



No.	<b>CF-2003-02</b>	1/1
Issue Date 15 January 2003		

# 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-2003-02

**Subject:** Bombardier CL-215T/CL-415 - Engine Rear Mount Struts

**Effective:** 28 February 2003

**Replacement:** This directive supersedes and cancels Airworthiness Directive CF-92-22 issued on 17 November 1992.

**Applicability:** Bombardier Inc. CL-215T and CL-415 aircraft fitted with engine rear mount struts, part numbers (P/Ns) 87110016-009 and 87110016-011.

**Compliance:** When indicated, unless already accomplished.

**Background:** Due to the failure of engine rear mount struts on another aircraft type which incorporate the identical engine mount structure as for CL-215T and CL-415 aircraft, Airworthiness Directive (AD) CF-92-22, effective on 29 December 1992, was issued requiring incorporation of new engine rear mount struts (P/N 87110016-009 or -011) within two years from the effective date of the AD. These newer welded struts were supposed to provide terminating action to AD CF-92-22; however, these newer welded struts have been reported to fail in service.

Failure of the engine rear mount strut could result in a degradation of the integrity of the engine/nacelle installation. This directive introduces a repetitive detailed visual inspection of the engine rear mount struts. In addition, this directive also provides terminating action to this repetitive inspection requirement if the struts are replaced with new machined struts, P/N 87110047-001.

**Corrective Actions:**

1. Within 50 hours air time after the effective date of this directive, perform a detailed visual inspection for cracks in the affected engine rear mount strut assemblies listed in the Applicability of this directive on both the left and right engine nacelles in accordance with Bombardier Alert Service Bulletins 215-A3111 (for Model CL-215T), or 215-A4287 (for Model CL-415), as applicable, both at Revision 2, and dated 5 December 2002, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
2. Subsequently, repeat the inspection detailed in paragraph 1 above at intervals not to exceed 250 hours air time.
3. Replace cracked struts prior to further flight.
4. Installation of one new machined strut, P/N 87110047-001, in a nacelle increases the repeat inspection interval required in paragraph 2 above to 500 hours air time for that nacelle only.
5. Replacement of both engine rear mount struts in a nacelle with the new machined struts, P/N 87110047-001, terminates the repetitive inspection requirements as specified in paragraph 2 or 4 of this directive for that nacelle only.

**Authorization:** For Minister of Transport

R. William Taylor  
Acting Chief, Continuing Airworthiness

**Contact:** Mr. Anthony Wan, Transport Canada, Continuing Airworthiness, Ottawa, telephone (613) 952-4410, facsimile (613) 996-9178 or e-mail wana@tc.gc.ca or any Transport Canada Centre.