

To our valued pilots and directors of flight operations,

On July 14, 2017, Rockwell Collins, Inc., now a part of Collins Aerospace, issued an Operators Service Bulletin (OPSB) about an FMS issue, identified by Collins, that can arise when a “Climb To” altitude has been edited either manually or by using the Temperature Compensation (Temp Comp) feature at a specific set of airports, under certain conditions. This led to our advising Pro Line 4 and 21-equipped operators with FMS 3.3X through 4.X not to utilize the Temp Comp feature or manually edit the “Climb To” altitude.

On May 20, 2020, the Federal Aviation Administration (FAA) published Airworthiness Directive (AD) 2020-10-05 . The AD is applicable to Pro Line 4 and 21-equipped aircraft with FMS 3.3X through 4.X and addresses the same issue described in our 2017 OPSB.

The AD published by the FAA also directs OEMs to update the relevant Aircraft Flight Manuals and operators to take action to disable the FMS Temp Comp function by no later than June 24th, 2021. As a result, operators will now need to make manual Temp Comp calculations, if required by their flight plan.

Collins has updated its original OPSB and released two Service Information Letters (SILs) that explain how to modify an affected aircraft. These documents are currently available through the Collins Aerospace Technical Publications [website](#).

- SIL CSU-XX00-18-1 [PN 523-0825521] addresses the process to deactivate the FMS Temp Comp function.
- SIL FMC-XX00-18-1 [PN 523-0825523] addresses the process to update affected AFMs.
- Operator Bulletin 0166-17 (OPSB PN 523-0824828) contains the most current operator information.

Collins recommends that during your next scheduled maintenance event — but in any case, before June 24, 2021 — you have your aircraft modified in accordance with our SILs to come into compliance with the AD.

All previously re-instated procedures related to the Temp Comp will remain in place and operators will not be required to upgrade their FMS software. However, operators will need to continue to perform the FMS Temp Comp calculations manually, when needed. Additionally, operators must refrain from manually editing “Climb To” altitude on both departures and missed approaches.

If you have questions, please see our [Frequently Asked Questions page](#). If you have further questions or comments, please email [AvionicsSupport@collins.com](mailto:AvionicsSupport@collins.com) or call 1-319-295-5000.

Regards,



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