AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.

Number:

CF-2021-21

Effective Date:

14 July 2021

ATA:

28

Type Certificate:

A-236

Subject:

Fuel – Distribution – Fuel Pressure Switch Missing Lockwire

Applicability:

Airbus Canada Limited Partnership (formerly C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.) aeroplanes:

Model BD-500-1A10, serial numbers 50001 through 50062,

Model BD-500-1A11, serial numbers 55001 through 55143.

Compliance:

As indicated below, unless already accomplished.

Background:

It has been reported that certain fuel system pressure switches have been installed without a secondary locking feature (lockwire). The fuel pressure switches are installed on the alternating current (AC) boost pump cartridge located in the wing dry bay (outboard of rib 6) and near the engine feed pressure switch, on the rear spar (between ribs 8 and 9). Both installations exist on the left-hand and right-hand wings for a total of four affected locations on the aircraft. Without the secondary locking feature, the fuel pressure switches may become loose and allow fuel to leak in the affected areas, creating a fire hazard.

This AD mandates visual inspection of the torque identification stripe on the fuel pressure switch nut at the AC boost pump cartridges, torquing of the fuel pressure switch if required, and installing lockwire.

This AD also mandates a repetitive visual inspection of the torque identification stripe on the fuel pressure switch nut at the engine feed pressure switches, and torquing of the fuel pressure switch if required. Further corrective action is being considered for these fuel pressure switches.

Corrective Actions:

Part I – AC Boost Pump Cartridge Locations, Applicable to BD-500-1A10, Serial Numbers 50010 through 50018, 50020 through 50062, and BD-500-1A11, Serial Numbers 55003 through 55016, 55018 through 55106, 55108 through 55112 and 55114 Aeroplanes

Before accumulating more than 2450 hours air time from the effective date of this AD, complete the visual inspection of the torque identification stripes, torquing of the fuel pressure switches (if required), and installation of lockwires at the two AC boost pump cartridges, in accordance with the Accomplishment Instructions of Airbus Canada Service Bulletin (SB) BD500-282013, Issue 001, dated 19 March 2021, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part II – Engine Feed Pressure Switch Locations, Applicable to all Aeroplanes Identified in the Applicability Section of this AD

Before accumulating more than 935 hours air time from the effective date of this AD and thereafter at intervals not to exceed 935 hours air time, complete a visual inspection of the torque identification stripes,

and torquing of the fuel pressure switches (if required), at the two engine feed pressure switches, in accordance with the Accomplishment Instructions of Airbus Canada SB BD500-282014, Issue 001, dated 22 March 2021.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 30 June 2021

Contact:

Christopher Banken, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.