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**ADC-3000 AIR DATA COMPUTER
(CPN 822-1109-001/002/003/004/005/006/007/008/009/010/011/013/014/015/016/018/019/
020/022/023/024/122/123/126/130/131/132)
ADC-3010 AIR DATA COMPUTER (CPN 822-2083-001/002)**

Service Information Letter 09-1

NUISANCE ILLUMINATION OF THE RED LIGHT EMITTING DIODE

TRANSMITTAL INFORMATION SUMMARY

Summary

This is the original issue of SIL 09-1 for ADC-3000/ADC-3010 Air Data Computer.

Service Information Letter Revision History

REVISION	DATE OF RELEASE
Initial Release	July 27, 2009

Notice

INFORMATION SUBJECT TO EXPORT LAWS

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1.0 Introduction

There have been recurring cases whereby the Light Emitting Diode remains illuminated red after a single non-catastrophic event has occurred and has been stored in the ADC non-volatile memory. The continued red LED indication in this occurrence is normal for three aircraft cycles, not power cycles, due to the internal process of the ADC reviewing the fault log during ADC initialization.

2.0 Normal Illumination

It is also normal for the LED to be illuminated amber during the field loading of software, and it would be expected that the LED would extinguish at the completion of the field loading process. However, if the strap code was not changed when required by the aircraft Service Bulletin, the LED may illuminate red and will not extinguish until the strap code has been corrected, and three aircraft cycles have been accomplished.

The ADC should not in this case be returned to a Rockwell Collins Service Center for repair or recertification or to extinguish the red LED indication.

If all Air Data related Red Flags on the on-side Primary Flight Display are removed and/or the display of all Air Data information on the on-side Primary Flight Display is restored, this indicates that the Air Data Computer is fully functional in spite of the red LED indication on the front of the ADC. The red LED indication will extinguish normally upon the completion of three aircraft cycles.

3.0 Additional Information

Additionally, some Maintenance Organizations internal processes may require that the red LED indication be extinguished prior to clearing the aircraft from Maintenance. A procedure for cycling the aircraft gear indication may be included in the aircraft's "Approved Maintenance Manual" and which should only be carried out with the authority of the aircraft's Maintenance Department. If there is no procedure provided in the AMM, cycling the aircraft's gear indication should not be attempted. In this case, the red LED should be allowed to extinguish through the normal aircraft cycle completions.