

SERVICE BULLETIN REVISION TRANSMITTAL SHEET

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

Discard the Basic Issue of this Service Bulletin dated Oct 09/2008, and the Information Sheet dated Oct 10/2008 and replace in its entirety with this Revision 01.

Service Bulletin No. 700-27-067

Date of Basic Issue Oct 09/2008

Revision No. 01 Dated Nov 24/2008

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

An Information Sheet was issued on Oct 10/2008 to align the effectivity of the Service Bulletin with a Transport Canada AD. This revision is issued to incorporate the intent of the Information Sheet into the Service Bulletin. Also, this revision is issued to clarify Free of Charge PCUs and the need to send an SRPSA for some parts which will probably not be necessary, thus protecting the limited inventory available for other operators. Parker has introduced a new revision to SB 376100-27-306 which is attached.

This revision is issued to:

1. Revise the notes in Paragraph 1.A., to reflect the intent of the Information Sheet dated Oct 10/2008 and the Transport Canada AD CF-2008-31.
2. Revise Paragraph 1.G. to clarify conditions for Free of Charge PCUs and to add reference to additional table for parts replaced via SRPSA.
3. Change in Paragraph 1.K., the RSI C-700-01463 from Rev B to Rev C and to add Modification Summary, R700T400304, Rev. A.
4. Add a note in Paragraph 2.B. to send an SRPSA for damaged PCU, bushings or anti-rotation plates.
5. Revise Paragraph 2.B.(7) to clarify the need for new anti-rotation plates.
6. Add a note in Paragraph 2.B.(8) to ensure the correct orientation of bolts during installation.

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7. Revise Paragraph 3.B.(1) and (2) to add new parts and change some others.
8. Revise the table in Paragraph 3.B.(2) to transfer PCU, bushings and anti-rotation plate to Paragraph 3.B.(3) whose contents will be replaced via an SRPSA request.
9. Made 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 27-31

FLIGHT CONTROLS

**REWORK – ELEVATOR CONTROL SYSTEM –
 CORROSION PREVENTION OF ELEVATOR PCU, P/N GT411-3800-5 & -7,
 ATTACHMENT FITTINGS AND SLOTTED ENTRY BEARINGS**

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

RECOMMENDED SPECIFIED TIME COMPLIANCE	COMPLIANCE TIME 180 days or 400 flight hours whichever comes first		
EFFECTIVITY: A/C Serial No. 9002 to 9222			
MANPOWER: 32 man-hours			
KITS and/or PARTS	YES	<input checked="" type="checkbox"/>	NO <input type="checkbox"/>
TOOLING/GSE	YES	<input checked="" type="checkbox"/>	NO <input type="checkbox"/>
PLANNING INFORMATION: See important information at the start of Paragraph 1.	YES	<input type="checkbox"/>	NO <input checked="" type="checkbox"/>
DEDICATED SCHEDULE	YES	<input checked="" type="checkbox"/>	NO <input type="checkbox"/>
PREREQUISITE SERVICE BULLETINS: N/A			

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

514-855-2999 or 1-866-538-1247

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www.cic.bombardier.com

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ATA 27-31

FLIGHT CONTROLS

**REWORK – ELEVATOR CONTROL SYSTEM –
CORROSION PREVENTION OF ELEVATOR PCU, P/N GT411-3800-5 & -7,
ATTACHMENT FITTINGS AND SLOTTED ENTRY BEARINGS**

1. PLANNING INFORMATION

A. Effectivity

BD-700-1A10 aircraft, Serial No. **9002** to **9222**.

- NOTES:
1. This Service Bulletin applies to PCUs, P/N GT411-3800-5 or GT411-3800-7 for all Serial Nos. See Notes 4. and 5. below for exemptions.
 2. This Service Bulletin does not apply to PCUs P/N GT411-3800-9.
 3. This Service Bulletin applies to all PCUs, P/N GT411-3800 -7, with less than 1000 flight hours which were previously exempt under SB A700-27-066.
 4. The PCUs, P/N GT411-3800-7, with the Serial Nos below were upgraded to P/N GT411-3800-9 and are exempt from this Service Bulletin:

0004, 0005, 0006, 0010, 0014, 0016, 0017, 0028, 0043, 0096, 0098, 0102, 0106, 0118, 0123, 0132, 0150, 0168, 0170, 0177, 0184, 0200, 0231, 0246, 0254, 0269, 0371, 0432, 0440, 0446, 0452, 0455, 0458, 0507, 0508, 0540 and 0587.
 5. Any PCUs that have met the intent of this SB and Parker Service Bulletin 376100-27-306 through an SRPSA and do not have a limitation imposed by the REO for the SRPSA, do not need to do this Service Bulletin.

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.

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All other subsequent BD700-1A10 aircraft are scheduled for the modification in production (Ref Modification Summary 700T02399) and in service by AMM practices for the GT411-3800-9 which is not covered in this Service Bulletin.

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

The elevator PCU bearings have shown susceptibility to seizure caused by in-service contamination, corrosion or a breakdown of the nitrided bearing race. In the case of one aircraft in-service, this condition has led to escalation of failure within the attachment hardware that resulted in the bolt failure. SB A700-27-066 was issued to address the immediate issue to prevent seizure of the bearing.

This Service Bulletin introduces the requirement to inspect and lubricate elevator PCUs that complied with SB A700-27-066 but have not yet accomplished the intent of this Service Bulletin through prior rework. This Service Bulletin is intended to ensure the continued safe operation of the PCUs and elevators and will reduce the potential of expensive maintenance costs.

C.Description

This Service Bulletin gives instructions to:

- Get access to the elevator PCUs,
- Remove and examine the PCU hardware as necessary,
- Replace damaged parts as necessary,
- Lubricate the components as indicated,
- Install the hardware and PCUs, and
- Do the necessary tests to make sure the system operates correctly.

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D.Compliance

Recommended in less than 180 days or 400 flight hours from the release of SB A700-27-066 (Basic Issue), whichever comes first, but before 30 April 2009.

NOTE: This Service Bulletin is in reference to Advisory Wire AW700-27-0256.

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.

32 man-hours are necessary to do this special check/rework.

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); or for those customers with an authorized in-house warranty agreement. This Service Bulletin must be done in less than 180 days from SB A700-27-066 release date (Basic Issue).

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G. Material – Cost and Availability

For Aircraft Serial No. **9002, 9005 to 9025, 9027** and **9028**, the parts in Paragraph 3.B.(1) are necessary to do this Service Bulletin.

The parts in Paragraph 3.B.(2) and 3.B.(3) may be necessary to do this Service Bulletin. For material data, refer to Paragraph 3.

PCUs will only be replaced at no-charge if the returned unit failed to meet the requirements of Parker SB 376100-27-306.

Bombardier Aerospace, Spare Parts Center in Montreal is maintaining a limited rotatable pool of PCU, Part No. GT411-3800-9, to support this program.

Send units for rework to Bombardier Aerospace at the address given below:

Learjet Inc.
Wichita Distribution Center,
7761 W. Kellog, Bldg 11, Dock 3,
Wichita, KS 67209-0000
USA

NOTES: 1. Bombardier Aerospace is maintaining a limited rotatable pool of replacement PCUs, to be supplied to the operators under the terms and conditions given below:

- The removed PCU, Part No. GT411-3800-5 or -7 must be returned to Bombardier Aerospace, Spare Parts Center in less than 10 days of receipt of replacement unit, with documentation showing the serial number of the aircraft.
- If the removed PCU is not returned in less than 10 days, the operator will be charged for the replacement unit.
- Bombardier Aerospace does not pay for any other damage or servicing of the PCU that is returned.

This Service Bulletin is covered by a dedicated campaign. To ensure a timely and effective return/upgrade program, advance scheduling is required. Please contact your Regional Manager (RM), Field Service Representative (FSR), Customer Support Representative (CSR) or Customer Services Account Manager (CSAM) as soon as is practical to schedule your aircraft.

These parts are available at no cost if a no-charge purchase order is sent to Bombardier Aerospace in less than 180 days from SB A700-27-066 release date (Basic Issue).

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H.Tooling – Price and Availability

GSE REFERENCE NO.	PART NO.	DESCRIPTION
27X-00-03	–	Kit, Rigging Pin

- NOTES:**
1. Refer to the Global Express or Global Express XRS BD-700 Illustrated Tool and Equipment Manual to make sure you use the correct equipment configuration.
 2. Refer to the Liability Statement for the GX, XRS of the publication listed in NOTE 1 for acceptable GSE equivalents.

I.Weight and Balance

No change.

J.Electrical Load Data

No change.

K.References

- Bombardier Aerospace, Restriction and/or Special Instruction (RSI), C-700-01463, Rev. C.
- Bombardier Aerospace, Modification Summary, 700T02399, Rev. A.
- Bombardier Aerospace, Modification Summary, R700T400304, Rev. A.
- Global Express BD-700 Aircraft Maintenance Manual, Chapters 20, 27 and 29.
- Global Express BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 27.
- Global Express XRS BD-700 Aircraft Maintenance Manual, Chapters 20, 27 and 29.
- Global Express XRS BD-700 Aircraft Illustrated Parts Catalog (AIPC), Chapter 27.
- Global Express or Global Express XRS Illustrated Tool and Equipment Manual (ITEM), Chapter 27.
- Parker Service Bulletin 376100-27-306, “Inspect, Clean, Grease Rod End, and Tailstock Bearings; Introduce 376100-1009 Configuration” (attached).

L.Other Publications Affected

None.

M.Equivalent Service Bulletin

For the Global 5000 BD-700-1A11 aircraft, use SB 700-1A11-27-025.

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2. ACCOMPLISHMENT INSTRUCTIONS

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

A. Aircraft Setup

- (1) Obey all the flight control safety precautions. Refer to TASK 27-00-00-910-801.
- (2) Install the applicable warning placards on the pilot and copilot control columns.
- (3) Remove the access panels 352AB and 352BB for the left elevator PCUs.

NOTE: It may be necessary to remove the upper access panels to access the PCU bearings.

- (4) Remove the access panels 362AB and 362BB for the right elevator PCUs.

NOTE: It may be necessary to remove the upper access panels to access the PCU bearings.

B. Rework

- NOTES:
1. The procedure that follows is to be done on each PCU, one at a time. Refer to the Figure in the AIPC 27-31-21 for bearing and race details.
 2. If any PCU, bushing or the anti-rotation plate is damaged beyond limits, send an SRPSA to Bombardier Aerospace.
- (1) Remove the PCU from the elevator and the HSTAB. Refer to TASK 27-31-21-000-801.
 - (2) Examine the condition of the anti-rotation plate for wear damage due to the bolt fretting or deformation of the 12 points that contact the hexagonal head of the bolt. Minor fretting wear is acceptable providing the anti-rotation plate can fully engage with the bolt. Replace the anti-rotation plate if the condition is not satisfactory.
 - (3) Examine the condition of the bolts that retain the PCU to the elevator and to the HSTAB. Replace them if there is evidence of fretting, galling, scoring or other conditions which would not be expected as a result of normal installation or removal.
 - (4) Examine the condition of the flanged bushings in the lug fitting and the condition of the slider/clamp up bushing. Replace them if evidence of corrosion, galling, scoring (above that which is expected from normal installation) or fretting wear is present.
 - (5) Do a check of the slotted entry bearings and races as given in Parker SB 376100-27-306. Replace parts as necessary if they do not meet the inspection requirements.

NOTE: If the race in the tailstock end of the PCU is found rotated, record the PCU No., its location and the amount of rotation on the Service Bulletin Incorporation Sheet.

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- (6) Apply Tribolube RPA64 grease to the bearings and race as given in the Parker SB 376100-27-306 and reassemble the PCU.
- (7) Aircraft Serial No. **9002, 9005 to 9025, 9027 and 9028** are to replace the anti-rotation plate and associated hardware if Part No. GS277-0078-1 is not installed.
- (8) Install the PCU to the aircraft applying Tribolube RPA64 grease to the shanks of the bolts. Refer to TASK 27-31-21-400-801.

- NOTES:**
1. Do not get grease on the thread of the bolt. Clean off any grease on the thread.
 2. Install the bolts in the elevator fitting and the HSTAB fitting with the nut installed on the side of the slip/straight bushing of the elevator and HSTAB PCU fitting and the bolt head on the flanged side.

C. Testing

- (1) Bleed the hydraulic systems as follows:
 - (a) For the inboard PCUs, do the bleeding of the No. 1 and No. 2 systems. Refer to TASK 29-10-00-870-801.
 - (b) For the outboard PCUs, do the bleeding of the No. 3 system. Refer to TASK 29-10-00-870-802.

NOTE: A landing gear extension and retraction is not necessary as part of the bleeding procedure for this task.

- (2) Do the rigging of the elevator PCUs. Refer to TASK 27-31-21-820-801.
- (3) Do the operational test of the elevator control system. Refer to TASK 27-31-00-710-801.

D. Close-out

- (1) Remove all tools, equipment and unwanted materials from the aircraft.
- (2) Install the access panels 352AB and 352BB for the left elevator PCUs.
- (3) Install the access panels 362AB and 362BB for the right elevator PCUs.
- (4) Remove the applicable warning placards on the pilot and copilot control columns.

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).

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3. MATERIAL INFORMATION

A. Kit

No kits required.

B. Parts

- (1) For Aircraft Serial No. **9002, 9005 to 9025, 9027** and **9028**, the parts that follow are necessary to do this Service Bulletin and can be purchased from Bombardier Aerospace Parts Logistics, Montréal:

NEW PART NO.	QTY	KEY WORD	USED PART NO.	INSTRUCTIONS - DISPOSITION
AN960C1016 (NAS1149C106 3R)	12	Washer, Plain	AN960C1016	Scrap
B0203010-10 (Alt B0203010L10)	4	Nut, Castellated	Unknown	Scrap
MS21042-4	4	Locknut	Unknown	Scrap
GS277-0078-1	4	Plate, Anti-rotation	GS277-0058-1	Scrap
MS21299-4	12	Washer, Plain	Unknown	Scrap
MS21299C10	4	Washer, C'sk	Unknown	Scrap
MS21299C4	4	Washer, C'sk	Unknown	Scrap
MS24665-372	4	Cotter Pin	-	-
NAS6204-11	4	Bolt	Unknown	Scrap
NAS6710DU32	4	Bolt	Unknown	Scrap

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- (2) The parts that follow may be necessary to do this Service Bulletin and can be purchased from Bombardier Aerospace Parts Logistics, Montréal:

NEW PART NO.	QTY	ITEM	USED PART NO.	INSTRUCTIONS - DISPOSITION
AN960C1016 (NAS1149C106 3R)	1	Washer	AN960C1016	Scrap
B0203010-10 (Alt B0203010L10)	1	Nut, Castellated	B0203010-10	Scrap
MS21299C10	1	Washer, C'sk	MS21299C10	Scrap
NAS1587-10C	1	Washer	NAS1587-10C	Scrap
NAS6204-11	1	Bolt	NAS6204L4	Scrap
NAS6710DU32	1	Bolt	NAS6710DU32	Scrap

- (3) The parts that follow may be necessary to do this Service Bulletin and will be made available in response to an SRPSA:

NEW PART NO.	QTY	ITEM	USED PART NO.	INSTRUCTIONS - DISPOSITION
GS257-0061-1	1	Bush, Flanged	GS257-0061-1	Scrap
GS257-0109-1	1	Bush, Clamp-up	GS257-0109-1	Scrap
GS257-0193-1	1	Bush, Flanged	GS257-0193-1	Scrap
GS277-0061-3	1	Bush, Plain	GS277-0061-3	Scrap
GS277-0062-1 (Alt GS277- 0062-3)	1	Bush, Plain	GS277-0062-1 (GS277-0062-3)	Scrap
GS277-0062-3	1	Bush, Plain	GS277-0062-3	Scrap
GS277-0078-1	1	Plate, Anti-rotation	GS277-0078-1	Scrap
GT411-3800-9	1	PCU	GT411-3800-5 GT411-3800-7	Refer to Para 1.G.

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- NOTES:**
- 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.
 - The quantity of parts listed above is not listed per PCU or per aircraft. Operators need to order the quantities necessary to do the rework.

C. Material

The materials that follow, or equivalent, are necessary to do this Service Bulletin. These can be purchased from a local supplier: Bombardier Aerospace does not pay for these consumables:

DESCRIPTION	PART No./NAME	SPECIFICATION	QUANTITY	SUPPLIER (See Note)
Grease	Tribolube 64RPA	-	As Necessary	Code: A
Cotter Pin	MS24665-372	-	As Necessary	Code: B

- NOTES:**
- Refer to the next table for each supplier's address listed by codes.
 - The Curing Time (CT), if applicable, for each consumable material is indicated with the description of each product.
 - 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 Aerospace Lubricants Inc. 1600 Georgesville Road Columbus, Ohio 43228 Tel.: 1-800-441-9160 Tel.: (614) 878-3600 Website: http://www.aerospacelubricants.com/	Code: B Commercially Available

D. Publications

No publications required.

SERVICE BULLETIN EVALUATION FORM

(Your ideas will help us provide better bulletins)

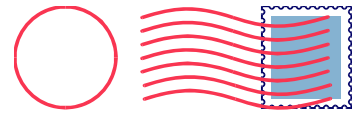
SERVICE BULLETIN: 700-27-067 **ISSUE:** Rev. 01 **DATED:** Nov 24/2008

TITLE: Rework – Elevator Control System – Corrosion Prevention of Elevator PCU, P/N GT411-3800-5 & -7, Attachment Fittings and Slotted Entry Bearings

	STRONGLY DISAGREE	DISAGREE	NEUTRAL	AGREE	STRONGLY AGREE
<ul style="list-style-type: none"> • Instructions to do the Service Bulletin were accurate. Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • Illustration(s), figure(s), and/or kit drawing(s) were helpful to carry out instructions. Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • If a kit was required, did the kit contents received agree with the contents listed in the bulletin? Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • The loose parts listed under Paragraph 3 were easily procured. Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • Work was accomplished in the prescribed time. Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<ul style="list-style-type: none"> • Overall, I was satisfied with this Service Bulletin. Comments: 	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

<i>For administrative use only</i>	PLEASE SUPPLY US WITH THE FOLLOWING DATA AND FAX TO: (514) 855-7634 or E-MAIL TO: MTL_BBAD_SB_Evaluation@aero.bombardier.com	
522DAF	OPERATOR:	
	AIRCRAFT SERIAL NO.:	
	TELEPHONE:	
	FACSIMILE:	
	NAME: (Please print)	

THANK YOU FOR YOUR RESPONSE!
 PLEASE RETURN THIS COMPLETED EVALUATION FORM BY MAIL, E-MAIL OR FAX



Bombardier Business Aircraft Customer Services (BBACS)

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

Attention: Customer Support Department

SERVICE BULLETIN INCORPORATION SHEET – “700-27-067”

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	COMPLIED WITH		Remarks
			YES	NO	
700-27-067	01	-	<input type="checkbox"/>	<input type="checkbox"/>	
-	-	-	<input type="checkbox"/>	<input type="checkbox"/>	

Actual hours to accomplish Service Bulletin: _____

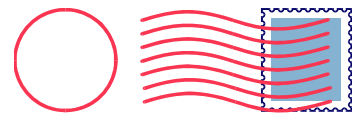
* **NOTES:** 1. Where the Service Bulletin is divided into a number of parts (e.g., PARTS A, B, C, D, etc.) which can be carried out separately, indicate only those parts completed at this time.

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.

Is the aircraft enrolled on the CAMP computerized maintenance program?	Yes	No
	<input type="checkbox"/>	<input type="checkbox"/>

Aircraft Serial No.	_____	Aircraft Reg. No.	_____
Airframe Landings:	_____	Airframe Hours	_____
PCU Serial No.	_____	Location _____	Rotation ____ deg.
PCU Serial No.	_____	Location _____	Rotation ____ deg.
PCU Serial No.	_____	Location _____	Rotation ____ deg.
PCU Serial No.	_____	Location _____	Rotation ____ deg.
Incorporation Date	_____	Service Order No.	_____
	(dd/mm/yy)		
Facility & Location of Incorporation _____			
Name	_____	Signature	_____
		Date	_____
			(dd/mm/yy)



Bombardier Business Aircraft Customer Services (BBACS)

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

Attention: Customer Support Department, Maintenance Engineering
