

# ADVISORY WIRE

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REFERENCE NO:	AW700-34-0603	INFORMATION TYPE:	Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
SUBJECT:	<b>Pre and Post Batch 3 Upgrade – FMS – Incorrect placement of *INT waypoint results in the missing of the waypoint in departure</b>		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)

## 1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201704000012, Incorrect Placement of the \*INT Waypoint Results in the Missing of the Waypoint in Departure, dated 24 Apr 2017
- 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 an anomaly that may result in a missing waypoint when a specific departure is loaded.

Honeywell FMZ-2000 software versions NZ5.8 and earlier and 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 are affected by this condition.

## 3. DESCRIPTION:

A situation is described in the Honeywell SIL (Ref. 1.1), where flight crew reported an issue with a waypoint missing on loaded specific departures procedures. As an example, a waypoint was missing in the FMS (Flight Management System) as defined per the chart. The missing waypoint was expected to be seen between two (2) intercept legs (\*INT). This issue will occur when there is an intercept leg represented by \*INTxx that does not have a defined end point followed by a course to a fix leg (CF leg).

The missing waypoint is due to an FMS anomaly that results in an incorrect placement of the \*INT waypoint in the departure procedure.

#### 4. ACTION:

Operators should be familiar with the condition detailed in the Honeywell SIL (Ref. 1.1) and flight crews are encouraged to take appropriate action and ensure that the departure procedure is loaded per the chart.

This anomaly was corrected with Batch 3.3 FMS 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).