



**ALERT**

## **SERVICE BULLETIN**

**NUMBER:** SB 500-23-001, REV A  
**MODEL:** ECLIPSE EA500  
**SUBJECT:** AVIO NG KTR 2280 MULTI-MODE DIGITAL RADIO UPGRADE

### **1. PLANNING INFORMATION**

#### **A. Effectivity**

Aircraft Serial Number 000105.

#### **B. Reason**

This Service Bulletin is based on the mandatory Honeywell Service Bulletin SB KTR 2280–SW1 which identifies a TSO noncompliance issue.

#### **C. Description**

This Service Bulletin replaces the KTR 2280 Multi-Mode Digital Radios (MMDR) with radios with factory upgraded software.

#### **D. Relevant Publications**

Aircraft Maintenance Manual (AMM) P/N 06-117751, latest revision.

See Appendix A, Honeywell Service Bulletin SB KTR 2280-SW1. Revision 0, 10 Jan 2008

#### **E. Compliance**

Eclipse Aviation Corporation considers this to be a mandatory modification that must be accomplished within 50 hours or 90 days, whichever ever comes first, from the issue date of this SB.

Compliance with this Service Bulletin constitutes compliance with Honeywell Service Bulletin SB KTR 2280-SW1.

#### **F. Approval**

This Service Bulletin is based on engineering data that is FAA-approved, and the modification herein complies with the applicable regulations.

#### **G. Labor Requirements**

The following information is for planning purposes only.

(1) Estimated labor hours to perform:

Suggested number of personnel: 1

Primary Flight Displays Removal: 0.5 Hours

MMDR Removal: 0.5 Hours

MMDR Installation: 0.5 Hours

Primary Flight Displays Installation: 0.5 Hours

Left and right VHF Comm Adjustment/Test : 0.5 Hours

Left and right Nav Radio Adjustment/Test: 0.5 Hours

Left and right PFD Adjustment/Test: 3 Hours

**Total labor hours: 6 Hours**

The above is an estimate based on properly equipped and experienced personnel complying with this Service Bulletin. Actual labor hours may vary depending on workforce experience, concurrent maintenance, discovery of other discrepancies, etc.

## SERVICE BULLETIN

- (2) Qualification of personnel:
- A person properly authorized under 14 CFR 43 to perform aircraft maintenance.

**H. Weight and Balance Change**

None

**I. Electrical Load Data Change**

None

**J. References**

Aircraft Maintenance Manual (AMM) P/N 06-117751, latest revision.

Honeywell Service Bulletin SB KTR 2280-SW1

**2. MATERIAL INFORMATION**

**A. Materials**

Order Serialized Parts below.

(1) **Serialized Parts**

Serialized parts must be ordered separately.

Part Number	Description	Qty / Unit of Issue
069-01037-0101	KTR 2280 Multi-Mode Radio, SW MOD 01/03	2 EA.

**B. Interchangeability/Intermixability of Parts**

None

**3. ACCOMPLISHMENT INSTRUCTIONS**

**A. Procedure**

- (1) Make aircraft safe for maintenance. Refer to AMM 20-00-01 MAKE SAFE FOR MAINTENANCE.

NOTE: When removing the PFDs to gain access to the MMDRs. If PFDs have sufficient service loop in the electrical harness, disengage PFD s from the instrument panel but do not disconnect the electrical connect on the PFDs. This will reduce the time required due to not having to do the Adjustment/Test of the PFDs.

CAUTION: DO NOT PUT EXCESSIVE STRAIN ON THE PFD HARNESSSES.

- (2) Remove left MMDR. Refer to AMM 23-10-12 COMMUNICATIONS RADIO REMOVAL

NOTE: Make sure that the software version on the label on the MMDR is SW MOD 01/03.

- (3) Install left replacement MMDR. Refer to AMM 23-10-12 COMMUNICATIONS RADIO INSTALLATION.

NOTE: Make sure that the software version on the label on the MMDR is SW MOD 01/03.

- (4) Remove right MMDR. Refer to AMM 23-10-12 COMMUNICATIONS RADIO REMOVAL

- (5) Install right replacement MMDR. Refer to AMM 23-10-12 COMMUNICATIONS RADIO INSTALLATION.

## **SERVICE BULLETIN**

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- (6) If all other maintenance is complete, return aircraft to service. Refer to AMM 20-00-02 RETURN TO SERVICE (AFTER MAINTENANCE).

**B. Limitations and Procedures**

None

**C. Parts Disposition**

Return removed MMDRs to Eclipse Aviation.

**D. Cost**

Parts and Labor will be supplied by Eclipse Aviation Corporation at no charge to the aircraft owner. This Service Bulletin must be accomplished at an Eclipse Aviation Service Center.

**4. RECORD OF COMPLIANCE**

Upon completion of this Service Bulletin, make an appropriate maintenance-record entry specifying the Service Bulletin number.

**5. NOTIFYING ECLIPSE AVIATION**

On completing this service bulletin, the operator/maintainer shall complete the attached Compliance Record and send it to Eclipse Aviation via regular mail, fax, or e-mail.

MAILING ADDRESS	Eclipse Aviation Corporation ATTN: Customer Care 4100 Aerospace Parkway Albuquerque, NM 87121
FAX	1-505-241-8802
E-MAIL	customer care@EclipseAviation.com

**6. APPENDIX A.**

# Honeywell

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## SERVICE BULLETIN

34 Navigation – KTR 2280 Multi-Mode Digital Radio – To prevent loss of parameters stored in nonvolatile memory

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10 Jan 2008

Revision 0, 10 Jan 2008

# SB KTR 2280-SW1

Page 1 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

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10 Jan 2008

Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 2 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

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10 Jan 2008

Revision 0, 10 Jan 2008

# SB KTR 2280-SW1

Page 3 of 9

Publication Number 605-10640-0010

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# Honeywell SERVICE BULLETIN

KTR 2280

## Transmittal Information

Honeywell Publication Number 605-10640-0010

### Summary

This is the initial release of this bulletin.

### Revision History

Original issue.

**Service Bulletin Revisions**  
**Table 1**

<b>Revision</b>	<b>Date of Release</b>
Initial Release	10 Jan 2008

10 Jan 2008

Revision 0, 10 Jan 2008

# SB KTR 2280-SW1

Page 4 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

### 1. Planning Information

#### A. Effectivity

KTR 2280 units P/N 069-01037-0101, S/N 1560 and below. Units with serial numbers above those stated have Software 0103 incorporated during original manufacturing or during the factory upgrade.

#### B. Concurrent Requirements

Not applicable.

#### C. Reason

This bulletin gives information about Software 0103.

It has been determined that some KTR 2280 units may experience loss of the parameters that are stored in Non-Volatile- Memory (NVM). This problem only occurs during power-up of the unit. When this condition occurs the unit could experience any or all of the following problems:

- The unit can enter an un-flagged operational mode where the glideslope deflection shows a fly-up offset when on glide path and an even greater fly-up command when below glide path.
- The VHF communications transmitter will no longer function.
- The VHF communications receiver sensitivity will degrade.
- Other anomalies could include reversion of ADF QE offset to "zero" and ADF Top/Bottom to "bottom". Both of these ADF anomalies could mean navigation errors especially for top-mounted installations.

To validate that the unit is operating properly the user may check for COM transmit operation before flight via a radio check with the tower or another aircraft. If no tower or other aircraft is available, the alternative is to listen carefully for sidetone while transmitting. If side tone is not present the unit is not transmitting and should be considered a failed unit. The lack of COM operation would indicate the failure mode described above has occurred.

Software 0103 is all-inclusive, and contains all the changes necessary to update any previously produced KTR 2280.

10 Jan 2008

Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 5 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

**D. Description**

This is a factory software upgrade only.

**E. Compliance**

Accomplishment of this modification is **mandatory** and must be accomplished at the earliest opportunity.

**F. Approval**

This modification does not affect the original approval.

**G. Manpower**

Not Applicable

**H. Weight and Balance**

Not applicable.

**I. Electrical Load Data**

Not applicable.

**J. Software Accomplishment Summary**

Not applicable.

**K. References**

KTR 2280 Component Maintenance Manual, P/N 006-15654-XXXX, ATA Number 34-55-01.

**L. Other Publications Affected**

None.

**M. Interchangeability or Intermixability of Parts**

Not applicable.

10 Jan 2008

Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 6 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

### 2. Material Information

#### A. Material - Price and Availability

Not Applicable - Factory Mod Only.

#### B. Industry Support and Warranty Information

Warranty credit or payment has been authorized for the modification of units that are still under the original new product warranty.

#### C. Material Necessary for Each Component

Not applicable.

#### D. Material Necessary for Each Spare

Not applicable.

#### E. Reidentified Parts

Not applicable.

#### F. Tooling - Price and Availability

Not applicable.

10 Jan 2008

Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 7 of 9

Publication Number 605-10640-0010

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## SERVICE BULLETIN

KTR 2280

### 3. Accomplishment Instructions

#### A. Disassembly

Not Applicable - Factory Mod Only.

#### B. Modification

Not Applicable - Factory Mod Only.

#### C. Reassembly

Not Applicable - Factory Mod Only.

#### D. Identification

A new Software ID Tag, P/N 057-05287-0103, in place of the old tag will indicate the change to SW ID 0103.

#### E. Testing

Not Applicable - Factory Upgrade Only.

Because this is only an upgrade of the operating software, and not a repair to a failed unit, it is not necessary to complete a Return to Service Final Test. An FAA Form 8130-3 or equivalent should not be necessary.

10 Jan 2008

Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 8 of 9

Publication Number 605-10640-0010

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# Honeywell SERVICE BULLETIN

KTR 2280

10 Jan 2008  
Revision 0, 10 Jan 2008

## SB KTR 2280-SW1

Page 9 of 9

Publication Number 605-10640-0010

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**SERVICE BULLETIN COMPLIANCE RECORD**

**SB 500-23-001, Rev A: Avio NG KTR 2280 Multi-Mode Digital Radio Upgrade**

MODEL \_\_\_\_\_ AIRPLANE S/N \_\_\_\_\_ REG. NO. \_\_\_\_\_ TOTAL TIME \_\_\_\_\_ (HOURS)

OWNER NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

TELEPHONE NO. (\_\_\_\_) \_\_\_\_\_ FAX NO. (\_\_\_\_) \_\_\_\_\_

**COMPLIANCE WITH SB 500-23-001, Rev A**

**DESCRIPTION OF WORK PERFORMED**

(Inspection | Modification | Repair | Option Installation | Defect or Damage Found, if applicable)

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Compliance with this Service Bulletin constitutes compliance with Honeywell Service Bulletin SB KTR 2280–SW1. Revision 0, 10 Jan 2008.

DATE \_\_\_\_\_

WORK PERFORMED

BY \_\_\_\_\_ (PRINTED)

\_\_\_\_\_ (SIGNATURE)

COMPANY \_\_\_\_\_

ADDRESS \_\_\_\_\_

TELEPHONE \_\_\_\_\_ FAX \_\_\_\_\_