

ADVISORY WIRE

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REFERENCE NO:	AW700-34-0500, 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 – Control Display Unit (CDU) blanking or characters overlap caused by uplinked flight plan		

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201308000051R003, NZ-2000/NZ-2010/FMZ-2000/Primus Apex/PRIMUS Epic Flight Management System (FMS): NZ-2000/2010 and FMZ-2000/IC-615/IC-800/IC-810/IC-1080; Multifunction Control Display Unit (MCDU) Blanking caused by Uplinked Flight Plan, dated 27 Feb 2017
- 1.2. Service Bulletin (SB) 700-34-025, Modification – Navigation – Introduction of Flight Management System (FMS) Control Display Unit (CDU)-820, revision 2 released 4 Feb 2008
- 1.3. 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
- 1.4. 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

References 1.1, 1.2, 1.3 and 1.4 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. 1.4) and associated Honeywell SIL (Ref. 1.1) revision.

This Flight Management System (FMS) anomaly may occur when reviewing a flight plan after uplinking that flight plan to the FMS.

Honeywell FMZ-2000 software versions NZ5.8 and earlier and software version NZ6.1 post Batch 3 software upgrade (Ref. 1.3, IC-810, IAC PN 7017300-61010) currently installed on the Global Express/5000/XRS are affected by this condition.

3. DESCRIPTION:

Honeywell identified an anomaly after uplinking a flight plan and reviewing it on the FMS CDU (Ref. 1.1). Two (2) anomalies may be seen depending if the aircraft is equipped with the FMS CDU-810 (baseline for aircraft 9002 to 9124) or the FMS CDU-820 (baseline from aircraft 9125 and post SB 700-34-025 (Ref. 1.2)).

- a. For aircraft equipped with CDU-810, when the 24 character field length is exceeded, attempting to access the datalink flight plan review page, may cause the page to blank. The CDU will remain blank until a different page is selected such as pressing a function key.
- b. For aircraft equipped with CDU-820, when the 24 character field length is exceeded, the displayed characters may overlap.

As an example, the above conditions would occur if the FMS sends the following 23 characters text string to the CDU for display; STAR_RYYMN1.YACKSFL190B (where the underscores represent a required space).

Due to a FMS requirement, the system needs to add a space at the beginning and at the end of the text string. This 23 characters text becomes a 25 characters text (_STAR_RYYMN1.YACKSFL190B_) so over the maximum of 24 characters field length.

These anomalies do not modify the uplinked flight plan and consequently this is only a display issue.

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 uplinked flight plan as appropriate.

This anomaly was corrected with Batch 3.3 FMS software upgrade (Ref. 1.4, 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).