



AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) to ADs.

Number:

CF-2018-02

Effective Date:

29 January 2018

ATA:

32

Type Certificate:

A-131

Subject:

Landing Gear – Main Landing Gear Orifice Support Tube Fracture

Applicability:

Bombardier Inc. aeroplanes:

Model CL-600-2C10, serial numbers 10003 through 10345,
Model CL-600-2D15 and CL-600-2D24, serial numbers 15001 through 15429,
Model CL-600-2E25, serial numbers 19001 through 19052

Compliance:

As indicated below, unless already accomplished.

Background:

Five cases of fractured Main Landing Gear (MLG) Orifice Support Tube (OST) have been reported. Subsequent analysis determined that the MLG OST is unable to withstand the loads generated during a hard landing event. A MLG OST fracture cannot be detected during routine maintenance and if not corrected, a fractured MLG OST can lead to aeroplane structural damage and/or collapse of the MLG.

This AD mandates the replacement of the existing MLG OSTs with a re-designed part, and the implementation of a new airworthiness limitation task.

Corrective Actions:

Part I: Replacement of MLG OSTs

Replace each MLG OST in accordance with Bombardier Service Bulletin 670BA-32-058, dated 26 September 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

Aeroplane	Compliance Time
Model CL-600-2C10 aeroplanes	Within 21 000 flight cycles from the effective date of this AD, or before accumulating 40 000 flight cycles, whichever occurs first
Model CL-600-2D15 and CL-600-2D24 aeroplanes equipped with MLG OST that have accumulated less than 23 100 flight cycles as of the effective date of this AD	Within 20 000 flight cycles from the effective date of this AD, or before accumulating 29 100 flight cycles, whichever occurs first

Model CL-600-2D15 and CL-600-2D24 aeroplanes equipped with MLG OST that have accumulated 23 100 flight cycles or more, as of the effective date of this AD	Within 6000 flight cycles from the effective date of this AD
Model CL-600-2E25 aeroplanes	Before accumulating 20 000 flight cycles

Part II: New Airworthiness Limitations Task

As of the effective date of this AD, Airworthiness Limitations (ALI) 32-11-09-703, as introduced in the Maintenance Requirement Manual (MRM) Part 2 ALI, Revision 17, dated 20 December 2016, is applicable to the aeroplane type design. Accomplish all maintenance tasks within the thresholds and intervals specified by the ALI. Within 30 days from the effective date of this AD, amend the maintenance schedule by incorporating the ALI tasks indicated above.

Compliance in accordance with superseding temporary revisions or later revisions of the Airworthiness Limitations section of the MRM, approved by Transport Canada, also satisfy the requirements of Part II of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Craig McAllister
Acting Chief, Continuing Airworthiness
Issued on 16 January 2018

Contact:

H. Tsai, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.