

ADVISORY WIRE

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REFERENCE NO:	AW700-34-0507, Rev 01	INFORMATION TYPE:	Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
SUBJECT:	Post Batch 3 Upgrade – FMS – Melding of TO Waypoint with Common Waypoint in new Arrival		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201403000106R001, NZ-2000/NZ-2010/FMS-2000/PRIMUS Apex/PRIMUS EPIC Flight Management System (FMS) - Melding of TO Waypoint With Common Waypoint in New Arrival, dated 12 Mar 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 presented itself post Batch 3 software upgrade (Ref. 1.2), where the FMS may retain the higher window altitude constraint in the active flight plan after activating a new arrival when the TO waypoint is a common waypoint in the new arrival.

Only Honeywell FMS NZ-2000 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 is affected by this condition.

3. DESCRIPTION:

Two (2) reported conditions are described in the Honeywell SIL (Ref. 1.1):

- Higher window altitude constraint retained:

Melding occurs when changing to a new arrival and the common waypoint is the “TO” waypoint (magenta color) that has a window constraint and is not the starting point of the new arrival. Crews need to be aware of flight plan melding with the higher window constraint when the common waypoint in the new arrival has a lower window constraint. The FMS retains the most conservative (higher) window constraint. In some

cases, the conservative altitude constraint may not be the one desired depending on pilot's method of closing the discontinuity in the flight plan.

- Two (2) of same consecutive waypoints:

This is not applicable to the software version NZ6.1 currently installed on the Global Express/XRS/5000

4. ACTION:

Operators should be familiar with this condition and detailed figures in the Honeywell SIL (Ref. 1.1) and flight crews are encouraged to monitor guidance and constraint within the active flight during all phases of flight.

| This issue was corrected with the Batch 3.3 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).