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HONEYWELL FMS QUARTERLY UPDATE AND NEWSLETTER**AUGUST 2010**

Honeywell Achieves STC for FMS 6.1 Software

Honeywell is pleased to announce that on June 10, 2010 we achieved TSO on our latest software upgrade (FMS 6.1) for the NZ-2000 Flight Management System. Also on Aug. 3, 2010 we achieved STC approval and sign off at Duncan Aviation for first of type STC on a Challenger 601-3/R. Other model STCs will be performed before the end of the year. Software Version 6.1 contains many improvements to the FMS and other aircraft systems that bring operational benefits and regulatory compliance for the latest navigation functionality to meet today and tomorrow's changing airspace requirements. The key FMS 6.1 features that add value to the NZ-2000 are:

- **Wide Area Augmentation System (WAAS)** – Localizer Performance with Vertical Guidance – WAAS-LPV (US) and EGNOS-LPV (Europe) adds the latest LPV approach capability with this GPS enhancement
- **Future Air Navigation System (FANS)** – allows the aircraft to be upgraded (with all the proper equipment) to fly the oceanic FANS 1/A routes. Includes Automatic Dependant Surveillance (ADS-C) and CPDLC software to meet the FANS 1/A requirements. **Note:** This feature will not be certified on the initial 6.1 NZ-2000 airframes. Only the Bombardier Global Express/5000/XRS plans to certify FANS with 6.1 at initial certification (STC) in Batch 3.
- **Basic Load** - contains improvements such as:
 - Vectors to Final Approach - this operation is used when transitioning from LNAV to HDG mode. It allows the flight crew to comply with ATC-directed vectoring in the terminal area by removing unneeded approach waypoints from the flight plan and drawing an extended runway center line on the MFD map
 - Seconds added to GPS display – previously minutes only
 - Updated Magnetic Variation (Mag Var) Table - new Mag Var table using the 2005-2010 model
 - Automatic setting of LOC course – when criteria is met during approach phase (GEX Batch 3 only)
 - VNAV temperature compensation - adds temperature calculation to compensate for altitude variation during non-ISA (cold) conditions (note – this feature was already on the Global Express but Batch 3 will add a temp comp calculator function)
 - Navigation database enhancements for:
 - Circle to land procedures
 - TACAN approaches
 - Multi-RNAV and LOC approaches – now allows “GPS Y and GPS Z Rwy 31L” (example) procedures to be activated
 - Reduced load and transfer times for custom database
 - VGP approach procedure - VGP is an extension of VPATH mode for final descent to a runway; in VGP mode, the altitude preselector input is ignored by the FMS thus allowing the flight crew to set the preselector to the missed approach altitude without affecting the descent path to the runway; this feature is limited to aircraft with a previously certified autopilot interface (GEX Batch 3 only)

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Honeywell Achieves TSO for FMS 6.1 Software

from cover story

- Automated Holding to Altitude (HA)-leg sequencing - removes the need to manually exit a hold when the aircraft achieves an HA altitude constraint during a procedure (i.e., SID); adds to the streamlining of auto sequencing for all FMS leg types.
- VA/VI leg combinations – provides optimum sequencing between VA to VI leg transition to prevent erroneous cross track error and possible S-turn by the aircraft in the LNAV mode
- En route holding procedures - allows the pilot to select and activate the enroute published holding procedure from the nav database
- TAP records - allows the FMS to support Terminal Area Procedures (TAP) on the ASCB and A-429 data bus for the purpose of displaying aircraft position on electronic charts

FMS 6.1 Pricing

List price for the basic NZ-2000 version of FMS 6.1 load (features shown above under Basic Load) is \$10,000 per FMS computer. In the case of a dual FMS installation the list price would be \$20,000. WAAS-LPV and FANS require additional hardware and software and are priced separately. For more pricing information, please refer to Honeywell Sales Bulletin HSB 2010-11-REV A. For an actual quotation for a specific aircraft installation please contact a Honeywell dealer.

FMS 6.1 Availability

The TSO achieved on June 10 is for NZ-2000 installations. These include the Challenger 601-3A/R, the Hawker 800/XP and the Falcon 900B. Gulfstream plans to certify both the G-IV and G-V later in 2010. Bombardier will make FMS 6.1 available as part of their Batch 3 update in early 2011. The Falcon 900EX/C and Cessna Citation X should be available either in late 2010 or 2011. Please contact your specific OEM or Honeywell dealer for more information regarding specific STC availability for a particular airframe.

Need-to-Know Information for Loading Databases from a Laptop PC

Most aircraft equipped with NZ-2000 or FMZ-2000 IACs use onboard data loaders (DL-900 or DL-950), but there is a small fleet of aircraft that use a Laptop PC to perform the data loading function. As the aircraft with Laptop PC data loading capability change ownership, Honeywell is receiving questions on issues associated with performing data loading using a Laptop PC. The intent of this article is to help spread the knowledge needed to work around the issues when using Laptop PC's to load databases into a NZ-2000 or FMZ-2000 IACs.

To use a Laptop PC to data load the NZ-2000 or FMZ-2000 IAC you need the following:

- An aircraft with an Ethernet cable wired into the NZ-2000 or FMZ-2000 IAC
- A Laptop PC with PC Dataloader (PCDL) software on a CD-ROM or USB
- Properly configured IP Address and subnet mask



DL-950 Data Loader

PCDL is an 'Auto Run' program that is written to a CD-ROM or USB containing Navigational and Aircraft databases. The program resides on the CD-ROM or USB and will not transfer to the laptop. The CD-ROM or USB must be in the computer to use PCDL. It is not necessary to load any host software on the loading PC.

A copy of PCDL software and the PCDL guide can be downloaded from the Honeywell Nav Database Website. To download the software and guide, download the Nav database WLD3HSCD-3XX. The XX represents the cycle number. The Nav database WLD3HSCD-3XX can be loaded to a CD-ROM or USB.

A major stumbling block when setting up to use PCDL is the configuration of the PC Laptop to be used. Issues that need to be addressed when configuring a PC Laptop to run PCDL are as follows:

- Compatibility issues with various PC platforms in relation to virus protection and firewalls
- All unused LAN type IP connections must be disabled on the computer used for PCDL
- Proper configuration of the IP Address and subnet mask

Due to these issues you may want to have a dedicated PC Laptop to perform the data loading function.

More information on these issues and how to address them can be found in Honeywell Technical Newsletter, Publication Number A23-9999-051. This publication can be downloaded from the Honeywell Technical Publication website

<https://portal.honeywell.com/wps/portal/aero/home/login>.

Pilatus PC-12 NG with Honeywell Primus Apex® Avionics Approved for Wide Area Augmentation System (WAAS) Operation

On July 2, 2010, the KGS 200 GNSSU P/N 066-01201-0102 received TSO Acceptance for TSO C-145c (Beta-3) and TSO C-146c (Delta-4).

Honeywell Service Bulletin KGS 200-34-01 (Publication Number D201004000033) was released on the same day to facilitate modification of currently installed KGS 200 P/N 066-01201-0101 to the WAAS Certified version P/N 066-01201-0102. Operators should contact their Pilatus Service Center for additional information.



Pilot Training & Operational Support

Honeywell's Customer & Product Support organization employs a group of experienced pilots dedicated to supporting fielded aircraft and providing training for the avionics and FMS installed during production or retrofit. Pilots are aircraft manufacturer focused and can be contacted via email or phone for operational-type questions.

Pilot Support Contact Information:

Pam Mannon, Flight Operations Manager

Type ratings – EMB145, CE680, BBD700 & H4000
Pam supports Bombardier, Cessna, Dassault, & Hawker Beech
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Steve Hammack, Lead Pilot

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Jeff Holt, Lead Pilot

Type ratings – LR-JET, EMB145 & B737
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Roger Moore, Senior Pilot

Type ratings – LR-JET, A320, A330, B777 & DC-9/MD-80 Aircraft
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For field support, or to find your local Honeywell representative, consult the *Business & General Aviation Customer Support and Aftermarket Sales Directory*.

<http://www51.honeywell.com/aero/common/documents/BGA-Customer-Support-Aftermarket-Sales-Directory.pdf>

For FMS questions, email talkfms@honeywell.com.

Pilot Training & Operational Support

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Training Events and Seminars Coming to a City Near You!

Training includes Honeywell Operators Conferences as well as full day FMS and weather radar seminars co-hosted by CAE. These seminars are primarily for pilots, but maintenance

personnel and technicians are encouraged to attend as operational tips and new products and upgrades are covered. Additional information such as registration and agendas can be found using the 'Quick Links' at www.honeywelltraining.com.

Date	Description	City/Country
Aug. 26	Understanding Weather Radar Seminar	Toronto, Canada
Sept. 20	NZ 2000/FMZ FMS All-day Seminar	Morristown, NJ, US
Sept. 21	Understanding Weather Radar Seminar	Morristown, NJ, US
Sept. 22	Epic FMS All-day Seminar	Morristown, NJ, US
Sept. 28	NZ 2000/FMZ FMS All-day Semina	Burgess Hill, UK
Sept. 29	Understanding Weather Radar Seminar	Burgess Hill, UK
Sept. 30	Epic FMS All-day SeminarBurgess	Burgess Hill, UK
Oct. 4	NZ 2000/FMZ FMS All-day Seminar	Brussels, Belgium
Oct. 5	Understanding Weather Radar Seminar	Brussels, Belgium
Oct. 6	Epic FMS All-day Seminar	Brussels, Belgium
Nov. 15	NZ 2000/FMZ FMS All-day Seminar	Dallas, TX, USA
Nov. 16	Understanding Weather Radar Seminar	Dallas, TX, USA
Nov. 17	Epic FMS All-day SeminarDallas	Dallas, TX, USA

Viking Aircraft DHC-6 Twin Otter Gets Primus Apex® Avionics and Flight Management System

Viking Air Limited located in British Columbia, Canada announced the production re-launch of a modernized Twin Otter Series 400 featuring over 400 modifications and improvements centered around a completely modernized flight deck and added safety systems while retaining the legacy aircraft's famous robust airframe design. Most notable of these changes is the incorporation the fully integrated Honeywell Primus Apex digital avionics suite, and Pratt & Whitney PT6A-34 turbines engines to support the aircraft's unsurpassed capability in specialized operating environments.

Official Type Certification was presented to Viking by Transport Canada at the Farnborough air show and they expect the first customer deliveries to start shortly. This versatile aircraft encompasses functionality for standard land plane, tundra tire, ski plane, float plane and amphibian. The Primus Apex's flexible architecture supports the aircraft's unsurpassed capability with a comprehensive software package. This will provide each customer with the ability to select the configuration suited for

their specialized operating environment, further increasing the aircraft's versatility.

Viking celebrates 40 years in business and provides OEM support for the worldwide fleet of de Havilland heritage line of aircraft (DHC-1 through DHC-7). Viking is part of Westerkirk Capital Inc., a Canadian private investment firm with substantial holdings in the hospitality, aviation and real estate sectors.



What's In My Database?

Did you ever wonder if a particular approach was in your database, or what data changes occur from one cycle to the next? These questions can be readily answered by using the OneNav tool.

Using OneNav, searches can be performed for any piece of data to determine its presence or absence from your database. For example, you can search for all procedures at a particular airport or refine the search for SIDs only, STARs only or approaches only. Searches can also be performed for any new, changed or deleted data types.

OneNav's compare function will allow you to view the differences for any data type, between different cycle data bases.

For more information on OneNav, please visit us at <http://www.honeywellaes.com/redirection?Operation=1&heading=Business&subheading=navdb1>.

Honeywell Presents GPS RAIM Prediction Tool

Honeywell's Global Data Center (GDC) introduces GPS RAIM Prediction to its suite of flight planning services. RAIM prediction (Receiver Autonomous Integrity Monitoring) is a method used within a GPS receiver/processor to monitor GPS signal performance. The location and duration of a satellite outage can be predicted with the aid of computer analysis and reported during the pre-flight planning process.

The GDC provides its customers a RAIM prediction tool which can be applied to simple Point Predictions for particular airports

or directly to an individual flight plan. Our version of RAIM prediction is in accordance to AC 90-100a. RNP assessment may be performed using GDC's Predictive RAIM tool for integrity levels down to 0.3NM. RNP RAIM prediction <0.3 is coming soon.

Below is an example of a RAIM Point Prediction. If a flight plan has already been generated then no input is necessary. All necessary information will be extracted from the flight plan for computation.

RAIM Prediction

ICAO IDs:

NOTE: Prediction time must not be more than 14 days in the future

*Start Date: *Start Time (HHMM in UTC): *End Date: *End Time (HHMM in UTC):

*Receiver: *Barometric Aiding:

Prediction parameters:	Minimum Outage Duration : 3 Minute(s) , Receiver Type : TSO 129 , Barometric Aiding : No , Mask Angle : 5 Degree(s) , Sampling Period : 1 Minute(s) , Selective Availability : No		
ICAO	Outage Start (YYYY-MM-DD HH:MM:SS)	Outage End (YYYY-MM-DD HH:MM:SS)	Total Time (HH:MM:SS)
KSEA		No Outages exist for this ICAO .	
KOLM		No Outages exist for this ICAO .	
KPDX		No Outages exist for this ICAO .	
KMFR		No Outages exist for this ICAO .	

The actual output for a RAIM prediction based on an individual flight plan is shown on the next page. Parameters used for computation appear at the top of output page. Parameters such as GPS receiver type and barometric aiding are selected from a separate aircraft profile page.

GPS RAIM Prediction

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Note: Prediction time must not be more than 14 days in the future.

Route: DCT LAL V441 PIE DCT REMIS Q100 REDFN Q105 HRV DCT

From: To: ETD:

*Start Date: *Receiver Type: *Barometric Aiding:

NOTE: Positive offsets denote late arrival and negative values indicate early arrival

Parameters used for Prediction

Minimum Outage Duration : 5 Minute(s) , Receiver Type : TSO 145/146 , Barometric Aiding : Yes , Mask Angle : 5 Degree(s)
 Sampling Period : 1 Minute(s) , Offset Time : 15 Minute(s) , Selective Availability : No

Prediction Results

Way Points	1 Hour Offset	45 Min Offset	30 Min Offset	15 Min Offset	0 Min Offset	-15 Min Offset	-30 Min Offset	-45 Min Offset	-1 Hour Offset
KBOW- LAL	-	2010-07-01 16:50:30 - 2010-07-01 15:54:30	-	-	-	-	-	-	-
LAL- HANUS	-	-	-	-	-	-	-	-	-
HANUS- PIE	-	-	-	-	-	-	-	-	-
PIE- REMIS	-	-	-	-	-	-	-	-	-
REMISS- ROZZI	-	-	-	-	-	-	-	-	-
ROZZI- REDFN	-	-	-	-	-	-	-	-	-
REDFN- FATSO	-	-	-	-	-	-	-	-	-
FATSO- HRV	-	-	-	-	-	-	-	-	-
HRV- KMSY	-	-	-	-	-	-	-	-	-

This report contains RAIM predictions for the route from waypoint to waypoint starting from departure to destination and to the alternate airport if applicable. Zero (0) Min offset indicates predicted en-route outages for departure at the given ETD from the flight plan. Positive offsets indicate late arrivals and negative offsets indicate early arrivals. Offsets are available from -1hr. to +1hr. at 15 min intervals to cater for early or delayed departures.

If no outages are scheduled, the message “No outages are reported for this route” is displayed. The output page can be easily printed and included in any flight plan/weather package. For questions about this or any other flight support services please contact the Global Data Center (GDC) at gfo@mygdc.com, or toll-free at 888-634-3330. International callers dial +1-425-885-8100, ext. 1.

Go Direct Services

Gulfstream Operators Receive FANS-1/A Letter of Authorization

The recently approved Foxtrot certification for Gulfstream Planeview™ aircraft included FANS-1/A operations which combines ADS/C and controller pilot data link communications (CPDLC) functionality ([click here to see the April 2010 Direct To FMS update article for a description of FANS](#)). The Go Direct Services team has been assisting several Gulfstream operators with their FANS-1/A applications. The applications have been approved by the local FAA authorities in record time. Planeview™

aircraft are now operating in the oceanic regions without the hiss and crackle of the HF radio for communications and position updates. Instead they utilize the ADS/C and CPDLC functionality through their multi-function control display unit (MCDU) enabled by their operation’s FAA-issued letter of authorization (LOA).

The Honeywell Go Direct team is also developing a FANS 1/A training program that operators can use for in-house training. Honeywell will offer this training support at the operator’s site for multiple crewmembers in an effort to reduce travel time and operator costs.

For more information on Go Direct’s assistance in operational approvals contact Kimberly Ten Pas Bell at +1 (425) 614-5495 or email kimberly.tenpasbell@honeywell.com.

Bendix/King GNS-XLS - Where Are My Arrivals?

Pilots sometimes ask why the Arrivals that they expect at certain airports are not always available or visible on their GNS-XLS. We will use the BUZZY6 Arrival into Raleigh-Durham to explain the most common cause for this question. Normally, the Arrivals are available, but the first page that the pilot is viewing is the transition page.

Select **"ARRIVE."** The first page that is displayed is the TRANSITION page. Pressing the 2nd Line Select Key on the right

(LSK 2R) will toggle the display between Transition Display and STAR Display. While on the STAR Display page, select BUZZY6, and then press ENTER. The waypoints of the Arrival will be displayed. Pressing the SELECT Key will load the selected arrival into the FPL. Once the FPL is activated, press Direct-To and select any feeders or transitions. Note that this is a software generated display, and each display may vary from what is shown below.



Press LSK 2R



Pressing LSK 2R will toggle between TRANSITION Display and STAR



Press LSK to highlight desired STAR, then press ENTER



Press the "SELECT" LSK to load the STAR into the current FPL



Once the FPL is Active, pressing D-TO will allow selection of Point of Clearance.



Honeywell Issues Important FMS Service Information Letter (SIL)

Honeywell has recently received in-service reports relating to FMS resets caused when uplinking a flight plan. The reports have been specific to Dassault Falcon Jet EASy operators but the potential for resets exists in Hawker 4000 and NZ-2000 software.

The FMS uses a temporary memory buffer when uplinking standard instrument departures (SID)s and standard terminal arrival routes (STAR)s from datalink service providers. The temporary buffer allows for 100 common procedures to all

runways for each airport uplinked. When uplinking flight plans which have more than 100 common procedures to all runways, the memory buffer limit is exceeded, causing one or more FMSs to fail.

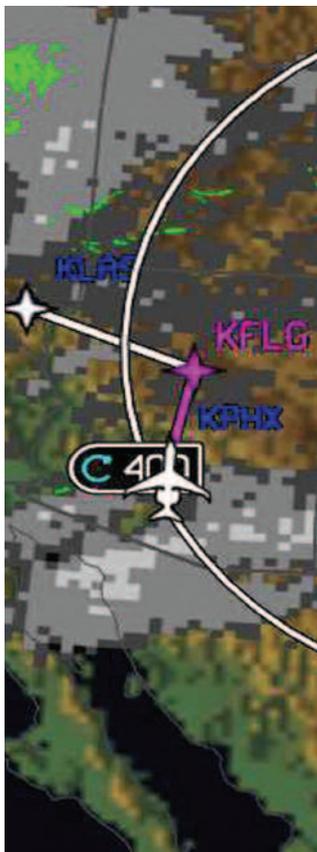
Honeywell recommends that all datalink service providers remove procedures for affected airports for uplinked flight plans until the FMS software on the aircraft has been upgraded to Version NZ6.1 (NZ-2000/FMZ-2000) or Version NZ7.1 (PRIMUS EPIC).

New Pricing for Datalink Graphical Weather

Honeywell Global Data Center is excited to announce a reduction in pricing for Datalink Graphical Weather! We've secured new contract rates on delivering graphical weather service and are passing the savings to you.

Effective July 1, the new annual pricing for unlimited Datalink Weather Graphics is \$999 per aircraft.

For more information please contact the Global Data Center Team at gfo@mygdc.com.



FAQ's

My performance values do not seem to be correct (ceiling altitude splits, cruise alt splits, ETE's, Fuel Estimates)

1. Verify that the proper Aircraft Database is in use. You can do this by looking on PERF INIT page 1, under ACFT TYPE. This should correspond to your specific aircraft.
2. If the ACDB is incorrect (or to clear and reset ACDB performance to the default values) reload the correct ACDB. The ACDB is available on either floppy disk 1 or 2 or the USB thumb drive (as appropriate) of your monthly Navigation Database update.

From DATA LOAD page	Re-enter Tail #	Save V-Speed Labels
<ol style="list-style-type: none"> 1. Line Select 2R AIRCRAFT DB 2. Line Select 3R FR LOADER 3. Push NEXT button to scroll through AIRCRAFT SELECT pages and select correct database 4. Verify display reads AIRCRAFT DB (your ACDB Name) FROM DATA LOADER, if correct then 5. Line Select 4R YES 6. After a few seconds will see "IS PENDING, then "IS COMPLETE", wait a few more seconds until the NAV IDENT page appears. Load is complete. 	<ol style="list-style-type: none"> 1. Push PERF button 2. Line Select 1L PERF INIT 3. Verify "ACFT TYPE" is correct 4. Enter Tail # in scratchpad (scratchpad must be blank, hit CLR button first if it isn't) 5. Line Select 1R TAIL # button to move from scratchpad to entry 	<ol style="list-style-type: none"> 1. Push NAV button 2. Push NEXT button 3. Line Select 2L MAINTENANCE 4. Push NEXT button 5. Line Select 4L SETUP 6. Line Select 2L VSPD LABELS 7. T.O. VSPEED LABELS page. Should see black text on colored background (inverse video) 8. Line Select 4L SAVE 9. Should see colored text on black background 10. Push NEXT button 11. LDG VSPEED LABELS page. Repeat #7 / #8 / #9 above

Repeat all Data Load, Tail # and V-Speed Label steps on all CDUs.

3. Verify that SmartPerf Learning is turned ON on all FMSs until performance values are as desired. At that point, turn OFF SmartPerf on all FMSs. Leaving SmartPerf ON for an extended period can cause a divergence in the performance data saved in the individual FMSs, causing problems.

Often I have to cross load custom databases to allow the "dual", "synchronous" or "initiated transfer" operation to function. What is the reason for this?

The FMS software checks to assure that both the custom database (pilot defined waypoints and routes) and the Jeppesen or Lido Nav Database are the same in both Navigation Computers before it will allow cross loading of flight plans. You can see what problems could arise if "Database ABC" used on one side was at a different location than "Database ABC" on the other side.

When the custom database on one side is modified while the ASCB bus is shut off (usually batteries only), the modification cannot get to the other side to keep the two custom areas equal. The next time the aircraft is powered up (or after APU start), the (M)CDUs will not cross load because the custom databases are different between the #1 and #2 (M)CDU. The pilot will have to choose the (M)CDU with the correct custom database and copy or transfer it to the opposite side (M)CDU. To do this, go to NAV, NEXT, MAINTENANCE, NEXT, DATABASE. After the transfer is complete, the system will automatically select "dual", "synchronous" or "initiated transfer".

This problem can be avoided by assuring that all CDUs or MCDUs are powered when adding or deleting waypoints, manually entering or uplinking flight plans or creating pilot-defined waypoints.

FMS Service Information Letter

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SIL Publication Number: **D201004000059**

Primus Epic Aircraft	Top Level Operational Software
Dassault Falcon 900/2000/EASy	All with NZ7.0X FMS software
Hawker 4000	Load 19.X

Aircraft with NZ-2000, IC-600, IC-800, IC-1080	
Aircraft	FMS Software Version
All	4.X, 5.X, 6.0

To download a copy of these SIL's please visit

<http://www.honeywell.com/myaerospace> or <http://www.honeywellaes.com>

If you have any questions regarding these SIL's please contact the Honeywell Technical Operations Center (TOC) at 1-800-601-3099 (U.S.) or 1-602-365-3099 (Int'l) or email aerotechsupport@honeywell.com.

Survey Season Is Here

Our organization relies on feedback from customers to measure our performance. Focus groups, pilot programs and interviews, and third-party survey ratings help us make sure our resources are focused on what's important to our customers.

When third-party surveys come out this time of year for our industry, we look forward to checking how customers have rated us. As a result from our customers' feedback, here are some of the recent accomplishments we've made to improve the service and support we deliver to our customers.

- Released new online ordering functionality to the [MyAerospace](#) website
- Launched a new MyAerospace web navigation design with "point and click" capability, easy-to-use flyouts, and best of all – fewer navigation levels
- Centralized the Honeywell Aerospace Customer Support Operation (call center) in Phoenix, AZ
- Developed a call monitoring system that will allow us to track all spares and AOG service calls until closed
- Centralized our 24x7 Honeywell Aircraft-On-Ground (AOG) support desk in Phoenix, Arizona
- Created a consolidated AOG e-mail and fax communication system to drive accountability and customer satisfaction
- Increased the number of Business Aviation Customer Support regional operator conference
- Introduced the newest flight planning and information management web [service](#), providing customers access to real-time, data-rich tools that help save them time and money

We still have a lot of work to do but our team focus has never been greater on product reliability and 24x7 customer support. It's another way we're striving to deliver the results that our customers tell us they expect.

We're going beyond just selling parts in favor of delivering expertise and complete solutions for our customers.

VISION

The Technical Operations Center vision is to provide timely one call resolution of customer technical issues, enabling a 24x7 proactive service approach.

- Technical expert availability
- Knowledge on demand
- Issue ownership and tracking
- Global virtual resources
- Simplified contact options

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