

ADVISORY WIRE

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REFERENCE NO:	AW300-32-0339	INFORMATION TYPE:	Maintenance Operational
ATA:	32-51	EFFECTIVITY:	Challenger 300 (20003 – 20500) Challenger 350 (20501 – 20744)
SUBJECT:	Nosewheel Steering Hydraulic System - Addition of a Filter		

1. REFERENCES:

- 1.1 Bombardier SB 100-32-31- Modification- Addition of a Filter in the Nosewheel Steering Hydraulic System
- 1.2 Bombardier SB 350-32-007 - Modification- Addition of a Filter in the Nosewheel Steering Hydraulic System
- 1.3 TCCA Airworthiness Directive (AD) CF-2018-11
- 1.4 EASA AD CF-2018-11
- 1.5 FAA AD 2019-03-29

2. INTRODUCTION:

This Advisory Wire is to inform operators of the SBs (ref.1.1 and 1.2) and corresponding ADs (ref. 1.3, 1.4 and 1.5) to incorporate a filter in the nose wheel steering (NWS) hydraulic system.

3. DESCRIPTION:

An investigation of an uncommanded NWS incident revealed that the steering selector valve (SSV) was vulnerable to jamming in the open position due to contamination of the hydraulic system. If not corrected, a jam of the SSV, following the independent failure of a second component of the NWS system (the steering control unit for example), could result in uncommanded NWS and a risk of runway excursion.

The SBs (ref.1.1 and 1.2) give instructions to install a hydraulic filter into the hydraulic line between the direct current motor pump (DCMP) and the SSV, on the LH hydraulic system. This will eliminate the risk of contaminated fluid reaching the SSV. It should be noted for aircraft that have already incorporated the SBs (ref.1.1 and 1.2) prior to the release of revision 03, retroactive action is required.

Revision 03 of these SBs (ref.1.1 and 1.2) has been mandated by the ADs (ref. 1.3, 1.4 and 1.5).

4. ACTION

Operators should be aware of the SBs (ref.1.1 and 1.2) to install a filter in the NWS hydraulic system and the related ADs (ref. 1.3, 1.4 and 1.5).

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Should you have any technical queries pertaining to this Advisory Wire, please contact the Bombardier Customer Response Center or your local Field Service Representative.