



No.	<b>CF-2007-36</b>	1/1
Issue Date	<b>21 December 2007</b>	

# 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-2007-36

**Subject:** Fuel System Safety - Chafing of Fuel Quantity Gauging System Wiring

**Effective:** 11 January 2008

**Applicability:** Bombardier Inc. Model CL-600-2B19 aircraft, serial numbers 7003 through 7067, 7069 through 7982

**Compliance:** As indicated unless already accomplished.

**Background:** Bombardier Aerospace has completed a system safety review of the CL-600-2B19 aircraft fuel system against new fuel tank safety standards, introduced in Chapter 525 of the Airworthiness Manual through Notice of Proposed Amendment (NPA) 2002-043. The identified non-compliances were assessed using Transport Canada Policy Letter No. 525-001 to determine if mandatory corrective action is required.

This assessment showed that the electrical harness of the Fuel Quantity Gauging System (FQGS) is installed in the same routing as the 28 Volts AC, 28 Volts DC, and 115 Volts AC electrical harnesses. A chafing condition between these electrical harnesses and the FQGS harness could increase the surface temperatures of fuel quantity probes and high level sensors inside the fuel tank, resulting in potential ignition source and consequent fuel tank explosion.

To correct the unsafe condition, this directive mandates the modification of FQGS electrical harness routing.

**Corrective Actions:** Within 10,000 hours air time after the effective date of this directive, modify the FQGS harness routing according to the Accomplishment Instructions of Bombardier Service Bulletin (SB) 601R-28-059, Revision E, dated 29 October 2007, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

**Note:** Modification of FQGS harness routing prior to the effective date of this directive according to the original issue, Revision A, Revision B, Revision C, or Revision D of the above-noted SB satisfies the requirements of this directive.

**Authorization:** For Minister of Transport, Infrastructure and Communities

B. Goyaniuk  
Chief, Continuing Airworthiness

**Contact:** Mr. Philip Tang, Continuing Airworthiness, Ottawa, telephone (613) 952-4365, facsimile (613) 996-9178 or e-mail: tangp@tc.gc.ca or any Transport Canada Centre.

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](http://www.tc.gc.ca/civilaviation/communications/centre/address.asp)