

Bombardier Inc.
P.O. Box 6087, Station Centre-Ville
Montréal, Québec,
Canada H3C 3G9
Telephone (514) 855-7469
Fax (514) 855-7072
<http://www.cic.bombardier.com>

ADVISORY WIRE

700T-0118

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ADDRESS TO:	A/C:
FAX NUMBER:	
FROM/DE: Bombardier Aerospace, Business Aircraft	
ADVISORY WIRE	
REFERENCE NO:	700T-0118
SUBJECT:	Head-Up-Display Combiner Operation
EFFECTIVITY:	BD700-1A10 (9002 & Subs) Post SB 700-34-002
ATA:	34-32
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1.0 REFERENCES

- 1.1 Thales Head-Up Flight Display System (HFDS) Pilot Guide For Global Express, section 1.7
- 1.2 SB 700-34-002 Head-Up-Display System Installation

2.0 INTRODUCTION

This Advisory Wire is to remind Operators equipped with Head-Up-Display (HUD) System (ref. 1.2) of the operational procedure for moving the Combiner Unit (COU) from the Crash position. Improper operation can result in damage and unnecessary removal of the combiner unit.

3.0 DESCRIPTION

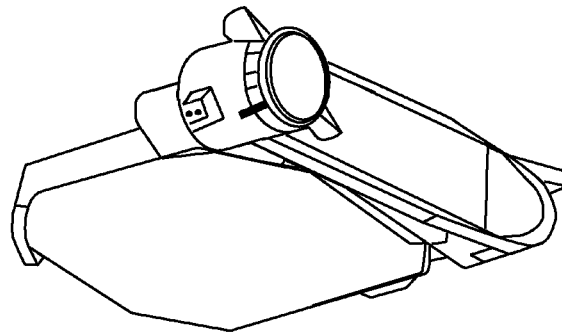
Part of the HUD System installation is the COU located in the cockpit. The COU superimposes the flight environment data on the real world scene. Recently a high number of COU have been returned for repair due to the stowage / breakaway mechanism cable being broken. Investigation reveals that some of the returned COU had been damaged due to incorrect operation and too much force being applied when the position of the COU is changed.

The COU has three positions: Stowed, Operational and Crash. The stowing/unstowing of the COU is carried out by the use of the rotating handle located to the right of the arm. The handle should be rotated clockwise to lock and counter clockwise to unlock the unit from and into the stowed or operational position. A “click” should be heard during the locking procedure that indicates the COU is properly locked in place. If the COU glass is accidentally moved into the crash position, the unit will be automatically locked in place. A reset button located at the top left of the locking handle **must be pushed in** to allow return to the operational position.

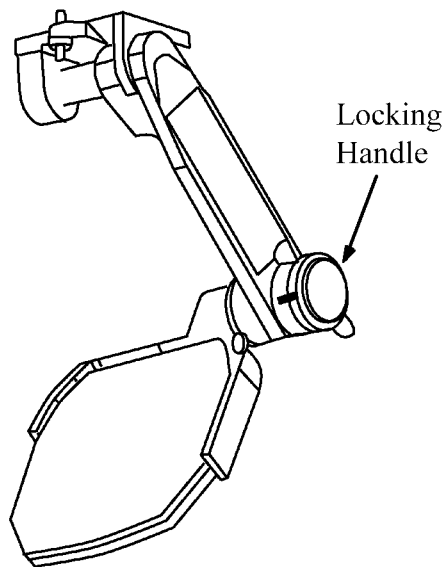
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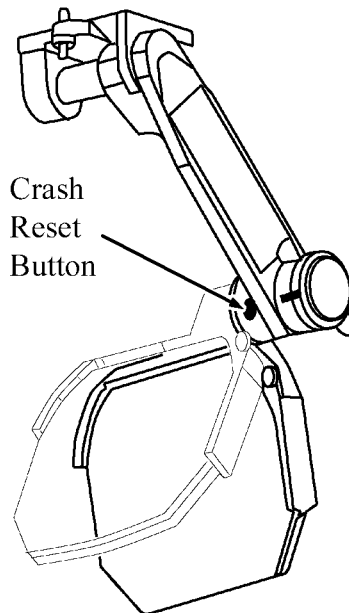
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1. COU in stowed position



2. COU in operational position



3. COU in crash position

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4.0 ACTION

In order to avoid damage and unnecessary removals of the COU, Operators are recommended to familiarize themselves with the Thales HFDS Pilot Guide for Global Express (ref.1.1) for correct operation of the System. In addition, the Global Express AMM Rev.18 will include a note on the COU operation.