BOMBARDIER

SERVICE BULLETIN
REVISION TRANSMITTAL SHEET

MODEL BD−700−1A11 (BD−700)

Discard the Revision 01 Service Bulletin dated Sep 06/2016, and Information Sheets dated Oct 25/2016 and Nov 09/2016 and replace in its entirety with this Revision 02.

Service Bulletin No. 700−1A11−31−017

Date of Basic Issue Jul 25/2016

Revision No. 01 Dated Sep 06/2016

Revision No. 02 Dated Jan 23/2017

This revision has no effect for aircraft on which the Basic Issue or Revision 01 of this Service Bulletin was done thus no other action is necessary. Do not sign the log book if you have not done this revision. Keep the previous log book entry. You may make an entry as "Not Applicable" for this revision.

This revision is issued to:

1. Revise the title, from "Central Processing System" to "Integrated Avionics Computer (IAC) System".
2. Add, in the Pilots Information Sheet, under "Additional Information", paragraph information with respect to the restoration of various databases.
3. Add, in Paragraph 1,. Planning Information, new NOTES 8 and 9.
4. Add, in Paragraph 1.G., a table showing the old and new part numbers.
5. Add, in Paragraph 1.G., a statement regarding Spare Parts and Component Repair Price Catalogue General Terms and Conditions.
6. Add, in the table of Paragraph 1.H. a reference to Windows 7 and a reference to a HW SIL.
7. Add, in Paragraph 1.H., a reference to Appendix A in NOTE 3 and a new paragraph in NOTE 5.

8. Add, in Paragraph 1.K., a reference to Advisory Wire AW 700−23−0578 and Honeywell Service Information Letter D200806000010.

9. Add, in Paragraph 1.K., a reference to the Pilot Guides, D201203000019 and D201203000020.

10. Add, in Paragraph 2.A., a new paragraph at 2.A.(8).

11. Revise, Paragraph 2.B.(6).

12. Add, in Paragraph 2.F.(7), a new NOTE 1.

13. In Paragraph 3.B., change the name for the Module, Config, Strapping to Jumper.

14. Add, in Paragraph 3.B., a new NOTE 3.

15. Make miscellaneous minor changes, as necessary, with no change of context.

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PILOTS INFORMATION SHEET

MODEL BD−700−1A11 (BD−700)

ATA 31−41

INDICATING/RECORDING SYSTEMS

MODIFICATION — INTEGRATED AVIONICS COMPUTER (IAC) SYSTEM — BATCH 3.3 SOFTWARE UPGRADE

Objective

To incorporate product improvements to introduce new functionality and to address issues raised with previous IAC upgrades.

The main improvements introduced by this Service Bulletin are:

- the FMS software version NZ6.1 called Altair corrects minor issues.
- a change to inhibit vertical track aural alerting when aircraft is flying advisory VNAV,
- TCCA and FAA Batch 3 Post Certification Commitment (PCC).

For detailed description and operational changes, refer to the following:

- Honeywell Flight Management System (FMS) for the Bombardier Global Express/5000/XRS Software Version NZ6.1 Pilot Guide, D201203000019, Rev. 4.
- Primus 2000XP Integrated Avionics System for the Global Express/5000/XRS Pilot Guide, D201203000020 Rev 1.

Systems Impacted

The improvements and fixes included in Batch 3.3 are as follows:

1. Electronic Display System (EDS)
   - Enabling EGPWS Mode 5 Alerting for LPV operation.
   - Inhibition of VTA Aural Alerting when the aircraft is flown in Advisory VNAV.

2. FMS − Functions
   - Datalink
   - Navigation
   - Lateral Guidance
   - Flight Planning

3. Batch 3.3 Top Level Changes
   - Advisory Wire AW700−22−0423: AUTOTHROTTLE RETARD due FMS RESET. Refer to HW SIL D201502000055.
   - Advisory Wire AW700−23−0432: DATALINK OFF REPORT and ON REPORT Missing AIRPORT CODE Information.
   - Advisory Wire AW700−23−0532: Blank CDU CPDLC Uplink review page. Refer to HW SIL D201603000006.
   - Advisory Wire AW700−31−0453: Post Batch 3 Nuisance VTA (Visual and Aural) alerting during TAKE−OFF ROLL.
   - Advisory Wire AW700−31−0453: Vertical Track Alert Double C−CHORD aural tone logic (inhibiting issuance of VTA Aural Alerting when aircraft is flying advisory VNAV)
   - Advisory Wire AW700−34−0327: Early Sequence of DF LEG. Refer to HW SIL D201011000003 Item J.
   - Advisory Wire AW700−34−0327: Early Leg Sequence Causes aircraft to deviate from intended APPROACH PATH. Refer to HW SIL D201011000003, Item K.
   - Advisory Wire AW700−34−0327: DF LEG with mandated TURN is removed when DEPARTURE PROCEDURE is inserted and aircraft take a wrong TURN while flying it. Refer to HW SIL D201011000003 item L.
   - Advisory Wire AW700−34−0327: Wrong TURN due to LOSS OF ARC CONTROL. Refer to HW SIL D201011000003. Item M.
   - Advisory Wire AW700−34−0327: RF LEG on KTEB RNAV19 MISSED APPROACH displayed incorrectly. Refer to HW SIL D201011000003 Item N.
   - Advisory Wire AW700−34−0327: DVT1 TURN ISSUE when slightly OFF PATH and slightly below altitude. Refer to HW SIL D201011000003, Item O.
   - Advisory Wire AW700−34−0327: LICB DEPARTURE not flying the charted 360 Degrees TURN. Refer to HW SIL D201011000003, Item P.
   - Advisory Wire AW700−34−0327: RJTT RW16L/R OPPAR2 DEPARTURE not flown per chart. Refer to HW SIL D201011000003, Item R.
   - Advisory Wire AW700−34−0388: Fly VECTORS TO INTERCEPT (HS LEG) LEG changed to IF LEG when previous LEL is VM LEG. Refer to HW SIL D201201000084.
   - Advisory Wire AW700−34−0449: Post Batch 3 − Incorrect PERF predictions following lateral DIRECT − TO − FMS perfermance discrepancy.
   - Advisory Wire AW700−34−0449: Post batch 3 − TOD and BOD intermittent on NON−COUPLED FMS.

- Advisory Wire: AW700−34−0457: SELECTED ALTITUDE issue with ADS−B OUT installation in ENHANCED SURVEILLANCE AIRSPACE. Refer to HW SIL 201405000002.
- Advisory Wire AW700−34−0468: DUAL MODE drop after a DIRECT−TO on RNP PROCEDURES. Refer to HW SIL D201403000110.
- Advisory Wire AW700−34−0470: SPEED CONSTRAINT dropped when TOD is after WAYPOINT WITH CONSTRAIT. Refer to HW SIL D201211000023.
- Advisory Wire AW700−34−0486: Change DESINTATION NOT ALLOWED when first MISSED APPROACH LEG IS ARC. Refer to HW SIL D201408000007
- Advisory Wire AW700−34−0488: LNAV drops at KDVT DEPARTURE. Refer to HW SIL D201408000038.
- Advisory Wire AW700−34−0500: Display of 24 CHARACTERS on LSK HEADER LINE of DATALINK FPL REVIEW page causes CHARACTERS OVERLAP. Refer to hw sil d201308000051.
- Advisory Wire AW700−34−0502: Incorrect FLIGHT PLAN and WRONG TURN at LOWER SPEEDS. Refer to HW SIL D201302000143.
- Advisory Wire AW700−34−0502: TURN DIRECTION set by GEOMETRY DESIGN needs improvement. Refer to HW SIL D201302000143.
- Advisory Wire AW700−34−0506: ARRIVAL ATTRIBUTES do not change after CHANGING RUNWAY. Refer to HW SIL D201302000074.
- Advisory Wire: AW700−34−0507: Improper MELDING of TO WAYPOINT with COMMON WAYPOINT in NEW ARRIVAL. Refer to HW SIL D201403000106.

4. Batch 3.3 Top Level Changes − Partial Fix
   - Advisory Wire AW700−34−0487: Waypoints in airway portion of AOC and FANS UPLINKS are NOT PROPERLY DEFINED when it has A DUPLICATE. Refer to HW SIL D201408000006.

     FANS uplinks with duplicate waypoints still an issue while duplicate waypoints in airway portion of AOC is fixed.
   - ADVISORY Wire AW700−34−0505: VPATH LEVEL−OFF on TCCA RL5 flight test. Refer to HW SIL D201211000024.

     Leveling off above altitude constraint instead of AT is still an issue, while final approach vertical path will now be intercepted.

NOTE: For the latest revision of Advisory Wires and Honeywell Service Information Letters, refer to CIC website at the address that follows:

hhtps://customer.aero.bombardier.com/cic/publlc

Flight Compartment Procedures Impacted

Refer to Customer Forum and Newsletter, Volume 13, Issue 5, dated Mar 1, 2016.

Passenger Compartment Procedures Impacted

Not Applicable.

Pilot Training

There will be minimal effect to the existing training. Changes would address several Advisory wires.

AFM References

The publications that follow are required after the Service Bulletin is incorporated.

- CSP 700−5000−1, Model BD−700−1A11, Revision 50 or later approved revisions.
- AFM TR BD−700−5000−112.
- CSP 700−5000−6, Model BD−700−1A11, Revision 50 or later approved revisions.

Pilot's Guide References

The publications that follow are required after the Service Bulletin is incorporated:

- Honeywell Flight Management System (FMS) for the Bombardier Global Express/5000/XRS Software Version NZ6.1 Pilot's Guide, publication number D201303000019−004 dated June 2016 or latest applicable version.
- Primus 2000XP Integrated Avionics System for the Bombardier Global Express/5000/XRS Pilot's Guide, publication number D201303000020−001 dated June 2016 or latest applicable revision.

Additional Information

This Pilots Information Sheet corresponds to the Service Bulletin that introduces a software upgrade of the three IACs that includes changes to the Flight Management System (FMS) and the Electronic Display System (EDS). The new IACs are not interchangeable with Batch 3 IACs.

The navigation database that must be used with Batch 3.3 is identified as Part No. N6A and IDENT WLD3ALT−xx or later as per the cycle release.

The customized flight data on the flight configuration pages, (NAV INDEX > NEXT > MAINTENANCE > NEXT > SETUP > FLIGHT CONFIG), for Batch 3.3 software upgrade are restored to Batch 3 settings through detailed instructions in the Service Bulletin.

The customized datalink flight plan, winds and position reports setup data set on the flight configuration pages (NAV INDEX > DATALINK) Batch 3.3 software upgrade are set to the same value as it was before the software upgrade through detailed instructions in the Service Bulletin.

NOTE: Since the current configuration will go back to the default value as a result of the software upgrade, steps were added in the Service Bulletin instructions to restore the customized settings, however, pilots should validate these settings as part of a preflight check

Other selectable settings (customized/preferred) found under PERF INDEX > PERFORMANCE INIT pages or others such as those under PERFORMANCE INIT page 2/5, APPROACH SPEEDS page 3/4 > PERFORMANCE INIT page 2/5 > DEP/APP SPD, FUEL RESERVE under PERFORMANCE INIT page 3/5, ACTIVE MODE and SELECTED MODE under FMS MAINTENANCE page 1/3, etc. may also go back to the default value after Batch 3.3 software upgrade. Validation of these settings is not considered to be part of a maintenance activity. Accordingly, we suggest that pilots validate these settings as part of a preflight check.

With Batch 3.3 software upgrade, close to 700 procedures are reinstated. Because of the nature of these reinstated procedures (SIDs, STARs, transitions, approaches, etc.) and to alleviate possible Batch 3 restriction to be transferred to Batch 3.3 aircraft through the Custom Database (defined waypoints, stored flight plans, etc.), we recommend that crew build a new Custom database.

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SERVICE BULLETIN SUMMARY

This Service Bulletin is available at:
www.cic.bombardier.com

MODEL BD−700−1A11 (BD−700)

ATA 31−41

INDICATING/RECORDING SYSTEMS

MODIFICATION — INTEGRATED AVIONICS COMPUTER (IAC) SYSTEM — BATCH 3.3 SOFTWARE UPGRADE

The information below is provided for your reference. For full details, including labor and part coverage, please see corresponding paragraph contained within this bulletin.

RECOMMENDED RELIABILITY/DISPATCHABILITY/COST AVOIDANCE	**COMPLIANCE TIME** Not applicable			
EFFECTIVITY: A/C Serial No. **9127** to **9383**, **9389** to **9400**, **9404** to **9431** and **9998**				
MANPOWER: 8 man−hours				
CONTINUED AIRWORTHINESS (CAW) FLEET CAMPAIGN	YES	☐	NO	☒
TLMC, CH 5 AFFECTED	YES	☐	NO	☒
KITS and/or PARTS	YES	☒	NO	☐
TOOLING/GSE	YES	☒	NO	☐
PLANNING INFORMATION: See important information at the start of Paragraph 1.	YES	☒	NO	☐
DEDICATED SCHEDULE	YES	☐	NO	☒
PREREQUISITE SERVICE BULLETINS: SB 700−1A11−31−014 is a prerequisite and must be done before or at the same time as this Service Bulletin.				

To place an order for parts or kits, please call Bombardier Aerospace Parts Services at:

514−855−2999 or 1−866−538−1247

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SERVICE BULLETIN

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www.cic.bombardier.com

MODEL BD−700−1A11 (BD−700)

ATA 31−41

INDICATING/RECORDING SYSTEMS

MODIFICATION — INTEGRATED AVIONICS COMPUTER (IAC) SYSTEM — BATCH 3.3 SOFTWARE UPGRADE

1. PLANNING INFORMATION

NOTES: 1. The Service Bulletin that follows is a prerequisite and must be done before or at the same time as this Service Bulletin:

SERVICE BULLETIN	TITLE	EFFECTIVITY
700−1A11−31−014	Modification — Integrated Avionics Computer (IAC) System — Batch 3 Software Upgrade	**9127** to **9383, 9389** to **9400, 9404** to **9431** and **9998**

2. Before you schedule your aircraft, make sure that you comply with all prerequisite Service Bulletin.

3. The FMS version NZ6.1 (Altair), NZ−2000, Batch 3.3 with IC−810, Part No. 7017300−61013 will introduce a different navigation database (P/N N6A and identifier WLD3ALT−xx).

   You must notify Honeywell Database Services of the upgrade by email at AISAccountServices@Honeywell.com with the new IC−810 configuration for this aircraft. This new navigation database will be required to complete this Service Bulletin.

4. If the IACs have customized electronic programmable checklist installed (On Board System OBDS or other), the checklist files must be provided by the operator to the service facility to reload them after the IACs software upgrade.

5. For aircraft that incorporate SB 700−1A11−31−014, Modification − IAC System − Batch 3 Software Upgrade, this SB 700−1A11−31−017 Modification − Central Processing System − Batch 3.3 Software Upgrade will be free of charge as stated in Paragraphs 1.F Manpower and 1.G. Material − Cost and Availability.

6. The publications that follow are required after the Service Bulletin is incorporated.
   - Honeywell Flight Management System (FMS) for the Bombardier Global Express/5000/XRS Software Version NZ6.1 Pilot's Guide, publication number D201303000019−004 dated June 2016 or latest applicable version.
   - Primus 2000XP Integrated Avionics System for the Bombardier Global Express/5000/XRS Pilot's Guide, publication number D201303000020−001 dated June 2016 or latest applicable revision.

7. Free electronic PDF versions are available for download at the address given below on the Publication Section screen under "View Publication" or for operators that require printed manuals for their specific standard operating procedures, it is recommended to plan for the upgrade accordingly. The manuals can be ordered by selecting "Request Publication". If you do not have access to the Honeywell website, you need to register on their website under the "Help Desk" section

   https://myaerospace.honeywell.com.

8. Before the software upgrade is performed, operators must read the latest revision of Advisory Wire AW700−31−0563 and AW700−23−0578 available on the CIC website. Go to http://www.cic/bombardier.com Technical Library > Advisory/Alert wires > Global.

9. Installation of Service Bulletin 700−1A11−31−017 − Batch 3.3 software upgrade is to address issues raised with previous SB 700−1A11−31−014 − Batch 3 software upgrade, articulating the intended or expected spectrum of Batch 3 avionics operation. Optional Bombardier Service Bulletins that are dependent (or prerequisite of) on Batch 3 SB are not adversely impacted by Batch 3.3 SB installation.

A. Effectivity

BD−700−1A11 aircraft, Serial No. **9127** to **9383**, **9389** to **9400**, **9404** to **9431** and **9998**.

NOTE: The instructions given in this Service Bulletin are only applicable to the systems and parts installed at the time of delivery of the aircraft or as changed by Bombardier Aerospace Service Bulletin(s).

Before you do this bulletin, examine all STC, STA or equivalent action changes to make sure that this bulletin can be completed.

B. Reason

1. Condition:

   The incorporation of Batch 3 did not meet all of the expectations in the software upgrade. This additional upgrade addresses those issues.

2. Objective/Benefits:

   This Service Bulletin introduces a software upgrade of the three IACs that includes changes to the Flight Management System (FMS) and the Electronic Display System (EDS).

   The new Part No. 7017300−61013 is not interchangeable with the old Part No. 7017300−61010 and the new Part No. 7017300−62013 is not interchangeable with the old Part No. 7017300−62010.

C. Description

This Service Bulletin gives instructions to:

- Copy the aircraft and custom databases to the data loader,
- Do the software upgrade of the three IACs on the aircraft at Bombardier Business Aircraft Services (BBAS) or Authorized Service Facilities (ASF),
- Do the strapping of the IAC 1, IAC 2 and IAC 3 Configuration Module, Jumper W34 and W37,
- Copy the navigation and aircraft databases from the data loader to the IACs, and
- Do the necessary tests to make sure the affected systems are upgraded and operate correctly.

D. Compliance

Recommended − Reliability/Dispatchability/Cost Avoidance.

NOTE: When this Service Bulletin is done, the Airplane Flight Manual issue that follows must be used:

- Airplane Flight Manual (AFM), CSP 700−5000−1, Revision 50 or later approved revision.

E. Approval

The technical content of this Service Bulletin has been approved under the authority of Transport Canada Civil Aviation (TCCA) Design Approval Organization (DAO) No. DAO #93−Q−02.

NOTES: 1. The technical content of this Service Bulletin is accepted by the FAA under the Canada/USA bilateral Aviation Safety Agreement.

2. The technical content of this Service Bulletin is accepted by EASA in accordance with established procedures.

F. Manpower

NOTES: 1. The man−hours given are estimates to help you schedule the tasks given in this bulletin. The estimates are for direct labor performed by an experienced crew and do not include the time for familiarization, planning, aircraft preparation in hangar such as towing and positioning of scaffolds, removal of interior furnishings, repainting, supervision and inspection.

For more information related to the manpower estimates, refer to SB 700−1A11−00−002.

2. This Service Bulletin may require consumable materials that have specific curing times (refer to Paragraph 3). The accumulated curing time is not included in the labor estimates and should be considered for planning purposes before you schedule this Service Bulletin.

8 man−hours are necessary to do this modification.

The labor required to do this Service Bulletin is at no cost if:

- the work is done at Bombardier Business Aviation Services (BBAS) or Authorized Service Facilities (ASF), and
- this Service Bulletin is scheduled in less than 24 months after release of this Service Bulletin (Basic Issue)

G. Material − Cost and Availability

No kit is necessary to do this modification.

The parts listed in Paragraph 3.B. are necessary to do this modification.

Part number changes as a result of the software update are:

OLD IAC PART NUMBER	NEW IAC PART NUMBER
7017300–61010	7017300–61013
7017300–62010 (If Applicable)	7017300–62013

The parts are available at no cost if a no−charge purchase order is sent to Bombardier Aerospace in less than 24 months from this Service Bulletin release date (Basic Issue).

During or after the above free period, Smart Parts Plus does not pay for the material to do this upgrade.

For all parts transactions, Bombardier Aerospace’s current Spare Parts and Component Repair Price Catalogue General Terms and Conditions apply. These terms and conditions are found on the CIC website.

H. Tooling

The equipment and tools listed below are necessary to do this modification:

GSE REFERENCE NO.	PART NO.	DESCRIPTION
31X−41−02	G700−314102−1 or T336461	IAC Upload Cable Assembly (See NOTE 3)
−	Commercially Available	Flush Cutter
−	Commercially Available	IBM Compatible Personal Computer (PC) with Microsoft XP with a standard RS−232 Port or Windows 7 with a USB to serial adapter/cable (See NOTE 5)
−	Commercially Available	USB Memory Stick (See NOTE 4)
−	Commercially Available	Refer to HW SIL D200806000010 Rev 01, Page 15 for recommended USB to RS−232 Adapters.

NOTES:

1. Refer to the Global 5000 Illustrated Tool and Equipment Manual (ITEM) to make sure you use the correct equipment configuration.
2. Refer to the Liability Statement in the ITEM for the G5000 for acceptable GSE equivalents.
3. The cable assembly T336461 can also be built locally as given in the Honeywell SB 7017300−22−0140, Appendix A.
4. If your USB is USB 2.0, then make sure you format the USB 2.0 to a USB 1.0.

   To make a USB 2.0 drive to a USB 1.0 drive change the USB drive file from FAT 32 to FAT.
5. The PC should have as a minimum a 233 MHz processor with 128 Mbytes of RAM, a 8X CD−ROM drive, minimum 50 MB of available space on hard disk, 1024X768 or higher video adapter and monitor resolution and RS−232 serial port.

   Do not use a laptop that runs on an operating system before Windows XP. Refer to Honeywell Service Information Letter 200806000010.

6. This list is provided for quick reference. In case of discrepancy between this list and the tools called in the SPM, WM, Chapter 20, then the tools called in the SPM, WM prevail. Other approved alternative tools are acceptable and can also be used.

I. Weight and Balance

No change.

J. Electrical Load Data

No change.

K. References

- Bombardier Aerospace, Modification Summary, 700T97651, Rev. A.
- Bombardier Aerospace, Modification Summary, 700T97653, Rev. A.
- Bombardier Aerospace, Kit Drawing KGS991−5519, Rev. B.
- Bombardier Aerospace, Kit Drawing KGS991−5520, Rev. B.
- Bombardier Aerospace, SB 700−1A11−11−002, Modification — Exterior Placards and Markings and Flight Compartment Placards — Increased Maximum Take−Off−Weight (MTOW) to 89,700 lbs (40,687 kg).
- Bombardier Aerospace, SB 700−1A11−11−005, Modification — Interior and Exterior Placards and Markings — Increased Maximum Take−Off−Weight (MTOW) to 88,700 lbs (40,233 kg).
- Bombardier Aerospace, SB 700−1A11−11−008, Modification — Interior Placards and Markings — Increased Maximum Take−Off Weight (MTOW) to 92,500 lbs (41,957 kg) for Increased Range.
- Bombardier Aerospace, SB 700−1A11−23−005, Modification — Airborne Data Link System — Installation.
- Bombardier Aerospace, SB 700−1A11−31−014, Modification — Integrated Avionics Computer (IAC) System — Batch 3 Software Upgrade.
- Honeywell Service Bulletin 7017300−22−0140 (attached).
- Honeywell Service Information Letter D200806000010 (attached).
- Global 5000 BD−700 Aircraft Maintenance Manual (AMM), Chapters 6, 23, 24, 25, 31, 34 and 45.
- Global 5000 BD−700 Illustrated Tool and Equipment Manual (ITEM), Chapter 31.
- Advisory Wire, AW 700−23−0578.
- Advisory Wire, AW 700−31−0563.
- Pilot Guide, D201203000019 and D201203000020.

L. Other Publications Affected

- Airplane Flight Manual (AFM), CSP 700−5000−1.

- BD−700−1A11 Flight Crew Operating Manual (FCOM), CSP 700−5000−6.
- Global 5000 BD−700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 31.

M. Equivalent Service Bulletin

- For the Global Express and Global Express XRS BD−700−1A10 aircraft, use SB 700−31−034.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTES: 1. All TASKs given in the procedures that follow are from the Global 5000 BD−700−1A11 Aircraft Maintenance Manual (AMM) unless otherwise specified.

2. All references made to zones, access panels and/or doors, are from the Global 5000 BD−700−1A11 Aircraft Maintenance Manual (AMM), Chapter 6.

A. Aircraft Setup

(1) Obey all electrical/electronic safety precautions. Refer to AMM 24−00−00−910−801.

(2) Remove the closing skin panels (232ARW/232BRW) of the avionics rack. Refer to AMM 25−72−01−000−801.

(3) Connect and energize the external AC power. Refer to AMM 24−41−00−861−801.

(4) On the FMS 1 Control Display Unit (CDU), take note of the customized flight data set on the flight configuration pages as follows:

NOTE: This step is recommended because the current configuration may go back to default settings as a result of the software upgrade.

(a) On the FMS 1 CDU, push the NAV function key to go to the NAV INDEX page (1/2).

(b) Push the NEXT function key to go to the second NAV INDEX page (2/2).

(c) Push the line select key 2R adjacent to MAINTENANCE to go to the FMS 1 MAINTENANCE page (2/3).

(d) Push the NEXT function key to go to the second FMS 1 MAINTENANCE page (2/3).

(e) Push the line select key 4L adjacent to SETUP to go to the FMS SETUP page (1/1).

(f) Push the line select key 1R adjacent to FLIGHT to go to the FLIGHT CONFIG page (1/5).

(g) Record the flight setup data found on the FLIGHT CONFIG page (1/5).

(h) Push the NEXT function key to go to the second FLIGHT CONFIG page (2/5) and record the flight setup data found on that page.

(i) Push the NEXT function key to go to the third FLIGHT CONFIG page (3/5) and record the flight setup data found on that page.

(j) Push the NEXT function key to go to the fourth FLIGHT CONFIG page (4/5) and record the flight setup data found on that page.

(k) Push the NEXT function key to go to the fifth FLIGHT CONFIG page (5/5) and record the flight setup data found on that page.

(5) On the FMS 1 Control Display Unit (CDU), take note of the customized Datalink Flight Plan, Winds and Position Reports setup data on the flight configuration pages as follows:

NOTE: This step is recommended because the current configuration may go back to default settings as a result of the software upgrade.

(a) On the FMS 1 CDU, push the NAV function key to go to the NAV INDEX page (1/2).

(b) Push the line select key 2R adjacent to DATALINK to go to the FMS 1 DATALINK page.

(c) Push the NEXT function key to go to the second FMS 1 DATALINK INDEX page.

(d) On the DATALINK INDEX page, select ADDRESS line select key.

(e) On the ADDRESS CONFIG page, select FLIGHT PLAN line select key.

(f) On the FLIGHT PLAN ADDRESS page, record Company Address and Ground Address then select ADDRESS select key.

(g) On the ADDRESS CONFIG page, select WINDS line select key.

(h) On the WINDS ADDRESS page, record Company Address and Ground Address then select ADDRESS select key.

(i) On the ADDRESS CONFIG page, select POS REPORT select key.

(j) On the POS REPORT ADDRESS page, record Company Address and Ground Address then select ADDRESS select key.

(6) Repeat the recommended procedure given in the steps (4) and (5) on the FMS 2 CDU and, for aircraft with third FMS installed, on the FMS 3 CDU to record the customized flight data.

(7) Copy the aircraft database of the IAC 1 to the data loader. Refer to AMM 34−62−01−970−803.

NOTE: Do not copy the custom database of the IAC 1, IAC 2 and IAC 3 to the data loader. The old custom database is not compatible with Batch 3.3 configuration.

(8) Download, then clear the IAC non volatile memory (NVM) on each IAC. Refer to AMM 45−45−00−970−822.

NOTE: The following files are affected:

- Integrated Avionics Computer AFCS #1
- Integrated Avionics Computer AFCS #2
- Integrated Avionics Computer FMS #1
- Integrated Avionics Computer FMS #2
- Integrated Avionics Computer FMS #3
- Integrated Avionics Computer FWC #1
- Integrated Avionics Computer FWC #2
- Integrated Avionics Computer FWC #3

(9) Close the CAIMS.

(10) Make sure that the aircraft is Weight−On−Wheels.

(11) Remove the external AC power. Refer to AMM 24−41−00−861−802.

(12) Open and tag the circuit breakers that follow: (Refer to AMM 24−00−00−910−801.)

LOCATION	CB NO.	NAME	ZONE
CCBP	B1	PITOT 2 HT	222
CCBP	D4	TAT HT 3	222
CCBP	F3	TAT HT 1	222
CCBP	F4	L AOA HEAT	222
CCBP	F5	PITOT 1 HT B	222
CCBP	F6	PITOT 3 HT	222
CCBP	F9	TAT HT 2	222
CCBP	F10	STBY PITOT HT	222
CCBP	H7	PITOT 1 HT A	222
CCBP	H9	R AOA HEAT A	222
CCBP	F8	R AOA HEAT B	222

(13) Set the circuit breakers that follow to OUT. Refer to AMM 24−00−00−863−801:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
AFCS	IAC 1	BATT
AFCS	AP 1 SERVOS	DC 1
AFCS	YD 1	BATT
AFCS	IAC 2	DC ESS
AFCS	AP 2 SERVOS	DC 2
AFCS	YD 2	DC ESS
AFCS	IAC 3	BATT
IND/RECORD	AURAL WARNING 1	BATT
IND/RECORD	AURAL WARNING 2	DC ESS
NAV	HUD (if installed)	DC2

B. Modification

CAUTION: OBEY ALL ELECTROSTATIC DISCHARGE SAFETY PRECAUTIONS WHEN YOU DO MAINTENANCE ON ELECTROSTATIC DISCHARGE SENSITIVE (ESDS) COMPONENTS. STATIC VOLTAGE CAN CAUSE DAMAGE TO ESDS COMPONENTS.

(1) Obey all electrostatic discharge safety precautions. Refer to AMM 24−00−00−910−802.

(2) In the IAC 1, IAC 2 and IAC 3 configuration modules make sure of the following. Refer to AMM 31−41−05−280−801:

NOTE: Status indication of straps W34 and W37 are not displayed correctly on the PMAT and must not be used to verify through the CAIMS 'System Diag' function.

(a) Verify strap W34 is UNCUT, if not, add a strap, and

(b) Cut strap W37 if aircraft is post 700−1A11−34−028, or

(c) Verify strap W37 is UNCUT if aircraft is pre SB 700−1A11−34−028.

(3) On the ELECTRICAL panel in the flight compartment, set the BATT MASTER switch to ON.

(4) On the AURAL WARNING panel in the flight compartment, make sure that the IAC 1 and IAC 2 MUTED switches are OFF.

(5) On the ELECTRICAL panel in the flight compartment, set the BATT MASTER switch to OFF.

(6) On the IBM compatible laptop, do the steps that follow for software upgrade preparation:

(a) Make sure that you have administration rights to the PC/laptop before using.

(b) It is best to power the laptop with AC power to prevent a power shutdown. If battery power is necessary make sure battery is fully charged.

(c) Close all programs running on the PC/laptop. Be sure the PC/laptop is not connected to the internet, and WIFI has been disabled. If this is not done, a target identifcation unsatisfactory condition can occur.

Refer to Honeywell SB 7017300−22−0140 Table 6.

(d) In the Control Panel Power Options, make sure that the laptop will not go into standby, screen saver, sleep, or off modes in less than three hours

(e) Make sure the software identifed below cannot operate while the flight software is put into the IAC. This software can interrupt the software load into the IAC and cause it to become unrecoverable.

NOTE: , The Firewall software, Antivirus and Blackberry personal digital assistant software can be hard to identify as it can operate in the background.

(f) Go to the root directory (C drive of PC/Laptop) and create a TEMP folder. If TEMP folder already exists, delete FLST folder in the TEMP folder.

Make sure to delete any previous FLST folders and contents on the C drive.

(g) If using an adapter for the serial port, unplug and reinstall the USB connection and make sure there are no driver messages indicating not installed correctly. Refer to the latest Honeywell Service Information Letter, Publication Number D200806000010.

(h) Configure the COM port for both physical serial ports and USB to serial adapters as follows:

Refer to Honeywell SIL 200806000010.

(i) For the Port settings:

a BPS: 9600

b Data Bits: 8

c Parity: None

d Stop Bits:1

(ii) For the Advance settings:

a Use FIFO buffers: Check

b Receive Buffer: 14

c Transmit Buffer: 16

C. Load Software

CAUTION: THERE MUST BE NO AVIONICS ACTIVITY ONBOARD THE AIRCRAFT DURING THE SOFTWARE LOADING PROCESS. FAILURE TO FOLLOW THIS PRECAUTION MAY RESULT IN THE UNIT HAVING TO BE REMOVED FROM THE AIRCRAFT AND SENT TO A HONEYWELL SERVICE CENTER OR OTHER AUTHORIZED SHOP FACILITY FOR REPAIR.

NOTES:
1. Read carefully the NOTES in the steps below and the Honeywell SB 7017300−22−0140, especially the PC/Laptop setup points, to avoid software loading problems.
2. Do the software verification of the three IACs only after the upgrade of all three IACs is done, to prevent configuration problems.
3. If problems occur with the software loading, refer to the troubleshooting section in Honeywell Service Bulletin 7017300−22−0140.
4. Ignore flight compartment indications during the IAC upgrade.

(1) Do the software upgrade of IAC 1, IAC 2 and IAC 3 as follows. Refer to Honeywell SB 7017300−22−0140.

NOTE: Make sure that the PMAT RS232 connector is not connected and that the rotary switch on the DATA UPLOAD/DOWNLOAD panel in the flight compartment is not set to IAC 1 or IAC 2 or IAC 3.

(2) When instructions are given to apply/remove power to/from the IAC (IC−810) during its upgrade, put the applicable IAC circuit breakers that follow to IN/OUT as given in AMM 24−00−00−863−802 and AMM 24−00−00−863−801.

FOR IAC 1:		
SYSTEM NAME	**CIRCUIT BREAKER NAME**	**BUS NAME**
AFCS	IAC 1	BATT
AFCS	AP 1 SERVOS	DC 1
AFCS	YD 1	BATT
IND/RECORD	AURAL WARNING 1	BATT

FOR IAC 2:		
SYSTEM NAME	**CIRCUIT BREAKER NAME**	**BUS NAME**
AFCS	IAC 2	DC ESS
AFCS	AP 2 SERVOS	DC 2
AFCS	YD 2	DC ESS
IND/RECORD	AURAL WARNING 2	DC ESS

FOR IAC 3:		
SYSTEM NAME	**CIRCUIT BREAKER NAME**	**BUS NAME**
AFCS	IAC 3	BATT

(3) On IAC 1, remove the J2 connector shield plate. Retain the plate and attaching hardware.

(4) Connect cable assembly, Part No. T336461 or equivalent, between IAC 1 connector, J2, and the laptop.

NOTE: Make sure that the software upload cable is connected to the IAC and that the program switch is set to "PROG" each time an IAC is powered.

(5) Insert the CD into the laptop and open the FLST.exe file.

(6) On the licence agreement page, click the ACCEPT button.

(7) Apply power to IAC 1.

(8) Wait a minimum of 20 seconds and click the NEXT button.

(a) The amber light flashes and the message TARGET DETECTION IN PROGRESS is shown on the laptop. This could take two minutes.

NOTE: The Table below shows the status conditions shown on the traffic light in the bottom right corner of the laptop display.

INDICATION	VISUAL MESSAGE	CONDITION
Amber light flashes	Target detection in progress	Hardware identification check
Green light ON	Target identification successful. Display shows hardware type.	The FLST identified the hardware
Red light ON	Target detection unsuccessful	Hardware identification error caused by: − Defective hardware connection − Defective cable assembly − Time−out error − Hardware comparison failed

(b) When the green light comes ON, make sure the IAC 1 Part No. is correct.

(c) Press the NEXT button.

(9) Load the software onto IAC 1 as follows:

(a) Click the LOAD button to load files to the IAC.

NOTES: 1. The file name, status and file size show on the laptop display.

2. Load time is approximately 30 minutes.

3. At all times follow all FLST instructions on screen.

(b) When the message “IC−800 Download complete” appears, click OK and then click FINISH.

(10) Remove power from IAC 1.

(11) Disconnect the cable assembly from IAC 1.

(12) Install the J2 connector shield plate.

(13) Repeat steps 2.C.(1) to 2.C.(12) for IAC 2.

(14) Remove IAC 3. Refer to AMM 31−41−01−000−801.

(15) Remove either IAC 1 or IAC 2. Refer to AMM 31−41−01−000−801.

(16) Install IAC 3 in the removed IAC 1 or IAC 2 position. Refer to AMM 31−41−01−400−801

(17) Repeat steps 2.C.(1) to 2.C.(12) for IAC 3.

(18) Do not move IAC 3 at this time.

D. Software Verification

Verify the software values as follows:

NOTE: For the verification, use the PMAT, not the laptop.

(1) Apply power to IAC 1.

(2) Connect the PMAT RS232 connector.

(3) Apply power to the PMAT and set up as follows: (Refer to AMM 45−45−00−970−801.

(a) Select System Diagnostics.

(b) Select ATA 31.

(c) Select IAC1, IAC 2 or IAC 3 as applicable.

(d) Select ASCB System.

(e) Select LRU test.

(f) Select IAC Part No., Serial Number and Software version.

(4) Make sure the IAC Part No. and Software Version shown on the PMAT are correct. Refer to the Table below for the correct software version for each processor.

PROCESSOR	SOFTWARE VERSION
ASCB BC	ABCGN2960003F11
AWP	FWP AWF CRC = A2E9H
DP1/FWP	DP1GEX160001F11
DP2/FWP	DP2GEX160001F11
FGCA	FCSGEN08A003F11
FGCB	FCSGEN08B003F11

PROCESSOR	SOFTWARE VERSION
FMS	FMSGEX15001F110 (See NOTE 2)
	NO DISPLAYABLE VALUE (See NOTE 3)
IOP	IOPGN2080002F11
RSB	RSBGN2990001F11

NOTES: 1. Version numbers are applicable to Part Nos. 7017300−61013 and 7017300−62013 except as noted.

2. Applicable to Part No. 7017300−61013.

3. Applicable to Part No. 7017300−62013.

(5) Repeat steps 2.D.(1) to 2.D.(3) for IAC 3 (still installed in IAC 1 or IAC 2 position).

NOTE: Perform IAC 3 verification in the location 1 or 2. The FGCA and FGCB processor files will fail the verification if you don't do the IAC 3 verification in the location 1 or 2.

(6) Return IAC 3 to the IAC 3 position. Refer to AMM 31−41−01−000−801 and AMM 31−41−01−400−801.

(7) Install removed IAC 1 or IAC 2 in the IAC 1 or IAC 2 position. Refer to AMM 31−41−01−400−801.

(8) Repeat steps 2.D.(1) to 2.D.(3) for the reinstalled IAC 1 or IAC 2.

(9) Close the CAIMS application and shutdown the PMAT. Refer to AMM 45−45−00−970−801.

E. Reload Databases

(1) Copy the navigation database from the data loader to each IAC. Refer to AMM 34−62−01−970−801.

NOTE: Make sure that the Batch 3.3 Navigation database Part No N6A is loaded on the FMS CDU NAV IDENT page; the navigation database identifier should show WLD3ALT−xx.

(2) Copy the aircraft database from the data loader to each IAC. Refer to AMM 34−62−01−970−803.

NOTE: Make sure that you use the applicable database as follows:

- G5K87−L1 database for 87,700 pounds for basic aircraft,
- G5K88−L1 database for 88,700 pounds Maximum Take−Off Weight (MTOW) aircraft post SB 700−1A11−11−005,
- G5K89−L1 database for 89,700 pounds MTOW aircraft post SB 700−1A11−11−002,
- G5K92−L1 database for 92,500 pounds MTOW aircraft post SB 700−1A11−11−008.

(3) If applicable, enter the customized data flight setup recorded during the aircraft setup procedure, step 2.A.(4), as follows:

(a) On the FMS 1 CDU, push the NAV function key to go to the NAV INDEX page (1/2).

(b) Push the NEXT function key to go to the second NAV INDEX page (2/2).

(c) Push the line select key 2R adjacent to MAINTENANCE to go to the FMS 1 MAINTENANCE page (1/3).

(d) Push the NEXT function key to go to the second FMS 1 MAINTENANCE page (2/3).

(e) Push the line select key 4L adjacent to SETUP to go to the FMS SETUP page (1/1).

(f) Push the line select key 1R adjacent to FLIGHT to go to the FLIGHT CONFIG page (1/5).

(g) If applicable, enter the customized flight data recorded during the aircraft setup procedure.

NOTE: Make sure that the default setting for SUSPEND WPT SEQ W/HDG is OFF. Confirm setting, and if required, manually set to OFF.

(h) Make sure that the COLD selection is set in the TEMP COMP CONFIG field (1L). If it is not, push the line select key 1R adjacent to OR to make the COLD selection.

(i) Push the NEXT function key to go to the second FLIGHT CONFIG page (2/5) and, if applicable, enter the customized flight data recorded during the aircraft setup procedure.

NOTE: Make sure that the BANK FACTOR is set to the default setting of 7. Confirm setting, and if required, manually set to 7.

(j) Push the NEXT function key to go to the third FLIGHT CONFIG page (3/5) and, if applicable, enter the customized flight data recorded during the aircraft setup procedure.

(4) Enter the customized Datalink Flight Plan and Wind and Position Reports recorded during the aircraft setup procedure step 2.A.(5) as follows:

(a) On the FMS 1 CDU, push the NAV function key to go to the NAV INDEX page (1/2).

(b) Push the line select key 2R adjacent to DATALINK to go to the FMS 1 DATALINK page.

(c) Push the NEXT function key to go to the second FMS 1 DATALINK INDEX page.

(d) On the DATALINK INDEX page, select ADDRESS line select key.

(e) On the ADDRESS CONFIG page, select FLIGHT PLAN line select key.

(f) On the FLIGHT PLAN ADDRESS page, enter Company Address and Ground Address then select ADDRESS select key.

(g) On the ADDRESS CONFIG page, select WINDS line select key.

(h) On the WINDS ADDRESS page, enter Company Address and Ground Address then select ADDRESS select key.

(i) On the ADDRESS CONFIG page, select POS REPORT select key.

(j) On the POS REPORT ADDRESS page, enter Company Address and Ground Address then select ADDRESS select key.

(5) If applicable, repeat the recommended procedure given in the previous step on the FMS 2 CDU and, for aircraft with third FMS, on the FMS 3 CDU to enter the customized flight data recorded during the aircraft setup procedure.

(6) Make sure that the aircraft tail number is entered in each FMS CDU as follows:

(a) On the FMS 1 CDU, push the PERF function key to go to the PERF INDEX page 1/2.

(b) On the PERF INDEX page 1/2, push the line select key 1L adjacent to PERF INIT to go to the PERFORMANCE INIT page 1/5.

(c) Enter the aircraft Serial number in the TAIL number field if necessary.

(d) Repeat the above steps for the FMS 2 CDU and, for aircraft with third FMS installed, on the FMS 3 CDU.

F. Testing

(1) Make sure that the circuit breakers that follow are set to IN. Refer to AMM 24−00−00−863−802:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
AFCS	IAC 1	BATT
AFCS	AP 1 SERVOS	DC 1

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
AFCS	YD 1	BATT
AFCS	IAC 2	DC ESS
AFCS	AP 2 SERVOS	DC 2
AFCS	YD 2	DC ESS
AFCS	IAC 3	BATT
IND/RECORD	AURAL WARNING 1	BATT
IND/RECORD	AURAL WARNING 2	DC ESS
NAV	HUD (if installed)	DC2

(2) Connect and energize the external AC power. Refer to AMM 24−41−00−861−801.

(3) On the EICAS display, make sure that IAC CONFIG MISMTCH advisory message does not show.

(4) Do the operational test of the IAC 1, IAC 2 and IAC 3. Refer to AMM 31−41−00−710−801.

NOTE: Do not repeat redundant steps already done by this Service Bulletin.

(5) Make sure that you confirm the aircraft Serial No. on PMAT. Refer to AMM 45−45−00−970−823.

(6) Make sure that there is no IAC 1 INVALID, IAC 2 INVALID and/or IAC 3 INVALID message(s) on the EICAS.

(7) On aircraft post SB 700−1A11−23−005, do the confirmation of the ground service provider address. Refer to AMM 23−23−00−970−801 or AMM 23−23−00−970−802 as applicable.

NOTES: 1. Since the previous configuration may have gone back to default value as a result of the software upgrade, do the configuration of the Flight Compartment Printer. Refer to AMM 23−21−00−970−801.

2. Use the FMS data recorded at step 2.A.(5).: Flight Plan, Winds and Position Reports/Ground Address.

(8) If the aircraft has the Electronic Checklist from the On−Board Data System (OBDS) software, make sure that the electronic programmable checklist is installed on the MFD 1 for the IAC 1 and on the MFD 2 for the IAC 2 (after, to validate the checklist installation for the IAC 3, make sure that you do not have the CHECKLIST MISMATCH message on the EICAS). If it is not installed for one or more IAC(s), do the installation as given in AMM 31−61−00−970−801.

(9) Remove the external AC power. Refer to AMM 24−41−00−861−802.

(10) Remove the tags and close the circuit breakers that follow:

LOCATION	CB NO.	NAME	ZONE
CCBP	B1	PITOT 2 HT	222
CCBP	D4	TAT HT 3	222
CCBP	F3	TAT HT 1	222
CCBP	F4	L AOA HEAT	222
CCBP	F5	PITOT 1 HT B	222
CCBP	F6	PITOT 3 HT	222
CCBP	F9	TAT HT 2	222
CCBP	F10	STBY PITOT HT	222
CCBP	H7	PITOT 1 HT A	222
CCBP	H9	R AOA HEAT A	222
CCBP	F8	R AOA HEAT B	222

G. Replace Logo Master Plate

(1) Remove and discard the logo master plate from each IAC.

(2) Install the logo master plate in same location as the old one.

NOTES: 1. Make sure the plate has the correct Part No.

2. Make sure the plate has no modifications marked on it.

H. Close−out

(1) Remove all tools, equipment and unwanted materials from the aircraft.

(2) Install the closing skin panels (232ARW/232BRW) of the avionics rack. Refer to AMM 25−72−01−400−801.

(3) Remove electrical power from the aircraft. Refer to AMM 24−00−00−861−802.

I. Recording

When this Service Bulletin is completed, make an entry in the aircraft log and send the attached Incorporation Notice to Bombardier Business Aircraft Customer Services (BBACS).

In an effort to improve the quality of our technical communications, we are requesting your feedback. Please take a moment to fill out our easy on−line Service Bulletin survey:

http://csefeedback.aero.bombardier.com

3. MATERIAL INFORMATION

A. Kit

No kits required.

B. Parts

The parts that follow are necessary to do this Service Bulletin and are available from Bombardier Parts Services, Montreal:

NEW PART NO.	QTY	ITEM	USED PART NO.	INSTRUCTIONS - DISPOSITION
KS7025350−61013 (See NOTE 1)	1	Customer Software Kit	−	−
7500384–1	6	Jumper	−	−

NOTES:
1. The logo master plates are included in the customer software kit.
2. The part number for the item listed above is subject to change without revision to this Service Bulletin. In case of discrepancy between this list and any other list, the Honeywell Service Bulletin prevails and shall be used to determine the latest part number.
3. Batch 3.3 upgrade IAC (RVSM critical item) Part No. changed. All RVSM Maintenance manuals need to be upgraded accordingly.

C. Material

No consumables are required.

D. Publications

The publications that follow are required after this Service Bulletin has been incorporated:

- Airplane Flight Manual (AFM), CSP 700−5000−1, Revision 50 or later approved revisions.
- BD−700−1A11 Flight Crew Operating Manual, CSP 700−5000−6, Revision 50 or later approved revisions.
- Global 5000 BD−700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 31.

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SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN: 700−1A11−31−017 **ISSUE:** Rev. 02 **DATED:** Jan 23/2017

TITLE: MODIFICATION — INTEGRATED AVIONICS COMPUTER (IAC) SYSTEM — BATCH 3.3 SOFTWARE UPGRADE

In an effort to improve the quality of our technical communications, we are replacing the standard **Service Bulletin Evaluation Form** with an on−line **Service Bulletin Survey** and we are requesting your feedback. Please take a moment to fill out our easy on−line Service Bulletin survey at:

http://csefeedback.aero.bombardier.com

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SERVICE BULLETIN INCORPORATION SHEET − "700−1A11−31−017"

BOMBARDIER SUBMISSION	Upon completion of the Service Bulletin, please fill−in, fax to (514) 855−8798 or e−mail to Fracas at fracas.montreal@aero.bombardier.com **If your aircraft is registered on CAMP and you are reporting to them, please do not send the incorporation sheet to Bombardier.** If your aircraft is on another tracking system, please contact Bombardier to make arrangements for automated data submission.

Service Bulletin Number	Rev.	* Parts Completed	COMPLIED WITH YES	NO	N/A	Remarks/Reason
700−1A11−31−017	02		☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	
			☐	☐	☐	

Actual hours to accomplish Service Bulletin: _____

* NOTES:

1. Where the Service Bulletin is divided into a number of parts (e.g., PARTS A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.
2. For repetitive checks (usually PART A) only the initial check should be reported unless otherwise stated in the Service Bulletin.
3. When more than one part is carried out at the same time, each part should be reported.

Aircraft Serial No. _____ Aircraft Reg. No. _____

Airframe Hours: _____ Airframe Landings _____

S.B. Incorporation Date _____ (dd/mm/yy) Service Order No. _____

Facility incorporating S.B. _____

Name _____ Signature _____ Date _____ (dd/mm/yy)

Signature not required if sent by E−Mail