



# 適航指令發布單

## Airworthiness Directive Issuance Form

|  |  |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
|--|--|-----------------------------------|------------|---------------------------|-----------------------------------|----------------------------|------------------------------|------------------------------|------------------------------|--|---------------------------------|----------------------------|-------------------------------------|--|----------------------------------|
| 民航局AD編號<br>AD number   | CAA-2024-05-012  | 發布日期<br>Date issued               | 2024/06/07 |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| 適用之航空產品<br>Applied to (models,<br>serial numbers or part<br>numbers, as applicable)  | Bombardier Inc. aeroplanes:<br>Model CL-600-1A11, serial numbers 1001 through 1085,<br>Model CL-600-2A12, serial numbers 3001 through 3066,<br>Model CL-600-2B16, serial numbers 5001 through 5194, 5301<br>through 5665, 5701 through 5988 and 6050 through 6190.   |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| 主旨摘要<br>Subject  | Flight Controls - Pitch-up on Landing When Using Thrust<br>Reversers in Partial Flap Configurations  |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| 民航局<br>CAA<br><br><input type="radio"/> 本國產品<br>Native product<br><br><input type="radio"/> 其他個案<br>Other  | 設計國民航主管機構<br>Original Authority<br><br><table><tr><td><input type="radio"/> FAA</td><td><input type="radio"/> Germany LBA</td></tr><tr><td><input type="radio"/> EASA</td><td><input type="radio"/> CAA-NL</td></tr><tr><td><input type="radio"/> Brazil</td><td><input type="radio"/> UK CAA</td></tr><tr><td><input checked="" type="radio"/> Transport Canada Civil Aviation</td><td><input type="radio"/> Japan CAB</td></tr><tr><td><input type="radio"/> DGAC</td><td><input type="radio"/> CAA of Israel</td></tr><tr><td></td><td><input type="radio"/> Other_____</td></tr></table> |                                   |            | <input type="radio"/> FAA | <input type="radio"/> Germany LBA | <input type="radio"/> EASA | <input type="radio"/> CAA-NL | <input type="radio"/> Brazil | <input type="radio"/> UK CAA | <input checked="" type="radio"/> Transport Canada Civil Aviation | <input type="radio"/> Japan CAB | <input type="radio"/> DGAC | <input type="radio"/> CAA of Israel |  | <input type="radio"/> Other_____ |
|  | <input type="radio"/> FAA  | <input type="radio"/> Germany LBA |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
|  | <input type="radio"/> EASA   | <input type="radio"/> CAA-NL      |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| <input type="radio"/> Brazil   | <input type="radio"/> UK CAA   |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| <input checked="" type="radio"/> Transport Canada Civil Aviation   | <input type="radio"/> Japan CAB  |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| <input type="radio"/> DGAC   | <input type="radio"/> CAA of Israel  |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
|  | <input type="radio"/> Other_____   |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| 設計國AD編號<br>Original AD number  |  | CF-2024-19                        |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| <p>1. 直接採用原AD之內容? (Is the original AD directly adopted?)</p> <p><input checked="" type="radio"/> 是(Yes)      <input type="radio"/> 否(No)_</p> <p>a. 生效日期另訂為(Re-specify the effective date as):</p> <p>b. 執行時限另訂為(Re-specify the compliance time or period as):</p> <p>2. 使用人是否需要將AD執行結果向民航局提出報告?<br/>(Do users need to report the status of compliance to the CAA?)</p> <p><input type="radio"/> 需要(Yes)      <input checked="" type="radio"/> 不需要(No)</p> |  |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |
| 備註<br>Note   | ATA 27. Please refer to table 1.   |                                   |            |                           |                                   |                            |                              |                              |                              |  |                                 |                            |                                     |  |                                  |

註： 1. AD內容後附。

2. 航空器產品使用人得向民航局提出豁免、替代符合方法、執行時限之展延之申請。

3. 如有任何問題，請聯絡交通部民用航空局初始適航科。Tel：(02)2349-6330 / 6332, Fax：(02)2545-8464,  
[adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)

Note： 1. The AD text is enclosed.

2. Exemption, an alternative method of compliance or adjustment of the compliance time may be proposed to the CAA for approval.

3. For further information, please contact Civil Aeronautics Administration on Tel：(02)2349-6330 / 6332,  
Fax：(02)2545-8464, [adcaa@mail.caa.gov.tw](mailto:adcaa@mail.caa.gov.tw)



# 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) with ADs.*

**Number:**

CF-2024-19

**Effective Date:**

13 June 2024

**ATA:**

27

**Type Certificate:**

A-131

**Subject:**

Flight Controls – Pitch-up on Landing When Using Thrust Reversers in Partial Flap Configurations

**Applicability:**

Bombardier Inc. aeroplanes:

Model CL-600-1A11, serial numbers 1001 through 1085,

Model CL-600-2A12, serial numbers 3001 through 3066,

Model CL-600-2B16, serial numbers 5001 through 5194, 5301 through 5665, 5701 through 5988 and 6050 through 6190.

**Compliance:**

Within 60 days from the effective date of this AD, unless already accomplished.

**Background:**

Two tail strikes occurred in-service while landing with partial flap configurations. Subsequent investigations showed that the amount of nose-down elevator input applied following touchdown in these landing conditions was not sufficient to maintain the nose landing gear on the ground when thrust reversers were deployed. This condition if not corrected, could lead to tail strikes.

Although the Aircraft Flight Manual (AFM) already contains guidance regarding the use of adequate nose-down elevator to prevent the aircraft from pitching up, this guidance has been strengthened to further reduce the risk of a tail strike on landing.

This AD requires revision to the normal, emergency and abnormal procedures in the AFM.

**Corrective Actions:**

Amend the applicable Transport Canada approved AFM by incorporating the procedures, as required, in accordance with Table 1 below.

**Table 1 – AFM Revisions**

| <b>Aeroplane Model (Marketing Designation)<br/>Serial Numbers</b>                             | <b>AFM Procedure</b>                                | <b>AFM Revision</b>  |
|---|---|--|
| CL-600-1A11 (Challenger 600 Variant)<br><br>Serial numbers 1001 through 1085 for non-winglets | Emergency Procedures and Normal Procedures sections | AFM PSP 600, Revision 116, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada |

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| CL-600-1A11 (Challenger 600 Variant)<br>Serial numbers 1001 through 1085 for winglets                                  | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 600-1, Revision 107, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada   |
| CL-600-2A12 (Challenger 601 Variant)<br>Serial numbers 3001 through 3066 and 43,100 lb. maximum take-off weight (MTOW) | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601-1A, Revision 131, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada  |
| CL-600-2A12 (Challenger 601 Variant)<br>Serial numbers 3001 through 3066 and 44,600/45,100 lb. MTOW                    | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601-1A-1, Revision 85, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada |
| CL-600-2A12 (Challenger 601 Variant)<br>Serial numbers 3001 through 3066 with -3A Engine and 43,100 lb. MTOW           | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601-1B, Revision 89, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada   |
| CL-600-2A12 (Challenger 601 Variant)<br>Serial numbers 3001 through 3066 with -3A Engine and 44,600/45,100 lb MTOW     | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601-1B-1, Revision 87, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada |
| CL-600-2B16 (Challenger 601-3A/-3R Variant)<br>Serial numbers 5001 through 5194 and 43,100 lb MTOW                     | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601A-1, Revision 109, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada  |
| CL-600-2B16 (Challenger 601-3A/-3R Variant)<br>Serial numbers 5001 through 5194 and 44,600/45,100 lb MTOW              | Emergency Procedures, Normal Procedures and Abnormal Procedures sections   | AFM PSP 601A-1-1, Revision 98, issued 25 January 2024, or later revisions of this procedure approved by Transport Canada |
| CL-600-2B16 (Challenger 604 Variant)<br>Serial numbers 5301 through 5665   | Emergency Procedures in Chapter 3 and Abnormal Procedures in Chapter 5.<br><br>Abnormal Procedure, Engine Failure During Final Approach procedure in Supplement 4/4A/4B, Category II Operations. | AFM PSP 604-1, Revision 131, issued 05 September 2023, or later revisions of this procedure approved by Transport Canada |
| CL-600-2B16 (Challenger 605 Variant)<br>Serial numbers 5701 through 5988   | Emergency Procedures in Chapter 3 and Abnormal Procedures in Chapter 5.<br><br>Abnormal Procedure, Engine Failure During Final Approach procedure in Supplement 4/4A, Category II Operations.    | AFM PSP 605-1, Revision 69, issued 05 September 2023, or later revisions of this procedure approved by Transport Canada  |

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|--|---|---|
| CL-600-2B16 (Challenger 650 Variant)<br>Serial numbers 6050 through 6190 | Emergency Procedures in Chapter 3 and Abnormal Procedures in Chapter 5.<br><br>Abnormal Procedure, Engine Failure During Final Approach procedure in Supplement 4/4A, Category II Operations. | AFM PSP 650-1, Revision 34, issued 05 September 2023, or later revisions of this procedure approved by Transport Canada |
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Advise all flight crews of the changes introduced by the AFM revisions listed above and thereafter operate the aeroplane accordingly.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 30 May 2024

**Contact:**

Danilo Verrelli, Eng., Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca) or any Transport Canada Centre.