

ADVISORY WIRE

AW700-34-0235

DATE: February 11, 2008

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FROM: BOMBARDIER CUSTOMER SERVICES BUSINESS AIRCRAFT

ADVISORY WIRE

REFERENCE NO: AW700-34-0235

SUBJECT: "HDG FAIL" HSI Annunciation

EFFECTIVITY: BD700-1A10 (9002 - 9999)
BD700-1A11 (9127 - 9999)

ATA: 34-45

This Advisory Wire contains Operational Information

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1.0 REFERENCES:

- 1.1 Honeywell Technical Newsletter (TNL) [D200702000004](#): "HDG FAIL" Annunciation on Global Express/G5000/XRS when Entering/Exiting the Polar Regions (available on the CIC website within Technical Library > Service Bulletins > By Vendor > Honeywell).

2.0 INTRODUCTION:

This Advisory Wire is to inform operators of the potential for an "HDG FAIL" annunciation when the aircraft enters or exits the Northern Polar region and the associated procedure to follow when this annunciation is encountered.

3.0 DESCRIPTION:

There is a condition, where the "HDG FAIL" annunciation will be shown on the Horizontal Situation Indicator (HSI) sphere of the Primary Flight Displays (PFD) and Multifunction Displays (MFD) when the aircraft enters the Northern Polar region between latitudes of 70 and 72.5 degrees N (and between 90 and 120 degrees W longitude). This is due to the Flight Management System (FMS) automatically switching to true heading at latitudes greater than 72.5 degrees North whereas the Inertial Reference System (IRS) sets the magnetic heading to NCD (Non Computed Data) above 70 degrees in the Northern Polar cutout region.

To avoid this condition, the flight crew needs to manually switch the heading mode from magnetic to true while in the above-described window of the Northern Polar cutout region. The ref 1.1 Honeywell TNL describes in detail the condition, including the flight crew procedure.

Take note that this condition does not exist in the Southern Polar region as the FMS and the IRS coordinates overlap each other.

A revision to the Airplane Flight Manual (AFM) is currently in progress to include the required flight crew actions when entering/exiting the Northern Polar region.

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4.0 ACTION:

Flight crews should be aware of this condition and familiarize themselves with the associated procedure provided in ref 1.1 Honeywell TNL pending the release of the AFM revision.