SERVICE BULLETIN REVISION TRANSMITTAL SHEET

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

Discard the Basic Issue of this Service Bulletin dated Jul 02/2007, replace in its entirety with this Revision 01.

Service Bulletin No. 700-27-050

Date of Basic Issue Jul 02/2007

Revision No. 01 Dated Jul 03/2007

This revision has no effect for aircraft on which the Basic Issue of this Service Bulletin was done thus no other action is necessary.

This revision is issued to:

1. Add, in the SB Summary Sheet and in Paragraph 1.D., a compliance time limitation of 24 months and reference to an Advisory Wire.
2. Add, in the first sentence of Paragraph 1.G., the wording “with the Mod Dot 14 or subsequent marked on the identification plate” after the SFCU Part No.
3. Add, in Paragraph 1.K., reference to RSI C-01394 and to Hamilton Sunstrand SBs FAS02C-27-12, FAS02C-27-13 and FAS02C-27-14.
4. Add, in step 2.B.(4) the wording “with the Mod Dot 14 or subsequent marked on the identification plate” after the SFCU Part No.
5. Remove, in step 2.C.(7)(a), the instructions to go and select FLAP RIG ENABLE COMMAND.
6. Remove, in step 2.C.(7)(h), the instructions to check these indications:
   - SLAT RIG REQUIRED = FALSE
   - FLAP RIG REQUIRED = FALSE
   - LATCHED FAULTS = NO FAULTS
7. Add, in Paragraph 3.A., the wording “with the Mod Dot 14 or subsequent marked on the identification plate” after the SFCU Part No.
8. Make miscellaneous minor changes, as necessary, with no change of context.

SERVICE BULLETIN SUMMARY

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

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

ATA 27-51

FLIGHT CONTROLS

MODIFICATION – CONTROL AND INDICATION SYSTEMS – SLAT/FLAP CONTROL UNIT (SFCU) UPGRADE TO PART NO. GT415-5900-15

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

EFFECTIVITY	A/C Serial No. **9002** to **9181**			
COMPLIANCE	Alert	☐		
	Recommended within 24 Months from SB Release Date	☒		
	Optional	☐		
MANPOWER	4 man-hours			
KITS and/or PARTS	**YES**	☒	**No**	☐
TOOLING	**YES**	☐	**No**	☒
GSE	**YES**	☒	**No**	☐
REQUIRED FOR SMART PARTS	**YES**	☒	**No**	☐
PREREQUISITE BULLETINS	None			

To place an order for material or kits, please call Bombardier Spare Parts Sales at:

1-888-222-1428 (in North America)
1-316-946-2377 (outside North America)

SERVICE BULLETIN

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

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

ATA 27-51

FLIGHT CONTROLS

MODIFICATION – CONTROL AND INDICATION SYSTEMS – SLAT/FLAP CONTROL UNIT (SFCU) UPGRADE TO PART NO. GT415-5900-15

1. PLANNING INFORMATION

A. Effectivity

BD-700-1A10 aircraft, Serial No. **9002** to **9181**

All other subsequent BD-700-1A10 aircraft are scheduled for the modification in production (Ref.: Modification Summary, 700T02108).

NOTES: 1. 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).

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

B. Reason

This Service Bulletin introduces hardware and software changes to the SFCU to correct in-service issues that have affected its operation and reliability. The following significant changes have been incorporated to address nuisance faults and No Fault Found (NFF) rejections.

The SFCU hardware changes are as follow:

Digital Processor Assembly

- Resolver to digital converter replacement
- LVDT digital converter replacement
- Monitor and protection ASIC replacement

Analog Interface Power Supply Assembly

- Internal power supply thermal improvement
- Internal power supply robustness improvements
- Modification of brake monitoring circuits.
- Brake monitor circuit modifications.

Power/Power Interface Assembly

- Improvements to dielectric spacing

Transformer Rectifier Assembly and Interconnect Assembly

- Improvements for thermal overheat protection added.

The SFCU software changes are as follow:

The changes to the software of the SFCU incorporate the changes necessary for the software to interface with the new hardware elements, to correct known deficiencies of the SFCU to CAIMS interface, to improve fault handling and reporting to reduce nuisance messages and improve maintainability of the SFCU.

This Service Bulletin provides instructions to upgrade the SFCUs 1 and 2 from Part No. GT415-5900-7M, -9, -11 and -13 to Part No. GT415-5900-15.

The SFCU-15 improvements are reflected in CAIMS which will be introduced for aircraft, POST SB 700-45-008 (CAIMS 7.1) in database revision Condor.029 and for aircraft, POST SB 700-45-009 (CAIMS 7.3) in database revision Merlin .031.

C. Description

This Service Bulletin gives instructions to:

- Get access to the SFCUs in the main avionics compartment,
- Remove the old SFCUs,
- Send the old SFCUs for upgrade,
- Install the upgraded SFCUs, and
- Do the necessary tests to make sure the SFCUs operate correctly.

D. Compliance

Recommended within 24 months from this Service Bulletin release date.

NOTE: This Service Bulletin is in reference to Advisory Wire AW700-27-0171.

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 the JAA and 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 700-00-002.

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.

4 man-hours are necessary to do this modification.

Labor is at no cost if the work is done at Bombardier Business Aviation Services (BBAS) or Authorized Service Facilities (ASF). For Bombardier Aerospace to pay for the labor, this Service Bulletin must also be scheduled in less than 12 months from its release date (Basic Issue).

G. Material – Cost and Availability

Two SFCUs, Part No. GT415-5900-15 with the Mod Dot 14 or subsequent marked on the identification plate are necessary to do this modification and are available at no cost if a no-charge purchase order is sent to Bombardier Aerospace in less than 12 months from this Service Bulletin release date (Basic Issue).

This Service Bulletin is covered by a dedicated campaign. To ensure a timely and effective return/upgrade program, advance scheduling is required through our Customer Support Project Office (CSPO). A Bombardier Aerospace representative will contact you soon, to schedule your aircraft. If you have not been contacted within 2 months from the Service Bulletin release date, and want to schedule your aircraft, please contact your Regional Manager (RM), Field Service Representative (FSR) or Customer Support Account Manager (CSAM).

Send the old SFCUs, Part No. GT415-5900-7M, -9, -11 and -13, to the address shown below in exchange for -15 SFCUs:

Bombardier Aerospace
251 Wille Road
Des Plaines, IL 60018
U.S.A.

NOTE: Bombardier Aerospace is maintaining a limited quantity of exchange SFCUs to be supplied to the operator under the terms and conditions given below:

- Operators must send the old SFCUs, Part No. GT415-5900-7M, -9, -11 and -13 to the Global Express Spare Parts Center, within 10 days of receipt of replacement units, with documentation showing the serial number of the aircraft. The old SFCUs must be in a serviceable condition.
- If the removed SFCUs are not returned in less than 10 days, the operator will be charged for the replacement units.

During or after the above free period, Smart Parts Plus does not pay for the SFCU upgrades to incorporate this service bulletin.

NOTE: This Service Bulletin must be done for you to stay or enroll in the Smart Parts Plus Program.

H. Tooling

GSE REFERENCE NO.	PART NO.	DESCRIPTION
27X-11-03	-	Kit, Rigging Pins
27X-53-03	-	Flap/Slat Drive Adapter

NOTE: Refer to the Illustrated Tool and Equipment Manual to make sure you use the correct equipment configuration.

I. Weight and Balance

No change.

J. Electrical Load Data

No change.

K. References

- Bombardier Aerospace, Restriction and/or Special Instruction (RSI), C-01394, Rev. NC,
- Bombardier Aerospace, Modification Summary, 700T02108 Rev. B4,
- Bombardier Aerospace, Modification Summary, 700T900040 Rev. A6,

- Global Express BD-700 Aircraft Maintenance Manual, Chapters 6, 20, 24, 27, 45, 52 and 53,
- Global Express XRS BD-700 Aircraft Maintenance Manual, Chapters 6, 20, 24, 27, 45, 52 and 53,
- Global Express BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 53,
- Global Express XRS BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 53,
- Bombardier Aerospace, Service Bulletin 700-45-008, Modification - Central Aircraft Information Maintenance System (CAIMS) - Introduction of CAIMS Version 7.1 to Support Post Full Functionality Certification (PFF),
- Bombardier Aerospace, Service Bulletin 700-45-009, Modification - Central Aircraft Information Maintenance System (CAIMS) - Introduction of Portable Maintenance Access Terminal (PMAT) Software Version 7.3,
- Hamilton Sundstrand, Service Bulletin FAS02C-27-11, "Flight Controls – Slat Flap Control Unit – SFCU Redesign" (reference only).
- Hamilton Sundstrand, Service Bulletin FAS02C-27-12, "Flight Controls – Slat Flap Control Unit – Upgrade TRU on A4 Assembly" (reference only).
- Hamilton Sundstrand, Service Bulletin FAS02C-27-13, "Flight Controls – Slat Flap Control Unit – Improve Clock Signal Integrity" (reference only).
- Hamilton Sundstrand, Service Bulletin FAS02C-27-14, "Flight Controls – Slat Flap Control Unit – Upgrade Thermal Protection of TRU" (reference only).

L. Other Publications Affected

- Global Express BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 27.
- Global Express XRS BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 27.

M. Equivalent Service Bulletin

For the Global 5000 BD-700-1A11 aircraft, use SB 700-1A11-27-007.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTES: 1. All TASKs referenced in the procedures that follow are from the Global Express or the Global Express XRS BD-700 Aircraft Maintenance Manual, unless otherwise specified.

2. All references made to zones, access panels and/or doors, are from the Global Express or the Global Express XRS BD-700 Aircraft Maintenance Manual, Chapter 6.

A. Aircraft Setup

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

(2) Connect electrical power to the aircraft. Refer to TASK 24-00-00-861-801.

(3) Set the circuit breakers that follow to IN (refer to TASK 24-00-00-863-802):

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
FLT CTRL	SLAT/FLAP CTRL 1	BATT
FLT CTRL	SLAT/FLAP CTRL 2	DC ESS

(4) Make sure the circuit breakers that follow are closed:

LOCATION	CB NO.	NAME	ZONE
CCBP	G9	SLAT/FLAP PWR 1	222
CCBP	E2	SLAT/FLAP PWR 2	222

(5) Do a full cycle of the slats/flaps from IN/0 degree to OUT/30 degrees and back to IN/0 degree.

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

LOCATION	CB NO.	NAME	ZONE
CCBP	G9	SLAT/FLAP PWR 1	222
CCBP	E2	SLAT/FLAP PWR 2	222

(7) Set the circuit breakers that follow to OUT (on aircraft pre SB 700-24-045) or LOCKED (on aircraft, Serial No. 9123 and subsequent or aircraft post SB 700-24-045) (refer to TASK 24-00-00-863-801):

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
FLT CTRL	SLAT/FLAP CTRL 1	BATT
FLT CTRL	SLAT/FLAP CTRL 2	DC ESS

(8) Remove the electrical power from the aircraft. Refer to TASK 24-00-00-861-802.

(9) Remove the fairing 181BB. Refer to TASK 53-61-19-000-801.

(10) Install the applicable warning tags on the SLAT/FLAP control lever and near the slat and flap panels.

(11) Remove the external avionics-compartment access panel 140BB. Refer to TASK 52-45-11-000-801.

(12) Remove the aft panel assemblies (85), (90), (130) and (135) of the Main Landing Gear (MLG) wheel bins 165AZ and 166AZ. Refer to IPC Chapter 53-30-01.

B. Modification

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

(2) Remove the old SFCUs, Part No. GT415-5900-7M, -9, -11 and -13. Refer to TASK 27-51-05-000-801.

(3) Send the old SFCUs to the address shown in Paragraph 1.G. in exchange for upgraded units.

(4) Install the upgraded SFCUs, Part No. GT415-5900-15 with the Mod Dot 14 or subsequent marked on the identification plate. Refer to TASK 27-51-05-400-801.

NOTES: 1. Any combination of old SFCUs, Part No. GT415-5900-7M, -9, -11 and -13 and new SFCU Part No. GT415-5900-15 is not an acceptable aircraft configuration.

2. Do not do the operational test of the slat/flap control system as given in TASK 27-51-05-400-801. An operational test will be performed after the rigging procedure included in this Service Bulletin.

C. Testing

(1) Connect electrical power to the aircraft. Refer to TASK 24-00-00-861-801.

(2) Set the circuit breakers that follow to IN (refer to TASK 24-00-00-863-802):

SYSTEM NAME	CIRCUIT BREAKER NAME	BUS NAME
FLT CTRL	SLAT/FLAP CTRL 1	BATT
FLT CTRL	SLAT/FLAP CTRL 2	DC ESS

(3) Do the steps that follow to start the CAIMS:

(a) Follow the CAIMS PMAT general instructions to start the CAIMS PMAT. Refer to TASK 45-45-00-970-801.

NOTES: 1. For aircraft, POST SB 700-45-008 (CAIMS 7.1), make sure database revision Condor .029 or later has been downloaded.

2. For aircraft, POST SB 700-45-009 (CAIMS 7.3), make sure database revision Merlin .031 or later has been downloaded.

(b) On the CAIMS PMAT, click two times on the CAIMS icon to start the CAIMS.

(4) On the CAIMS PMAT, get access to system diagnostics. Refer to TASK 45-45-00-970-804.

(5) Wait 30 seconds until the power-up sequence is completed and continue as follows:

(a) Select the VIEW menu.

(b) Select the ENVIRONMENT SETTINGS.

(c) On the Transmission Info/Aircraft, S/N display, make sure the correct identification number is shown.

(d) If the aircraft identification is not correct, put the correct aircraft identification number in CAIMS. Refer to TASK 45-45-00-970-823.

CAUTION: DO NOT OPERATE THE SLAT SYSTEM WITH THE LEADING EDGE PANELS REMOVED OR PARTIALLY REMOVED. IF YOU DO THIS, YOU CAN CAUSE DAMAGE TO THE SLAT SYSTEM.

(6) Do the rigging of the slat system as follows:

(a) In the CAIMS PMAT, do as follows:

(i) Go to SYSTEM DIAG to get ATA SELECTION DISPLAY page (1/2).

(ii) Go to ATA 27-00 FLIGHT CONTROLS to get the LRU SELECTION PAGE.

(iii) Go to SLAT/FLAP CONTROL UNIT #1 to get the STORED FAULTS DISPLAY/LRU TEST page.

(iv) Go to LRU TEST to get the SFCU 1 LRU TEST MENU 1/1.

(v) Go to SLAT RIGGING – SFCU 1 to get the SFCU 1 SLAT RIGGING – PAGE 1/4 screen.

(vi) Go to CONFIRM to get the SFCU 1 SLAT RIGGING – PAGE 2/4 screen.

(vii) Go to SLAT RIG ENABLE COMMAND and push SELECT.

(viii) The indications LEFT/RIGHT SLAT RESOLVER (DEG) should show 20.0 ± 10.0 degrees.

(b) Put reference marks on the left hand or right hand torque tube and on the adjacent pad to record the initial position of the torque tube. Refer to Figure 1.

NOTE: Make sure to use a non-metallic marker (i.e. Sharpie), to avoid damage to the torque tube.

(c) In the CAIMS PMAT, continue as follows:

(i) Go to RELEASE R SLAT ABRAKE.

(ii) Go to SELECT.

(iii) Go to RELEASE L SLAT ABRAKE.

(iv) Go to SELECT.

(v) Go to RELEASE R SLAT MOTOR BRAKE.

(vi) Go to SELECT.

(vii) Go to RELEASE L SLAT MOTOR BRAKE.

(viii) Go to SELECT.

(d) Retract the slats panels by manually rotating the torque tube until you reach the mechanical stop and record the number of turns required. Refer to Figure 1 for rotation direction.

NOTE: The mechanical stop must be reached within 0.5 to 1.5 turns from the reference marks previously made.

(e) Return the torque tube to the initial position.

(f) Measure the step between the leading edge of the No. 1 slat panel and the wing fixed leading edge. Refer to Figure 2.

(g) If the step between the leading edge of the No. 1 slat panel and the wing fixed leading edge is greater than 0.060 in (1.52 mm), do as follows, otherwise go to next step (h):

(i) Manually rotate the torque tube until the step between each leading edge of the No. 1 slat panel and the wing fixed leading edge is 0.060 in (1.52 mm) or less and record the number of turns required.

NOTE: The new reference position must remain within 0.5 to 1.5 turns from the mechanical stop.

(ii) If the steps requirement cannot be obtained within 0.5 to 1.5 turns from the mechanical stop, refer to TASK 27-53-00-820-801.

(h) Make sure the LEFT/RIGHT SLAT RESOLVER (DEG) indications show 20.0 degrees ± 10.0 degrees.

(i) In the CAIMS PMAT, continue the rigging of the slat panels as follows:

(i) Go to ENGAGE R SLAT ABRAKE.

(ii) Go to SELECT.

(iii) Go to ENGAGE L SLAT ABRAKE.

(iv) Go to SELECT.

(v) Go to ENGAGE R SLAT MOTOR BRAKE.

(vi) Go to SELECT.

(vii) Go to ENGAGE L SLAT MOTOR BRAKE.

(viii) Go to SELECT.

(ix) Go to SLAT RIG COMMAND.

(x) Go to SELECT.

(xi) SLAT RESOLVER LH & RH readings should go to 0.0 degrees ± 0.1 degrees.

(xii) Go to CONFIRM to get the SFCU1 SLATS RIGGING – PAGE 3/4 screen.

(j) On the SFCU1 SLATS RIGGING – PAGE 3/4 screen, make sure you get the indications that follow:

– LATCHED SLAT FAULT = FALSE

(k) If the LATCHED SLAT FAULT = TRUE, do as follows:

(i) Go to CLEAR LATCHED FAULT.

(ii) Go to SELECT.

(l) Go to CONFIRM to get the SFCU1 SLATS RIGGING – PAGE 4/4 screen.

(m) On the SFCU1 SLATS RIGGING – PAGE 4/4 screen, make sure you get the indications that follow:

– SLAT RIG REQUIRED = FALSE

– OFFSIDE SLAT RIG REQUIRED = FALSE

(n) Go to TEST CMPLT to get the SFCU 1 LRU TEST MENU 1/1.

(7) Do the rigging of the flap system as follows:

(a) On the CAIMS PMAT, do as follows:

(i) Go to FLAPS RIGGING - SFCU 1 to get the SFCU1 FLAPS RIGGING – PAGE 1/4 screen.

(ii) Go to CONFIRM to get the SFCU1 FLAPS RIGGING – PAGE 2/4 screen.

(iii) Go to FLAP RIG ENABLE COMMAND and push SELECT.

(iv) Make sure the LEFT and the RIGHT FLAP RESOLVER (DEG) indications are 20.0 degrees ±10.0 degrees.

(v) Go to RELEASE R FLAP ABRAKE.

(vi) Go to SELECT.

(vii) Go to RELEASE L FLAP ABRAKE.

(viii) Go to SELECT.

(ix) Go to RELEASE R FLAP MOTOR BRAKE.

(x) Go to SELECT.

(xi) Go to RELEASE L FLAP MOTOR BRAKE.

(xii) Go to SELECT.

(b) Make sure the rigging holes of the flap panels and the flap tracks align.

NOTE: You may have to manually retract or extend the flap panel to fit the rig pin in the left and right rigging holes.

(i) If an alignment cannot be obtained, refer to TASK 27-52-00-820-801.

(c) On the CAIMS PMAT, continue the rigging as follows:

(i) Go to ENGAGE R FLAP ABRAKE.

(ii) Go to SELECT.

(iii) Go to ENGAGE L FLAP ABRAKE.

(iv) Go to SELECT.

(v) Go to ENGAGE R FLAP MOTOR BRAKE.

(vi) Go to SELECT.

(vii) Go to ENGAGE L FLAP MOTOR BRAKE.

(viii) Make sure the LEFT and the RIGHT FLAP RESOLVER (DEG) indications are 20.0 degrees ±10.0 degrees.

(ix) Go to FLAP RIG COMMAND.

(x) Go to SELECT.

(xi) FLAP RESOLVER LH & RH readings should go to 0.0 degrees ± 0.1 degrees.

(d) Go to CONFIRM to get the SFCU1 FLAPS RIGGING – PAGE 3/4 screen.

(e) On the SFCU1 FLAPS RIGGING – PAGE 3/4 screen, make sure you get the indications that follow:

- LATCHED FLAP FAULT = FALSE
- LATCHED SLAT FAULT = FALSE
- LATCHED FAULTS = NO FAULTS

(f) If the LATCHED FLAP FAULT = TRUE, do as follows:

(i) Go to CLEAR LATCHED FAULT.

(ii) Go to SELECT.

(g) Go to CONFIRM to get the SFCU1 FLAPS RIGGING – PAGE 4/4 screen.

(h) On the SFCU1 FLAPS RIGGING – PAGE 4/4 screen, make sure you get the indications that follow:

- ONSIDE FLAP RIG REQUIRED = FALSE
- OFFSIDE FLAP RIG REQUIRED = FALSE

(i) Push TEST COMPLT to go out of the rigging.

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

LOCATION	CB NO.	NAME	ZONE
CCBP	G9	SLAT/FLAP PWR 1	222
CCBP	E2	SLAT/FLAP PWR 2	222

(9) Do the operational test of the slat/flap control system. Refer to TASK 27-51-00-710-801.

NOTE: If a SLATS FAULT and/or FLAPS FAULT are posted on the EICAS after the electrical power is applied to the aircraft, move the slats/flaps from IN/0 degree to OUT/6 degrees and back to IN/0 degree to remove the fault message(s).

D. Close-out

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

(2) Remove warning tags previously installed.

(3) Install the fairing 181BB. Refer to TASK 53-61-19-400-801.

(4) Install the external avionics-compartment access panel 140BB. Refer to TASK 52-45-11-400-801.

(5) Install the aft panel assemblies (85), (90), (130) and (135) of the Main Landing Gear (MLG) wheel bins 165AZ and 166AZ. Refer to IPC Chapter 53-30-01.

E. 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).

3. MATERIAL INFORMATION

A. Parts

The parts that follow are necessary to do this Service Bulletin and can be purchased from Bombardier, Spare Parts Center, Montréal:

ITEM	PART NUMBER	QUANTITY
SFCU	GT415-5900-15 with Mod Dot 14 or subsequent marked on the identification plate	2
Cotter Pin	MS24665-69	6

NOTE: The part numbers for the items listed above are subject to change without revision to this Service Bulletin. In case of discrepancy between this list and any other list, the Illustrated Parts Catalog prevails and shall be used to determine the latest part number.

B. Material

The consumable materials that follow, or equivalent, are necessary to do this Service Bulletin. These can be purchased from a local supplier:

DESCRIPTION	PART No./NAME	SPECIFICATION	QUANTITY	SUPPLIER (See Note)
Grease	Aeroshell 7	MIL-PRF-23827 Type II	As Necessary	Code: A
Sealant CT: 30 hrs	Pro-Seal 870	MIL-PRF-81733, Type II	As Necessary	Code: B

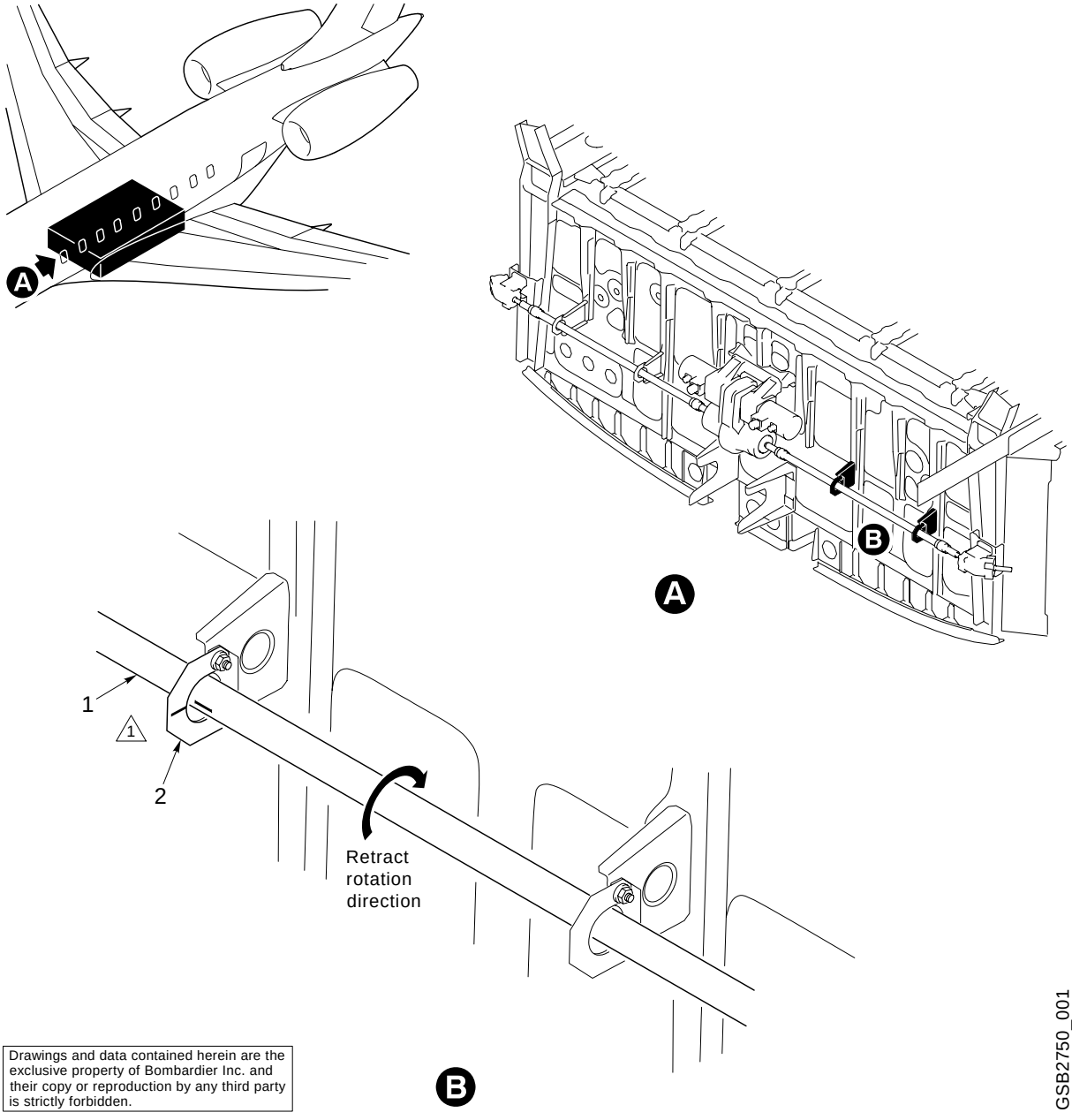
NOTES:
1. Bombardier Aerospace does not pay for the consumable materials listed above.
2. Refer to the next table for each supplier's address listed by codes.
3. The Curing Time (CT), if applicable, for each consumable material is indicated with the description of each product.
4. At time of release of this Service Bulletin, the information on the supplier was valid and accurate. In the event that this information has changed, the operator is encouraged to use the World Wide Web to find a local supplier.

SUPPLIERS ADDRESSES BY CODES	
Code: A	**Code: B**
Shell Canada Limited Tel.: 1-800-661-1600	PRC-Desoto International 5676 Timberlea Blvd. Mississauga, Ontario Canada, L4W 4M6 Tel.: (905) 629-7999

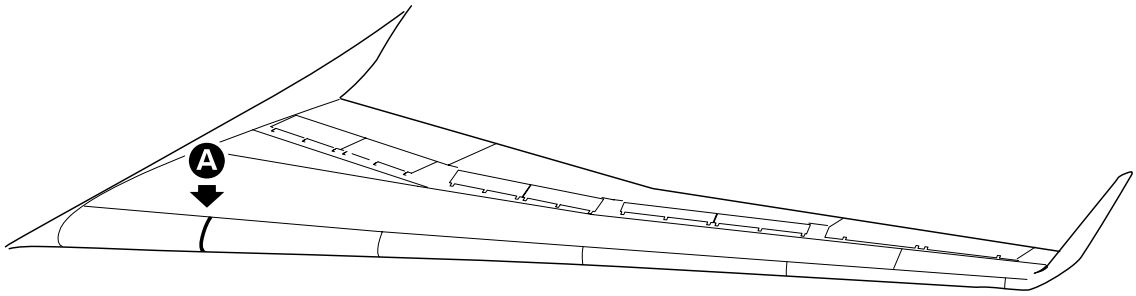
C. Publications

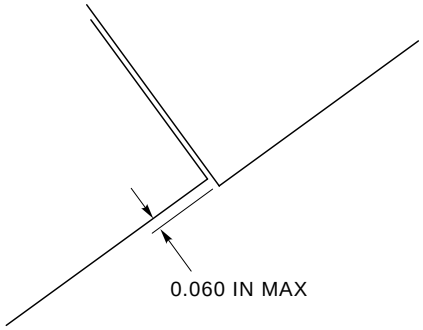
None

STEP **1** △1
Put a reference mark on the torque tube (1) and on the adjacent pad (2).



Reference of Torque Tube Initial Position
Figure 1





GSB2750_004

Steps Measurement
Figure 2

BOMBARDIER GLOBAL EXPRESS
BOMBARDIER GLOBAL EXPRESS XRS

BOMBARDIER CUSTOMER SERVICES
BUSINESS AIRCRAFT

SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

SERVICE BULLETIN	700-27-050	**ISSUE:**	Rev. 01	**DATED:**	Jul 03/2007

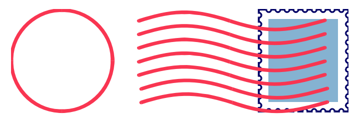
TITLE: Modification – Control and Indication Systems – Slat/Flap Control Unit (SFCU) Upgrade to GT415-5900-15

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
• **Instructions to do the Service Bulletin were accurate.** Comments:	❑	❑	❑	❑	❑
• **Illustration(s), figure(s), and/or kit drawing(s) were helpful to carry out instructions.** Comments:	❑	❑	❑	❑	❑
• **If a kit was required, did the kit contents received agree with the contents listed in the bulletin?** Comments:	❑	❑	❑	❑	❑
• **The loose parts listed under Paragraph 3 were easily procured.** Comments:	❑	❑	❑	❑	❑
• **Work was accomplished in the prescribed time.** Comments	❑	❑	❑	❑	❑
• **Overall, I was satisfied with this Service Bulletin.** Comments:	❑	❑	❑	❑	❑

For administrative use only	**PLEASE SUPPLY US WITH THE FOLLOWING DATA AND FAX TO: (514) 855-2535**	
0631TPAT6923	**OPERATOR:**	
	AIRCRAFT SERIAL NO.:	
	TELEPHONE:	
	FACSIMILE:	
	NAME: (Please print)	

THANK YOU FOR YOUR RESPONSE!

PLEASE RETURN THIS COMPLETED EVALUATION FORM BY MAIL OR FAX



Bombardier Business Aircraft Customer Services (BBACS)

P.O. Box 6087, Station Centre-ville
Montréal, Québec, Canada H3C 3G9

Attention: Supervisor, Service Bulletin Group
Department 631

SERVICE BULLETIN INCORPORATION SHEET – "700-27-050"

Upon completion of the Service Bulletin, please fill in this form and either fold and mail in the envelope provided, or fax to: (514) 855-8798, or e-mail to Fracas at fracas.montreal@aero.bombardier.com

NOTE: For configuration control purposes, please fill out one form for each Service Bulletin.

Service Bulletin Number	Rev.	* Parts Completed	Further Action Required YES	Further Action Required NO
700-27-050	01	-	☐	☐
-	-	-	☐	☐
-	-	-	☐	☐

Actual hours to accomplish Service Bulletin:

Access: _____ Modification: _____ Tests: _____ Restore: _____

* 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 CAMP computerized maintenance program?	**Yes**	**No**
	☐	☐

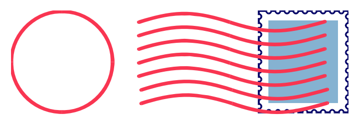
Aircraft Serial No. _____ Aircraft Reg. No. _____

Airframe Landings _____ Airframe Hours _____

Date of Incorporation _____ Service Order No. _____

Facility & Location Incorporation Bulletin _____

SIGNED: _____ DATE: _____



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Attention: Maintenance Engineering
Department 051