

ADVISORY WIRE

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REFERENCE NO:	AW700-34-0605	INFORMATION TYPE:	Operational
ATA:	34-61	EFFECTIVITY:	Global Express / XRS (9002 - 9312, 9314 - 9380, 9384 - 9429)
SUBJECT:	Post Batch 3.3 Upgrade – Flight Management System – Incorrect FLY OR AS ASSIGNED Heading on NZ6.1		Global 5000 (9127 to 9383, 9389 to 9400, 9404 to 9431 and 9998)

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201702000010, Incorrect FLY OR ASSIGNED Heading on NZ6.1, dated 21 Feb 2017
- 1.2. 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 and 1.2 are available on the Bombardier Customer Portal:
(my.businessaircraft.bombardier.com) > Library > Search by Keyword

2. INTRODUCTION:

This Advisory Wire (AW) is to advise operators of an anomaly that might result in incorrect heading information provided by the Flight Management System (FMS) on a "FLY XXX OR AS ASSIGNED" leg.

Only Honeywell FMZ-2000 software versions NZ6.1 post Batch 3.3 software upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61013) currently installed on the Global Express/5000/XRS is affected by this condition.

3. DESCRIPTION:

A typical scenario is described in the Honeywell SIL (Ref. 1.1), where flight crew reported an incorrect heading information displayed on the FMS Control Display Unit (CDU) for the Standard Terminal Arrival Route (STAR) JAIKE3 procedures at KTEB airport (Teterboro, New Jersey, USA). Flight plan with the KTEB STAR JAIKE3 shows "FLY 061 OR AS ASSIGNED" instead of "FLY 059 OR AS ASSIGNED" as coded in the procedure and as required per the chart.

The incorrect information is caused by the FMS erroneously using the Magnetic Variation (MAGVAR) for KTEB, instead of the MAGVAR for the associated VOR (SBJ) to calculate the displayed heading.

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4. ACTION:

Operators should be familiar with the condition detailed in the Honeywell SIL (Ref. 1.1). Flight crews are encouraged to always review any "FLY XXX OR AS ASSIGNED" leg in the FMS and compare to the chart for accuracy. Manual intervention may be required if the FMS guidance does not match the chart.

Correction to this condition will be considered as a part a 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).