

Advisory Wire

REFERENCE NO:	AW700-34-0487, Rev 03	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:	Flight Management System (FMS) – Duplicate Waypoints in Airway Portion of Aeronautical Operation Control (AOC) and Future Air Navigation System (FANS) Uplink Not Properly Defined		

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201408000006R003, Duplicate Waypoints in Airway Portion of Aeronautical Operation Control (AOC) and Future Air Navigation System (FANS) Uplink Not Properly Defined, dated 06 May 2019
- 1.2. Bombardier Service Bulletin (SB) 700-31-030 / 700-1A11-31-014, Modification – Integrated Avionics Computer (IAC) System – Batch 3 Software Upgrade
- 1.3. Bombardier Service Bulletin (SB) 700-31-034 / 700-1A11-31-017, Modification – Integrated Avionics Computer (IAC) System – Batch 3.3 Software Upgrade
- 1.4. Bombardier Service Bulletin (SB) 700-31-039 / 700-1A11-31-021, Modification – Integrated Avionics Computer (IAC) System – Batch 3.4 Software Upgrade
- 1.5. Bombardier Advisory Wire (AW) 700-31-0647 – Batch 3.4 Software Upgrade – Availability and Updates

References are available on the Bombardier Customer Portal:
my.businessaircraft.bombardier.com > Library > Search by Keyword

2. INTRODUCTION:

Revision 3 of this Advisory Wire (AW) provides an update following the release of the Honeywell SIL D201408000006R003 (Ref. 1.1) describing an anomaly that may occur during an AOC or FANS Flight Management System (FMS) flight plan uplink that may contain several occurrences of the same named waypoint and to inform operators and flight crew of the release of the Bombardier SB 700-31-039 / 700-1A11-31-021 – Batch 3.4 Software Upgrade (Ref. 1.4) as the solution for this condition described in the associated Honeywell SIL (Ref. 1.1).

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3. DESCRIPTION:

It was reported to Honeywell that waypoints in the airway portion of AOC and FANS uplinks are not properly defined when there are duplicate names. For example, 'MIS' waypoints is a very high frequency omnidirectional ranging (VOR) on M395 airway but also a VOR in Libya and a VOR in Japan. It is also an Instrument Landing System (ILS) in Tunisia. As a result, the FMS could insert the wrong 'MIS' waypoint in the flight plan.

Honeywell FMS software versions NZ5.8 and earlier and FMS 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.

NOTE: Post Batch 3.3 software upgrade (Ref. 1.3, IC-810, IAC PN 7017300-61013), only the FANS uplinks with duplicate waypoints are not properly defined. Standard AOC uplinks work correctly for duplicate waypoints.

4. ACTION:

Operators and flight crew should be familiar with the Honeywell SIL (Ref. 1.1), be aware of this issue, and review their flight plan uplink as appropriate.

This software anomaly is corrected with the Batch 3.4 software upgrade (Ref. 1.4).

Batch 3.3 upgrade (Ref. 1.3) is a prerequisite to Batch 3.4 upgrade (Ref. 1.4) and must be done before, or at the same time as Batch 3.4 (Ref. 1.4).

Batch 3.4 software upgrade (Ref. 1.4) is covered by a dedicated schedule therefore advance part scheduling with our In-Service Implementation Team (ISIT) is recommended prior to a maintenance visit. Availability as well as additional information are available in the AW700-31-0647 – Batch 3.4 Software Upgrade – Availability and Updates (Ref. 1.5).

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).