



No.	CF-2013-10	1/1
Issue Date 11 April 2013		

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-2013-10

Subject: Flight Data and Cockpit Voice Recorder Paint/Marking Deterioration

Effective: 30 April 2013

Applicability: Bombardier Inc. aeroplane model CL-600-2B19

Compliance: As indicated below, unless already accomplished.

Background: The environment within the aft-equipment compartment has proven to be non conducive to the orange paint and the markings of both the Flight Data Recorder (FDR) and the Cockpit Voice Recorder (CVR). The distinctive color and reflective markings are essential features of the FDR/CVR.

Transport Canada AD CF-2001-45 was issued on 3 December 2001, mandating the application of a chemical agent resistant coating on the FDR and CVR surfaces to protect its paint/markings from deterioration. However, service experience has demonstrated that even AD CF-2001-45 compliant units exhibit some level of paint deterioration and therefore further corrective action is warranted.

An investigation by Bombardier Aerospace (BA) has determined the root cause of the FDR/CVR paint deterioration to be related to the environmental conditions in the aft-equipment compartment specifically the ingress of fluids (i.e. oil, fuel, water etc...) into the aft-equipment compartment, through the venting louvers, located at the lower aft tail cone location.

To prevent the ingress of external fluids into the aft-equipment compartment and remove the source of corrosive environment affecting FDR/CVR paint deterioration, BA has issued Service Bulletin (SB) 601R-53-081 that installs a fluid diverter in front of the louvers on the tail cone to divert any migrating fluid on the lower surface of the fuselage, away from the louvers. This AD is issued to mandate compliance with SB 601R-53-081.

Corrective Actions: Within 6000 hours air time or 36 months, whichever occurs first, from the effective date of this AD, install the fluid diverter in accordance with SB 601R-53-081 Rev A, dated 21 December 2011, or later revision approved by the Chief, Continuing Airworthiness, Transport Canada.

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

ORIGINAL SIGNED BY

Derek Ferguson
Chief, Continuing Airworthiness

Contact: A K Durrani, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-952-4357 or e-mail ADs@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