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SERVICE INFORMATION LETTER

**NZ-2000/NZ-2010/FMZ-2000/FMZ-2010/PRIMUS Apex/PRIMUS EPIC Flight Management System (FMS):
Speed Restriction Anomaly**

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SERVICE INFORMATION LETTER

Transmittal Information

Publication Number D201211000023

Summary

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

- Changed the title of this service information letter
- Table 2: Removed Augusta Westland AW139, PN EB7030191-00110 (Phase 7 HW3/PM)
- Table 2: Added Augusta Westland AW139, PN EB7030191-00111 (Phase 7 V1), PN EB7030191-00111 (Phase 7 V3), and PN EB7030191-0112 (Phase 7 V4).
- Table 2: Added Dassault PRIMUS EPIC F900, PN EB7036889-00117 (EASy II) and PN EB7036889-00118 (EASy II).
- Table 2: Added Dassault PRIMUS EPIC F2000, PN EB7036889-00208 (EASy II).
- Table 2: Changed Dassault F7X, PN EB7038483-00104 (EASy II), to PN EB7034843-00104 (EASy II).
- Table 2: Added Dassault F7X, PN EB7034843-00107 (EASy II).
- Table 2: Changed Embraer 170/190, PS7027709-00306 (Load 25.4), to PN PS7027709-00305 (Load 25.4).
- Table 2: Added Embraer 170/190, PN PS7027709-00304 (Load 25.3), and PN PS7027709-00309 (Load 25.5.0.1).
- Table 2: Added Gulfstream 350/450, PN EB7031236-00420 (ASC911).
- Table 2: Changed from Gulfstream G500/550 to Gulfstream G550.
- Table 2: Added G550, PN EB7031236-00323 (ASC911).
- Table 2: Removed Pilatus PC-12NG, EB7037248-00105 (Build 8).
- Table 2: Added Pilatus PC-12NG, PN EB60000487-0108, and PN EB60000487-0111.

Revision History

This service information letter has had two revision(s) as shown in Table 1.

Table 1. Revision History

Revision Number	Revision Date
0	8 Feb 2013
1	15 Apr 2013
2	24 Jul 2015

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1. **General Information**

A. **Effectivity**

(1) This service information letter is applicable to the units identified in Table 2.

Table 2. Applicable Units

Type	PN
NZ-2000/NZ-2010/FMZ-2000/FMZ-2010/ PRIMUS Apex PRIMUS EPIC FMS: NZ-2000/NZ-2010/FMZ-2000/F NZ-2010/IC-615/IC-800/IC-810/IC-1080	7018879-01001, -01002, -02003 thru -02007, -02010, -02017, -03008, -03012, -03014, -03016, -03018, -03020, -03022, -03024, -03026, -03028, -03030, -03032, -03034, -03036, -03038, -03040, -10000, -11009, -11015, -11019, -11021, -11023, -11024 7017000-21XXX, -94XXX, -95XXX, -98XXX, -99XXX, 7017300-01XXX, -11XXX, -21XXX, -31XXX, -41XXX, -43XXX, -45XXX, -56XXX, -56026, -6100X, -61010, -61011, -63XXX
AgustaWestland AW139	EB7030191-00105 (Phase 4) EB7030191-00107 (Phase 5) EB7030191-00108 (Phase 6) EB7030191-00109 (Phase 6 HW3/PM) EB7030191-00111 (Phase 7 V1) EB7030191-00111 (Phase 7 V3) EB7030191-00112 (Phase 7 V4)
Cessna Sovereign	EB7031847-00105 (Phase 3) EB7031847-00106 (Phase 4) EB7031847-00108 (Phase 4.1) EB7031847-00109 (Phase 4.2) EB7031847-00111 (Phase 5) EB7031847-00114 (Phase 5.2)
Dassault PRIMUS EPIC F900	EB7036889-00112 EB7036889-00114 (EASy II) EB7036889-00115 EB7036889-00116 EB7036889-00117 (EASy II) EB7036889-00118 (EASy II)
Dassault PRIMUS EPIC F2000	EB7036889-00203 EB7036889-00205 EB7036889-00206 EB7036889-00207 (EASy II) EB7036889-00208 (EASy II)
Dassault F7X	EB7034843-00103 EB7034843-00102 EB7034843-00104 (EASy II) EB7034843-00107 (EASy II)
Embraer 170	PS7027709-00124 (Load 21.2) PS7027709-00126 (Load 21.4) PS7027709-00127 (Load 23.1) PS7027709-00128 (Load 21.5) PS7027709-00129 (Load 23.2)

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Table 2. Applicable Units (Cont)

Type	PN
Embraer 190	PS7027709-00214 (Load 23.1) PS7027709-00215 (Load 21.4) PS7027709-00216 (Load 21.5) PS7027709-00217 (Load 23.2)
Embraer 170/190	PS7027709-00303 (Load 25.1.0.1) PS7027709-00302 (Load 25.2) PS7027709-00304 (Load 25.3) PS7037709-00305 (Load 25.4) PS7027709-00309 (Load 25.5.0.1)
Gulfstream G350/450	EB7031236-00410 (Delta) EB7031236-00411 (Echo) EB7031236-00414 (ASC 908A) EB7031236-00415 (ASC-908B) EB7031236-00412 (ASC 909) EB7031236-00416 (ASC 909A) EB7031236-00417 (ASC 910) EB7031236-00418 (ASC909B) EB7031236-00420 (ASC911)
Gulfstream G550	EB7031236-00315 (Delta) EB7031236-00316 (Echo) EB7031236-00319 (ASC 908) EB7031236-00320 (ASC 908A) EB7031236-00317 (ASC 909) EB7031236-00501 (Delta) EB7031236-00321 (ASC 910) EB7031236-00322 (ASC909B) EB7031236-00323 (ASC911)
Hawker 4000	EB7030192-001XX (Load 19) EB60000578-0114 (Load 20)
Pilatus PC-12NG	EB7037248-00103 (Build 6.2) EB7037248-00104 (Build 7.2) EB7037248-00106 (Build 8.3.3) EB60000487-0108 (Build 8.6) EB60000487-0111 (Build 8.8)
Viking DHC6-400	EB7032889-00101 (Load 1.3)

B. Purpose

- (1) The purpose of this service information letter is to advise affected operators of an anomaly that may occur during descent where the FMS may command an incorrect speed after sequencing the top of descent (TOD).

C. Summary

- (1) The RIIVR2 arrival with the HEC transition was loaded in the flight plan enroute to KLAX. The aircraft was flown at 18,000 feet cruise altitude and GRAMM was reached while still in the cruise phase. The FMS slowed the aircraft to 280 knots prior to

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GRAMM as defined per the charted procedure (Figure 1), but after transitioning into descent, the speed command reverted to 300 knots. The expectation is that an arrival speed limit applies for the remainder of the flight.

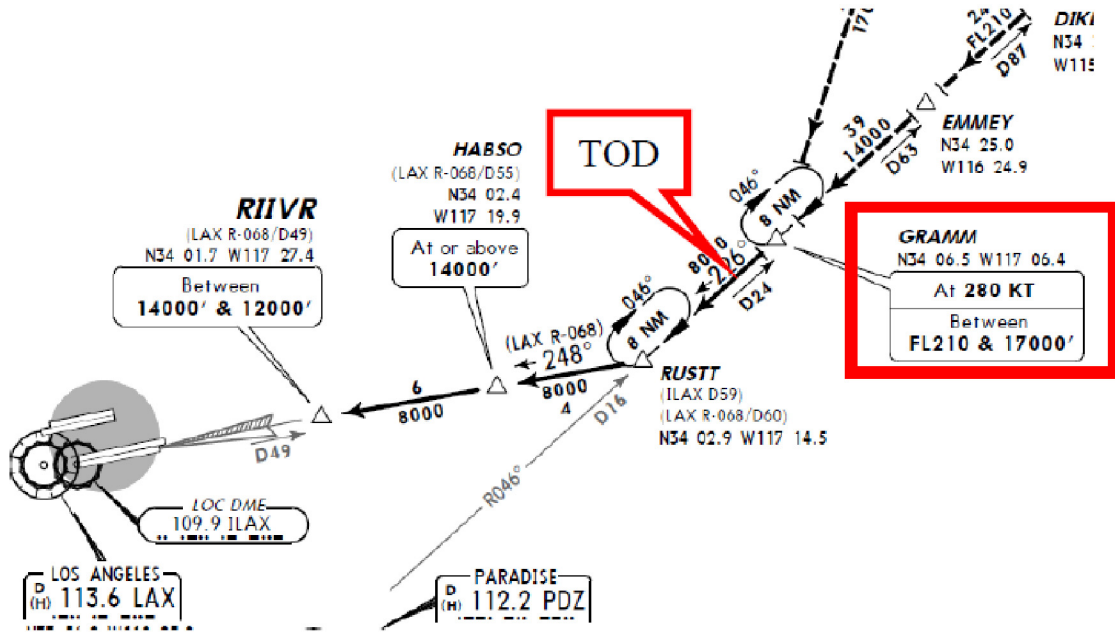


Figure 1. (Sheet 1 of 1) KLAX, RIIVR2 Arrival

- (2) The FMS has logic to drop cruise speed constraints encountered while in the cruise portion of the flight when transitioning to descent. This logic does not consider whether the speed constraint is part of an arrival procedure.
- (3) Thus, if a portion of an arrival is flown while the aircraft is still at the cruise altitude, speed constraint de-latching may occur when transitioning to descent.

D. Action

- (1) Flight crews are encouraged to monitor the FMS speed if the TOD occurs after a waypoint with a speed constraint and take necessary action to maintain the speed constraint.
- (2) This issue will be addressed in follow-on EPIC/FMZ6.1 certification.
- (3) For more information regarding this service information letter, contact the applicable Honeywell field service engineer or the location identified below.

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