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## SERVICE INFORMATION LETTER

### Global Express P-2000XP IC-800/IC-810 Integrated Avionics Computer (IAC), Internal Battery Information and Internal Battery Maintenance

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## SERVICE INFORMATION LETTER

### Transmittal Information

Publication Number D201402000051

#### Summary

This revision is a FULL replacement. This revision includes the changes that follow:

- The 15 IAC part numbers identified in Table 1 have been removed from Table 3 in the Effectivity section of this service information letter.

**Table 1. Applicable Part Numbers Removed**

PN	PN
7017300-61000	7017300-62002
7017300-61002	7017300-62004
7017300-61004	7017300-62006
7017300-61006	7017300-62020
7017300-61020	7017300-62040
7017300-61040	7017300-61011
7017300-62000	7017300-62011
7017300-62001	

- The three IACs, PN 7017300-61010, -61012, and -62012, have been added to Table 3 in the Effectivity section of this service information letter.
- Changed the name of the Technical Operations Center (TOC) to the Aerospace Technical Support in the Action section of this service information letter.
- Changed Paragraph 1.B.(2)(a).
- Changed the functions in Paragraph 1.B.(3)(a).
- Changed the functions in Paragraph 1.B.(1)(b).
- Changed Paragraph 1.B.(3)(b).
- Changed non-volatile to volatile in Paragraph 1.B.(3)(b) note.
- Changed Paragraph 1.B.(3)(c).
- Changed Paragraph 1.B.(3)(d).
- Added Paragraph 1.B.(3)(e).

#### Revision History

This service information letter has had two revision(s) as shown in Table 2.

**Table 2. Revision History**

Revision Number	Revision Date
0	25 Jun 2014
1	13 Apr 2015
2	30 Jun 2015

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### 1. General Information

#### A. Effectivity

- (1) This service information letter is applicable to the IAC units identified in Table 3.

**Table 3. Applicable Part Numbers**

PN	PN
7017300-61003	7017300-62003
7017300-61005	7017300-62005
7017300-61007	7017300-62007
7017300-61008	7017300-62008
7017300-61009	7017300-62009
7017300-61010	7017300-62010
7017300-61012	7017300-62012

#### B. Reason

##### (1) Background

- (a) The IAC has an internal battery, which maintains data stored in random access memory (RAM) when aircraft power is removed from the line replaceable unit (LRU).
- (b) The internal battery provides holdup power for the following functions:
- Last Known "Present Position"
  - Date and Time
  - Custom Data Base (waypoints and stored flight plans)
  - Aircraft Data Base memory (Full PERF)
  - Maintenance Fault Storage
  - PERF Related Aircraft Specific Parameters
    - Basic Operating Weight (BOW)
    - Flight Crew Preferences (Speed Targets etc.)

**NOTE:** The navigation (NAV) database is not affected by loss of the internal battery.

##### (2) Purpose

- (a) The purpose of this service information letter is to inform original equipment manufacturers (OEM)s and operators of the IAC, of the internal battery which maintains data stored in RAM when aircraft power is removed from the LRU. This service information letter will also inform OEMs and operators of the IAC built in battery monitor, FMS setup options when battery power is lost, and maintenance of the internal battery.

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### (3) Description

(a) The IAC internal battery which maintains data stored in RAM when aircraft power is removed from the LRU provides holdup power for the following functions:

- Last Known "Present Position"
- Date and Time
- Custom Data Base (waypoints and stored flight plans)
- Aircraft Data Base memory (Full PERF)
- Maintenance Fault Storage
- PERF Related Aircraft Specific Parameters
  - Basic Operating Weight (BOW)
  - Flight Crew Preferences (Speed Targets etc.)

(b) The IAC has a built-in battery monitor to detect a low battery condition. Battery status is checked at each IAC Power Up. A battery message will be displayed by way of central aircraft information maintenance system (CAIMS) on the AM-200 portable maintenance access terminal (PMAT) and also indicated on the FMS CDU.

**NOTE:** A low battery condition does not require an immediate maintenance action nor does it limit in any way dispatch of the aircraft. Honeywell recommends the battery be replaced during the next scheduled maintenance, not to exceed 3 weeks, to prevent loss of volatile memory data.

(c) If battery power is lost the FMS setup options will revert to default settings during the next power-up and can be reprogrammed before each flight. Other FMS parameters (active flight plan, performance entries, and offside radio commands) are automatically loaded from the cross-side IAC when the LRU is powered up and the system comes up in DUAL mode. The CUSTOM DB can be manually loaded from the cross-side FMS utilizing the data load menu found under Maintenance Page 2/2 of the FMS, or reloaded from diskette if previously saved by way of the data-loader. The AIRCRAFT DB (Smart-Perf) can only be reloaded by way of diskette using the data load menu found under Maintenance Page 2/2 of the FMS.

**NOTE:** Honeywell recommends a copy of the AIRCRAFT DB be kept on board the aircraft in the event this maintenance action is required at an outstation.

(d) The IAC battery needs to be replaced on the condition when a low battery voltage indication is displayed. The low IAC battery voltage warning is displayed on the cockpit display system at each IAC power up. Honeywell recommends scheduling the maintenance of the IAC battery replacement during the next scheduled maintenance not to exceed three weeks of the low battery voltage indication to prevent loss of FMS set up parameters. If battery maintenance is required, it can be replaced in the field in accordance with the BD-700 aircraft maintenance manual (AMM).

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- (e) Optionally, operators can also elect to replace the IACs battery on a regular interval as preventive maintenance, on an interval based on their operating experience.

### (4) **Process Information**

- (a) Replacement

1 If it has been determined to replace the battery, please reference the following in the BD-700 AMM. The replacement battery, Honeywell PN 7014664-902, can be obtained by contacting [www.myaerospace.com](http://www.myaerospace.com).

**CAUTION:** BATTERY MAY CONTAIN UP TO 4.5 GRAMS OF LITHIUM THIONYL CHLORIDE, WHICH IS A HAZARDOUS SUBSTANCE. BATTERIES TO BE DISCARDED SHALL BE TREATED AS CHEMICAL WASTE. BATTERIES SHALL NOT BE INCINERATED, CRUSHED, OR OTHERWISE BE OPENED.

### C. **Summary**

#### (1) **Description of the Purpose of the IAC Internal Battery, Battery Monitor, FMS Setup and Maintenance**

- (a) The internal battery maintains data stored in RAM when aircraft power is removed from the LRU.
- (b) The IAC has a built in battery monitor to detect a low battery condition.
- (c) If battery power is lost, the FMS setup options will revert to default settings.

#### (2) **Replacement of Battery**

- (a) If the battery has been determined to be replaced please reference the BD-700 AMM.
- (b) The replacement battery is Honeywell PN 7014664-902.

### D. **Action**

- (1) For more information regarding this service information letter, contact the applicable Honeywell field service engineer or the location identified below.

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Aerospace Technical Support  
Telephone: 855-808-6500 (Toll Free U.S.A./Canada)  
Telephone: 602-365-6500 (International Direct)