



No.	CF-2011-38	1/1
Issue Date 19 October 2011		

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-2011-38
- Subject:** Left Hand Engine Fuel Control Input Lever Jamming
- Effective:** 10 November 2011
- Applicability:** Bombardier Inc. Aeroplane Model CL-600-2B19, Serial Numbers 7003 through 7067, 7069 through 7990 and 8000 thru 8112
- 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 a Service Bulletin (SB) 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 SB 601R-71-033 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 SB 601R-71-033, issued 24 August 2011, or later revisions as approved by the Chief, Continuing Airworthiness, Transport Canada.
- 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.

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