

ADVISORY WIRE

You.
First.

REFERENCE NO:	AW700-34-0606	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:	Post Batch 3 Upgrade – Flight Management System – Missed Approach Course Display Anomaly		

1. REFERENCES:

- 1.1. Honeywell Service Information Letter (SIL) D201704000013, Flight Management System (FMS) – Missed Approach Course Display Anomaly, dated 31 May 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) > Library > Search by Keyword

2. INTRODUCTION:

This Advisory Wire (AW) is to advise operators of an anomaly where the displayed course and distance into the first leg of the missed approach might be incorrect as provided by the Flight Management System (FMS).

Only Honeywell FMZ-2000 software versions NZ6.1 post Batch 3 software upgrade (Ref. 1.2, IC-810, IAC PN 7017300-61010) currently installed on the Global Express/5000/XRS is affected by this condition.

3. DESCRIPTION:

A situation is described in the Honeywell SIL (Ref. 1.1), where the displayed course and distance into the first leg of the missed approach is incorrect due to the geometry of the runway location as compared to the missed approach point in the procedure.

As an example, flight crew heading to YBWX airport (Barrow Island, Western Australia) loaded RNAV-Z (GNSS) approach to runway 21.

When the approach was activated into the flight plan, the flight crew observed an incorrect course of 046 degrees instead of expected 193 degrees towards the first waypoint, BWBNH, of the missed approach procedure displayed on the FMS Control Display Unit (CDU) and on the Multifunction Display (MFD).

It should be noted that it's only an indication issue when the approach procedure is activated in the flight plan, however, as soon as the missed approach is activated, if required, the correct course and distance will be posted.

The root cause is due to an FMS software anomaly where the system is not constructing the correct course and distance to the first waypoint of the missed approach procedure before it is activated into the flight plan.

4. ACTION:

Operators should be familiar with the condition detailed in the Honeywell SIL (Ref. 1.1).

Flight crews can anticipate the issue if the approach or missed approach is not aligned to the runway. This can be observed by the published chart. If the approach is not straight in, then the issue could be observed.

However, once the missed approach is activated, the correct course and distance are displayed. Nevertheless, it is recommended flight crew ensure that the FMS correctly displays the proper course and distance per the charted missed approach procedure once activated.

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).