dassault, Falcon 10*

*Gulfstream Aerospace, Models G-1159 (GII) and G-1159A (GIII)*

*Raytheon Corporate Jets, Hawker 800*

*Israel Aircraft Industries, Ltd, Model 1124 and 1125*

*Sabreliner Corporation, Model NA-65*

*Learjet Inc, Model 35*

*Jetstream Aircraft Ltd, Model 4101*

Requirement: Determine the modification status of the installed software in accordance with Allied Signal Software Bulletin SWB GNS-XL-SW1 or SWB GNS-XLS-SW1. If software modification 2 is installed no further action is required, otherwise either:

- a. Fabricate a placard, with the following words in letters at least 2.5mm (0.10 inches) in height and install the placard in clear view of the pilot on the instrument panel:

**GPS NPA LIMITED TO TRAINING IN DAY VMC ONLY**

or

- b. Install software modification number 2 in accordance with Allied Signal Software Bulletin SWB GNS-XL-SW1 or SWB GNS-XLS-SW2.

*Note: FAA AD 97-05-03 Amdt 39-9947 refers.*

Installation of Software Modification number 2 comprises terminating action for this AD, and the placard, if installed, can be removed when Software Modification number 2 is installed.

Compliance: Prior to 27 February 1998.

This amendment becomes effective on 1 January 1998.

**SCHEDULE OF AIRWORTHINESS DIRECTIVES**

Background: FAA has reported that the GNS-XLS or GNS-XL may generate misleading information during non-precision GPS approaches or Overlay approaches due to software limitations. Allied Signal has developed a modification which is an acceptable means of compliance for this AD.

The original issue of this airworthiness directive became effective on 16 April 1997.