

ASDS Frequently Asked Questions – Rev 1

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ASDS Frequently Asked Questions

1. When loading the NZ-2000, CHECK DATALOAD (85) is seen at different times resulting in multiple loading attempts.

CHECK DATALOAD (85) scratchpad message indicates the FMS cannot communicate with the dataloader. This can occur when the database load begins or anytime during the load.

If the message is observed AFTER the load has started:

1. There is one known issue with the original CD-830 installations that is documented on SIL D201612000018. This is corrected in CD-830 MOD E and later units.
2. Load each FMS one at a time and see if there is a difference or if the failure occurs at the same load percentage:
 - a) If limited to one side, swap NZ/IACs side to side. If fault follows, replace the NZ/IAC. If fault persists on that side check the dataloader to FMS wiring.
 - b) If message happens during loading to both (or all three) FMS, confirm if the loading stops at the same loading percentage. If always the same percentage, there is possibly a database issue and database needs to be sent back to Honeywell for test. If it varies, it could be a faulty dataloader or USB. Try a reformatted USB with a 'clean' download of the database, as well as doing a quick pin check on dataloader (looking for pushed back/bent pins). If still same failure, replace the dataloader

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If the message is displayed IMMEDIATELY after starting the load (00% COMPLETE), it's generally a USB format issue:

1. Ensure the USB drive is formatted to FAT. FAT32 will work with Mod G and subsequent versions of the DL950 (SIL D201302000052). Reformat the drive and then reload the database. Confirm 50+ individual files were extracted to the drive. Honeywell ships 4GB USB drives as the standard. It is highly recommended to use a USB less than 32GB.
2. if using a Windows 10 computer, a 'hidden' file may be automatically loaded to the USB as soon as the USB is inserted into the computer (some Service Packs/versions of Windows 10 do not do this). If this is the issue, OneNav+ tool (available from Honeywell Aerospace Portal under Software and Data) can create the database on the USB without the hidden files. After removing from the computer once the database is created, do NOT reinsert into a computer before doing the database load on wing.
3. In addition to the above, there is always the potential for new issues on operating systems which are constantly changing. Local IT restrictions, Third Party Malware and Antivirus software, and even the FBO gateway can strip off the header file which will stop the NavDB from loading. Use a different computer (Windows 7 or earlier) that is not restricted to create the navigation database. If this works, the operator should work with their IT department to have an 'unrestricted' computer that is dedicated to aircraft maintenance only.

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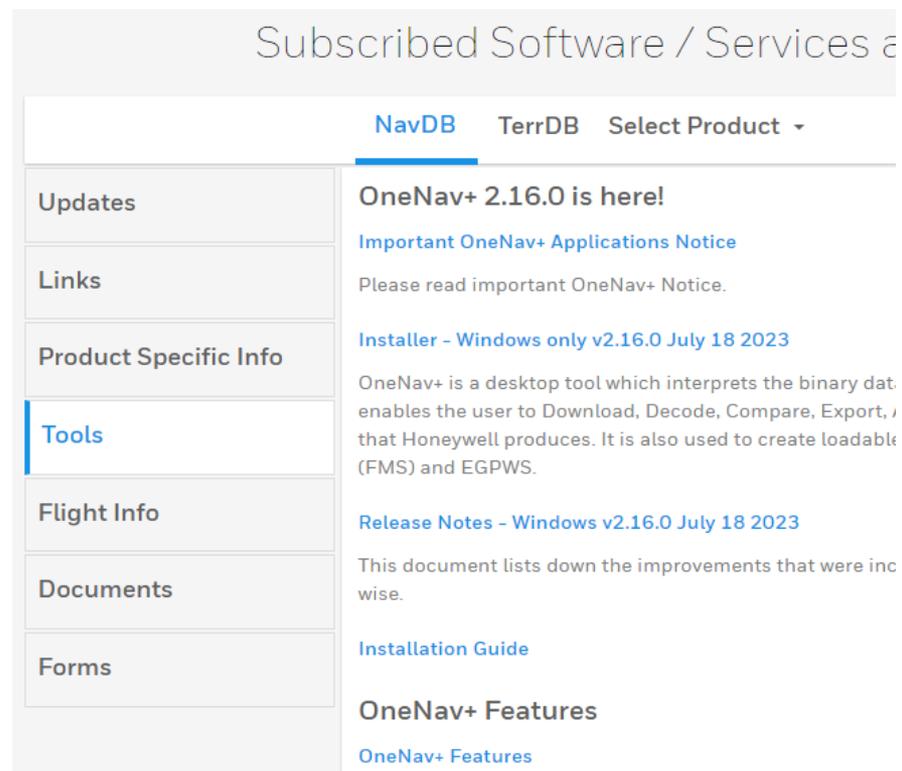
Best practices to follow to reduce loading errors:

1. Load the NavDB as soon as it is available (10 days before it becomes active).
2. If loading just prior to a flight, load the FMSs one at a time. If it rejects one (but the other is still good), stop and cross-load the NavDB back from the non-affected FMS. This is time consuming, but it prevents the FMS from being locked in Maintenance Mode and the FMS is still operational.
3. Keep at least 2 good USBs (tested each time they load) for use. USB do go bad from time to time.
4. Get all the mods up to Mod G installed on the DL-950. This will resolve 99% of loading errors.
5. Use OneNav+ to download databases. OneNav+ will not place the hidden files on the USB (available from Honeywell Aerospace Portal under Software and Data). OneNav+ will keep the same format (FAT/FAT32) as the USB was previously formatted.
6. If unable to get Mod G, suggest finding a used Windows 7 laptop (less than \$100USD from commercial sources).
7. If operators have an IT department, make sure they are not blocking/stripping/modifying the download. This is sometimes hard to convince IT because the NavDB comes in an executable. Easy way around that is to do it at home on a computer with Windows 7 operating system or to get a dedicated computer that is strictly for database creation.

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2. Where can I download the OneNav+ tool?

1. Access Software & Data Services (ASDS) website: ads.Honeywell.com
2. Scroll down the page and click on TOOLS tab
3. Click on the link for the “Installer – Windows only...”
4. Follow Installation guide instructions



The screenshot displays the 'Subscribed Software / Services' page on the ASDS website. The 'Tools' tab is selected in the left-hand navigation menu. The main content area shows a notification for 'OneNav+ 2.16.0 is here!' with a link to an 'Important OneNav+ Applications Notice'. Below this, there is a link for the 'Installer - Windows only v2.16.0 July 18 2023'. The text describes OneNav+ as a desktop tool for interpreting binary data, used for downloading, decoding, comparing, exporting, and creating loadable files (FMS) and EGPWS. Further down, there are links for 'Release Notes - Windows v2.16.0 July 18 2023', 'Installation Guide', and 'OneNav+ Features'.

Subscribed Software / Services a

NavDB TerrDB Select Product ▾

Updates

Links

Product Specific Info

Tools

Flight Info

Documents

Forms

OneNav+ 2.16.0 is here!

[Important OneNav+ Applications Notice](#)

Please read important OneNav+ Notice.

[Installer - Windows only v2.16.0 July 18 2023](#)

OneNav+ is a desktop tool which interprets the binary data that Honeywell produces. It is also used to create loadable (FMS) and EGPWS.

[Release Notes - Windows v2.16.0 July 18 2023](#)

This document lists down the improvements that were incorporated.

[Installation Guide](#)

OneNav+ Features

[OneNav+ Features](#)

ASDS Frequently Asked Questions

3. Why won't my NZ-2000 go into DUAL MODE?

Requirements in order to be in DUAL mode:

1. NZ software version must be identical
2. Nav DB and cycle must be identical
3. Custom DB must be identical
4. ACDB Must be identical
5. FMS positions must be within 10NM
6. Configuration pins must be identical

Select PROBLEMS in the lower right hand side of the CDU page and see what messages are displayed for each FMS. Reload the database that is displayed. NAV DB and ACDB are obtained from the NAV DB dataset from the website; the CUSTOM DB is obtained by transferring the database from one FMS to the other FMS.

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4. Why are my VSPEED Pages missing? TAKEOFF and LANDING prompts on DEPARTURE RUNWAYS and ARRIVAL pages are also missing.

The VSPEED Label page must be reconfigured . This is typically an issue on a new Nav Computer, after reloading the Aircraft Database, or replacing the battery. To configure these pages, perform the following:

1. Press NAV key
2. Press NEXT key
3. Select MAINTENANCE prompt
4. Press NEXT key
5. Select SETUP prompt
6. Select VSPD LABELS prompt
7. Modify T.O. VSPEED LABELS as required
8. Select SAVE prompt
9. Press NEXT key
10. Modify LDG VSPEED LABELS as required
11. Select SAVE prompt

Note: Inverse Video prompts (Black letters on a colored background) indicate that the V-Speed labels are present but not saved.

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5. After downloading the nav DB file from the ASDS website, I don't see an ACDB file, ".lrn", for the GIV among the other files. Why is that?

A performance computer, PZ-800 PN 7004609-XXX, is used on the GIV. There is no need to download an ACDB like other BGA platforms, since the performance data is hard-coded in the PZ-800. Customer only needs to load the NAV DB.

ASDS Frequently Asked Questions

6. Where can I find a list of the FMS fault codes and messages that can be displayed on the CDU scratchpad?

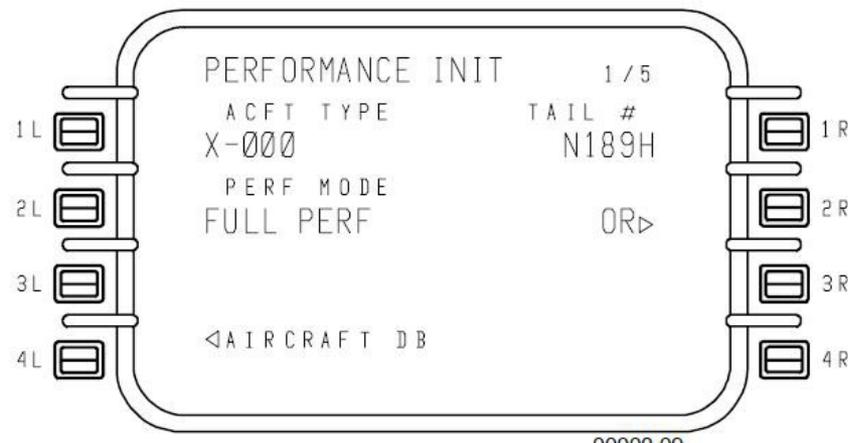
You can find a list of the messages generated by the FMS that are displayed in the scratchpad and illuminate the MSG light on the CDU in Table 2-3 of the FMZ-2000 Flight Management System Description and Installation Manual.

Refer to Publication Number A09-3642-002.

ASDS Frequently Asked Questions

7. PERFORMANCE INIT PAGE is showing pages 1/1 instead of 5/5 for FULL PERFORMANCE MODE, why are pages missing?

1. On the first PERFORMANCE INIT page, make sure that on **line 1L** , the correct **Aircraft Type (ACFT TYPE) is displayed**. If no aircraft data base has been loaded, this line is blank. The aircraft type is loaded from the aircraft data base.
2. Ensure that **Aircraft tail number (TAIL #) is displayed on line 1R**. The tail number must be entered in this field before going to the next page.



Refer to FMZ (FMS) Software Versions NZ 6.1 and 6.2 Pilot's Guide (Performance 5-9)
D200802000002

ASDS Frequently Asked Questions

8. Why is TOLD DB INVALID displayed on a Citation X After Navigation Database Load?

The Citation X is the only installation that uses a loadable TOLD database (others are hard coded). The 16MB memory allocation in the FMS is used by not only navigation database but also this TOLD database. Therefore, it's necessary to ensure the navigation database + TOLD database do not exceed 16MB. If not, loading of the navigation database will overwrite a portion of the TOLD database, or the TOLD database will overwrite a portion of the navigation database.

To keep the NavDB within allowable limit, the database group created the following NavDB identifiers for specific IC-810 part numbers:

1. 7017300-31554, -31564: Original NZ6.1 versions that used the N67 navigation database ident, **now must use T67**, which shows up as WLDTL60 on the NAV IDENT page of the CDU.
 - a) For Primus Elite operators, T67 is part of the E_9
 - b) Primus Elite Advanced Features (PEAF) operators use A_9
 - c) CDSR operators use C_9

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2. 7017300-31574: Used the N6A navigation database ident, **now must use T6A**, which shows up as WLDTALT on the NAV IDENT page of the CDU.
 - a) For Primus Elite operators, T6A is part of the E_A
 - b) Primus Elite Advanced Features (PEAF) operators use A_A
 - c) CDSR operators use C_A

3. 7017300-31584: NZ6.2.1 version that used the N62 navigation database ident, **now must use T62**, which shows up as WLDT6.2 on the NAV IDENT page of the CDU.
 - a) For Primus Elite operators, T62 is part of the E_B
 - b) Primus Elite Advanced Features (PEAF) operators use A_B
 - c) CDSR operators use C_B

If operators see this issue, they are encouraged to contact the database group with their IC-810 part number to ensure their account has the correct database:

DSA@honeywell.com, (800) 247-0230 or (602) 436-6739

ASDS Frequently Asked Questions

9. Where can I find the procedures on loading the NavDB to the NZ-2000?

Loading procedures are found in the pilot handbook for the appropriate aircraft. Refer to the Pilot Gateway (pilots.Honeywell.com) or Technical Publications (myaerospace.com)

ASDS Frequently Asked Questions

10. How do I know which FMS database I should use for my NZ-2000?

Database Service Bulletin DSB201505001 contains the database configuration tables

1. Access the Software & Data Services (ASDS) website: ads.Honeywell.com
2. Scroll down the page and click on FLIGHT INFO tab
3. Click on ALERTS/NOTICES
4. Click on link for DSB201505001...

ASDS Dashboard > Alerts And Notices

Aerospace Software and Data Services (ASDS)

Please select your preference

Honeywell Notices and Bulletins Jeppesen NavData Alerts

Lufthansa NavData Addendums Lufthansa Flight Safety Alerts

	HT
Honeywell Notices and Bulletins	

[Link to Current SILs](#) ✓

[DSB201505001 - Tables to Determine Which NavDB is Appropriate for a Specific Aircraft Configuration](#)