



No.	CF-2003-01R1	1/2
Issue Date	22 December 2005	

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-2003-01R1

Subject: Center Fuel Tank – Fuel Tube Failure

Effective: 22 January 2006

Revision: Supersedes Airworthiness Directive (AD) CF-2003-01 issued 15 January 2003.

Applicability: Bombardier Inc. Model CL-600-2C10, Serial Numbers 10001, 10003 through 10139.

Compliance: As indicated below, unless already accomplished.

Background: Vibration and fuel line misalignment in the center fuel tank has resulted in damage to the fuel line couplings and cracks in the lines. Four incidents have been reported of cracked engine fuel feed lines near the welded boss for the transfer ejector motive flow lines within the center fuel tank. As a result of the fuel leakage into the center tank, a significant amount of fuel may not be usable during flight.

This revision has been issued to amend the aircraft applicability and to introduce terminating corrective action. Data provided by Bombardier indicates that the only aircraft affected by this revision are those aircraft that have yet to implement Part C of this directive.

Corrective Action: **Part A – AFM Changes & Operational Restrictions**

1. Within two calendar days of 17 January 2003, carry out the following:
 - A. Amend all copies of the Aircraft Flight Manual (AFM) by incorporating a copy of the following Temporary Revisions:
 1. Temporary Revision (TR) RJ700/23-1, which was incorporated into the AFM at Revision 5; and
 2. TR RJ 700/42 dated 14 January 2003.
 - B. Implement the following operational restrictions:
 1. Operations must be within 30 minutes of a suitable alternate airport;
 2. Normal mission fuel requirements must be increased by 3000 lbs (1361 kgs);
 3. Center tank fuel quantity must be limited to 1500 lbs (680 kgs) maximum at takeoff; and
 4. Dispatch with fuel quantity system inoperative is prohibited.
 - C. Advise flight crews of the AFM changes and operational restrictions.

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 www.tc.gc.ca/civilaviation/communications/centre/address.asp

Part B – Alternate Means of Compliance

Alternate Means of Compliance (AMOC) AARDG 2004/A10 dated 23 February 2004, approved previously to the basic issue of this AD, is approved as an AMOC to Part A paragraphs B.1., B.2. and B.3 of this revision. AMOC AARDG 2005/A074 dated 27 September 2005 has been incorporated into Part C of this revision.

Part C – Terminating Action

1. Within eight (8) months of the effective date of this directive, incorporate the center fuel tank modifications detailed in Bombardier Aerospace Service Bulletin (SB) 670BA-28-020, dated 08 March 2004, SB 670BA-28-020, Revision A, dated 05 March 2004, SB 670BA-28-020, Revision B, dated 16 August 2004, SB 670BA-28-020, Revision C, dated 13 January 2005, or SB 670BA-28-020, Revision D, dated 04 May 2005, or later revision of this service bulletin approved by Chief, Continuing Airworthiness, Transport Canada.
2. Compliance with the requirements of Part C paragraph 1 of this revision provides terminating action for all AFM and Operational Restrictions introduced in Part A of this directive. As well, the General Visual Inspection (GVI) of the center fuel tank, as introduced in Maintenance Requirements Manual (MRM) TR 2-103 and AMM 28-11-00-210-801 is no longer required.

Note: With the terminating action for Part A, paragraph 1.B.4. of this directive, the MMEL becomes the governing document for dispatch with the fuel quantity system inoperative.

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.