



No.	CF-2000-24	1/2
Date	15 August 2000	

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 AN 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, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-2000-24 BOMBARDIER

Applies to the following Bombardier Inc. (formerly Canadair) CL-600-2B16 (CL-601-3A and -3R) aircraft modified in accordance with the applicable Limited Supplemental Type Certificates (LSTC):

S/N	LSTC
5070	SA90-123
5064	SA90-128
5075	SA91-22
5080	SA91-42
5087	Q-LSA91-51/D
5092	Q-LSA91-52/D
5094	Q-LSA91-53/D
5096	Q-LSA91-52/D
5097	Q-LSA92-1/D
5102	Q-LSA92-2/D
5105	Q-LSA92-1005/D
5111	Q-LSA92-1011/D
5114	Q-LSA93-1001/D
5123	Q-LSA93-1002/D
5125	Q-LSA93-1007/D
5128	Q-LSA93-1015/D
5130	Q-LSA93-1023/D
5139	Q-LSA94-1002/D

S/N	LSTC
5142	Q-LSA94-1011/D
5145	Q-LSA94-1012/D
5146	Q-LSA94-1010/D
5147	Q-LSA94-1019/D
5154	Q-LSA94-1023/D
5156	Q-LSA94-1025/D
5158	Q-LSA95-1001/D
5159	Q-LSA95-1002/D
5162	Q-LSA95-1003/D
5163	Q-LSA95-1011/D
5165	Q-LSA95-1009/D
5168	Q-LSA95-1012/D
5178	Q-LSA95-1027/D
5182	Q-LSA96-1004/D
5189	Q-LSA96-1003/D
5193	Q-LSA96-1014/D
5194	Q-LSA96-1006/D

Compliance is required within six months of the effective date of this directive, unless already accomplished.

An incident has been reported in which the flight crew lost all engine indicating and fuel quantity system readouts in the cockpit. The aircraft returned to its departure location and landed safely. An investigation revealed that the aircraft had been modified with an internal fuel/defuel panel which had been left energized following refueling. In this configuration, the cockpit engine indicating and fuel quantity systems were powered from a single power source which bypassed the dual power source of the original installation. When the circuit breaker for the single power source tripped, the engine and fuel quantity readouts were lost and could not be recovered.

To ensure that the application of electrical power to the internal fuel/defuel panel does not affect the cockpit engine indicating and fuel quantity systems, modify the internal fuel/defuel panel in accordance with Bombardier Service Bulletin GEN-28-010 approved 15 May 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada.

This directive becomes effective 29 September 2000.

For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Ian Mc Lellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca.