Transport Canada Transports Canada

Canada

No. CF-91-22R3

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-91-22R3 CANADAIR

Applies to all Canadair CL-600-2A12 and CL-600-2B16 aircraft equipped with a tail cone fuel tank (Canadair Service Bulletin 601-0262 Original Issue, or Revision 1 or 2, embodied).

Compliance is required as indicated.

The tail cone fuel tank level control valve sensing lines on two aircraft were reported broken due to maintenance in the aft equipment bay. In both cases the break was at the forward end of the sensing line at the shrouded refuel/defuel line connection boss. The resultant fuel spillage was contained by the shroud and drained overboard through the shroud drain. If the sensing line breaks at any other location, the fuel in the tail cone tank will empty into the aft equipment bay via the refuel/defuel line, however, the leakage rate will be slowed due to the 0.052-inch diameter flow restrictor located in the refuel/defuel line between the sensing line connection and the tail cone tank.

In addition, it has been determined that the modified tail cone fuel tank level control valve sensing line has inadequate electrical bonding which could result in an explosion in the event of a lightning strike.

To prevent fuel from flowing into the aft equipment bay due to a damaged sensing line and to provide adequate electrical bonding accomplish the following:

Part I

This part shall be accomplished by maintenance personnel or flight crew members who have been instructed on the inspection procedure by qualified maintenance personnel.

A. Prior to each refuelling of the tail cone fuel tank, gain access to the aft equipment bay and visually inspect the unshrouded portion of the sensing line for damage or any deformation. Canadair Alert Wire TA601-0381-003 dated 11 June 1991, or Canadair Service Bulletin A601-0381 Revision No. 1 dated 26 August 1991, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, refer.

If damage or deformation is found on the inspected sensing line which is considered to be a possible cause of fuel leakage, do not refuel the tail cone tank.

B. After refuelling the tail cone fuel tank, check for any signs of leakage from the fuel sensing line in the aft equipment bay and at the fuel shroud drain. The above-noted Canadair Alert Wire or Service Bulletin refer.

If a sensing line leak is detected, drain the tail cone fuel tank prior to flight. If flight operation is required with fuel in the tail cone fuel tank, replace the leaking tail cone fuel tank level control valve sensing line before refuelling the tank.

Flight operations with a damaged, deformed or leaking sensing line may continue with no fuel in the tail cone tank.

Part II

No later than 31 May 1992, unless already accomplished, modify the tail cone fuel tank level control valve

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sensing line and accomplish the tests in accordance with paragraph 2.B and 2.C of Canadair Service Bulletin A601-0381 Revision No. 1 dated 26 August 1991, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

The inspection requirements in Part I of this directive may be discontinued upon incorporation of the modification of Part II above.

Part III

Within 6 months after the effective date of this directive, unless already accomplished, install a bonding jumper assembly and perform an electrical bonding and resistance test on the fuel line installed during accomplishment of Part II of this directive.

For the bonding jumper installation and the bonding and resistance test, refer to Canadair kit drawing K601-62011, Issue B, and Canadair Alert Service Bulletin No. A601-0381, Revision No. 2, dated 27 January 1992, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa.

Note: Accomplishment of the modification and tests in accordance with the Canadair kit drawing K601-62011, Issue A, and Canadair Service Bulletin No. A601-0381, Revision No. 1, dated 26 August 1991, does not satisfy the requirements of Part III of this directive.

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-91-22R2 issued 27 February 1992.

This directive becomes effective 30 June 1993.

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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