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-600/64 Corrosion Prevention and Control Program 6/2005

Applicability: All Models CL-600-1A11 (CL600), CL-600-2A12 (CL601), and CL-600-2B16 (CL-601-3A/-3R) aircraft.

Requirement:

1. Incorporate the Bombardier Inc. Corrosion Prevention and Control Program (CPCP), or later Transport Canada approved revisions, into the operator's approved maintenance program.

2. CPCP tasks are to be accomplished at the next corresponding maintenance review board (MRB) task or the next CPCP task interval (if no corresponding MRB task exists).

3. Any corrosion found must be reported and the necessary rework action taken.

The incorporation of the CPCP into the operator's maintenance schedule constitutes terminating action for this Directive.

Note: Transport Canada AD CF-2005-06 refers.

Compliance:

1. Within one year after 9 June 2005, unless already accomplished.

2. From the date the CPCP is incorporated in the operator maintenance program.

3. As specified in Transport Canada AD CF-2005-06 Corrective Action Paragraphs 2, 3, and 4.

This Airworthiness Directive becomes effective on 9 June 2005.

Background: Service experience indicates that as aircraft become older, they are more likely to exhibit indications of corrosion. Transport Canada has committed to ensuring that additional maintenance programs for older aircraft are developed and implemented to minimise and control corrosive deterioration that could jeopardise airworthiness.

David Villiers
Delegate of the Civil Aviation Safety Authority

27 April 2005