



No.	CF-2011-37	1/2
Issue Date 19 October 2011		

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aeroplane 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 aeroplane is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aeroplane. 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 Aeroplane Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

- Number:** CF- 2011-37
- Subject:** Left Hand Engine Fuel Control Input lever Jamming
- Effective:** 10 November 2011
- Applicability:** Bombardier Inc. Aeroplanes:
Model CL-600-2B16, Serial Numbers 5001 through 5194, 5301 through 5665 and 5701 through 5884.
Model CL-600-2A12, Serial Numbers 3001 through 3066.
- Compliance:** As indicated below, unless already accomplished.
- Background:** There have been several reported incidents of jamming/malfunctioning of the left hand (L/H) engine thrust control mechanism on the affected aeroplanes. The investigation has shown that an improperly stowed or dislodged upper core-cowl-door Hold Open Rod, can impede a Fuel Control Unit (FCU) function by obstructing the movement of the FCU actuating lever arm, hence rendering the L/H engine thrust control inoperable.
- Due to the engine's orientation, the subject FCU fouling is limited only to the L/H engine installation on the affected twin engine powered aeroplanes; however the potential hazard of any in-flight engine shut down caused by jammed engine fuel control lever is a safety concern that warrants mitigating action.
- In order to help alleviate the possibility of an in-flight engine shut down due to the subject fouling of the FCU lever by the core-cowl-door Hold Open Rod, Bombardier has issued three Service Bulletins to install a new bracket at the L/H engine upper core-cowl-door location. This directive is issued to mandate the incorporation of the Service Bulletins 604-71-005, 601-0609 or 605-71-002, as applicable on the affected aeroplanes.
- Corrective Actions:** Within 36 months or 6000 hours air time, whichever occurs first, from the effective date of this directive, modify the L/H engine upper core-cowl on the affected aeroplanes in accordance with the accomplishment instructions of the applicable Bombardier Service Bulletin as listed below, or later revisions of the applicable Service Bulletin, approved by the Chief, Continuing Airworthiness, Transport Canada:

Pursuant to **CAR 202.51** the registered owner of a Canadian aeroplane 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

Aeroplane	Serial Numbers	Service Bulletin	Issue Date
CL- 600-2A12	3001 thru 3066	601-0609	31 Aug 2011
CL- 600-2B16	5001 thru 5194	601-0609	31 Aug 2011
CL- 600-2B16	5301 thru 5665	604-71-005	18 July 2011
CL- 600-2B16	5701 thru 5884	605-71-002	18 July 2011

Authorization: For the Minister of Transport, Infrastructure and Communities

ORIGINAL SIGNED BY

Robin Lau
Acting Chief, Continuing Airworthiness

Contact: A.K. Durrani, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail CAWWEBFeedback@tc.gc.ca or any Transport Canada Centre.