

# ADVISORY WIRE

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REFERENCE NO:	AW700-34-0449, Rev 03	INFORMATION TYPE:	Maintenance Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
SUBJECT:	<b>Post Batch 3 Upgrade – FMS Performance</b>		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)

## 1. REFERENCES:

- 1.1. Bombardier Service Bulletin (SB) 700-31-030 / 700-1A11-31-014, Modification – Integrated Avionics Computer (IAC) System – Batch 3 Software Upgrade, Revision 4, released 03 Oct 2016  
(<http://cic.bombardier.com>) > in Library > Search
- 1.2. Honeywell FMS Pilot Guide for the Bombardier Global Express/5000/XRS Software version NZ6.1, Publication number D201203000019, Revision 4 released June 2016 or later revision
- 1.3. Honeywell Service Information Letter (SIL) D201105000003, Revision 2, NZ-2000 Navigation Computer, P/N 7018879-03XXX, IC-615 Integrated Avionics Computer, P/N 7017000-XXXXX, IC-800 Integrated Avionics Computer, P/N 7017300-XXXXX; Flight Management System (FMS) CNTL-D and HYPERSTART Procedures  
(<http://cic.bombardier.com>) > in Library > Search
- 1.4. Bombardier Service Bulletin (SB) 700-31-034 / 700-1A11-31-017, Modification – Integrated Avionics Computer (IAC) System – Batch 3.3 Software Upgrade, Revision 2, released 23 Jan 2017  
(<http://cic.bombardier.com>) > in Library > Search

## 2. INTRODUCTION:

Revision 3 of this Advisory Wire (AW) provides an update on the correction availability thru the Batch 3.3 software upgrade (Ref. 1.4).

This Flight Management System (FMS) anomaly presented itself post Batch 3 software upgrade (Ref. 1.1), where the FMS may display incorrect distance, time and fuel to a waypoint or destination during flight.

Only Honeywell FMS NZ-2000 software version NZ6.1 post Batch 3 software upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61010) currently installed on the Global Express/XRS/5000 is affected by this condition.

## 3. DESCRIPTION:

Incorrect Distance-To-Go (DTG), Estimated Time En-route (ETE) and Fuel remaining:

Bombardier and Honeywell received feedback from operators in service post incorporation of Batch 3 (Ref. 1.1) related to the FMS performance calculation. More specifically, at some point during flight, one or all

FMS would erroneously calculate and display incorrect values for distance to destination or waypoint (DTG), estimated time enroute (ETE) to destination or waypoint and estimated fuel remaining. In some cases, these discrepancies could also take the form of dashed-out predicted speed and altitude.

Operators can expect to see these discrepancies on any FMS page where performance information is displayed.

It has been confirmed that this software anomaly affects only post Batch 3 (Ref. 1.1) aircraft.

#### 4. ACTION:

This FMS performance issue was corrected with the Batch 3.3 software upgrade (Ref. 1.4).

Bombardier recommends that Batch 3 (Ref. 1.1) operators experiencing those conditions to perform the following operation:

- Prior to flight, change the final waypoint altitude constraint to large font by pressing the line select key (2R) twice (Ref. 1.2, Section 4, page15 and Figure 4-21):
  - First LSK (2R) selection moves the altitude constraint (small font) to the scratchpad;
  - Second LSK (2R) selection activates that specific altitude as active constraint (large font).

NOTE: Perform this action after the flight plan has been closed (destination selected as final waypoint).

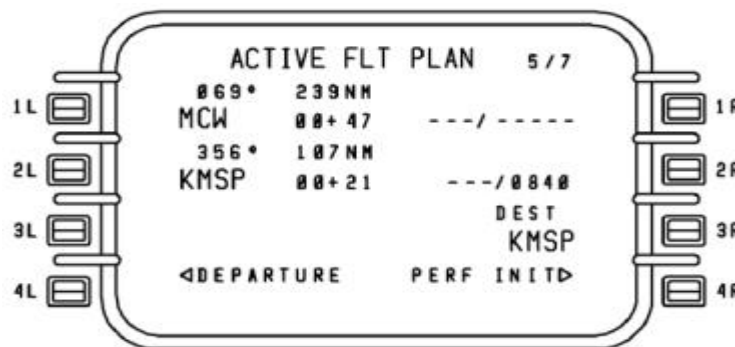
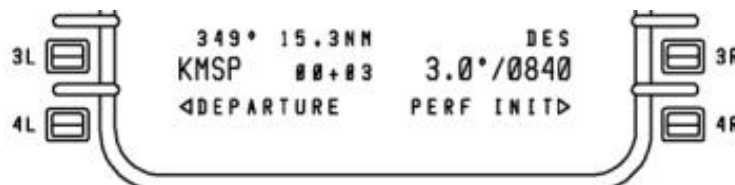


Figure after selection



- Similarly, if the condition occurs in flight, the same procedure can be used.

Should you have any queries pertaining to this Advisory Wire (AW), please contact your Bombardier Field Service Representative (FSR) or the Customer Response Center (CRC).