



No.	CF-2002-41	1/2
Issue Date	20 September 2002	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

Number: CF-2002-41

Subject: Bombardier CL-600-2B19 "Regional Jet" – Main Landing Gear Side-Brace Fitting Shaft

Effective: 25 October 2002

Applicability: Bombardier CL-600-2B19 (CRJ), serial number 7003 through 7651.

Compliance: At the next scheduled 'C' check but not later than 30 June 2004, unless already accomplished.

Background: Two reports of fractures of the main landing gear (MLG) side-brace fitting shafts on Challenger CL-604 aircraft have been received. The fractures were caused by corrosion on the forward side of the side-brace fitting shafts. The CRJ-100 and Challenger CL-604 aircraft use the same side-brace fitting shaft. A fleet sampling program has indicated that side-brace fitting corrosion may also develop in the CRJ-100 installation.

Corrective Actions:

1. Carry out the following in accordance with the Accomplishment Instructions of Bombardier Alert Service Bulletin(ASB) A601R-57-036, Revision B, dated 04 July 2002, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
 - (a) Remove the side-brace fitting shafts (P/N 601R10237-1) from the LH and RH main landing gear (MLG) side-brace fitting.
 - (b) Visually inspect the removed side-brace fitting shafts for corrosion.
 - (c) If no corrosion exists, reinstall the removed side-brace fitting shaft using Mastinox and new nut P/N B0203053-16.
 - (d) If corrosion is found on the side-brace fitting shafts:
 - (i) Prior to further flight, install replacement side-brace fitting shafts.
 - (ii) Document the extent of the corrosion by completing the Report Data Sheet (RDS) detailed in Appendix A of the above referenced ASB. Forward the RDS to Bombardier within 30 days.
 - (e) Visually inspect the forward and aft bushings in MLG side-brace fittings for gouges, scores, corrosion, excessive wear and other damage. If the bushing in the MLG side-brace fitting is damaged, or corroded or if the bore surface roughness of the bushing is rougher than 63µ in. (1.6µm), prior to further flight, contact Bombardier for bushing replacement instructions.

- (f) Reconnect the MLG side-brace fitting, using Mastinox and new nut P/N B0203053-16.
2. Inspections and parts replacement carried out in accordance with Bombardier ASB A601R-57-036, dated 30 April 2002, or ASB A601-57-036, Revision A, dated 17 May 2002 also satisfy the requirements of this directive.

Authorization: For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Ian McLellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca or any Transport Canada Centre.