

SERVICE BULLETIN

MODEL BD-700-1A10 (BD-700)

ATA 27-32

FLIGHT CONTROLS

**MODIFICATION – STALL PROTECTION SYSTEM –
DISABLE STICK PUSHER CANCEL FUNCTION FROM AUTOPILOT MASTER
DISCONNECT SWITCH FOR JAA AIRCRAFT**

1. PLANNING INFORMATION

A. Compliance

Optional

NOTE: This modification is necessary for JAA registered aircraft only.

B. Approval

This modification is approved by the Bombardier Aerospace, Design Approval Designee(s) for Transport Canada Aviation (TCA).

This modification is also FAA approved under the TCA/FAA bilateral agreement.

C. Effectivity

BD-700-1A10 aircraft, Serial No. **9002** to **9999**.

NOTE: The instructions 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 Service Bulletin(s).

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

Refer to applicable governmental agency regulations and requirements and make sure that the work described in this Service Bulletin is performed in compliance with manufacturer's recommendations and/or acceptable industry standards. This document is proprietary to Bombardier Inc. and/or its affiliates and may not be reproduced or copied in any form or by any means without the prior written consent of Bombardier Inc. and/or its affiliates.

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This Service Bulletin gives instructions to disable the stick pusher disconnect function from the A/P master disconnect switch on the control column to meet JAA requirements. The stick pusher cancellation remains available from the pusher ON/OFF switch located on the pilot and copilot stall protection panel.

Prior to this modification, if the autopilot fails to disengage when the stick shaker is initiated, the normal procedure is to disconnect the autopilot by selecting the A/P master disconnect switch on the control column. If this action is coincident with a stick pusher activation, this will also cancel the stick pusher function.

The modification is achieved by disconnecting, capping and stowing the signal input wires from the autopilot master disconnect switch (located on the pilot's and copilot's control columns) to the stall warning computer and stick pusher actuator.

E. Description

This Service Bulletin gives instructions to:

- Get access to the stall protection computer connectors,
- Get access to the stick pusher connector,
- Disconnect, cap and stow some wires,
- Do the necessary tests to make sure the system operates correctly.

F. Manpower

NOTE: The man-hours given are estimates to help you schedule the task.
Refer to Service Bulletin 700-00-002 for more detailed data.

Four man-hours are necessary to do this modification.

Bombardier Aerospace does not pay for the labor to do this modification.

G. Material - Cost and Availability

No kit is necessary to do this modification.

H. Tooling - Price and Availability

No equipment or special tools are necessary.

I. Weight and Balance

No change

J. Electrical Load Data

No change

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- Bombardier Aerospace, Modification Summary, 700T01376, Issue A-1
- BD-700 Aircraft Maintenance Manual, Chapters 6, 12, 24 and 27
- BD-700 Wiring Manual, Chapter 27.

L. Other Publications Affected

- BD-700 Wiring Manual, Chapter 27
- BD-700 Flight Crew Operating Manual, CSP 700-6, Temporary Revision BD 700/10
- BD-700 Aircraft Maintenance Manual, Chapter 27.

M. Equivalent Service Bulletin

None

2. ACCOMPLISHMENT INSTRUCTIONS

- NOTES:** 1. All TASKs referenced in the procedures that follow are from the BD-700 Aircraft Maintenance Manual, unless otherwise specified.
2. All references made to zones, access panels and/or doors, are from the BD-700 Aircraft Maintenance Manual, Chapter 6.

A. Aircraft Setup

- (1) Install the applicable warning placards in the flight compartment.

CAUTION: OBEY ALL THE ELECTROSTATIC DISCHARGE-SENSITIVE (ESDS) PRECAUTIONS. STATIC VOLTAGES CAN CAUSE DAMAGE TO ESDS COMPONENTS.

- (2) Obey all electrostatic discharge safety precautions. Refer to TASK 24-00-00-910-802.

WARNING: OBEY ALL THE SAFETY PRECAUTIONS WHEN YOU DO MAINTENANCE ON OR NEAR ELECTRICAL/ELECTRONIC EQUIPMENT. IF YOU DO NOT DO THIS, YOU CAN CAUSE INJURIES TO PERSONS AND/OR DAMAGE TO THE EQUIPMENT.

- (3) Obey all electrical/electronic safety precautions. Refer to TASK 24-00-00-910-801.
- (4) Obey all flight control safety precautions. Refer to TASK 27-00-00-910-901.
- (5) On the electrical control panel, installed on the overhead panel, set the BATTMASTER switch to ON.

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WARNING: MAKE SURE YOU DO NOT SET THE EMS CDU CIRCUIT BREAKERS TO 'LOCK'. IF YOU DO THIS AND YOU APPLY ELECTRICAL POWER, THE CIRCUIT BREAKERS WILL AUTOMATICALLY BE SET TO THEIR ORIGINAL POSITION. THIS WILL PUT THE AIRCRAFT IN A DANGEROUS CONDITION FOR MAINTENANCE.

- (6) On the Electrical Management System (EMS), Control Display Unit (CDU), installed on the pilot's and copilot's side panel, set the circuit breakers that follow to OUT:

CIRCUIT BREAKER NAME	BUS NAME
SPC CH A	BATT
SPC CH B	DC ESS
PUSHER LOCK CH A	BATT
PUSHER LOCK CH B	DC ESS
STICK PUSHER PWR	BATT
STICK SHAKER 1	BATT
STICK SHAKER 2	DC ESS

- (7) On the electrical control panel, set the BATT MASTER switch to OFF.
- (8) Remove either access panels that follow to gain access to the avionics compartment:

ACCESS	DESIGNATION
140BB	Access Panel
221DLF	Panel, Floor, Flight Compartment

- (9) Remove the Stall Protection Computer (SPC) to gain access to the connectors A40BP1 and A40AP1. Refer to TASK 27-32-01-000-801.

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B. Modification

- (1) On the stick pusher actuator connector A190P1-pin P, cap and stow wire UAG3966-22. Refer to the BD-700 Wiring Manual, Chapters 20-12-05 and 27-32-00.
- (2) On the stick pusher actuator connector A190P1-pin R, cap and stow wire UAH3974-22. Refer to the BD-700 Wiring Manual, Chapters 20-12-05 and 27-32-00.
- (3) On the stall protection computer connector A40BP1-pin 66, cap and stow wire UBH3963-22. Refer to the BD-700 Wiring Manual, Chapters 20-12-05 and 27-32-01.
- (4) On the stall protection computer connector A40AP1-pin 66, cap and stow wire UBG3969-22. Refer to the BD-700 Wiring Manual, Chapters 20-12-05 and 27-32-01.
- (5) Install the SPC. Refer to TASK 27-32-01-400-801.

C. Testing

- (1) Connect and energize the external ac power. Refer to TASK 24-41-00-861-801.
- (2) On the electrical control panel, set the BATT MASTER switch to ON.
- (3) On the EMS CDU, set the circuit breakers that follow to IN:

CIRCUIT BREAKER NAME	BUS NAME
SPC CH A	BATT
SPC CH B	DC ESS
PUSHER LOCK CH A	BATT
PUSHER LOCK CH B	DC ESS
STICK PUSHER PWR	BATT
STICK SHAKER 1	BATT
STICK SHAKER 2	DC ESS

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(4) Open and tag the circuit breakers that follow:

CB PANEL	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

(5) On the pilot and copilot side panels, on the STALL control panels, make sure that the PUSHER switches are set to ON.

WARNING: MAKE SURE THAT PERSONS AND EQUIPMENT ARE NOT NEAR THE FLIGHT CONTROL SURFACES. FLIGHT CONTROL MOVEMENT CAN CAUSE INJURY TO PERSONS AND DAMAGE TO THE EQUIPMENT.

CAUTION: DO NOT OPERATE THE STICK SHAKERS AND THE STICK PUSHER LONGER THAN THE DUTY CYCLES PERMIT WHEN YOU DO THE PILOT ACTIVATED TESTS.

- THE MAXIMUM DUTY CYCLE FOR THE STICK SHAKERS IS 5 SECONDS ON, FOLLOWED BY 5 SECONDS OFF.
- THE MAXIMUM DUTY CYCLE FOR THE STICK PUSHER IS 5 SECONDS ON, FOLLOWED BY 20 SECONDS OFF.

YOU CAN CAUSE DAMAGE TO THE STICK SHAKER MOTORS AND/OR THE STICK PUSHER ACTUATOR IF YOU OPERATE THEM LONGER THAN THEIR DUTY CYCLES.

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- (6) Do an operational test of the Stall Protection System - Dual Channel, as follows:

NOTE: The Pilot Activated Test (PAT) continues for 15±1 seconds and operates in a sequence. Before you start the stall test, make sure that you read all the steps.

- (a) On the Engine Indication and Crew Alerting System (EICAS), make sure you do not get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL WRN ADVANCED	Advisory (cyan)
PITCH DISC FAULT	Advisory (cyan)
STALL PROTECT FAIL	Caution (amber)

- (b) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
- (c) On the pilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher starts to move both of the control columns.
During the last 5 seconds	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.
	The stick pusher continues to operate until both control columns are fully forward.

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- (d) On the EICAS, make sure you do not get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)
PITCH DISC FAULT	Advisory (cyan)

- (e) Do not use the stick pusher for 30 seconds.
- (f) On the copilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
- (g) On the copilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher starts to move both of the control columns.
	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.

- (h) During the last 5 seconds of the test, on the pilot control wheel, push the MASTER DISC pushbutton. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
Before the end of the test	The stick pusher DOES NOT stops.
	Both of the control columns ARE fully forward.

- (i) On the EICAS, make sure you DO NOT get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)
PITCH DISC FAULT	Advisory (cyan)

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- (j) Do not use the stick pusher for 30 seconds.
- (k) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
- (l) On the EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker
During the next 5 seconds	Both the stick shakers operate at the same time
	The warning STALL is heard in the flight compartment
	The stick pusher starts to move both of the control columns
	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.

- (m) During the last 5 seconds of the test, on the copilot control wheel, push the MASTER DISC pushbutton. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
Before the end of the test	The stick pusher DOES NOT stop.
	Both of the control columns ARE fully forward.

- (n) On the EICAS, make sure you do not get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)
PITCH DISC FAULT	Advisory (cyan)

- (o) Do not use the stick pusher for 30 seconds.
- (p) On the pilot side panel, on the STALL control panel, set the PUSHER switch to OFF.

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- (q) On the EICAS, make sure you get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)

- (r) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
- (s) On the EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher DOES NOT move the control columns.

- (t) On the pilot side panel, on the STALL control panel, set the PUSHER switch to ON.
- (u) On the EICAS, make sure you get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)

- (v) On the copilot side panel, on the STALL control panel, set the PUSHER switch to OFF.
- (w) On the EICAS, make sure you get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)

- (x) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.

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- (y) On the EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher DOES NOT move the control columns.

- (z) On the copilot side panel, on the STALL control panel, set the PUSHER switch to ON.
- (aa) On the pilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher starts to move both of the control columns.
	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.
During the last 5 seconds	The stick pusher continues to operate until both control columns are fully forward.

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- (bb) On the EICAS, make sure you do not get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)

- (cc) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to OUT:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
IND/RECORD	DAU 3 CH A	BATT
IND/RECORD	DAU 3 CH B	DC 2

- (dd) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.

- (ee) On the pilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher starts to move both of the control columns.
	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.
During the last 5 seconds	The stick pusher continues to operate until both control columns are fully forward.

- (ff) On the EICAS, make sure you do not get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)
PITCH DISC FAULT	Advisory (cyan)

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- (gg) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to IN:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
IND/RECORD	DAU 3 CH A	BATT
IND/RECORD	DAU 3 CH B	DC 2

- (hh) Do not use the stick pusher for 30 seconds.
- (ii) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to OUT:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
IND/RECORD	DAU 4 CH A	BATT
IND/RECORD	DAU 4 CH B	DC 1

- (jj) On the copilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
- (kk) On the copilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that you get the results that follow:

REFERENCE	POSITION/INDICATION
During the first 5 seconds	The pilot stick shaker operates, followed by the copilot stick shaker.
During the next 5 seconds	Both the stick shakers operate at the same time.
	The warning STALL is heard in the flight compartment.
	The stick pusher starts to move both of the control columns.
	The message STALL shows in red on both of the primary flight displays and IGN shows in green on the EICAS primary page ITT indications.
During the last 5 seconds	The stick pusher continues to operate until both control columns are fully forward.

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- (ll) On the EICAS, make sure you DO NOT get the indications that follow:

EICAS MESSAGES	LEVEL (COLOR)
STALL PROTECT FAIL	Caution (amber)
PITCH DISC FAULT	Advisory (cyan)

- (mm) In the flight compartment, on the EMS CDU, set the circuit breakers that follow to IN:

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
IND/RECORD	DAU 4 CH A	BATT
IND/RECORD	DAU 4 CH B	DC 1

- (7) Put the aircraft in a weight-off-wheel configuration with the aircraft on the ground. Refer to TASK 32-61-00-867-801.
- (8) Continue with the operational test as follows:
- (a) On the pilot side panel, on the EMS CDU, push the SYSTEM TEST pushbutton.
 - (b) On the pilot EMS CDU, on the SYSTEM TEST page, set the STALL TEST. Make sure that the PAT does not start.
- (9) Remove the aircraft from a weight-off-wheel configuration with the aircraft on the ground. Refer to TASK 32-61-00-867-802.
- (10) Continue the operational test as follows:
- (a) On the center pedestal, move the FLAT/SLAT selector handle from the 0/0 position.
 - (b) On the copilot side panel, on the EMS CDU, push the SYSTEM CNTL pushbutton.
 - (c) On the EMS CDU, on the SYSTEM CONTROL page, set the STALL REVERSION from NORM to REV.
 - (d) On the EICAS, make sure you get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL WRN ADVANCED	Advisory (cyan)

- (e) On the pilot side panel, on the EMS CDU, push the SYSTEM CNTL pushbutton.
- (f) On the EMS CDU, on the SYSTEM CONTROL page, set the STALL REVERSION from REV to NORM.

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(g) On the EICAS, make sure you DO NOT get the indication that follows:

EICAS MESSAGES	LEVEL (COLOR)
STALL WRN ADVANCED	Advisory (cyan)

(h) On the center pedestal, move the FLAT/SLAT selector handle to the 0/0 position.

(11) Remove the external ac power. Refer to TASK 24-41-00-861-802.

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

CB PANEL	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	ATBY PITOT HT	222
CCBP	H7	PITOT 1 HT A	222
CCBP	H9	R AOA HEAT A	222

D. Close-out

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

(2) Install the access panels that follow:

ACCESS	DESIGNATION
140BB	Access Panel
221DLF	Panel, Floor, Flight Compartment

E. Recording

When this Service Bulletin is completed, make an entry in the aircraft log and send the attached Incorporation Notice to Bombardier Inc., Business Aircraft Division.



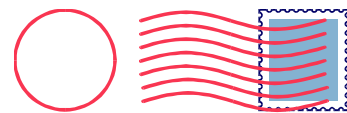
SERVICE BULLETIN EVALUATION FORM
(YOUR IDEAS WILL HELP US PROVIDE BETTER BULLETINS)

SERVICE BULLETIN: <u>700-27-025</u>	ISSUE: <u>Basic</u>	DATED: <u>Jun 30/2000</u>
TITLE: Modification – Stall Protection System – Disable Stick Pusher Cancel Function from Autopilot Master Disconnect Switch for JAA Aircraft		

- | | POOR | FAIR | GOOD | VERY GOOD | EXCELLENT |
|--|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| <ul style="list-style-type: none"> • How easy is the bulletin to understand?
Comments: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
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FORWARD ALL INQUIRIES TO:	PLEASE SUPPLY US WITH THE FOLLOWING DATA:
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Service Bulletin Number	Rev.	* Parts Completed	Further Action Required	
			YES	NO
_____	_____	_____	<input type="checkbox"/>	<input type="checkbox"/>
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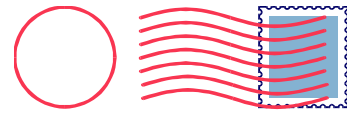
* **NOTES:** 1. Where the Service Bulletin is divided into a number of parts (e.g., Parts A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.

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.

Is the aircraft enrolled on the CIMMS computerized maintenance program? Yes No

Aircraft Serial No. _____	Aircraft Reg. No. _____
Airframe Landings _____	Airframe Hours _____
Date of Incorporation _____	Service Order No. _____
Facility & Location Incorporation Bulletin _____	
SIGNED: _____	DATE: _____



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