



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-2022-08

Effective Date:

17 March 2022

ATA:

28

Type Certificate:

A-236

Subject:

Fuel Distribution – Fuel Feed System Damage

Applicability:

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

Model BD-500-1A10, serial numbers 50001 and subsequent,

Model BD-500-1A11, serial numbers 55001 and subsequent.

Compliance:

As indicated below, unless already accomplished.

Background:

There have been several in-service findings of mechanical wear damage on the engine fuel feed system tubes and fuel tube connections on aircraft that are post-Service Bulletin (post-SB) BD500-282004 (mandated by AD CF-2019-19R1) or the production equivalent modification.

Failure of the affected fuel tubes and a subsequent failure of the gravity transfer system could lead to a fuel imbalance resulting in a reduction in aeroplane functional capabilities and increased crew workload.

ACLP has released SB BD500-282006 to inspect the fuel feed system for damage at various locations in the collector tank, and this AD mandates compliance with this SB.

This AD is considered interim action and further AD action may follow.

Corrective Actions:

For the purpose of this AD, the following definitions apply:

The ACLP SB BD500-282006: ACLP SB BD500-282006, Issue 002, dated 21 December 2021, or later revisions of ACLP SB BD500-282006 approved by the Chief, Continuing Airworthiness, Transport Canada.

Group 1 aeroplanes: aeroplanes with serial numbers 50001 through 50018, 50020 through 50041, 55001 through 55016, 55018 through 55054, 55056, and 55057.

Group 2 aeroplanes: aeroplanes with serial numbers 50019, 50042 and subsequent, 55017, 55055, 55058 and subsequent.

Part I – Applicable to Group 1 Aeroplanes

- A. Prior to reaching 4000 total accumulated hours air time from the incorporation of ACLP SB BD500-282004, or within 850 hours air time from the effective date of this AD, whichever occurs later, inspect the fuel feed system in the collector tank located between ribs 5 and 6 for damage and rectify any discrepancy in accordance with Parts C and D Accomplishment Instructions of ACLP

SB BD500-282006.

- B. Prior to reaching 9500 total accumulated hours air time from the incorporation of ACLP SB BD500-282004, inspect the fuel feed system in the collector tank located between ribs 6 and 9 for damage and rectify any discrepancy in accordance with Parts A and B Accomplishment Instructions of ACLP SB BD500-282006.
- C. Repeat Part I, paragraph A inspection and rectification requirements of this AD at intervals not to exceed 3000 hours air time from the previous inspection.
- D. Repeat Part I, paragraph B inspection and rectification requirements of this AD at intervals not to exceed 9500 hours air time from the previous inspection.

Part II – Applicable to Group 2 Aeroplanes

- A. Prior to reaching 4000 total accumulated hours air time, or within 850 hours air time from the effective date of this AD, whichever occurs later, inspect the fuel feed system in the collector tank located between ribs 5 and 6 for damage and rectify any discrepancy, in accordance with Parts C and D Accomplishment Instructions of ACLP SB BD500-282006.
- B. Prior to reaching 9500 total accumulated hours air time, inspect the fuel feed system in the collector tank located between ribs 6 and 9 for damage and rectify any discrepancy, in accordance with Parts A and B Accomplishment Instructions of ACLP SB BD500-282006.
- C. Repeat Part II, paragraph A inspection and rectification requirements of this AD at intervals not to exceed 3000 hours air time from the previous inspection.
- D. Repeat Part II, paragraph B inspection and rectification requirements of this AD at intervals not to exceed 9500 hours air time from the previous inspection.

Inspection and rectification in accordance with the Accomplishment Instructions of ACLP SB BD500-282006 Issue 001, dated 30 August 2019, prior to the effective date of this AD, meets the requirements of Part I, paragraphs A and B, and Part II, paragraphs A and B, as applicable.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 3 March 2022

Contact:

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