



No.	<b>CF-2008-24</b>	1/1
Issue Date	<b>3 July 2008</b>	

# 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.

- Number:** CF-2008-24
- Subject:** Fuel System Safety - Chafing of Fuel System Wiring with High Power Wiring at Centre Fuel Tank Front Spar
- Effective:** 23 July 2008
- Applicability:** Bombardier Inc. Model CL-600-2C10 aircraft, serial numbers 10003 through 10169 and CL-600-2D24 aircraft, serial numbers 15001 through 15030.
- Compliance:** Compliance is required as indicated unless already accomplished.
- Background:** Bombardier Aerospace has completed a system safety review of the CL-600-2C10/CL-600-2D24 aircraft fuel system against the new fuel tank safety standards, introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action was required.

The assessment showed that a single failure due to chafing of fuel system wiring with high power wiring at the centre fuel tank front spar could result in overheating of the fuel boost pump. The assessment also showed that chafing of the high power wiring with the centre fuel tank front spar structures could result in overheating of the fuel tank wall. Overheating of the fuel boost pump or the fuel tank wall could lead to hot surface ignition resulting in a fuel tank explosion.

To correct the unsafe condition, this directive mandates separation of the high power wiring from the fuel system wiring at the centre fuel tank front spar area and the installation of additional clamping and support for the high power wiring.

- Corrective Action:** Within 4500 hours air time after the effective date of this directive, modify the routing and support of electrical wires in the centre fuel tank front spar area, according to the Accomplishment Instructions of Bombardier Service Bulletin (SB) 670BA-24-012, Revision B, dated 25 July 2007, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Note: Prior accomplishment of the original issue or Revision A of the above-noted SB meets the requirements of this directive.

- Authorization:** For Minister of Transport, Infrastructure and Communities

Derek Ferguson  
Acting Chief, Continuing Airworthiness

- Contact:** Mr. Philip Tang, Continuing Airworthiness, Ottawa, telephone (613) 952-4365, facsimile (613) 996-9178 or e-mail tangp@tc.gc.ca or any Transport Canada Centre.

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 [www.tc.gc.ca/civilaviation/communications/centre/address.asp](http://www.tc.gc.ca/civilaviation/communications/centre/address.asp)

