

# ADVISORY WIRE

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REFERENCE NO:	AW700-34-0486, 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)
<b>SUBJECT:</b>	<b>Pre and Post Batch 3 Upgrade – FMS – Change of Destination not allowed when first Leg in Missed Approach Procedure is Type ARC (AF or RF Leg)</b>		

## 1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201408000007, Change of Destination Not Allowed When First Leg in Missed Approach Procedure is Type ARC (AF or RF Leg), dated 14 Aug 2014
- 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](http://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) of the associated issue detailed in the Honeywell SIL (Ref. 1.1).

This Flight Management System (FMS) condition may be observe by flight crews if the destination airport is changed in the active flight plan.

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 to Honeywell that, if a crew changes the Flight Plan destination to another airport, an INVALID ENTRY message could be observed in the FMS CDU scratchpad. This FMS anomaly is observed when the missed approach segment has the first leg as ARC (AF or RF).

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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 review their flight plan, including the missed approach segment as appropriate.

| 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).