



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-2017-34

Effective Date:

2 November 2017

ATA:

32

Type Certificate:

A-131

Subject:

Landing Gear – Inspection of the Main Landing Gear Retraction Actuator Bracket and Associated Pins for Corrosion

Applicability:

Bombardier Inc. aeroplanes:

Model CL-600-2C10, serial numbers 10002 and subsequent;
Model CL-600-2D15 and CL-600-2D24, serial numbers 15001 and subsequent;
Model CL-600-2E25, serial numbers 19001 and subsequent.

Compliance:

As indicated below, unless already accomplished.

Background:

There have been in-service reports of corrosion on the main landing gear (MLG) retraction actuator bracket and its associated pins. Bombardier's investigation determined that the corrosion is the consequence of inadequate corrosion protection being applied during production. Undetected corrosion on the MLG retraction actuator bracket and its associated pins could result in a MLG collapse.

This AD mandates the inspection of the MLG retraction actuator bracket, its associated pins and hardware, and the mating lugs on the MLG outer cylinder for corrosion. This AD also mandates the replacement of corroded MLG parts and the application of corrosion protection in order to mitigate the risk of MLG collapse.

Corrective Actions:

For any MLG dressed shock strut assembly with part numbers and serial numbers listed in Paragraph 1.A. "Effectivity" of Bombardier (BA) Service Bulletin (SB) 670BA-32-060 Revision A, dated 22 June 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, perform a detailed visual inspection of the retraction actuator bracket, its associated pins and hardware, and the mating lugs on the MLG outer cylinder for evidence of corrosion, and rectify as required before further flight, in accordance with the above-mentioned SB, using the following schedule:

- A. For MLG dressed shock strut assemblies that have accumulated less than 10 000 hours air time from its entry-into-service date and have been in service for less than 60 months from its entry-into-service date, within 6600 hours air time or 39 months, whichever occurs first, from the effective date of this AD; or
- B. For MLG dressed shock strut assemblies that have accumulated less than or equal to 14 000 hours air time from its entry-into-service date and have been in service for less than 84 months from its entry-into-service date, and do not meet the criteria of Paragraph A of this AD, within 4400 hours air time or 26 months, whichever occurs first, from the effective date of this AD, but not to exceed 16 600 hours air time or 99 months, whichever occurs first, from its entry-into-service date; or

- C. For MLG dressed shock strut assemblies that have accumulated more than 14 000 hours air time from its entry-into-service date or 84 months or more from its entry-into-service date, within 2600 hours air time or 15 months, whichever occurs first, from the effective date of this AD.

Incorporation of the initial issue of BA SB 670BA-32-060, dated 2 May 2017, on the left and right MLG dressed shock strut assemblies, as applicable, satisfies the requirements of this AD.

The corrective actions of this AD are **not applicable** for any MLG dressed shock strut assembly with part numbers and serial numbers listed in Paragraph 1.A. "Effectivity" of BA SB 670BA-32-060 Revision A, dated 22 June 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, that satisfies Paragraph D or Paragraph E below:

- D. The following tasks have been accomplished on the MLG dressed shock strut assembly since its entry-into-service date:
1. AMM Task 32-32-05-400-803 or equivalent task in CMM 32-11-05 (CL-600-2C10) or CMM 32-11-06 (CL-600-2D15 and CL-600-2D24) or CMM 32-11-34 (CL-600-2E25); and
 2. AMM Task 32-32-05-400-804 or equivalent task in CMM 32-11-05 (CL-600-2C10) or CMM 32-11-06 (CL-600-2D15 and CL-600-2D24) or CMM 32-11-34 (CL-600-2E25); and
 3. AMM Task 32-32-05-400-805 or AMM Task 32-32-05-400-801 or AMM Task 32-11-05-400-801; and
 4. Applicable only for CL-600-2C10, CL-600-2D15, and CL-600-2D24 equipped with MLG Auxiliary Actuators: AMM Task 32-32-03-400-801 or AMM Task 32-11-05-400-801.
- E. AMM Task 32-32-05-400-806 or AMM Task 32-11-00-610-801 have been accomplished on the MLG dressed shock strut assembly since its entry-into-service date.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Robert Farinas
Acting Chief, Continuing Airworthiness
Issued on 19 October 2017

Contact:

Hilary Ross, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.