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No. CF-91-36

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-91-36 CANADAIR

Applies to Canadair CL-215-1A10 aircraft, serial numbers 1066 through 1122.

Compliance is required as indicated.

Chafing of the radio magnetic indicator (RMI) wire bundles on the copilot instrument disconnect bracket and the course indicator (CI) wire bundles on the adjustable heating duct switch behind the copilot instrument panel has been reported.

To detect and repair damaged wires and to prevent future damage to the RMI and CI wire bundles, accomplish the following:

A. Inspection

1. Within 10 flight hours after the effective date of this directive, unless already accomplished within the last 40 flight hours, and thereafter at intervals not to exceed 50 flight hours, visually inspect the copilot RMI and CI wire bundles for chafing or damage in accordance with paragraph 2.A of Canadair Service Bulletin No.

215-405, Revision 1 dated 3 April 1991, or later revisions approved by the Director, Airworthiness Branch, Transport Canada.

NOTE: Inspections accomplished in accordance with the Canadair Advisory Telex No. 215T-5394/279 dated 10 February 1989 or the original issue of Canadair Service Bulletin No. 215-405 dated 9 January 1991 satisfy the requirements for the initial inspection.

2. If either wire bundle is damaged or shows signs of chafing, accomplish the repair and modification in accordance with paragraph 2.B or 2.C of the Canadair service bulletin noted in paragraph A.1 above before further flight.

B. Modification

No later than 30 April 1992, accomplish the following:

1. Rework the instrument panel disconnect bracket and/or the adjustable heating duct switch on the affected aircraft in accordance with paragraph 2.B or 2.C of the Canadair service bulletin noted in paragraph A.1 above.

2. On aircraft with serial numbers 1066 to 1107, and 1110 to 1116, that have been modified in accordance with the original issue of the Canadair Service Bulletin No. 215-405 dated 9 January 1991, re-identify the instrument panel disconnect bracket as new part number 215-51253-950 (previously part number 215-51253-12).

The inspection requirements of section A of this directive may be discontinued upon incorporation of the modification of section B above.

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.



Documents

Document Sharing Hub

This directive becomes effective 11 November 1991.

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>.

24-0022 (01-2001)

Full document details: TC AD CF-1991-36-1991