Customer Services

Advisory Wire

REFERENCE NO:	AW700-34-0591, 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) – Not honoring speed constraint when the TOGA button is activated on a missed approach and aircraft is in a GA mode**		

1. REFERENCES:

1.1. Honeywell Service Information Letter (SIL) D201511000022R002, Flight Management System (FMS) Not Honoring Speed Constraint When the Take Off Go-Around (TOGA) Button is Activated on a Missed Approach and Aircraft is in Go-Around (GA) Mode, dated 28 Aug 2019

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 to 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) is to advise operators of an anomaly that may occur if the missed approach procedure contains a speed constraint. The FMS may not honor the speed constraint once the missed approach procedure is activated using the TOGA button.

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

3. DESCRIPTION:

While Honeywell was performing flight testing in the lab environment, it was observed when the TOGA button was pressed to activate the missed approach, the FMS did not honor the speed constraint on the first leg of the procedure.

The action of selecting TOGA, transitions the aircraft into GA while activating the missed approach and Vertical navigation (VNAV) mode into a GA speed mode. Due to the anomaly, the GA speed is given priority over any speed constraints defined for the procedure.

Selecting the missed approach prompt on the Control Display Unit (CDU) only activates the missed approach into the active flight plan. Therefore, if the crew executes the missed approach by way of the Missed Approach prompt on the CDU, the FMS correctly honors the speed constraint in the flight plan because the aircraft is not in GA mode.

4. ACTION:

Operators should be familiar with different ways speed target can transition out of the GA mode and the additional details/figures in the Honeywell SIL (Ref. 1.1).

Flight crews should be aware the FMS is using the GA speed as a default speed when performing a missed approach using the TOGA button and will not honor speed constraint that is on the first leg of the missed approach procedure.

Flight crews are encouraged to monitor the FMS commanded speed to ensure aircraft honors all flight plan constraints during a missed approach procedure including when the aircraft is in GA mode.

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).