

7/29/2026

FOR YOUR INFORMATION

2026-264/1-2

2376121

To: Garmin International, FAA (AFS-400)

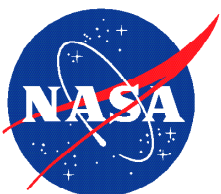
Info: FAA (AVP-1, AVP-200, AFS-260, AFS-800, AFS-200, AFS-100, AIR-360, AIR-780, MKC-AEG, ANM-100), AMFA, AOPA, ASAP, ATSG, GAMA, IAM, IBT, ICASS, NBAA, NTSB, PAMA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Garmin Guided Visual Approach Anomalies

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2376121**DATE / TIME**

Date of Occurrence 202605
Local Time Of Day 0601 to 1200

PLACE

Locale 1A5.Airport
State NC

ENVIRONMENT

Flight Conditions VMC

AIRCRAFT / EQUIPMENT X

Make Model Name Small Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part 91

COMPONENT 1

Aircraft Component Navigation Database

COMPONENT 2

Aircraft Component Navigational Equipment and Processing

PERSON 1

Function - Flight Crew Captain
ASRS Report Number 2376121

EVENTS

Anomaly Aircraft Equipment Problem - Critical
Anomaly Deviation / Discrepancy - Procedural - Published
Material / Policy
Detector - Person Flight Crew
Result - Flight Crew FLC Overrode Automation

NARRATIVE 1

Airport: 1A5.

Approaches flown: RNAV G RWY 07 & RNAV G 25.

Assessment: RNAV G RWY 07 approach via KUYES & RNAV G RWY 25 via JASVU

A test flight was flown to look at the new Garmin Guided Visual Approach functions. (Note, this was a company training flight as this function was not under test with already being released to industry.) The following observations:

RNAV G RWY 07 approach via KUYES - Allowing the aircraft to enter a left arc (autopilot and autothrottles coupled), the initial arc was ok, but the Multi-function Flight Display (MFD) Vertical Situation Display (VSD) displayed guidance into the terrain prior to reaching the runway. The approach prior to reaching the calculated waypoint 1A504 was broken off as the terrain clearance is far too low. Understanding the Garmin

disclaimer about this is for a visual approach in VMC and advisory guidance only. But the approach does not account for obstacles (tall trees on the approach).

RNAV G RWY 25 via JASVU: Although this approach the guidance correctly avoids much of the terrain (the arc in the approach), the terrain clearance would not be classed as acceptable from the calculated waypoint 1A501 down to the runway. (again, understanding the Garmin disclaimer).

These 2 approaches seemed to have been populated with no real-world use or topographical terrain elevation with obstacles such as trees.

Note these were flown with the database/charts valid.

SYNOPSIS

Captain reported the Garmin Guided Visual Approach function does not account for proper terrain clearance and the approaches flown seem to not contain data on topographical terrain elevation with obstacles.