

Advisory Wire

REFERENCE NO: AW700-32-0823 Rev1

INFORMATION
TYPE:

Maintenance
Operational

ATA: 32-10

EFFECTIVITY: Global 7500 aircraft

**SUBJECT: Main Landing Gear Doors Do
Not Close After Gear Extension**

1. REFERENCES:

- 1.1. AFM Non-Normal Procedures L, Nose, R MAIN GEAR DOOR (Caution) 03-10-6, 03-10-9
- 1.2. FCOM1 Non-Normal Procedures L, Nose, R MAIN GEAR DOOR (Caution) 03-10-8, 03-10-11
- 1.3. QRH2 GEAR Caution Procedures L, Nose, R MAIN GEAR DOOR 10-8, 10-9, 10-12
- 1.4. AMP BD700-A-J32-00-00AAA-740A-A Landing gear doors close after access procedure
- 1.5. Flight Operations Notification (FON) GEAR-002-NC [L-R MAIN GEAR DOOR] (Caution amber) Main Landing Doors do not close after gears extension

2. INTRODUCTION:

This Advisory Wire is to inform Operators that the following landing gear condition has been reported:

Main Landing Gear (MLG) doors do not close after gear extension and condition is accompanied with L-R MAIN GEAR DOOR Caution CAS message.

Revision 1 of this Advisory Wire is to inform operators of the release of FON (ref 1.5)

3. DESCRIPTION:

By design, during the gear extension sequence, if one of the proximity sensors does not report its state (near or far) within 2 milliseconds, the Landing Gear and Steering Control Unit (LGSCU) will change its controlling channel. When a channel change occurs, the ground personnel security feature embodied in the software of the LGSCU will then prevent the gear doors closing sequence continuation, resulting in the inboard MLG doors remaining open and accompanied with L-R MAIN GEAR DOOR Caution CAS message.

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4. ACTION:

Bombardier recommends the Flight Crew be familiar with the applicable flight manual procedures (Ref 1.1 to 1.3) should a L/R MAIN GEAR DOOR Caution CAS message be posted shortly after the gear extension.

During the post-flight inspection, Bombardier recommends to visually inspect the gear doors that remained opened after landing to confirm there is no damage or obstruction that would prevent the door from closing. The door can then be closed using the Gear Door Close button from the ground communication panel in accordance with the AMP or FCOM procedure (Ref 1.4, 1.5). The LGSCU channel switching condition can be acknowledged provided there is no CAS message posted after the completion of the door closing sequence. The system's integrity is checked during the door closing sequence and therefore, no further maintenance action is required.

Bombardier is currently working with the vendor on an LGSCU software update to extend the time delay for the proximity sensors reporting state before LGSCU channel swap, alleviating this condition. Updates will be communicated via a revision to this AW.

Should you have any questions pertaining to this AW or require additional information, please contact your Bombardier FSR or the CRC.