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No. CF-82-12R1

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-82-12R1 CANADAIR

Applies to all Canadair Model CL-600-1A11 and CL-600-2A12 aircraft.

Compliance is required as indicated, unless already accomplished.

Canadair Drawings 600-58001 Note 17 and 600-58031 Note 14, and CL-600 Completion Centre Handbook Section 6, state that the Generator 1, Generator 2, and APU feeder harness runs (wire size No. 8) are to be routed using cable clamps and are to be free from all encumbrances, e.g. insulation blankets, wire, etc., except RT 1150 1-5/8 inch (convolex tubing) used as shown.

The generator and APU feeder wires are rated for a 200 degrees centigrade maximum operating temperature. CL-600 type approval tests have shown that when the wires are installed in accordance with the above Canadair requirements, wire temperatures of up to 160 degrees centigrade can be reached during maximum generator rated load conditions.

If the above Canadair requirements are not complied with when installing interior insulation and furnishings, etc., the No. 8 feeder wires for the generators and the APU may overheat during high generator load conditions, due to inadequate airspace surrounding the wires. This overheating may result in degraded wire insulation and damage to insulation blankets, cabin furnishings, or other materials adjacent to the wires.

Based on the type approval tests, an equivalent air space to that provided by the 1-5/8 inch convolex tubing will be sufficient to maintain the wire temperatures at an acceptable level.

To preclude possible wire overheating, accomplish the following:

- (a) Inspect the installation of the Generator 1, Generator 2 and APU No. 8 feeder wires for conformance with Canadair Drawings 600-58001 Note 17 or 600-58031 Note 14, and CL-600 Completion Centre Handbook Section 6.
- (b) If any Generator 1, Generator 2 or APU No. 8 feeder wires are not installed in accordance with the above requirements, either:
 - (1) Re-route wires or modify interior installation to provide adequate air space surrounding the wires; or
 - (2) Install appropriate larger gauge wires of an acceptable type to ensure that the maximum generator rated load can be conducted without causing wire overheat.

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

This revision supersedes Airworthiness Directive CF-82-12 which was issued 3 June 1982.

This directive becomes effective 8 October 1992.

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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