

ADVISORY WIRE

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REFERENCE NO:	AW700-34-0470, Rev 01	INFORMATION TYPE:	Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429) Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)
SUBJECT:	Pre and Post Batch 3 Upgrade – FMS – Speed Restriction Anomaly		

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201211000023R002, NZ-2000/NZ-2010/FMZ-2000/FMZ-2010/PRIMUS Apex/PRIMUS EPIC Flight Management System (FMS): Speed Restriction Anomaly, dated 24 Jul 2015
- 1.2. 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
- 1.3. 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

References 1.1, 1.2 and 1.3 are available on the Bombardier Customer Portal:
(my.businessaircraft.bombardier.com) > Library > Search by Keyword

2. INTRODUCTION:

Revision 1 of this Advisory Wire (AW) provides an update on the correction availability thru the Batch 3.3 software upgrade (Ref. 1.3) and associated Honeywell SIL revision (Ref. 1.1).

This Flight Management System (FMS) anomaly may be observed by flight crews, where during a descent the FMS may command an incorrect speed after the Top of Descent (TOD).

Honeywell FMZ-2000 software versions NZ5.8 and earlier and software version NZ6.1 post Batch 3 software upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61010) currently installed on the Global Express/5000/XRS are affected by this condition.

3. DESCRIPTION:

It was reported that prior to TOD, the FMS slowed an aircraft to 280 knots as defined per the charted procedure in the Honeywell SIL (Ref. 1.1). After transitioning into descent, the speed command reverted to 300 knots, although the arrival speed limit applies for the remainder of the flight.

Further review revealed that the FMS has logic to drop cruise speed constraints encountered while in the cruise portion of the flight when transitioning to descent. The logic, however, does not consider whether the speed constraint is part of an arrival procedure.

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4. ACTION:

Operators should be familiar with the condition detailed in the Honeywell SIL (Ref. 1.1) and flight crews are encouraged to monitor the FMS speed if TOD occurs after a waypoint with a speed constraint, and take necessary action to maintain the speed constraint.

This anomaly was corrected with Batch 3.3 FMS software upgrade (Ref. 1.3, IAC PN 7017300-61013).

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).