



AD Number: **CF-2014-05R1**
Issue Date: **23 September 2014**

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) 521 Division X**. 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), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

Number: CF-2014-05R1 **Effective Date:** 3 February 2014

ATA: 24 **Type Certificate:** A-131

Subject: Electrical Power – Integrated Drive Generator Wire Chafing in Aft Equipment Bay

Revision: Supersedes AD CF-2014-05, issued 20 January 2014.

Applicability: Bombardier Inc.:

Model CL-600-2A12 (601 Variant) aeroplanes, serial numbers 3001 through 3066;
Model CL-600-2B16 (601-3A/3R Variants) aeroplanes, serial numbers 5001 through 5194;
Model CL-600-2B16 (604 Variant) aeroplanes, serial numbers 5301 through 5665, and 5701 through 5934.

Compliance: Within 400 hours air time or 18 months, whichever occurs first, from the effective date of the original issue of this AD (3 February 2014), unless already accomplished.

Background:

There has been one reported case on the CL-600-2B19 aeroplane of an aft equipment bay fire occurring due to arcing of chafed integrated drive generator (IDG) power cables. Additionally, the hydraulic line support brackets located at the fuselage station (FS) 672 and FS 682 have been found broken in service on several CL-600-2B19 aeroplanes. A broken hydraulic line support bracket at FS 672 or FS 682 on a CL-600-2B19 aeroplane could result in inadequate clearance between the IDG power cables and hydraulic lines, potentially resulting in chafing of the IDG power cables. Chafed IDG power cables can generate high energy arcing, which can result in an uncontrolled fire in the aft equipment bay.

It was found that a similar configuration exists on models CL-600-2A12 and CL-600-2B16 aeroplanes. Therefore, a similar unsafe condition exists.

This AD mandates the detailed visual inspection and, if required, rectification of the IDG power cables and hydraulic line support bracket.

Since the original issue of this AD, errors were found in the Corrective Actions section of the French version of this AD. This AD was revised to correct the errors in the French version only.

Corrective Actions:

Perform a detailed visual inspection for chafed IDG power cables and cracked or broken hydraulic line support bracket, and rectify as required, in accordance with the following applicable Bombardier Service Bulletins (SBs):

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.

For all changes to your mailing address, contact your TC Regional Aircraft Registration Office at 1-800-305-2059, option 1 for English, 2 for Aircraft Registration and then select the appropriate region.

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Aeroplanes	SB	Date
Model CL-600-2A12 (601 Variant), serial numbers 3001 through 3066 Model CL-600-2B16 (601-3A/3R Variants), serial numbers 5001 through 5194	601-0625, Rev 1	13 January 2014
Model CL-600-2B16 (604 Variant), serial numbers 5301 through 5665	604-24-026, Rev 1	13 January 2014
Model CL-600-2B16 (604 Variant), serial numbers 5701 through 5934	605-24-007, Rev 1	13 January 2014

Accomplishment in accordance with the Original Issue of the applicable SB, dated 18 September 2012, in conjunction with any of the following Service Request for Product Support Action (SRPSA) does not meet the requirements of this AD: SRPSA 27512, SRPSA 30806, SRPSA 32727, SRPSA 32864, or SRPSA 33161.

Accomplishment in accordance with the Original Issue of the applicable SB, dated 18 September 2012, without additional modifications/instructions provided by any of the above-mentioned SRPSAs, meets the requirements of this AD.

Authorization: For the Minister of Transport,

ORIGINAL SIGNED BY

Philip Tang
Acting Chief, Continuing Airworthiness

Contact: Helen Tsai, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.

