



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-2015-30

Effective Date:

13 January 2016

ATA:

32

Type Certificate:

A-131

Subject:

Landing Gear – Main Landing Gear Door Fairing Seal Interference

Applicability:

Bombardier Inc. model CL-600-2E25 aeroplanes, serial numbers 19002 through 19041.

Compliance:

As indicated below, unless already accomplished.

Background:

Two cases of main landing gear (MLG) failure to fully extend have been reported on model CL-600-2C10/-2D15/-2D24 aeroplanes. Investigation determined that interference between the MLG door and the MLG fairing seal prevented the MLG door from opening.

Although model CL-600-2E25 aeroplanes feature new MLG door design, similar interference between the MLG door and the MLG fairing seal could exist on aeroplanes listed in the Applicability section of this AD. An MLG failing to extend may result in an unsafe asymmetric landing configuration.

This AD mandates the repetitive inspection and rectification, as required, of the MLG fairing and seal, MLG door, and adjacent structures, until the mandatory terminating action is completed.

Corrective Actions:

Part I – Repetitive Inspections

A. Perform Part I, B of this AD using the following schedule:

1. Initially, within 660 hours air time from the effective date of this AD;
2. Subsequently, at intervals not to exceed 660 hours air time.

B. Perform a detailed inspection of the MLG fairing, MLG fairing seal, MLG door and adjacent structures in accordance with Part A of the Accomplishment Instructions of Bombardier Service Bulletin (SB) 670BA-32-041, dated 28 March 2013, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

1. If no damage is found, proceed to Part I, A. 2 of this AD.
2. If damage to the MLG fairing seal is found, complete either Part B or Part C of the Accomplishment Instructions of the above-mentioned SB.
3. If damage to the MLG door is found, either repair using existing approved procedures; complete Part C of the Accomplishment Instructions of the above-mentioned SB; or contact Bombardier Regional Aircraft Customer Response Center for approved repair prior to further flight. This approved repair must specifically reference this AD.

4. For all other damage or missing parts/fasteners found, either repair using existing approved procedures, or contact Bombardier Regional Aircraft Customer Response Center for approved repair prior to further flight. This approved repair must specifically reference this AD.
5. If the MLG door has not been removed, after any required rectification of damage found, proceed to Part I, A. 2 of this AD.
6. If the MLG door has been removed, Part D of the Accomplishment Instructions of the above-mentioned SB must be completed if the MLG door is to be reinstalled.

Part I of this AD is not required if the MLG door has been removed. This alleviation is applicable only to the removed MLG door. The repetitive inspection in accordance with Part I of this AD resumes when the MLG door is reinstalled.

If the compliance time of Part II of this AD is reached at the time of the MLG door reinstallation, complete Part II of this AD.

Part II – Terminating Action

Within 6600 hours air time or 36 months, whichever occurs first, from the effective date of this AD, incorporate Modification Summary BA698T040563 (Installation of a Safety Guide on the MLG Fairing and Increase of the Clearances Between the Main Landing Gear Door and the MLG Fairing). The Accomplishment Instructions of Bombardier SB 670BA-32-049, dated 26 May 2015, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, provides approved instructions for incorporation of the above-mentioned modification.

If the MLG door has been removed at the end of the compliance period of Part II of this AD, incorporation of the above-mentioned modification can be delayed until the MLG door reinstallation. This alleviation is applicable only to the removed MLG door.

Part I of this AD is no longer required after completion of Part II of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 30 December 2015

Contact:

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