

# ADVISORY WIRE

<p>REFERENCE NO: AW700-22-0333, Rev. 1</p> <p>ATA: 22-12</p> <p><b>SUBJECT: Aileron and Elevator Auto-Pilot Servo</b></p>	<p>INFORMATION TYPE: Maintenance</p> <p>EFFECTIVITY: Global Express 9002 to 9153</p> <p>Global 5000 9127 to 9411, 9417 to 9431, 9998</p> <p>Global Express XRS 9159 to 9429</p> <p>Global 5000 feat. Bombardier Vision Flight Deck 9386, 9401, 9445 to 9997</p> <p>Global 6000 9313, 9381, 9432 to 9997</p>
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## 1. REFERENCES:

- 1.1. BD700 Aircraft Maintenance Manual (AMM) Task 22-12-13-400-801 Installation of the Elevator Servo Bracket
- 1.2. BD700 Aircraft Maintenance Manual (AMM) Task 22-12-05-400-801 Installation of the Aileron Servo Bracket
- 1.3. AW700-22-0333 basic release February 28, 2011
- 1.4. Service Bulletin (SB) 700-22-006 Special Check/Modification – Autopilot System – Aileron and Elevator Autopilot Servo Cable Keeper Wear, released April 30, 2012
- 1.5. SB 700-1A11-22-003 Special Check/Modification – Autopilot System – Aileron and Elevator Autopilot Servo Cable Keeper Wear released April 30, 2012
- 1.6. SB 700-22-5001 Special Check/Modification – Autopilot System – Aileron and Elevator Autopilot Servo Cable Keeper Wear, released January 9, 2013
- 1.7. SB 700-22-6001 Special Check/Modification – Autopilot System – Aileron and Elevator Autopilot Servo Cable Keeper Wear, released January 9, 2013

## 2. INTRODUCTION:

Revision 1 of this Advisory Wire is to modify the aircraft effectivity list in order to accommodate the Global 5000 aircraft featuring the Bombardier Vision Flight Deck and Global 6000 aircraft, as well as provide operators with the corrective action that will prevent the possible condition of under-tensioned aileron and elevator auto-pilot (AP) servo circuit cables.

# ADVISORY WIRE

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### 3. DESCRIPTION:

Recently, an operator reported that, during removal of the elevator servo bracket, two of the cable keepers had been worn by the cables (see Figure 1) and that the cables were found to be under-tensioned. Further inspections of the elevator AP servo confirmed that the same condition existed on other aircraft in their fleet. Furthermore, the aileron AP servo cable capstan bracket was also found with similar wear to the keepers and the cables were under-tensioned.

Additionally, some errors were identified in the Installation of the Elevator Servo Bracket AMM Task (ref. 1.1) concerning the call out of lock-wire for the attachment bolts. Our engineering has confirmed that the drawing calls for un-drilled bolts with flat washers and does not require lock-wire due to the redundancy of hardware in the bolt pattern. The other error was that there were washers called out under the heads of the screws attaching the cable keeper retaining plate but no washers are required. AMM tasks ref. 1.1 and 1.2 have been revised accordingly.

Bombardier released SBs ref. 1.4 through 1.7 to inspect the condition of the cable keepers and introduce cable tensioning procedures that will prevent under-tensioned aileron and elevator auto pilot servo cables.

### 4. ACTION:

Operators should familiarize themselves with their applicable SBs (ref. 1.4 through 1.7). These SBs are recommended at the next access, or no later than the next "4C" check from the SB release date.



Figure 1 - Cable Keeper Wear