



# 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-2016-03R1

**Effective Date:**

18 February 2016

**ATA:**

27

**Type Certificate:**

A-131

**Subject:**

Flight Controls – Flap and Slat Torque Tube Corrosion

**Revision:**

Supersedes AD CF-2016-03, issued on 18 January 2016

**Applicability:**

Bombardier Inc. models:

CL-600-2C10 – serial numbers 10002 through 10342  
CL-600-2D15 and CL-600-2D24 – serial numbers 15001 through 15361; and  
CL-600-2E25 – serial numbers 19001 through 19041.

**Compliance:**

As indicated below, unless already accomplished

**Background:**

There have been a number of reports of corrosion found on the torque tubes in the slat and flap control system. Investigation revealed that the current design of the flap and slat torque tubes do not have proper corrosion protection and are not entirely sealed which leads to moisture ingress and internal corrosion. A corroded tube may rupture resulting in an inoperative slat or flap system, or in a worst case scenario, could result in reduced controllability of the aeroplane. This AD mandates the replacement of affected slat and flap system torque tubes with modified torque tubes.

This AD was revised to add the statement that accomplishment of the initial Service Bulletin (SB) 670BA-27-067, dated 15 January 2015 also meets the requirements of this AD and to correct the editorial error for the release date of SB 670BA-27-067, Revision A.

**Corrective Actions:**

Replace the slat and flap torque tubes in accordance with the Accomplishment Instructions of Bombardier Service Bulletin (SB) 670BA-27-067 Revision A, dated 23 February, 2015, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

Accumulated Aeroplane Time	Schedule
For aeroplanes that have accumulated 28 000 hours air time or less, or 137 months or less in service since new, whichever comes first, as of the effective date of this AD.	Before the aeroplane reaches 34 000 hours air time or 167 months in service since new, whichever comes first.

For aeroplanes that have accumulated more than 28 000 hours air time but not more than 36 000 hours air time or more than 137 months but not more than 176 months in service since new, whichever comes first, as of the effective date of this AD	Within 6000 hours air time or 30 months, whichever comes first, from the effective date of this AD, but before aeroplane reaches 38 000 hours air time or 186 months in service since new, whichever comes first.
For aeroplanes that have accumulated more than 36 000 hours air time or more than 176 months in service since new, whichever comes first, as of the effective date of this AD	Within 2000 hours air time or 10 months, whichever comes first, from the effective date of this AD.

Incorporation of the Bombardier Aerospace SB 670BA-27-067, Initial Issue, dated 15 January, 2015, also meets the requirements of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on 4 February 2016

**Contact:**

Gordanko Jeremic, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, facsimile 613-996-9178 or e-mail [AD-CN@tc.gc.ca](mailto:AD-CN@tc.gc.ca) or any Transport Canada Centre.