Customer Services

Advisory Wire

REFERENCE NO:	AW700-34-0580, 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:	**Flight Management System (FMS) – Holding pattern speed anticipation function**		

1. REFERENCES:

1.1. Honeywell Service Information Letter (SIL) D201510000042R002, FMZ-2000 Flight Management System (FMS) – All Versions – Holding Pattern Speed Anticipation Function, dated 6 May 20196

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

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

1.5. Honeywell D201203000019-r005, Flight Management System (FMS) for the Bombardier Global Express/5000/XRS Software Version NZ6.1 (Batch 3.X) Pilot's Guide, dated December 2018 or later revision

1.6. Honeywell D201203000020-r001, Primus(R) 2000XP Integrated Avionics System for the Bombardier Global Express/5000/XRS Software Version NZ6.1 Pilot's Guide, Batch 3 thru Batch 3.3, dated June 2016 or later revision

References 1.5 and 1.6 are available on the Honeywell website under Services > Technical Publications (https://myaerospace.honeywell.com), attached with Reference 1.3 (Ref. 1.6) or with Reference 1.4 (Ref. 1.5)

2. INTRODUCTION:

Revision 1 of this Advisory Wire (AW) provides an update following the release of the revised Honeywell SIL (Ref. 1.1) and of the Bombardier SB Batch 3.4 Software Upgrade (Ref. 1.4). It also advises operators and flight crew of an issue with the holding pattern speed anticipation function.

BOMBARDIER

All Honeywell FMS software versions NZ5.8 and earlier, software version NZ6.1 post Batch 3 upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61010), post Batch 3.3 upgrade (Ref. 1.3, IC-810, IAC PN 7017300-61013) and post Batch 3.4 upgrade (Ref. 1.4, IC-810, IAC PN 7017300-61014) currently installed on the Global Express/5000/XRS are affected by this condition.

3. DESCRIPTION:

The Honeywell SIL (Ref. 1.1) describes a situation where an aircraft passing the Top of Descent (TOD), continues to fly at cruise altitude, and flies a holding pattern at the next waypoint which is in sequence along the descent path, the aircraft will fly at the current speed until entering the holding pattern instead of slowing down to the default hold speed (standard is 200 knots) prior to the hold fix as expected.

4. ACTION:

Operators should be familiar with this situation and flight crew should monitor the speed as described within the Honeywell SIL (Ref. 1.1) and manage the speed as required.

Flight crew's should refer to the FMS Pilot's Guide (Ref. 1.5) for holding pattern speed schedules modification.

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).