



No.	<b>CF-2009-20</b>	1/2
Issue Date <b>01 May 2009</b>		

# 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), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

**Number:** CF-2009-20

**Subject:** Main Landing Gear Torque Link Apex Pin Disengagement

**Effective:** 25 May 2009

**Applicability:** Bombardier Inc. Models:

CL-600-2C10 - serial numbers 10003 and subsequent.

CL-600-2D15 and CL-600-2D24 – serial numbers 15001 and subsequent.

**Compliance:** As indicated below, unless already accomplished.

**Background:** There have been four reports of loose or detached main landing gear torque link apex pin locking plate and the locking plate retainer bolt. This condition could result in torque link apex pin disengagement, heavy vibration during landing, damage to main landing gear components and subsequent main landing gear collapse.

Investigation has determined that incorrect stack-up tolerances of the apex joint or improper installation of the locking plate and apex nut could result in torque link apex pin disengagement. This directive mandates inspection of the torque link apex joint and replacement of the torque link apex nut.

**Corrective Actions:** **A. Inspection of the Torque Link Apex Joint – Applicable to CL-600-2C10 Serial Numbers 10003 through 10223, and CL-600-2D15 and CL-600-2D24 Serial Numbers 15001 through 15035, 15038, 15039 and 15042**

Within 900 hours air time after the effective date of this directive, perform a one-time detailed visual inspection and any required action(s) on the torque link apex joint in accordance with Part A of the Accomplishment Instructions in Bombardier Aerospace Service Bulletin (SB) 670BA-32-019, Revision A, dated 18 September 2008, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Note:

- 1) Inspection performed in accordance with the original issue of SB 670BA-32-019, dated 16 March 2006, satisfies the requirement of Part A of this directive.
- 2) Part A of this directive is not required if Part B of this directive has already been accomplished.
- 3) Part A of this directive is not required if Repair Engineering Order (REO) 670-32-11-0022 or Goodrich Service Concession Request (SCR) 0056-05 has been incorporated.

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or [www.tc.gc.ca/civilaviation/communications/centre/address.asp](http://www.tc.gc.ca/civilaviation/communications/centre/address.asp)

**B. Replacement of the Torque Link Apex Nut – Applicable to CL-600-2C10 Serial Numbers 10003 through 10239, and CL-600-2D15 and CL-600-2D24 Serial Numbers 15001 through 15057**

Within 4,500 hours air time after the effective date of this directive, replace or rework the apex nut in accordance with Part B of the Accomplishment Instructions in Bombardier Aerospace SB 670BA-32-019, Revision A, dated 18 September 2008, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Note: Replace or rework performed in accordance with the original issue of SB 670BA-32-019, dated 16 March 2006, satisfies the requirement of Part B of this directive.

**C. Prohibition of Installation of Certain Main Landing Gear Shock Strut Assembly - Applicable to CL-600-2C10 Serial Numbers 10003 and subsequent, and CL-600-2D15 and CL-600-2D24 Serial Numbers 15001 and subsequent**

1. As of the effective date of this directive, no replacement/spare main landing gear shock strut assembly (P/N 49000-11 through 49000-22) with a serial number in the range 0001 through 0284 (the serial number can start with MA, MAL or MA-) is permitted to be installed on any aircraft unless it has been reworked in accordance with Part B of the Accomplishment Instructions in Bombardier Aerospace SB 670BA-32-019, Revision A, dated 18 September 2008, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.
2. As of the effective date of this directive, no replacement/spare main landing gear shock strut assembly (P/N 49050-5 through 49050-10) with a serial number in the range 1001 through 1114 (the serial number can start with MA, MAL or MA-) is permitted to be installed on any aircraft unless it has been reworked in accordance with Part B of the Accomplishment Instructions in Bombardier Aerospace SB 670BA-32-019, Revision A, dated 18 September 2008, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

Note: Rework performed in accordance with the original issue of SB 670BA-32-019, dated 16 March 2006, satisfies the requirement of Part C of this directive.

**Authorization:** For Minister of Transport, Infrastructure and Communities

Derek Ferguson  
Acting Chief, Continuing Airworthiness

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