

SERVICE BULLETIN

Beech**ATA CODE 11-30****TITLE: PLACARDS AND MARKINGS - INSTALLATION OF FUEL SELECTOR PLACARD****SYNOPSIS OF CHANGE**

This Service Bulletin has been revised and is produced in the new Raytheon Aircraft Company Service Bulletin format. Relevant technical changes are marked with change bars in the outside margin. The original Service Bulletin was never issued due to revised effectivity.

1. Planning Information**A. Effectivity****(1) Airplanes**

All Raytheon Aircraft Beech piston powered airplanes to include the following models:

17, 18, 19, 23, 24 Series;

Debonair/Bonanza 33 Series, F33A Serials CE-290 through CE-1791; E33C, F33C, Serials CJ-26 through CJ-179; 35 Series; 36 Series; A36, Serials E-185 through E-3046; A36TC Series; B36TC, Serials EA-242 through EA-591;

45 Series;

Twin Bonanza 50 Series;

Baron 55 Series; 56 Series; 58, Serials TH-1 through TH-1798; 58P Series; 58TC Series;

Duke 60 Series;

Queen Air 65, 70, 80, 88 Series;

Duchess 76 Series;

Skipper 77 Series;

Travel Air 95 Series

If you are no longer in possession of this airplane, please forward this information to the present owner.

Raytheon Aircraft Company (RAC) issues Service Information for the benefit of owners and fixed base operators in the form of two classes of Service Bulletins. The first class, Mandatory Service Bulletins (red border) includes changes, inspections and modifications that could affect safety or crashworthiness. RAC also issues Service Bulletins with no red border which are designated as either recommended or optional in the compliance section within the bulletin. In the case of recommended Service Bulletins, RAC feels the changes, modifications, improvements or inspections will benefit the owner/operator and although highly recommended, Recommended Service Bulletins are not considered mandatory at the time of issuance. In the case of Optional Service Bulletins, compliance with the changes, modifications, improvements or inspections is at the owner/operator's discretion. Both classes are mailed to:

(a) RAC Authorized Service Centers.

(b) Owners of record on the FAA Aircraft Registration Branch List and the RAC International Owner Notification/Registration Service List.

(c) Those having a publications subscription.

Information on Owner Notification Service or subscription can be obtained through any RAC Authorized Service Center. As Mandatory Service Bulletins and Service Bulletins are issued, temporary notification in the Service Bulletin Master Index should be made until the index is revised. Warranty will be allowed only when specifically defined in the Service Bulletin and in accordance with the RAC Warranty Policy.

Unless otherwise designated, RAC Mandatory Service Bulletins, Service Bulletins and RAC Kits are approved for installation on RAC airplanes in original or RAC modified configurations only. RAC Mandatory Service Bulletins, Service Bulletins and Kits may not be compatible with airplanes modified by STC installations or modifications other than RAC approved kits.



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Raytheon Aircraft**Beech
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SERVICE BULLETIN

(2) Spares

None.

B. Reason

This Service Bulletin is being issued to add placards to the fuel selector because Raytheon Aircraft Company has received reports of incidents and accidents involving Beech piston airplanes in which engine stoppage may have been caused by incorrectly positioning the fuel selector between tank detents.

C. Description

This Service Bulletin provides instructions for the installation of a placard on the fuel selector to warn of the no-flow condition that exists between the fuel tank detents.

D. Compliance

Raytheon Aircraft Company considers this to be a mandatory modification and it must be accomplished as soon as possible after receipt of this Service Bulletin, but no later than the next scheduled inspection.

An Airworthiness Directive has been requested on the matter covered by this Service Bulletin.

E. Approval

The engineering data contained in this Service Bulletin is FAA approved.

F. Manpower

The following information is for planning purposes only:

Estimated man-hours: 0.5 hour.

Suggested number of men: 1 man.

The above is an estimate based on experienced, properly equipped personnel complying with this Service Bulletin. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

G. Weight and Balance

None.

H. Electrical Load Data

Not changed.

I. Software Accomplishment Summary

Not applicable.

J. References

None.

SERVICE BULLETIN

K. Publications Affected

The following changes to the FAA Approved Flight Manuals and Applicable Pilot's Operating Handbooks will be issued concurrently:

- A new Model 56TC/A56TC Approved Airplane Flight Manual
- Temporary Changes to the Applicable Pilot's Operating Handbooks
- Temporary Changes to the Applicable FAA Approved Flight Manuals
- A new FAA Approved Airplane Flight Manual Supplement to Models 95, B95, B95A, D95A, and E95

L. Interchangeability of Parts

Not applicable.

M. Warranty Credit

None.

2. Material Information

A. Materials - Price and Availability

Contact a Raytheon Aircraft Authorized Service Center for information.

B. Industry Support

Not applicable.

C. Airplanes

The following part required for this modification may be ordered through a Raytheon Aircraft Authorized Service Center:

Part Number	Description	Quantity Per Airplane
36-920059-1	Placard	1 Sheet

Raytheon Aircraft Company expressly reserves the right to supersede, cancel and/or declare obsolete, without prior notice, any parts or publications that may be referenced in this Service Bulletin.

The following materials may be obtained locally:

Part Number	Description	Quantity Per Airplane
TT-N-95 Type 2	Naphtha	As Required

SERVICE BULLETIN

D. Spares

Not applicable.

E. Reidentified Parts

None.

F. Tooling - Price and Availability

Not applicable.

3. Accomplishment Instructions

This Service Bulletin shall be accomplished as follows:

NOTE

Should any difficulty be encountered in accomplishing this Service Bulletin, contact Raytheon Aircraft Company at 1-800-625-7043 or 316-676-4556.

A. Airplane

NOTE

This modification may be accomplished by an FAA licensed pilot.

- (1) Figures 1 and 2 (and matching placards attached) are to be used primarily for the serials shown but may be used as an example of suitable configurations for typical Beech single-engine and twin-engine Beech airplanes. The no-flow sectors include the areas between tank detents and any "OFF" selection. Ensure that the placard does not cover any existing words or markings.
- (2) Figure 3 (and matching placards attached) shows representative warning which should be attached to the fuel selector valve area and Flight Manual.
- (3) The placards on the bottom of the sheet with "ENGINES" in plural, are to be used for twin engine airplanes only. The rest should be used on single engine airplanes. Cut the appropriate placard from the sheet and trim to fit on available space of the fuel selector valve. Do not remove the paper from the backside of the placard until the placard is ready to be installed.

WARNING

Cleaning fluid is flammable. Maintain adequate ventilation.

- (4) Dampen a soft cloth sparingly with solvent, and clean the face of the fuel selector valve.
- (5) Remove paper from adhesive side of the placard and affix to face of fuel selector valve.
- (6) Ensure all work areas are clean and clear of tools and miscellaneous items of equipment.
- (7) Insert Figure 3 at the end of your AFM, if applicable. If your airplane has a POH or POM, you will receive a Temporary Revision or Supplement.
- (8) Return airplane to service.

SERVICE BULLETIN

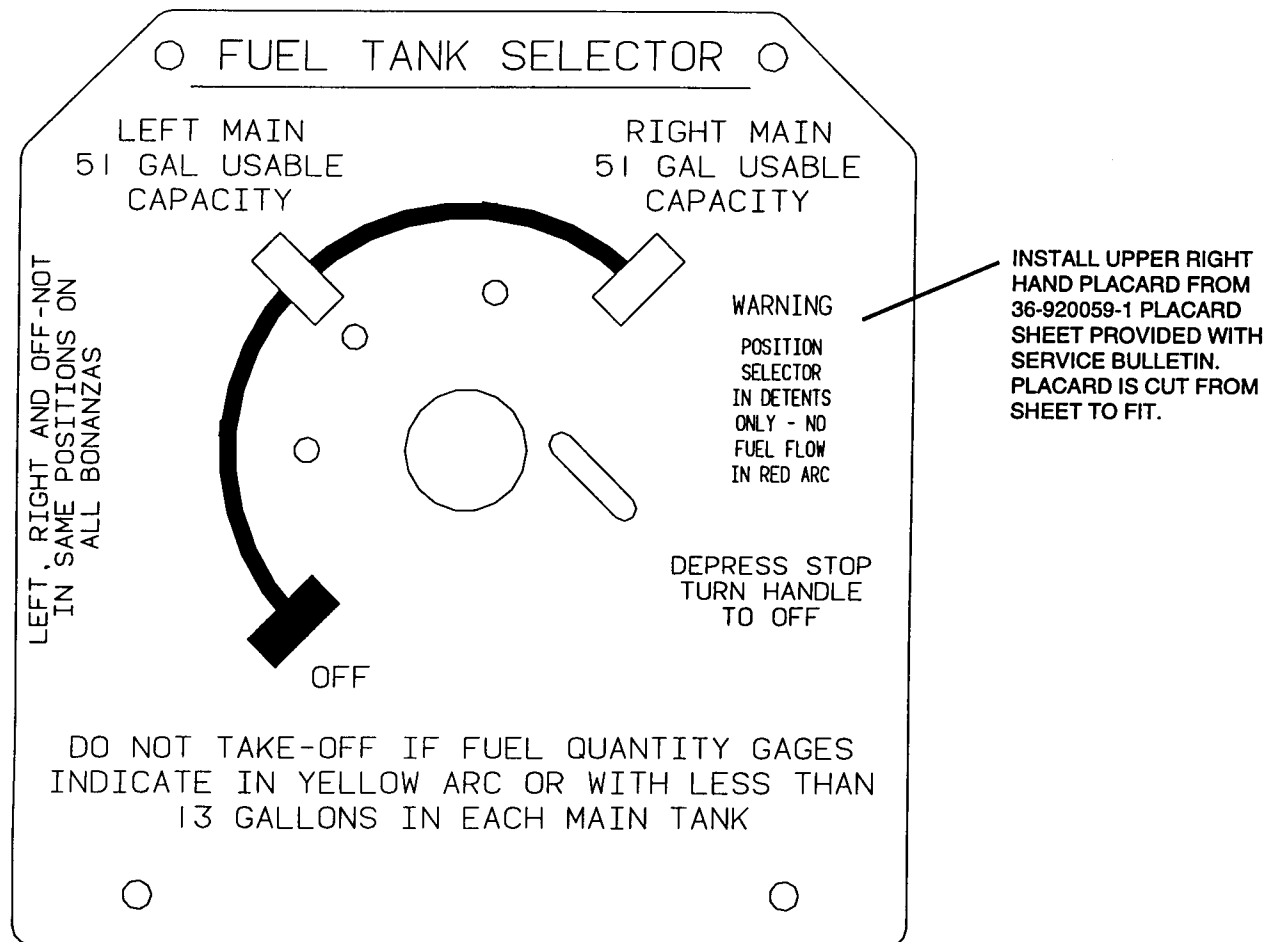
B. Spares

Not applicable.

C. Record of Compliance

Upon completion of this Service Bulletin, make an appropriate maintenance record entry.

SERVICE BULLETIN



FUEL SELECTOR VALVE
(B36TC SHOWN, A36TC SIMILAR)

EFF: A36TC SERIAL EA-1 THRU EA-241 AND EA-243 THRU
EA-272 WITH BEECH KIT NO. 36-9008-1 INSTALLED,
KIT SERIAL NUMBERS 101 THRU 389 ONLY. B36TC
SERIALS EA-242 AND EA-273 THRU EA-591.

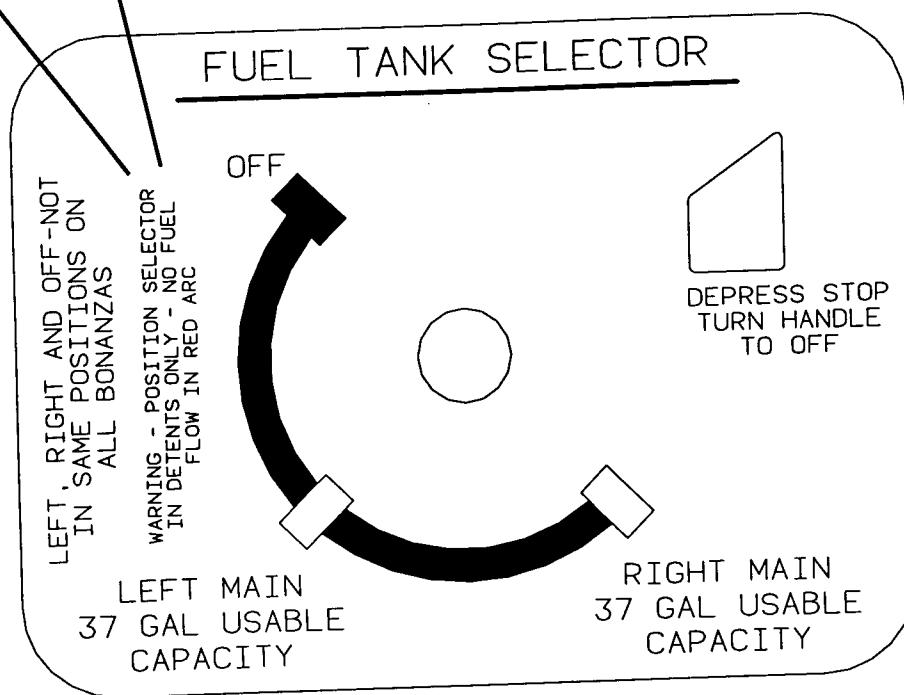
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Figure 1

SERVICE BULLETIN

PLACARD IS
CUT FROM
SHEET TO FIT

INSTALL UPPER LEFT HAND
PLACARD FROM 36-920059-1
PLACARD SHEET PROVIDED
WITH SERVICE BULLETIN



FUEL TANK SELECTOR COVER

EFF: F33A - CE-1014 THRU CE-1791
F33C - CJ-156 THRU CJ-179
A36 - E-2062 THRU E-3046

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Figure 2

SERVICE BULLETIN

WARNING - POSITION SELECTOR
IN DETENTS ONLY - NO FUEL
FLOW IN RED ARC

WARNING
POSITION
SELECTOR
IN DETENTS
ONLY - NO
FUEL FLOW
IN RED ARC

WARNING - POSITION SELECTOR IN DETENTS ONLY - NO FUEL FLOW TO ENGINE BETWEEN DETENTS

WARNING
POSITION SELECTOR IN DETENTS ONLY
NO FUEL FLOW TO ENGINE BETWEEN DETENTS

WARNING
POSITION SELECTOR
IN DETENTS ONLY
NO FUEL FLOW TO ENGINE
BETWEEN DETENTS

WARNING
POSITION
SELECTOR
IN DETENTS
ONLY - NO
FUEL FLOW
TO ENGINE
BETWEEN
DETENTS

WARNING - POSITION SELECTORS IN DETENTS ONLY - NO FUEL FLOW TO ENGINES BETWEEN DETENTS

WARNING
POSITION SELECTORS IN DETENTS ONLY
NO FUEL FLOW TO ENGINES BETWEEN DETENTS

WARNING
POSITION SELECTORS
IN DETENTS ONLY
NO FUEL FLOW TO ENGINES
BETWEEN DETENTS

WARNING
POSITION
SELECTORS
IN DETENTS
ONLY - NO
FUEL FLOW
TO ENGINES
BETWEEN
DETENTS

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Placard Sheet P/N 36-920059-1
Figure 3

SERVICE BULLETIN

All RAC Models

Year 2000 Readiness Disclosure

TITLE: NAVIGATION - YEAR 2000 SOFTWARE ANOMALY

SYNOPSIS OF CHANGE

This service bulletin has been revised. Relevant technical changes are marked with change bars in the outside margins. Accomplishment Instructions have been changed to update information on Allied Signal systems (Section 3.A.Part I - Table 2), Collins systems (Section 3.A.Part I - Table 4), and the Airshow 400 Series system (Section 3.A.Part I - Table 5). Clarification of the ARC-164 Have Quick issue has been provided in the Accomplishment Instructions (Section 3.A.Part III - (2)).

1. Planning Information

NOTE

Due to the nature of Year 2000 (Y2K) anomalies, planning must occur in advance so that accomplishment of the applicable Supplier Service Documents can occur at the appropriate times (generally December 1999 and/or January 2000). A GPS week rollover anomaly associated with Y2K will occur in August, 1999.

A. Effectivity

(1) Airplanes

All RAC Models delivered prior to January 1, 2000.

If you are no longer in possession of the airplane, please forward this information to the present owner.

(2) Spares

All spares listed in the tables under Part I of this Service Bulletin.

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Raytheon Aircraft

Beech
Bancor

Issued: January, 1999
Revised: September, 1999

SB 34-3236, Rev. 2

1 of 13

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SERVICE BULLETIN

B. Reason

Part I

This Service Bulletin is being issued because the calendar function in the computer programs used on board some RAC aircraft may not correctly identify the year 2000 when the calendar rolls from Dec. 31, 1999 to Jan. 1, 2000. The main year 2000 (Y2K) issue relates to computer program styles that use two-digit year identification, (99 vs. 1999). Systems programmed with a 2-digit year may revert to the year 1900, instead of advancing forward to the year 2000. This condition is known as a year 2000 (Y2K) anomaly. There is a GPS week rollover anomaly associated with the Y2K issues that will occur in August, 1999 on certain models. The rollover issue is that in that month, their software will no longer be able to locate the satellite system. Part I of ACCOMPLISHMENT INSTRUCTIONS addresses equipment installed by Raytheon Aircraft Company with Y2K operational issues and identifies Service Information which should be obtained in time to implement appropriate changes generally in December 1999 or January 2000.

WARNING

VLF/Omega navigation equipment is considered non operational and cannot be used for navigation purposes. The Omega stations were decommissioned in September of 1997. Since these systems are considered obsolete and non operational, Y2K evaluations were not conducted on them and VLF/Omega systems are not addressed in this Service Bulletin. It is suggested that this equipment be deactivated or removed from the airplane, if installed. Any deactivation or removal of equipment should be performed by an appropriately approved Radio Repair Station utilizing instructions obtained from the manufacturer's authorized service center and by means of local approval.

NOTE

Raytheon Aircraft Company does not have responsibility over the equipment which is used to transmit or supply data for navigation to the aircraft. If Y2K issues exist with the applicable ground based equipment or satellite positioning equipment, the manufacturer or controlling agency carries that responsibility.

Minor operational changes or equipment modifications may be required to ensure Y2K noncompliant systems continue to operate correctly as the equipment transitions to the year 2000.

Although Y2K anomalies may affect proper operation of Flight Management Systems (FMSs), Global Positioning Systems (GPSs) and other on board computer equipment, there is no implication of any safety of flight issues. Some equipment may not function correctly without a work around (a work around may be as simple as turning a unit off and back on again). Some systems may flag and become non operational, and some will annunciate an advisory requiring a pilot action (such as manually accepting an FMS database). These Y2K anomalies will usually be displayed upon power up before the flight occurs, which alerts the pilot of the situation before takeoff. Some Y2K anomalies may occur during flight, but these anomalies are slight and usually will not affect navigation or be noticeable to the pilots. In order to avoid non operational equipment, operators should follow the instructions provided in the listed service documents.

SERVICE BULLETIN

Part II

Airplanes which have equipment modifications or additions after the airplane was delivered from the factory should have this equipment or these systems evaluated for Y2K anomalies. This equipment should be evaluated before December 1999, with the other equipment installed on the aircraft to ensure all components integrate properly and are Y2K compliant with all other installed equipment. This is considered the responsibility of the owner/operator. If assistance is required with this evaluation, a participating Authorized Service Center can help evaluate the equipment. Contact a participating Authorized Service Center for further information on this program.

Part III

Implementation of any work arounds of Y2K anomalies must be accomplished generally in December 1999 or January 2000 as specified by the manufacturer to ensure Y2K noncompliant systems operate correctly during the year 2000 transition.

C. Description

Part I of this Service Bulletin covers noncompliant Y2K equipment which was installed by Raytheon Aircraft Company prior to delivery of the airplane. All known noncompliant RAC factory installed Y2K equipment is listed in the equipment tables in Part I of ACCOMPLISHMENT INSTRUCTIONS. The equipment tables are listed by equipment manufacturer and contain listings of the proper supplier service bulletin, supplier service instruction, web site or other document pertaining to a Y2K anomaly solution. This information was provided by the manufacturer of the equipment. Raytheon Aircraft Company is providing this information for the convenience of the aircraft owner.

D. Compliance

Raytheon Aircraft Company recommends that the identification of Y2K anomalies be accomplished prior to December 1999, and Y2K work arounds and solutions be accomplished as directed by the equipment manufacturers.

E. Approval

This Service Bulletin contains no engineering data requiring FAA approval.

F. Manpower

The following information is for planning purposes only:

Manhours:

Part I - 1 Hour.

Part II - As required.

Part III - As required.

Number of Men:

Part I - 1 Man.

Part II - As required.

Part III - As required.

SERVICE BULLETIN

For BEECH models:

Upon completion of Part I of this Service Bulletin, make an appropriate maintenance record entry (BEFORE DECEMBER 1999) indicating Part I is complete.

Upon completion of Part II of this Service Bulletin, make an appropriate maintenance record entry (BEFORE DECEMBER 1999) indicating Part II is complete.

Upon completion of Part III of this Service Bulletin, make an appropriate maintenance record entry indicating Part III is complete.

SERVICE BULLETIN

The above is an estimate based on experienced, properly equipped personnel complying with this Service Bulletin. Occasionally, after work has started, conditions may be found which could result in additional man-hours.

G. Weight and Balance

None.

H. Electrical Load Data

Not changed.

I. Software Accomplishment Summary

As specified by the Service Document or instructions from the applicable supplier.

J. References

See the tables under Part I of ACCOMPLISHMENT INSTRUCTIONS, for a list of document references.

K. Publications Affected

None.

L. Interchangeability of Parts

Not applicable.

M. Warranty Credit

None.

2. Material Information

A. Materials - Price and Availability

Reference the material information or parts list in the appropriate supplier document in the applicable table under Part I of ACCOMPLISHMENT INSTRUCTIONS.

Contact a participating Raytheon Aircraft Authorized Service Center for more information.

B. Industry Support

Not applicable.

C. Airplanes

Reference the material information or parts list in the appropriate supplier document in the applicable table under Part I of ACCOMPLISHMENT INSTRUCTIONS.

D. Spares

See the tables under Part I of ACCOMPLISHMENT INSTRUCTIONS, for a list of applicable equipment.

SERVICE BULLETIN

Company	World Wide Web Address
Raytheon Aircraft	http://www.raytheon.com/rac/
Rockwell/Collins	http://www.collins.rockwell.com/y2k/
Ryan TCAD	http://www.ryantcad.com/
Smiths Industries Aerospace	http://www.smithsind-aerospace.com/
Times Microwave Systems	http://www.timesmicrowave.com/
Trimble Navigation	http://www.trimble.com/
Universal Avionics	http://www.uasc.com/main/menu1.html
<p>This list is not all-inclusive and is presented for information only.</p> <p>* AlliedSignal has acquired Global, Wulfsburg, Grimes Aerospace, Skyforce, Sunstrand, Garrett, Data Control, King Radio, Bendix Aviation, and United Control.</p> <p>** Honeywell acquired Sperry.</p> <p>*** Il Morrow is now UPS Aviation Technologies™.</p> <p>**** L-3 Communications has been Fairchild, Loral, Schlumberger, and Lockheed Martin.</p>	

B. Spares

Not applicable.

C. Record of Compliance

For HS 125 / BAe 125 / HAWKER models:

Record the accomplishment of Part I of this Service Bulletin in the aircraft technical records BEFORE DECEMBER 1999, after Part I is accomplished.

Record the accomplishment of Part II of this Service Bulletin in the aircraft technical records BEFORE DECEMBER 1999, after Part II is accomplished.

Record the accomplishment of Part III of this Service Bulletin in the aircraft technical records after Part III is accomplished.

Report accomplishment on the attached Service Bulletin/Kit Drawing Report Fax with the relevant airplane and Mod details to the following address:

Manager, Service Engineering,
Raytheon Aircraft Company,
Product Support Department (62),
P.O. Box 85,
Wichita, Kansas 67201-0085
U.S.A.
Fax: 316-676-3400
Tele: 316-676-3140 or 1-800-429-5372.

SERVICE BULLETIN

E. Reidentified Parts

None.

F. Tooling - Price and Availability

Not applicable.

3. Accomplishment Instructions

This Service Bulletin shall be accomplished as follows:

NOTE

Should any difficulty be encountered in accomplishing this Service Bulletin, contact Raytheon Aircraft Company at 1-800-429-5372 or 316-676-3140 for commercial aircraft, and appropriate headquarters for military aircraft.

A. Airplane

WARNING

Observe all Warnings and Cautions contained in the aircraft manuals referred to in this Service Bulletin.

Whenever any part of this system is dismantled, adjusted, repaired or renewed, detailed investigation must be made on completion to make sure that distortion, tools, rags or any other loose articles or foreign matter that could impede the free movement and safe operation of the system are not present, and that the systems and installations in the work area are clean.

Part I - Identify Factory Installed Equipment with Y2K Anomalies

- (1) Inspect the airplane to see if any of the equipment listed in Tables 1, 2, 3, 4 or 5 is installed in the airplane. Make a note of any installed equipment listed in the tables and in the applicable Y2K Service Document.

Table 1

Universal Avionics Systems Equipment (UNS)		
Equipment Type	Equipment Model/Serials	Y2K Service Document
UNS-1 Flight Mgmt. System	All	Service Letter No. 2757
UNS-1jr Flight Mgmt. System	All	Service Letter No. 2757
UNS-1A Flight Mgmt. System	All	Service Letter No. 2757
UNS-1B Flight Mgmt. Systems	All	Service Letter No. 2757

SERVICE BULLETIN

Part III - Accomplish the Equipment Manufacturer's Service Document(s)

NOTE

The followings steps in Part III may or may not be required depending upon the type of equipment installed on board the aircraft.

- (1) Accomplish the applicable equipment manufacturer's Y2K Anomaly Service Document(s) or work arounds identified in Parts I and II of this Service Bulletin within the time frame specified by the equipment manufacturer.
- (2) Airplanes not equipped with Have Quick capable ARC-164 units do not need to perform the following. One of the following actions should be incorporated on airplanes equipped with Have Quick capable ARC-164 units in order to ensure interoperability when Electronic Counter Countermeasure (ECCM) operations are planned across a February 28 to February 29 transition:
 - (a) Operators should be instructed to retrieve a new Time Of Day (TOD) immediately after midnight on the February 28 to February 29 transition. Thus, after receiving a new TOD, the radio will load the Word Of Day (WOD) corresponding to February 29.
 - (b) Identical WOD's should be loaded for February 29 and March 1. Thus, radios operating across the transition and those that initialize or retrieve a new TOD on February 29 will operate on the same WOD.

ADDITIONAL RESOURCES

The following provides information through the respective web sites at the following addresses:

Company	World Wide Web Address
AEA	http://www.AEAavnews.org/
Airshow Inc.	http://www.airshowinc.com/
AlliedSignal*	http://y2k.alliedsignal.aerospace.com/y2k/
BFGoodrich Avionics	http://www.bfgavionics.com/
DB Audio	http://www.dbsystemsinc.com/main.htm
EVENTIDE INC.	http://www.eventide.com/homepage.htm
FAA	http://www.faa.gov/index.cfm
Garmin	http://www.garmin.com
Heads Up Technologies	http://www.heads-up.com/heads-up/aviation.htm
Honeywell**	http://ww2.cas.honeywell.com/YEAR2000_SAC/prodsearch.cfm
II Morrow***	http://www.upsat.com/
L-3 Communications Corp. (CVR & FDR)****	http://l-3ar.com/
Magellan	http://www.magellan.com/
Northstar Technologies	http://www.northstarcmc.com/

SERVICE BULLETIN

Table 1

Universal Avionics Systems Equipment (UNS)		
Equipment Type	Equipment Model/Serials	Y2K Service Document
UNS-1C Flight Mgmt. System	All	Service Letter No. 2757
UNS-1Csp Flight Mgmt. System	All	Service Letter No. 2757
UNS-1D Flight Mgmt. System	All	Service Letter No. 2757
UNS-1M Flight Mgmt. System	All	Service Letter No. 2757
UNS-1Msp Flight Mgmt. System	All	Service Letter No. 2757
For additional information contact Greg Boyle or Randy Tanksley of Universal Avionics Systems at 1-800-321-5253, 520-295-2300, FAX them at 520-295-2395, or visit their website at http://www.uasc.com		

Table 2

AlliedSignal Aerospace		
Equipment Type	Equipment Model/Serials/Anomaly	Y2K Service Document
KLX 135A GPS	Leap year problem - Jan 32	Service Memo 600-08359-0000
KLX 135 GPS	Leap year problem - Jan 32	Service Memo 600-08359-0000
GNS 500	Magnetic variation model anomalies	Service Memo 600-08355-0000
GNS 500A RCU	GPS Week Number Rollover Anomaly	Service Memo 600-08365-0000
GNS 500 RCU	VLF / Omega Inop	Service Memo 600-08354-0000
GNS 1000	Magnetic variation model anomalies	Service Memo 600-08355-0000
	VLF / Omega Inop	Service Memo 600-08354-0000
GNS 1000 RPU	GPS Week Number Rollover Anomaly	Service Memo 600-08366-0000
GNS XES	Magnetic variation model anomalies	Service Memo 600-08355-0000
	GPS date reset anomaly	Service Memo 600-08360-0000
GNS XLS	Magnetic variation model anomalies	Service Memo 600-08355-0000

SERVICE BULLETIN

Table 5

Other Equipment		
Manufacturer	Equipment Type or Model/Serials	Y2K Service Document
Trimble Navigation	Trimble 2101 Series (GPS week rollover event)	See the Trimble website at http://www.trimble.com/
<p>* a () represents model variations i.e. a or t, for example.</p> <p>Follow the instructions on the Trimble web page at http://www.trimble.com/ or contact Trimble at 1-800-487-4662 for additional technical information.</p>		
Airshow, Inc.	Airshow 400 Series	See the Airshow website at http://www.airshowinc.com/ **
<p>** Follow the instructions on the Airshow web page at http://www.airshowinc.com/ or contact Kim Polcyn at 1-714-734-6400 or 1-888-AIRSHOW ext. 6400 (US only) for additional technical information. Some products with older BIOS versions do not properly handle date information after January 1, 2000, and this may impact the information displayed onscreen for certain custom configurations. Contact Airshow, Inc. for a self-running CD-ROM field service bulletin to remedy the BIOS.</p>		

- (2) Obtain the service documents and order any desired software, if applicable.
- (3) Accomplish a review of the appropriate Y2K Service Document for the equipment which was noted in step (1) before December 1999 to schedule, in advance, the implementation any Y2K work arounds or solutions.
- (4) Continue with Part II.

Part II - Identify Equipment with Y2K Anomalies which was Installed After Delivery

Airplanes which have equipment modifications or additions after the airplane was delivered from the factory should have this equipment or these systems evaluated for Y2K anomalies. This equipment should be evaluated with the other equipment installed on the aircraft to ensure all components integrate properly and are Y2K compliant with all other installed equipment. This is considered the responsibility of the owner/operator. If assistance is required with this evaluation, a participating Authorized Service Center can help evaluate the equipment.

- (1) After evaluating the equipment as described above, obtain any Y2K anomaly service documents or instructions if available and order any desired software from the appropriate supplier, if applicable.
- (2) Accomplish a review of the appropriate Y2K Service Document or work around instructions for the subject equipment before December 1999 to schedule, in advance, the implementation of any Y2K work arounds or solutions.
- (3) Continue with Part III.

SERVICE BULLETIN

Table 2

AlliedSignal Aerospace		
Equipment Type	Equipment Model/Serials/Anomaly	Y2K Service Document
GNS XL	Magnetic variation model anomalies	Service Memo 600-08355-0000
GNS X NMU	Magnetic variation model anomalies	Service Memo 600-08355-0000
GNS XSC	Magnetic variation model anomalies	Service Memo 600-008355-0000
GNS RPU	VLF / Omega Inop	Service Memo 600-08354-0000
GNS X RPU	GPS Week Number Rollover Anomaly	Service Memo 600-08367-0000
KNC 667	Database update 31-Dec-99 or later	Service Memo 600-08356-0000
	GPS Week Number Rollover Anomaly	Service Memo 600-08364-0000
KLN 670	GPS Week Number Rollover Anomaly	Service Memo 600-08361-0000
KLN 89 GPS	Real time clock anomaly	Service Memo 600-08357-0000
KLN 89B GPS	Real time clock anomaly	Service Memo 600-08357-0000
KLN 90 GPS	Flagged date of 32-Jan of leap year	Service Memo 600-08358-0000
KLN 90A GPS	Flagged date of 32-Jan of leap year	Service Memo 600-08358-0000
For additional information contact the AlliedSignal Y2K Director, Darryl Carroll at 1-913-712-5425, FAX No. 913-712-1370, EMAIL address darryl.carroll@alliedsignal.com or visit their website at http://www.alliedsignal.com/aerospace/		

Table 3

Honeywell, Inc		
Equipment Type	Equipment Model/Serials	Y2K Service Document
NZ-2000 Computer	7018879-01002	**
NZ-800 NAV Computer	7004402-801	**

SERVICE BULLETIN

Table 4

Collins		
Equipment Type	Equipment Model/Serials	Y2K Service Document
VLF/OMEGA Receiver/ Starship 1 installations	P/N 270-1306-010 and P/N 270-1306-060	See WARNING Page 2 **
VLF/Omega/GPS Receiver/ Beechjet installations	P/N 270-1306-070 (CMA 764-1)	See WARNING Page 2 , ***
AMS-5000 Flight Management System/ Beechjet installations	P/N 822-0891-001 (FMC- 5000)	Raytheon Aircraft Company Service Bulletin No. 34-3356, ****
GPS-4000	P/N 822-0931-002	Collins Operator Bulletin 99-9, *****
<p>* For System update information see Rockwell Collins FMS 850 Service Information Letter 1-97 entitled GPS NPA Update</p> <p>** For System update information see Rockwell Collins Service Information Letter 3-97 entitled Starship FMS/GPS Upgrade</p> <p>*** This unit, without modification, will become inoperative as of August 18, 1999 due to a GPS Week Rollover issue. Contact Collins at (319) 295-2512 for further information.</p> <p>**** Issues related to write-to-disk function has no affect on other functions. RAC SB No. 34-3356 will provide information to correct issues.</p> <p>***** Time-To-First-Fix (TTFF) at power up may require increased time to initialize. This additional initialization time does not affect position accuracy, and operation of the unit is completely normal. Contact Collins at (319) 295-2512 for Letter of Equivalency authorizing upgrade from -002 to -003 status.</p> <p>For additional information contact the Collins website at: http://www.collins.rockwell.com/</p>		

Table 5

Other Equipment		
Manufacturer	Equipment Type or Model/Serials	Y2K Service Document
Raytheon	ARC-164 with Have Quick capability	See Part III Step (2) under Accomplishment Instructions
For additional information contact Edward Glidewell at PH (219) 429-6430 FAX (219) 429-4385		
Trimble Navigation	TNL 2000 () Series * (GPS week rollover event)	See the Trimble website at http://www.trimble.com/
Trimble Navigation	TNL 2100 () Series * (GPS week rollover event)	See the Trimble website at http://www.trimble.com/

SERVICE BULLETIN

Table 3

Honeywell, Inc		
Equipment Type	Equipment Model/Serials	Y2K Service Document
NZ-910 Flt. Mgmt. Computer	7004402-975	**
FMZ-900 Flt. Mgmt. Computer	7004402-975	**
NZ-920 (w/ 9102 softwr) Flt. Management. Computer	7004402-977	**
NZ-920 (w/ 9402 softwr) Flt. Management. Computer	7004402-987	**
NZ-900 Computer	7004402-975	**
Omega/ VLF Sensor	7004608-901	System Decommissioned **
OZ-800 Omega	7004608-901	System Decommissioned **
<p>** Honeywell customers will receive a detailed explanation of appropriate actions to be taken, if any are necessary, via the following methods:</p> <ol style="list-style-type: none">1. FMS Technical Newsletter in the first quarter of 1999.2. Memos delivered with the navigation data base.3. Honeywell BCAS Web Site.		
<p>For additional information contact the Honeywell product support department at 1-888-825-5367, or visit the Honeywell web site home page at http://www.honeywell.com/</p> <ul style="list-style-type: none">- select Year 2000- select Space and Aviation- select Commercial Aviation Systems- select Product Part Search- follow the prompts and information to get specific part number Y2K readiness information <p>NOTE: When entering the Honeywell part number, omit specific dash numbers (i.e. -95).</p>		

Table 4

Collins		
Equipment Type	Equipment Model/Serials	Y2K Service Document
VLF/OMEGA Receiver/ Beechjet installations	P/N 270-1306-060	See WARNING Page 2 *