



Customer FORUM & Newsletter

TUESDAY, OCTOBER 09TH, 2007

VOLUME 4 / ISSUE 33

LEARJET, CHALLENGER, AND GLOBAL SERIES AIRCRAFT Parts Support Coverage - Stay Informed!!!

As we continue to expand our worldwide parts support coverage, we are committed to continuously improving the quality of service we provide. We now have the ability to accept Requests for Quotes and Parts Orders by e-mail, thus eliminating the need to fax these requests. This will improve the response time on Quotes and Parts Orders and will help reduce additional costs associated with faxing requests to Bombardier.

Customer Service Representatives (CSRs) are on-site 24-hours a day, 7-days a week, 365-day per year through our Customer Services Hotline and the new e-mail service:

Learjet Customers can e-mail us at ict.parts@aero.bombardier.com
and **Challenger** & **Global** Series Customers can reach us at yul.parts@aero.bombardier.com

If a customer chooses to continue to fax their request to Bombardier, please note that all incoming e-mails & faxes will be directed to the same central file for action.

LEARJET, CHALLENGER, AND GLOBAL SERIES AIRCRAFT NBAA News

AERO TOY STORE ORDER INCLUDES BOMBARDIER'S NEW GLOBAL VISION FLIGHT DECK

- Purchase of one Global Express XRS jet with the new Global Vision flight deck
- Additional purchase agreements for two Learjet 60 XR aircraft. [more](#)

CAE AND BOMBARDIER ADD A GLOBAL EXPRESS AIRCRAFT FULL-FLIGHT SIMULATOR TO CAE'S BUSINESS AVIATION TRAINING NETWORK

The new Global Express aircraft full-flight simulator will be deployed at Emirates-CAE Flight Training in Dubai, U.A.E., to address growing demand in the Middle East. It is scheduled to enter service by mid-2009.

Global aircraft training will continue to be offered at Bombardier's Montreal Training Center and, as announced in June 2007, will be offered at CAE's Burgess Hill training center in the U.K. starting in the spring of 2008.

Location of Challenger 300 aircraft full-flight simulator confirmed

CAE and Bombardier have confirmed that the location for the Challenger 300 aircraft full-flight simulator announced last June will be CAE SimuFlite's North East Training Centre (NETC) in Morristown, New Jersey. This Challenger 300 aircraft full-flight simulator is scheduled to enter service by the end of 2008. [more](#)

BOMBARDIER PREMIERES BREAKTHROUGH GLOBAL VISION FLIGHTDECK ON GLOBAL AIRCRAFT FAMILY

- London Air Services named launch customer for new generation cockpit
Avionics suite integrates the latest in advanced technology features

The new Pro Line Fusion - Rockwell Collins' most advanced avionics suite technology - makes its debut on the Global Vision flight deck. Pro Line Fusion provides an integrated flight deck to ensure interoperability between systems and overall increased efficiency. The avionics suite features four high resolution 15-inch diagonal active matrix liquid crystal displays working in concert with the Head-up Guidance System (HGS®), personalized formats of display information, electronic checklist, maps with graphical flight planning, integrated cursor control panel, paperless operation enabled by dual electronics charts, future air navigation system, controller-pilot datalink communication and MultiScan™ weather detection system, synthetic vision system and Bombardier Enhanced Vision System (BEVS). [more](#)

LEARJET 45

Replacement APU Fuel Supply Shut-Off Valve Update - 15th Update

Note: The **bold text** identifies the latest updates to differentiate from the previous article published in the [Forum](#) newsletter, Issue 19 through Issue 32.

As you are aware, Learjet, Honeywell, and Valcor have, working together, certified a new APU Fuel Shut-Off Valve.

Certification of the new valve was received from the FAA September 25, at 16:30 CST.

Learjet sincerely appreciates your patience while the final stages of the Certification process were being completed.

As communicated in [Communiqué 0031](#), Customer Support established an APU SOV fielding team comprised of key personnel. The team utilized specific criteria to establish the fielding priorities. A total of 10 factors were considered in making the priority list and all of these factors have varying degrees of importance to each individual Customer.

The first block of Fuel Shut-Off Valves deliveries is complete. The second block of Fuel Shut-Off Valves deliveries is on schedule.

To date over 135 valves have been delivered to our valued Customers.

For the Operator's benefit, if a Bombardier Aircraft Services (BAS) or Authorized Service Facility (ASF) is not convenient, then Bombardier will provide labor expense at a non-ASF/BAS facility up to the hours and time limits stated in [Service Bulletin 45-28-12](#). The hourly rate will be credited to the Owner/Operator at \$40.00 USD per hour. For credit reimbursement, the Owner/Operator must submit a warranty labor claim with all supporting documents that the SB was fully complied with by a FAA/JAA certified technician or facility. Any questions or concerns should be directed to:

Mike Day, Warranty Team Lead, 316-946-2302, e-mail: mike.day@aero.bombardier.com

Customer Support will continue to provide progress updates to keep Customers informed.

LEARJET 40/45

Cabin Seat Tracking - ATA 25

Learjet recently received updated information from B/E Aerospace, the Learjet 40/45 cabin seat manufacturer, regarding changes to the forward/aft seat tracking tube measurement criteria noted in B/E Aerospace Inspection document BE-MIA-LR199-001, and corrections to the aircraft effectivity noted in the B/E Aerospace seat tracking tube replacement service bulletins.

B/E Aerospace notified Learjet that the forward/aft seat tracking tube measurement criteria found in the B/E Inspection document, BE-MIA-LR199-001, is only applicable to the 557 series seat. This error has caused replacement of seat tracking tubes on some aircraft with 523 and 549 series seats, as the tubes were considered as having been manufactured incorrectly, and not in accord with B/E Aerospace published engineering documents. The B/E Aerospace Inspection document BE-MIA-LR199-001 has been revised to show the correct measurement criteria for the 523 and 549 series seats. The B/E Aerospace Service Bulletins have also been modified to correct the serial effectivity of each seat series. No rework is required to any aircraft that has already replaced seat-tracking tubes. Aircraft that have replaced tubes have the correct tube part number as parts are ordered per the dataplate on each seat.

Contact your B/E Aerospace Field Service Representative at 305-459-7000 prior to replacement of any parts to confirm all measurement criteria, seat series part number, and follow-on action. All revised B/E Aerospace documents are available on the CIC web site (<http://www.cic.bombardier.com>) within the Technical Library > [Service Bulletins](#) > By Bombardier > "40" or "45" > "40-25-05, Rev 2" or "45-25-14, Rev 2".

LEARJET SERIES

FAA Approval for AC 90-100A on UNS -1() with 600.X through 801.X Software ATA 34

Universal Avionics legacy FMS databases have received FAA approval for the integrity requirement for Advisory Circular (AC) [20-153](#), per AC [90-100A](#), Appendix 3, Paragraph 14. This includes software levels 600.X through 801.X.

An official Service Letter from Universal Avionics has been released regarding AC 90-100A compliance. Universal has contacted the FAA to update the compliant systems spreadsheet located on the FAA web site. This update will reflect the expanded list of systems compliant to operate RNAV SIDs and STARs per the AC.

For further information regarding AC 90-100A, please go to the following link:

http://www.faa.gov/about/office_org/headquarters_offices/avs/offices/afs/afs400/afs410/policy_guidance/

LEARJET 40/45

Galley Kick Panel Light Dimming - ATA 33

[Service Bulletins](#) SB40-33-03 (Effectivity: 45-2001 through 45-2021, 45-2023 and 45-2024) and SB45-33-4 (Effectivity: 45-232 through 45-261) are now available to provide two stage dimming of the galley kick panel lights.

Upon completion of the modification, the galley kick lights will dim with the cabin down wash lights. This will provide less light intrusion into the flight deck and reduce glare when passengers enter the aircraft at night with the lights dimmed.

Please refer to the appropriate Service Bulletin for expense and modification hours. Contact your [Regional Manager](#) regarding installation of this modification on your aircraft.

LEARJET SERIES

Software Maintenance Center V1.00.0000 - IMPORTANT UPDATE

Shortly after it was released, a bug was found to exist in the new Learjet Software Maintenance Center (SMC) version 1.00.0000 that could cause programs to be updated incorrectly, making them inoperable. The symptom of such a damaged program is the appearance and then immediate disappearance of a DOS window when you try to run it.

If you have a copy of SMC version 1.00.0000, do not use it. Version 1.00.0001 fixes the bug and is now available.

We have also developed a repair CD that will fix any problems that SMC version 1.00.0000 might have caused on your computer. This CD will upgrade your copy of the SMC to version 1.00.0001 and then automatically locate and repair any programs that were incorrectly updated by the old version.

The new version of the SMC and repair CDs are available from the author at 316-946-2659 or by e-mail at peter.levy@aero.bombardier.com.

CHALLENGER 300

Main Landing Gear Tire Assembly Issues

A number of issues have been reported with main tires (P/N 269K43-1), chief among them being tire supply and shoulder wear. In August, Goodyear with Bombardier and Goodrich had visited several Operators and given them a short presentation detailing all reported problems and the actions being taken to address them. This article summarizes key points of that presentation.

- Tire supply has been an ongoing concern due to lack of tire availability, especially in the distributor network. This was due to a fourth quarter 2006 strike at one manufacturing plant and was compounded by a fire that halted production at a second plant for several months. Since the resumption of production in both plants, Challenger 300 tires have been produced in sufficient quantity to clear up backorders.
- Fast shoulder wear, also known as step wear, has aggravated the need for more tires resulting from early removals. Step wear is a function of tire size, design, and service and is more prevalent if tire inflation is not maintained carefully. Tires with step wear are not a safety issue and can be left on the aircraft until the center grooves are worn to the bottom or until the cords become exposed; they do not need to be removed just because there is step wear. Goodyear has designed a new outer tread groove to reduce step wear. The change proposal has been submitted to Bombardier and once approval is received Goodyear will implement it with the introduction of new tire part number (269K43-2).
- Some Operators have expressed concern about tread cuts. Guidance for tire cut limits was published in Goodyear Service Letter (SL) 2005-32-004 that provides cut limits for several Bombardier models including the Challenger 300. Following instructions contained in this SL can safely extend the life of tires with minor cuts. These instructions will be added to the Aircraft Maintenance Manual (AMM) in a future revision. This SL is available on the CIC web site (<http://www.cic.bombardier.com>) within the Technical Library > [Service Bulletins](#) > By Vendor > Goodyear Aviation > SL 2005-32-004.
- Some Operators have reported groove cracks (cracks in the bottom of the four tread grooves). Tires with groove cracks only need to be removed if the cracks extend down to the cords or if they undercut the tread rib. The tires analyzed by Goodyear thus far have only had shallow cracks and were determined to be serviceable (within Component Maintenance Manual (CMM) limits).
- Several Operators have reported leaking wheel/tire assemblies. Please note that the FAA and the Goodyear CMM allow up to 5% pressure loss in 24 hours, and all of the reported leakers so far have been in the 2-4% range, which is within limits. It is important to troubleshoot the wheel/tire assembly when a pressure loss is observed, since there are numerous causes for pressure loss. As some Operators have identified a pressure loss by the fuse plugs, Goodrich has proposed a redesigned fuse plug (new aluminium body and new seal) to Bombardier. Once available, the new design will help alleviate wheel/tire assembly's pressure loss occurrences.
- Tire wear is a varying concern, but Operators can improve their landing numbers with preventive maintenance. Tire life is affected by many variables, including inflation practices, ambient temperatures, runway surfaces cleanliness and lengths, pilot habits, etc. The proposed outer groove change, implementation of the cut limit SL, and fully wearing tires to the bottom of the center grooves should allow Operators to achieve more landings.

More information on these and other maintenance topics is available in Goodyear's Aircraft Tire Care & Maintenance manual, which can be downloaded from the web site at <http://www.goodyearaviation.com>. Understanding the issues raised in this article and following inflation best practices will lead to better tire life and lower direct operating costs for operators. Questions on tire can be directed to Rob Robson, Goodyear Product Support Manager for General Aviation, at 330-796-1596 or by e-mail at robert_robson@goodyear.com.

CHALLENGER 600, 601, 604

Additional Manuals Available on CD-Roms

This is to advise all Challenger 600 series CD-Rom subscribers, that the following manuals have been added to the Challenger 600, 601 and 604 collections. These additions, where applicable, will be available at the next respective revision cycle. Please note that these manuals will be delivered in the Adobe® Acrobat format (PDF); as part of the current WorldView collection.

- PSP 611 Illustrated Tool & Equipment Manual
- PSP 609 Weight & Balance Manual
- PSP 601-9 Weight & Balance Manual (A/C 3001 to 3066)
- PSP 620 Crash Fire Rescue Manual
- PSP 625 Airport Facilities Manual
- PSP 612 Nondestructive Testing Manual
- PSP 609A Weight & Balance Manual
- PSP 601-9A Weight & Balance Manual (A/C 5135 and Subs)
- PSP 624 Maintenance Facilities Manual

If you have any questions or would like to subscribe to any of these CD-Rom collections, please contact Technical Publications at 1-866-JET-1247 Toll Free or 1-514-855-2999 (option #4).

CHALLENGER 604

Auto Throttle System Upgrade

Bombardier Aircraft Services has completed a new Supplemental Type Certificate (STC) on the Enhanced Auto Throttle system for the Challenger 604 aircraft. The STC features a retrofit from the existing P/N C-88653-3 Enhanced Auto Throttle computer with the new C-88653-4 Enhanced Auto Throttle Computer. The new computer offers the following improvements to the Auto Throttle system performance:

- 1) Improve N1 monitoring and N1 Hold capture margin, improves performance in Take Off mode.
- 2) The N1 sync feature has been extended to a new threshold down to 59% versus 70% thereby improving ATS performance during descent.
- 3) Improve tolerance for N1 variations during transition through temperature inversion on climb out reduces the possibility of ATS disconnects.
- 4) Software changes allow the crew to transfer the ATS from side to side without forcing a disconnect.
- 5) Improvements in algorithms eliminate momentary disconnects upon Vmo/Mmo exceedance by allowing the ATS to continue servo command while transitioning from speed mode to Vmo/Mmo Limit modes.
- 6) Improve venting allows computer operation while aircraft is in a hot weather environment.

This STC is available at BAS Service Centers. Contact your [Regional Manager](#) for more details.

GLOBAL SERIES

HINTS AND TIPS Bleed Loop Troubleshooting

While troubleshooting a Trim Air Bleed leak, a question was raised that has since been validated by engineering that is worth noting should you encounter a bleed loop wiring open circuit condition. In our case, it was a dual wire problem from previous maintenance that further complicated finding the source of the issue.

Open circuits are not continually monitored by the Bleed Management Computer after the initial power-up BITE test has been completed. This was something that caused confusion when using jumper wires across the center conductor wiring in troubleshooting the faulty bleed loop. Approximately 5 minutes after power-on, subsequent to the completion of the BITE test, and when the jumper has been removed, no CAS messages would post. This is explained below:

An open Leak Detection Loop detected during the PBIT will cause an associated CAS message ("Bleed Fault" or "WAI Fault" or "Trim Air Fault"). If the open circuit shows up during the CBIT, then the condition will not be reported.

On the other end, a short circuit will be detected during the CBIT only and will have the associated CAS message posted.

GLOBAL SERIES

Troubleshooting CAIMS Automatic Flight Control System Faults - ATA 22

It has been noticed that some Automatic Flight Control System (AFCS) messages were shown in the CAIMS Flight Fault Summary (FFS) page even though there was no associated Flight Deck Effect (FDE) or CAS messages.

Some of those messages were:

- AFCS 1 & 2 Mode drop - FMS Invalid
- AFCS 1 & 2 Modes drop- NAV SRC Invalid
- EDS1/2/3 AP Eng. Status Miscompare

These multiple messages may be normal and initiated by a Flight Director (FD) mode drop, intentionally by the flight crew during mode de-selection or unintentionally by the system. These conditions will post different messages or combination of messages depending of the validity of the different FD signal sources.

During the detection by the AFCS of a drop or de-selection of an active FD mode, the Integrated Avionic Computer (IAC) will go through a certain list of related sub-systems and monitor their status, anything that is not valid at the time of a mode drop will set associated invalidity message. As an example during a FD mode drop:

- If there is no flight plan in FMS, then LNAV lateral steering will be invalid
- If no VOR is tuned, then NAV and APP Lateral Deviations will be invalid

Similarly, anytime the Auto Pilot (AP) is disconnected intentionally or unintentionally, the EDS 1/2/3 AP Eng. Status Miscompare message will be displayed on the Fault Summary page.

Note that the IAC (FWC) NVM download will not provide more information than what the CAIMS PMAT already provides. The NVM download should only performed if requested by Engineering.

As a summary, only when an AFCS related problem, FDE or CAS message is observed, then appropriate Ground Fault Summary (GFS) or FFS page should be reviewed to establish if a top-level fault condition has been captured by the AFCS and follow the troubleshooting procedure.

However, troubleshooting should never occur the other way around, where a CAIMS message would be present with no AFCS, FDE or CAS message observed, as it may lead to unnecessary troubleshooting of a normal condition.

The recommended procedure for efficient troubleshooting of AFCS using the CAIMS are available in the Fault Isolation Manual under the Chapter 22-10, Automatic Flight Control System (AFCS), and generally requires to:

1. Correlate the time of the problem, FDE or CAS message flight deck effect with the corresponding faults listed in the appropriate GFS or FFS Fault Summary page.
2. Go to "SYSTEM DIAG", then "AUTO FLIGHT", select the affected AFCS that was reported in the Summary page.
3. Select "FLIGHT FAULTS" or "GROUND FAULTS" as required. Note that the faults listed for this system in the Summary page will be on this page as well.
4. Double click on the fault to obtain the fault type and code number.
5. Launch the IMT Failure Code Lookup, select "AFCS" as Subsystem, select the Fault Type number and then follow troubleshooting procedures in the Corrective Action section.

Customer Meetings (Dallas/Montreal) Questions and Answers

As part of our on-going commitment to improve your experience, we continue to offer breakfast and luncheon meetings with **Bombardier Senior Management**. The meetings, held weekly in our Montreal Training Center and once a month at the Dallas Training Center, provide you with the opportunity to voice your concerns and identify where we can improve our services to fully meet your expectations.

The next meetings will be held:

- **Montreal - Thursday, October 11th at 7:30am** & → **Dallas - Tuesday, November 27th at 11:30am**
- **Montreal - Thursday, October 18th at 7:30am**

For those interested in attending our get-togethers, just drop-in or contact Caroline Brisson for the Montreal meetings, at (514) 855-8429, or by e-mail at: caroline.brisson@aero.bombardier.com, or contact Chris Goodman at (469) 791-6428, or by e-mail at: chris.goodman@aero.bombardier.com. If you cannot attend, but have questions, contact us by e-mail at bacs.forum.infoservice@aero.bombardier.com

Learjet 20 and 30 Series (except 31A), Challenger 600, 601

Q: *If we need to have technical representatives to provide on-site support, will we need to pay for this service? If we are going to pay for the service, it better be quality.*

A: On-site FSR / technical support / engineering is chargeable at a daily fee. When possible, the Customer Response Center will dispatch one of the Classic Aircraft experts out on the field to support Customers requesting on-site assistance.

Learjet 20 and 30 Series (except 31A), Challenger 600, 601

Q: *Will the fact that I am on Smart Parts be taken into consideration in our support costs for Classic Aircraft?*

A: There is currently no association between programs; however, this is a venue we are looking to explore in the future.

Challenger 600 Series – Glass Windshield

Q: *Will you be able to intermix the new glass windshields?*

A: There are no restrictions on any given mix of new and old windshields and side windows. All units are fully compatible with each other and with aircraft systems.

Challenger 600 Series – Glass Windshield

Q: *What is the availability for the new glass windshield? When will it be incorporated into production?*

A: The service availability of the glass faceply windshield is now scheduled for the third quarter of 2008. Our Vendor has experienced various subtier supply issues, which in turn has impacted the production ramp of support to both production and service demands. Glass faceply units have been installed on production aircraft since the fourth quarter of 2006.

Global – Runway Awareness and Advisory System

Q: *Is there an issue with the EASA, FAA and TC approval of the EGPWS Runway Awareness and Advisory System?*

A: Bombardier has FAA and TC approval of STC ST00203BO EGPWS Runway Awareness and Advisory System (RAAS) including optional RAAS inhibit switch. For EASA approval, there was an issue that prevented the FAA from issuing a response to EASA for the validation of the STC, however new working procedures have been put in place that solved this problem. This STC should be approved shortly by EASA.

The STC ST00203BO is available at Bombardier Service Centers in Dallas, Ft. Lauderdale, Hartford and Tucson. Contact your [Regional Manager](#) for more details.

Recent Releases

ADVISORY WIRES / COMMUNIQUES

[AW604-28-0072 - Challenger 604](#)

Tail Tank Automatic Fuel Transfer Nuisance Messages, dated Sep 27/2007

[AW604-34-0075, Rev. 1 - Challenger 604](#)

FMS Software 3.0.3 - Operational Observations and Corrections with FMS Software 3.3.1 - Service Bulletin 604-34-050, dated Oct 5, 2007

[CSCommuniqué0035 - Learjet 45](#)

M45 Hi-Lite® Phase 1, 12 Month Inspections

[AW27-044 - Learjet 45](#)

Model 45 Flap Actuator Joint Pintle Cracking, dated Sep 13/2007

[AW27-045 - Learjet 45](#)

Model 45 Flap Actuator Joint Pintle Cracking Update, dated Oct 03/2007

[AW27-046 - Learjet 40/45](#)

Horizontal Stabilizer Primary and Secondary Bolt Installation

[AW34-025 - All Learjet](#)

FAA Approval for AC 90-100A on UNS-1() with 600.X through 801.X Software, dated Sep 26/2007

SERVICE BULLETINS

[Learjet Series \(Sep 25 to Oct 09/07\)](#)

[SB23/24/25-26-1, Rev. 1](#) (LJ23/24/25) [Optional] - Fire Protection - Replacement of Fire Extinguisher Bottle and Squib

[SB28/29-21-11, Rev.2](#) (LJ 28/29) [Optional] - Air Conditioning - Installation of Improved Refrigeration Compressor Assembly

[SBA40-27-14, Rev. 1](#) (LJ 40) / [SBA45-27-29, Rev. 1](#) (LJ 45) [Alert] - Flight Controls - Inspection of Flap Actuator Forward Attach Joints

[SB40-11-01, Rev.3](#) (LJ 45) [Optional] - Placards and Markings - Increase Maximum Take-off Weight to 21,000 lbs

[SB45-28-12](#) (LJ 45) [Recommended] - Fuel - Reactivation of the Auxiliary Power Unit (APU) and APU Fuel Shutoff Valve

[Challenger Series \(Sep 25 to Oct 09/07\)](#)

[100-27-09](#) [Recommended] - Modification - Multi-Function Spoiler - Introduction of the Spoiler Electronic Control Unit (SECU) Part No. C47330-006 or C47330-007

[100-52-11](#) [Recommended] - Modification - Passenger Door - Internal Door Handle Indication Mechanism

[600-0735, Rev. 1](#) [Recommended] - Special Check/Modification - Floor - Addition of Seat Track Extensions

[601-0586, Rev. 1](#) [Recommended] - Special Check/Modification - Floor - Addition of Seat Track Extensions

The *Customer Forum and Newsletter* is intended for general information purposes only and Bombardier does not assume or accept any responsibility for any use of such information. In particular, it is not to be used for the maintenance, servicing or other technical requirements of any Bombardier product as it may not contain all necessary information. Bombardier technical manuals and/or Engineering documents take precedence over the content of this publication.

[604-53-013, Rev. 1](#) [Recommended] - Special Check/Modification - Floor - Addition of Seat Track Extensions

[604-24-019](#) [Recommended] - Modification - Emergency AC Generation System - Reidentification of ADG

[604-27-030, Rev. 1](#) [Optional] - Special Check/Modification - Rudder Trim System - Replacement of Rudder Trim Switch Part No. 093112-1-03N

[604-53-013](#) [Recommended] - Special Check/Modification - Floor - Addition of Seat Track Extensions

[605-25-02, Rev. 1](#) [Optional] - Modification - Ferry Flight Kit - Removal of the Ferry Flight Kit

[Global Series \(Sep 25 to Oct 09/07\)](#)

[700-1A11-11-005, Rev. 01](#) [Optional] - Modification - Interior and Exterior Placards and Markings - Increased Maximum Take-Off Weight (MTOW) to 88,700 lbs (40,233 kg)

[OTHER UPDATES - SEPT 2007](#)

Learjet Series - 2007 Cold Weather Operations

Challenger 600 Series - 2007 Cold Weather Operations
Challenger 300 - 2007 Cold Weather Operations

Global Series - 2007 Cold Weather Operations

Calendar of Events

↪ **Challenger 300 Series Advisory Committee Meeting**
October 16th to 18th, 2007 - (October 18th date will be a committee private session). Dorval Airport Marriott, Montreal, Quebec <http://www.cic.bombardier.com> > Forums & Committees > Advisory Council

↪ **Global Series Advisory Committee Meeting**
October 18th & 19th, 2007 - Marriott Courtyard Montreal Airport, Montreal, Quebec <http://www.cic.bombardier.com> > Forums & Committees > Advisory Council

↪ **Safety Standdown USA**
October 22th to 27th, 2007 - Hyatt Regency Wichita
For more information, visit:
<http://www.safetystanddown.com>

↪ **Dubai Airshow**
November 11th to 15th, 2007 - Airport Expo Dubai, UAE
<http://www.dubaiairshow.org>

↪ **LIMA Airshow 2007**
December 04th to 08th, 2007
Langkawi International Airport, Langkawi, Malaysia
<http://www.lima2007.com>