

Honeywell

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SERVICE INFORMATION LETTER

Aircraft Symbol on Electronic Charts May Appear on Header Information or “NOT TO SCALE” Insets

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Revision 0, 30 Jun 2017

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SERVICE INFORMATION LETTER

Transmittal Information

Publication Number D201705000058

Summary

This is the INITIAL release.

Revision History

This service information letter has had no revision(s) as shown in Table 1.

Table 1. Revision History

Revision Number	Revision Date
0	30 Jun 2017

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1. **General Information**

A. **Effectivity**

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

Table 2. Applicable Units

Type	PN
Primus Elite Operators: Bombardier GEX Cessna Citation X Dassault F900C/EX Embraer Legacy 650 Gulfstream G-IV Gulfstream G-V	K9321060A11(V1.07) K9321060A12(V1.08) K9321060A13(V1.10) K9321060A04(V1.11) K9321060A14(V1.12) K9321061A02(V1.09) K9321061A11(V1.09) K9321061A03(V1.10) K9321061A12(V1.10) K9321062A01(V2.02) K9321062A11(V2.02) K9321063A00(V2.00.01) K9321063A10(V2.00.01)
Cessna Sovereign	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 (Step 3) Load 21 EB7036889-00116 (Step 3) Load 22.4 EB7036889-00114 (EASy II) Load 24.2 EB7036889-00117 (EASy II) Load 26.0 EB7036889-00118 (EASy II) Load 26.2 EB7036889-00120 (EASy II) Load 28.2 EB7036889-00121 (EASy II) Load 28.4
Dassault PRIMUS EPIC F2000	EB7036889-00203 (Load 12) EB7036889-00205 (Load 14.2) EB7036889-00206 (Load 14.4) EB7036889-00207 (EASy II) Load 16 EB7036889-00208 (EASy II) Load 16.2 EB7036889-00209 (EASy II) Load 18 EB7036889-00210 (EASy II) Load 16.4
Dassault F7X	EB7034843-00102 (Load 10) EB7034843-00103 (Load 10.2) EB7034843-00104 (EASy II) Load 12 EB7034843-00107 (EASy II) Load 12.2 EB7034843-00108 (EASy II) Load 14.2

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Table 2. Applicable Units (Cont)

Type	PN
Gulfstream G450	EB7031236-00411 (Cert Echo) EB7031236-00417 (ASC910) EB7031236-00420 (ASC 911) EB7031236-00421 (ASC 912)
Dassault 8X	EB60001546-00109 (EASy III) Load 16.2
Gulfstream G550	EB7031236-00320 (CertFoxtrot) EB7031236-00321 (ASC 910) EB7031236-00323 (ASC 911) EB7031236-00325 (ASC 912)
Gulfstream G650	EB7038683-00103 (ASC 901) EB7038683-00104 (ASC 902)
Hawker 4000	EB7030192-00113 (Load 19) EB60000548-0114 (Load 20)
Pilatus PC-12NG	EB7037248-00104 (Build 7.2) EB7037248-00106 (Build 8.3.3) EB60000487-00108 (Build 8.6) EB60000487-00111 (Build 8.8) EB60000487-00112 (Build 10.9)
Viking DHC6-400	EB7032889-00101 (Load 1.3) EB60002734-0104 (Load 4.4)

B. Reason

- (1) The purpose of this service information letter is to inform operators that the charts aircraft symbol may display outside of the borders of the chart - such as, in the chart header or text overlays on the chart as in Figure 1.

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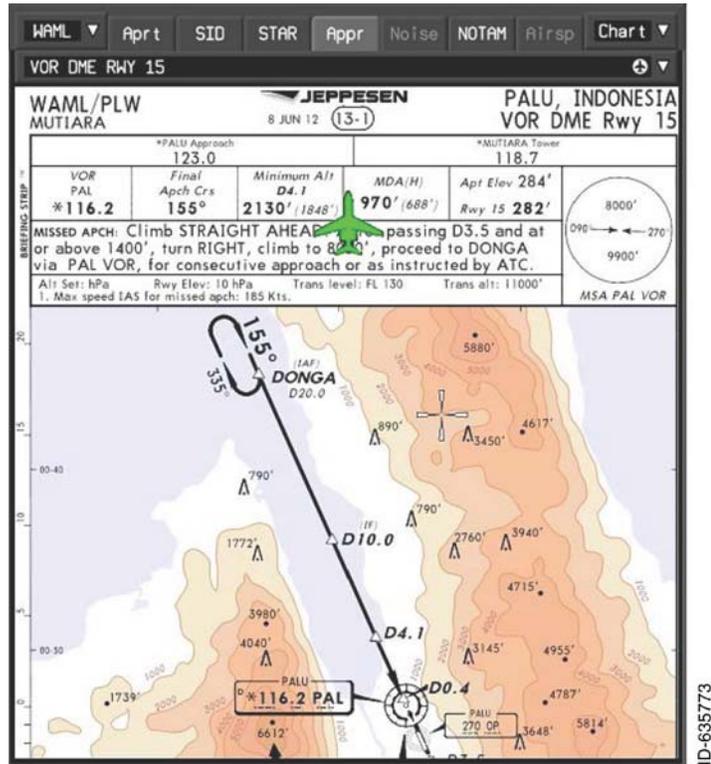
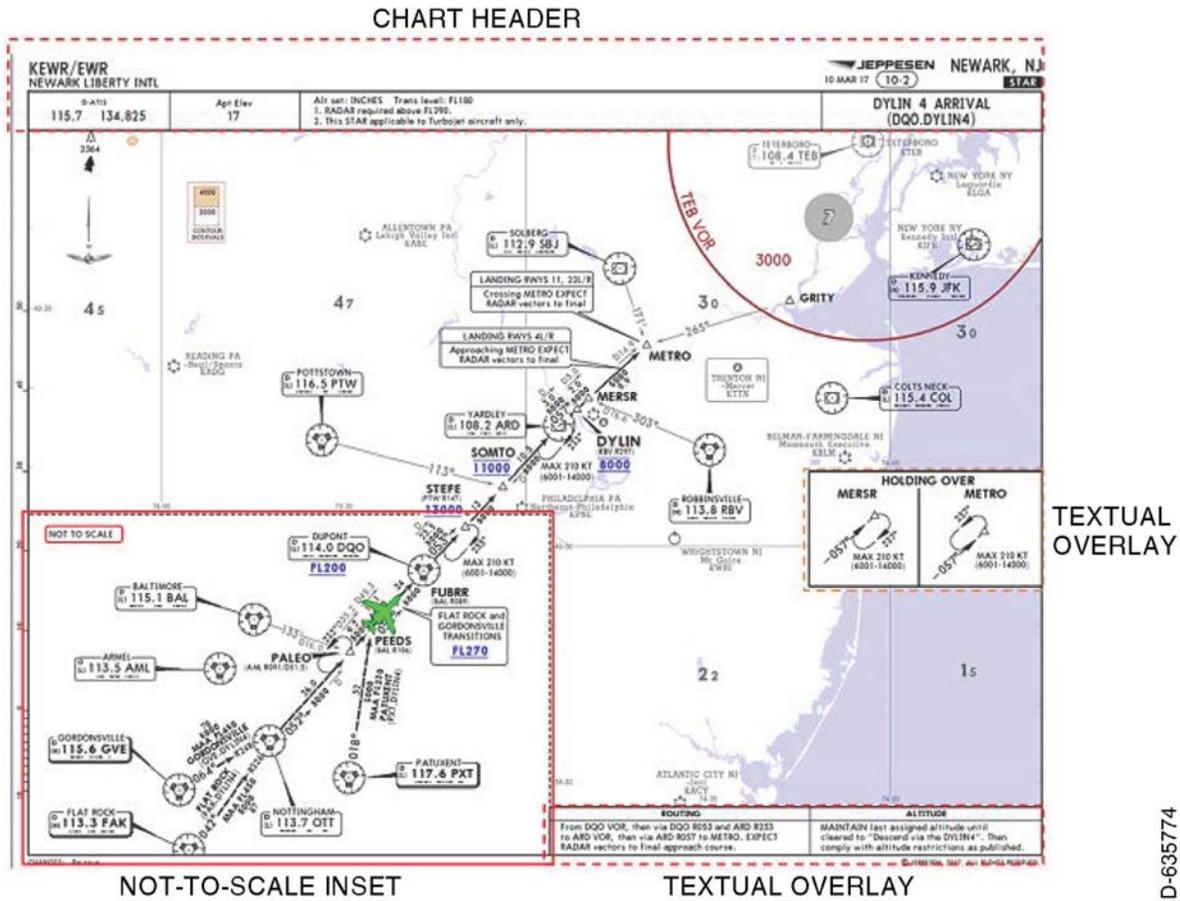


Figure 1. (Sheet 1 of 1) Aircraft Symbol on Chart Header

- (2) The aircraft symbol may also appear over "NOT-TO-SCALE" insets as in Figure 2.

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Figure 2. (Sheet 1 of 1) Aircraft Symbol on a Not-To-Scale Inset

(3) Problem

- (a) Jeppesen has recently begun providing selected standard instrument departure (SID) and standard terminal arrival route (STAR) geo-referenced charts which are scaled with earth coordinates. As with other geo-referenced charts, the E-Charts software uses actual aircraft position to draw the aircraft symbol on these chart coordinates.
- (b) Jeppesen provides additional information in not-to-scale sections and insets on the charts, identified by bordered and normally rectangular windows that are non-geo referenced. Examples of insets (refer to Figure 2) are the chart header area, procedure routing requiring additional details, additional text information on periphery of chart, etc. The current in-service E-charts software does not restrict display of the aircraft symbol over these not-to-scale insets, the chart header area and the textual overlays, and the aircraft position is referenced to the main chart 'underneath' the inset.

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C. References

- (1) To find, see, and download Honeywell Technical Publications, go to www.myaerospace.com.

D. Summary

- (1) Honeywell has developed updated software that will remove the aircraft symbol on non-geo referenced insets, which will be incorporated into future planned software certifications. Honeywell is also working with Jeppesen on possible near-term options to mitigate this issue in the charts databases for in-service aircraft.

E. Action

- (1) The intent of this service information letter is to inform and clarify to operators that when the aircraft symbol appears over the chart header or these insets (as in the insets depicted in the chart in Figure 2) it is still the aircraft position relative to the main chart underneath it. Be aware that the a/c symbol position is not representative of position relative to any navigational information, routes, or fixes depicted in the "NOT TO SCALE" inset, and should not be used or interpreted as position relative to graphical data in the inset.
- (2) To mitigate this issue for all charts with insets containing the statement "NOT TO SCALE", disregard the aircraft symbol within the boundaries of the inset.

NOTE: On some aircraft platforms it is possible to turn the aircraft symbol off through the charts task menu. Refer to the aircraft operating manual for procedures and behavior to turn the aircraft symbol off.

F. Contact Information

- (1) The Honeywell Aerospace Technical Support (ATS) team can be contacted for additional information on this service information letter.

Honeywell Aerospace Technical Support
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