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No. CF-96-12R1

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

CF-96-12R1 CANADAIR

Applies to Canadair Model CL-600-2B19 "Regional Jet", Series 100 and 200 aircraft, serial numbers 7003 through 7157.

Compliance is required as indicated.

Corrosion, wear and loss of chrome plating on the main landing gear shock strut upper and lower attachment pins and cracked lower pins have been reported. Continued operation with a cracked attachment pin can result in main landing gear failure. Airworthiness Directive CF-96-12 was issued to mandate interim measures, pending development of the terminating actions specified in this revision.

To prevent main landing gear failure, accomplish the following:

A. Serial Number Check

Within 150 landings after 25 July 1996, unless already accomplished, check the serial number of each main landing gear shock strut lower attachment pin, part number 17144-1.

(i) If the serial number is in the range DCL206 to DCL259, remove and discard the pin(s) prior to further flight. Install new pin(s) with a serial number outside the above range. New pins must be inspected at every "A" check in accordance with the in-situ inspection per part B below.

(ii) If the serial number is outside the range DCL206 to DCL259, proceed to the in-situ inspection of part B.

B. In-situ Inspection

Initially within 150 landings after 25 July 1996, unless already accomplished, and thereafter at every "A" check:

1. Perform the in-situ inspection in accordance with the accomplishment instructions, paragraph 2.B.(1) of Messier-Dowty Service Bulletin (SB) M-DT 17002-32-10, Revision 2, dated 17 July 1996 or later revisions approved by the Director, Aircraft Certification, Transport Canada, Ottawa.

2. Replace cracked pins and unserviceable end caps before further flight. In the event of pin replacement, new pins must be inspected at every subsequent "A" check.

Previous inspections accomplished in accordance with a previous issue of the above service bulletin satisfy the requirements of the in-situ inspection.

C. Detailed Inspection

Initially within 400 landings or 3000 total landings since new, whichever occurs later after 25 July 1996, unless already accomplished, and thereafter at intervals not exceeding 2000 landings:

1. Perform the detailed inspection in accordance with the accomplishment instructions, paragraph 2.B.(2) of the above noted Messier-Dowty service bulletin.

2. Replace before further flight, cracked attachment pins and other parts found to be unserviceable.

Previous inspections accomplished in accordance with a previous issue of the above service bulletin satisfy the requirements of the detailed inspection.

D. Incorporation of a New Type Pin

Within 6 months after the effective date of this directive, unless already accomplished, install new main landing gear shock strut upper and lower attachment pins in accordance with Canadair SB 601R-32-065, dated 11 November 1996, and the accomplishment instructions of the Messier-Dowty SB M-DT 17002-32-12, dated 6 November 1996, or later revisions of these bulletins approved by the Director, Aircraft Certification, Transport Canada, Ottawa.

The inspection requirements of parts A, B and C of this directive may be discontinued upon installation of new pins in accordance with part D above.

Non-destructive testing (NDT) must be accomplished in accordance with the instructions provided or references referred to in the above-noted Messier-Dowty service bulletins. Where instructions require dye penetrant inspections (DPI), accomplish a fluorescent penetrant (Type 1) inspection, Sensitivity Level 3 or higher, using materials qualified to Military Standard MIL-I-25135. Personnel performing NDT inspections shall be certified to Level 2 or 3 of CGSB Standard CAN/CGSB 48.9712-95, MIL-STD-410 or equivalent.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Aircraft Certification, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-96-12 issued 23 July 1996.

This directive becomes effective 14 March 1997.

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 <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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