



## EASA Safety Information Bulletin

**SIB No.:** 2009-06R1  
**Issued:** 26 May 2009

**Subject:** Rockwell-Collins GPS Receiver – Date Roll-Over Anomaly.

**Ref. Publications:** Rockwell Collins Service Information Letters:  
 GNLU-910/910A SIL 08-1 [523-0817133-001000]  
 GLU-920 SIL 08-1 [523-0816685-001000]  
 GLU-920 SIL 08-2 [523-0817135-001000]  
 GLU-925 SIL 08-2 [523-0817136-001000]  
 GNLU-930 SIL 08-1 [523-0816695-001000]  
 GPS-4000( )-08-1 [523-0817051-001000]

Rockwell-Collins Service Bulletins:  
 GLU-920-34-25 Revision 2 [523-0816584-201000]  
 GLU-920-34-26 Revision 1 [523-0816585-101000]  
 GLU-920-34-27 [523-0817076-001000]  
 GLU-925-34-4 Revision 2 [523-0816586-201000]  
 GLU-925-34-5 [523-0817169-001000]  
 GNLU-930-34-2 [523-0816638-001000]  
 GPS-4X00( )-34-9 Revision 1 [523-0816637-101000]

**Description:** Rockwell-Collins has informed EASA of a software anomaly in certain Multi-Mode Receivers (MMR) as listed in the applicability section below. This anomaly creates a time “roll-over” at midnight on 20 / 21 June 2009, where the receiver will compute and report the date approximately 19.7 years in error, except where the MMR is:

- Powered during the 00:00 GMT transition from 20 to 21 June 2009, and
- Provided with the correct date by an on-board source, such as a Flight management System or flight deck clock.

**Note:** On many aircraft carrying a third MMR, this MMR is used to provide ILS/VOR data only and is not connected to a GPS antenna. If this is the case, the GPS date will not be updated.

The anomaly does not affect position, integrity and time of day data provided by the MMR.

The anomaly may affect the following functions:

- FANS/CPDLC – The ATC Datalink function will be unavailable.
- FMS – NAV Database Out of Date messages.
- BITE – The fault history in equipment may have an incorrect date.
- Maintenance, condition monitoring systems – Possible loss of data due to incorrect date-stamp.
- ACARS – Incorrect date.
- Flight Deck Clocks – May synchronize with the MMR date and display an incorrect date.
- FDR/CVR – Incorrect date-stamp.

EASA strongly recommends operators of the affected aircraft to take the following actions:

- Contact Rockwell-Collins to establish a modification program.
- Carefully evaluate information provided by the manufacturer of their aircraft and comply with their recommendations.
- Develop mitigation plans for the loss of capability to perform FANS/CPDLC operations.
- Develop mitigation plans for fault detection and correction, maintenance scheduling and aircraft condition monitoring.

**Applicability:**

Multi-Mode Receivers, models GNLU-910, GNLU-910A, GLU-920, GLU-925, GNLU-930, GPS-4000A and GPS-4000S.

These units are known to be installed on, but not limited to, Boeing 737, 747, 757, 767 and 777 series aeroplanes, Airbus A300-600, A310, A320, A330, A340 and A380 series aeroplanes and Bombardier Inc. (formerly Canadair) CL-600 series aeroplanes. See the referenced Rockwell Collins Service Bulletins for specific applicability information.

**Contacts:**

For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

Copies of the service publications referenced in this SIB may be obtained upon request from Rockwell-Collins Inc., Commercial Systems Customer Service, 400 Collins Road N.E., Cedar Rapids, Iowa 52498, United States of America, Telephone +1 319-295-5000  
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Email [customerservices@rockwellcollins.com](mailto:customerservices@rockwellcollins.com).