



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-2014-10R1

Effective Date:

4 May 2016

ATA:

32

Type Certificate:

A-131

Subject:

Main Landing Gear - Brake Hydraulic Line - Incorrect Connection

Revision:

Supersedes AD CF-2014-10, issued 12 February 2014.

Applicability:

Bombardier Inc. model CL-600-2B19 aeroplanes, serial numbers 7003 and subsequent.

Compliance:

As indicated below unless already accomplished.

Background:

Cases of inboard and outboard hydraulic brake lines connected to the incorrect port of the swivel assembly on the main landing gear were found in service. Cross-connected brake hydraulic lines can cause the brakes and/or the anti-skid system to operate incorrectly. During a high speed rejected take-off, inability for the brakes to operate correctly could be catastrophic. The original issue of this AD mandated the modification to prevent inadvertent cross-connection of the inboard and outboard hydraulic brake lines.

Following the initial release of this AD, operators reported that the modifications required by Bombardier Service Bulletin (SB) 601R-32-110 Rev. NC., dated 19 December 2013, still have a potential for incorrect connection. Subsequently, the SB has been revised to introduce a modified design and this AD revision is issued to mandate the incorporation of the modified design.

Corrective Actions:

1. For aeroplanes that have incorporated Bombardier SB 601R-32-110, Revision NC, dated 19 December 2013, within 6600 hours air time or 37 months, whichever occurs first, from the effective date of this AD, incorporate Bombardier SB 601R-32-110, Revision B, Part B, dated 26 January 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Aeroplanes that have incorporated Bombardier SB 601R-32-110, Revision A, Part B, dated 29 October 2015 meet the intent of this AD, and no further action is required.

2. For aeroplanes that have not incorporated Bombardier SB 601R-32-110, Revision NC, dated 19 December 2013, within 4400 hours air time or 24 months, whichever occurs first, from the effective date of this AD, incorporate Bombardier SB 601R-32-110, Revision B,

Part A dated 26 January 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Aeroplanes that have incorporated Bombardier SB 601R-32-110, Revision A, Part A, dated 29 October 2015 meet the intent of this AD, and no further action is required.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 20 April 2016

Contact:

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