

# ADVISORY WIRE

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REFERENCE NO:	AW700-34-0561	INFORMATION TYPE:	Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
<b>SUBJECT:</b>	<b>Flight Management System – Racetrack Pattern Entry with Course to Fix (CF-CF) Leg Types</b>		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)

## 1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D20151000061R001 – Racetrack Pattern Entry with Course to Fix (CF-CF) Leg Types, dated 04 Oct 2016
- 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:

This Advisory Wire (AW) is to advise operators of a condition that may occur during racetrack pattern entry, where the racetrack is constructed with coding that defines it with course to fix (CF-CF) leg types.

All Honeywell FMZ-2000 software versions NZ5.8 and earlier, software version NZ6.1 post Batch 3 software upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61010) and post Batch 3.3 software upgrade (Ref. 1.3, IC-810, IAC PN 7017300-61013) currently installed on the Global Express/5000/XRS are affected by this condition.

## 3. DESCRIPTION:

The Honeywell SIL (Ref. 1.1) described a situation reported by operators that upon entering a racetrack pattern from various directions, the Flight Management System (FMS) may provide incorrect pattern entry guidance.

The racetrack procedure is defined by the International Civil Aviation Organization (ICAO) as a procedure that enables the aircraft to reduce altitude during the initial approach segment and / or establish the aircraft inbound when the entry into a reversal procedure is not practical.

This specific condition results from how the racetrack pattern is coded and how the FMS will process the coding. The coding constructed for a racetrack procedure using CF-CF legs does not allow the FMS to make an entry calculation as it does for a holding or procedure turn leg. Since the racetrack procedure does not contain holding pattern information, the entry logic guidance may not be appropriate for the desired entry pattern.

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#### 4. ACTION:

Operators should be familiar with the details, figures in the Honeywell SIL (Ref. 1.1) and flight crews should use vigilance when flying approach transitions that contain a racetrack pattern.

The FMS will indicate which way the pattern entry turn may occur by way of a turn direction arrow observed on the display, allowing crew action to use heading mode or steer the aircraft manually in the racetrack transition.

Correction to this condition will be considered as part of future software change to the IAC/FMS.

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).