

Service Bulletin Number 1XXX.XX.()-34-3365

Installation of SCN 802.8 and 902.8 in the UNS-1E, -1C+, -1Esp, -1Csp+, -1F, -1D+, -1L and -1K+ FMS/MMMS

A. Effectivity

This Service Bulletin applies to the following Flight/Multi-Mission Management Systems (FMS/MMMS):

- UNS-1E, P/N 2017-XX-()
- UNS-1Esp, P/N 2019-XX-()
- UNS-1F, P/N 2192-X0-()
- UNS-1L, P/N 2116-XX-()
- UNS-1C+, P/N 10172-XX-()
- UNS-1Csp+, P/N 10192-XX-()
- UNS-1D+, P/N 11922-X0-()
- UNS-1K+, P/N 11162-XX-()

B. Compliance

Installation of SCN 802.8/902.8 is optional.

NOTE: The software described in this Service Bulletin may be installed only by Universal Avionics Systems Corporation (UASC) or a facility specifically authorized by UASC. Software Control Number (SCN) 802.8/902.8 was developed from previously certified SCN 802.7/902.7.

NOTE: After installation of software, FMS system must be completely reconfigured. It is recommended that the configuration worksheets in the Configuration Manual Report No. 34-60-26 are used to record configuration prior to software upgrade.

The worksheets originally used to configure the FMS are the best source of this information. If these worksheets are not available, the configuration information can be obtained from the FMS itself prior to installation of upgrade software. This is accomplished by accessing Maintenance Page 1, selecting CONFIG and manually recording the information displayed on each configuration page on configuration worksheets. This will greatly facilitate reconfiguration after FMS software upgrade.

C. Description

The following changes were implemented in SCN 802.8/902.8:

- Changed the software to allow advisory approaches to fly the missed approach procedure when the missed approach prompt or aircraft TOGA button is pressed.
- Changed the position error computation in the DME/DME Navigation Mode so that any error is contained by the computed ANP value at least 95% of the time.

- Changed the software to make the MISSD APPR prompt available for advanced approaches when advanced approaches are configured as advisory.
- Changed the software to allow the FMS to transition out of approach mode and into the missed approach procedure when the aircraft TOGA button was pressed without the user accessing the NAV page on the CDU after sequencing the FAF.
- Changed the software to automatically link the guidance legs to the flight plan following a flight plan crossfill.
- Changed the software to correctly output fuel and weight data to the EFI-890R progress data block when the FMS is configured for fuel data in Kgs (Kilograms).

D. Approval

Conforms to FAA TSO-C115b and TSO-C129a.

RTCA/DO-178B S/W Level C.

The initial FAA certification of SCN 802.X/902.X in the UNS-1F Flight Management System was performed by way of Project Number ST10241LA-A as a new STC SA01570LA on a B300 aircraft.

E. Weight and Balance

No change

F. Material - Cost and Availability

1. Universal Avionics will not be responsible for labor or other costs involved in removal and replacement of the unit. Universal Avionics will pay the cost of return shipping if the unit is still under warranty. Prior to shipping the unit, contact our Product Support Department for pricing, scheduling and shipping details.
2. Available from:
 - Universal Avionics Systems Corporation
 - 3260 E. Universal Way
 - Tucson, AZ 85756-5097
 - Ph: (520) 573-7627 (800) 595-5906
 - Fax: (520) 295-2384