
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Bombardier (Canadair) CL-600 (Challenger) Series Aeroplanes**AD/CL-600/92****Fuel System Safety - Critical Design
Configuration Control Limitations****3/2008
DM**

Applicability: Model CL-600-2B19 aircraft, all serial numbers.

- Requirement:**
1. Revise the Canadair Regional Jet Model CL-600-2B19 Maintenance Requirements Manual (MRM), CSP A-053, Part 2, Appendix D, "Fuel System Limitations" to incorporate the Critical Design Configuration Control Limitations (CDCCL) items introduced in Temporary Revision (TR) 2D-2.
 2. Revise CL-600-2B19 aircraft related procedures and documentation to highlight the existence of CDCCL items noted in Requirement 1 above and to highlight the necessary requirements to maintain the design features of those CDCCL items.

Note 1: TR 2D-2 may be removed from the MRM when superseded by a further TR or later revision to the applicable manual.

Note 2: Transport Canada AD CF-2007-35 refers.

Compliance: Within 60 days after the effective date of this Directive.

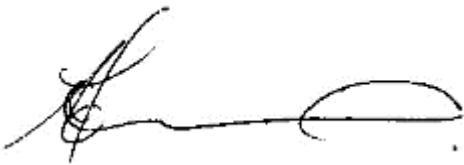
This Airworthiness Directive becomes effective on 31 January 2008.

Background: Bombardier Aerospace has completed a system safety review of the aircraft fuel system against 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 then assessed using Transport Canada Policy Letter No. 525-001, to determine if mandatory corrective action is required.

Bombardier (Canadair) CL-600 (Challenger) Series Aeroplanes

AD/CL-600/92 (continued)

The assessment showed that it is necessary to introduce CDCCL, in order to preserve critical fuel tank system ignition source prevention features during configuration changes such as modifications and repairs, or during maintenance actions. Failure to preserve critical fuel tank system ignition source prevention features could result in a fuel tank explosion. Revision has been made to Canadair Regional Jet Model CL-600-2B19 Maintenance Requirements Manual, CSP A-053, Part 2, Appendix D, "Fuel System Limitations" to introduce the required CDCCL.



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Delegate of the Civil Aviation Safety Authority

16 January 2008