

Advisory Wire

REFERENCE NO:	AW700-27-0796 Rev 1	INFORMATION TYPE:	Maintenance Operational
ATA:	27-04	EFFECTIVITY:	Global 7500 aircraft (70006 – 79999)
SUBJECT:	Trim and overspeed indication issue		

1. REFERENCES:

- 1.1. Flight Operation Notifications Manual (FON) FCTL-009 Erroneous Trim and Overspeed Indications reference, published on Dec 16, 2020.

2. INTRODUCTION:

Revision 1 of this Advisory Wire is to inform the operators of the release of FON (Ref 1.1.). Bombardier has been informed that one aircraft experienced an incorrectly displayed overspeed condition, frozen flight control indications on the FLT CTRL synoptic page and frozen trim indications during flight. The erroneous overspeed condition required pilot intervention to slow the aircraft to within displayed limits. The aircraft landed safely and the indication in question was quickly restored. Data review confirmed that the trim and the flight controls were always fully operational and responded to pilot commands.

3. DESCRIPTION:

Bombardier has identified this as a rare isolated anomaly triggered during the Fly By Wire (FBW) system Power up Built in Test (PBIT), which was initiated on the ground prior to the flight. The automatic PBIT sequence was interrupted by the hydraulic system, which had been switched ON and OFF before completion of the FBW PBIT, followed by the simultaneous alignment of two Inertial Reference Units (IRU). This resulted in certain display/EICAS output parameters, from 1 out of the 3 Primary Flight Control Computer (PFCC), remaining frozen at their on-ground value (landing gear down and flap 0 configuration). For this occurrence, the crew became aware of the anomaly after the affected PFCC became the PFCC in Command (PIC) during the descent.

4. ACTION:

The circumstances that lead to this situation can be avoided by ensuring hydraulic power is not applied before the FBW system PBIT has been completed. FBW system PBIT completion can be confirmed by the posting and subsequent removal of the FLT CTRL IN TEST (A) EICAS message.

If the FLT CTRL IN TEST (A) activity has been interrupted for any reason, or it is uncertain if it has been interrupted, power down the aircraft and restart the Power Up sequence.

This condition will be resolved in a future FBW system software update.

Should the anomaly occur in flight, refer to the Flight Operations Notification (FON) (REF 1.1)

Should you have any questions pertaining to this AW or require additional information, please contact your Bombardier Field Service Representative (FSR) or the Customer Response Centre.