



No.	CF-1997-07R2	1/2
Date	17 August 2000	

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 AN 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, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-1997-07R2 BOMBARDIER

Applies to Bombardier Inc. (formerly Canadair) Model CL-215-1A10 and CL-215-6B11 aircraft, serial numbers 1001 through 1125.

Compliance is required as indicated, unless already accomplished.

Cracks in the wing-to-fuselage frame angles have been found on three in-service CL-215T aircraft. If allowed to progress, the cracks could lead to substantial structural damage to the wing and to the fuselage connection at the front spar. Previous editions of this directive mandated inspection of the wing-to-fuselage frame angles. This revision has been issued to modify the inspection schedule to include limitations on the number of water drops that can be accumulated before the threshold inspection is reached or before a repeat inspection is due.

To detect and eliminate cracks in the wing-to-fuselage frame angles accomplish the following:

1. Initially, before reaching 2300 hours total flight time since new or 7500 water drops, whichever occurs first, and subsequently at intervals not to exceed 415 hours flight time or 1500 water drops, whichever occurs first, perform an eddy current, non-destructive inspection of the front and rear spar frame angles in accordance with paragraph 2, Accomplishment Instructions, of Bombardier Alert Service Bulletin (ASB) 215-A476 Revision 3, dated 21 August 1998, or later revisions approved by the Director, Aircraft Certification, Transport Canada.

Note: Eddy current inspections conducted in accordance with Bombardier ASB 215-A476 Revision 1, dated 14 January 1997 or ASB 215-A476 Revision 2, dated 15 June 1998 comply with the requirements of this directive to inspect the lower surfaces of the spar frame angles.

2. If the results of the eddy current inspection exceed the acceptance criteria in paragraph 2.C(7) of the aforementioned ASB 215 A476 Revision 3, or later Transport Canada approved revisions, contact Bombardier/Canadair for engineering disposition before further flight.
3. Within 10 days after each inspection required by this directive, report the findings, whether cracks are found or not, to:

Bombardier Inc., Amphibious Aircraft Division
Customer Support, Dept. 645
Attention: Manager of Technical Support
FAX Number (514) 855-7602

This revision supersedes Airworthiness Directive CF-97-07R1 issued 30 September 1998.

This directive becomes effective on 29 September 2000.

For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Ian McLellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca.

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