

ADVISORY WIRE

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REFERENCE NO:	AW700-34-0488, 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:	Post Batch 3 Upgrade – FMS – Lateral Navigation (LNAV) drops to Roll Mode when aircraft sequences the first Heading to Altitude Termination (VA) Leg on a Standard Instrument Departure (SID)		

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201408000038R001, Flight Management System (FMS) NZ-2000, Integrated Avionics Computers, IC-810, PN 7017300-61010, Lateral Navigation (LNAV) Drops to Roll (ROL) Mode when Aircraft Sequences the First Heading to Altitude Termination Leg (VA) on Standard Instrument Departure (SID), dated 20 Oct 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) > 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 Honeywell SIL (Ref. 1.1).

This Flight Management System (FMS) anomaly presented itself post Batch 3 software upgrade (Ref. 1.2), where Lateral Navigation (LNAV) mode may revert to Roll (ROL) mode upon sequencing of the first heading to an altitude waypoint on a Standard Instrument Departure (SID).

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

3. DESCRIPTION:

It was reported to Honeywell that the LNAV mode may revert to ROL mode upon sequencing of the first heading to an altitude waypoint on a SID, if the subsequent waypoint is a heading or course to intercept. LNAV

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will not re-engage until after sequencing the *INT waypoint as shown in the SIL (Ref. 1.1) example departing on runway 7R from Deer Valley Airport (KDVT) using the KDVT1.PXR SID.

This software anomaly is observed because of the climb predictions made by the FMS on the ground, when the altitude constraint is in close proximity to the course being intercepted.

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 aircraft behavior 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).