



No.	CF-2001-06	1/2
Issue Date 26 January 2001		

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-2001-06

Subject: Bombardier CL-600-2B16 "Challenger" - IDG Cables Chafed on Cowl Door

Effective: 1 February 2001.

Applicability: The following Bombardier Inc. CL-600-2B16 "Challenger" aircraft:

- (i) CL-600-2B16 (CL-601-3R) Serial numbers 5135 through 5194; and
- (ii) CL-600-2B16 (CL-604) Serial numbers 5301 through 5481.

Compliance: When indicated, unless already accomplished.

Background: A report has been received from a CRJ-100 operator of electrical arcing between the integrated drive generator (IDG) cable and an engine cowl door due to IDG cable chafing. The IDG cable installation in the applicable Challenger models is similar to that of the CRJ-100. This arcing condition, if not corrected, could potentially be an ignition source of an in-flight fire and/or result in the in-flight loss of generated electrical power.

Corrective Actions: Accomplish the following in accordance with the Accomplishment Instructions of the applicable Bombardier Alert Service Bulletin (ASB) noted below or later revisions approved by the Director, Aircraft Certification, Transport Canada:

- (i) CL-600-2B16 (CL-601-3R) ASB A601-0542 dated 12 January 2001; or
- (ii) CL-600-2B16 (CL-604) ASB A604-73-002 dated 12 January 2001.

Part A - Inspection and Repair

Within 50 hours air time after the effective date of this directive, visually inspect the IDG cables for both left and right engine. Inspect for chafing and damage between the service pylon connections to the IDG.

If chafing or damage is detected, repair prior to further flight, as detailed in paragraph 1 or 2 below:

1. If the inner core of the cable is not visible and not damaged, install a repair or replace the damaged IDG cable; or
2. If the inner core is visible or damaged, replace the damaged IDG cable.

Part B - Installation of Protective Hardware

Within 400 hours air time after the effective date of this directive, install protective teflon tubing and additional clamp hardware on the IDG cable harness.

Part C - Reporting Requirements

Within 30 days after carrying out the inspection detailed in Part A of this directive, report any findings of IDG cable chafing or damage to Bombardier at the address identified in the aforementioned ASBs or later approved revisions.

Authorization: For Minister of Transport



B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Ian McLellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca or any Transport Canada Centre.

Other: This directive was originally issued 26 January 2001 by facsimile and other electronic means.

