



# AIRWORTHINESS DIRECTIVE

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*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-2020-14

**Effective Date:**

14 May 2020

**ATA:**

28

**Type Certificate:**

A-236

**Subject:**

Fuel - Threaded Fuel Coupling Not Properly Installed

**Applicability:**

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

Model BD-500-1A10, serial numbers 50010 through 50018 and 50020 through 50041,  
Model BD-500-1A11, serial numbers 55003 through 55016, 55018 through 55054 and 55056.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Threaded fuel couplings have been found to be incorrectly installed at final assembly and in service. Manufacturer instructions for tightening couplings may not have been properly followed, resulting in loose fuel couplings which could eventually disconnect. Disconnected fuel couplings could lead to fuel starvation of the Auxiliary Power Unit (APU), and pose a risk of fire.

This AD requires initial and repetitive functional tests of the shroud and drains of the APU. If any leaks are found, all couplings of the APU shroud and fuel feed line are to be inspected for looseness. Any loose couplings are to be tightened appropriately. The repetitive functional tests are terminated when the couplings are inspected and tightened as required.

**Corrective Actions:**

**Part I – Initial Functional Test of the APU Fuel Feed Line Shroud**

Before accumulating more than 4000 hours air time from the effective date of this AD, complete an initial functional test of the APU fuel feed line shroud in accordance with Part A of the Accomplishment Instructions of Airbus Canada Service Bulletin (SB) BD500-282009, Issue 002, dated 18 March 2020, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada. If the initial functional test reveals a leak, proceed to Part III of this AD before further flight.

Part I of this AD is not required for aeroplanes that have already completed Part III of this AD.

This paragraph gives credit for completion of the initial functional test before the effective date of this AD, in accordance with Part A of the Accomplishment Instructions of Airbus Canada SB BD500-282009, Issue 001, dated 13 December 2019. Aeroplanes must then undergo the repetitive functional test specified in Part II of this AD. If the repetitive functional test reveals a leak, proceed to Part III of this AD before further flight.

**Part II – Repetitive Functional Test of the APU Fuel Feed Line Shroud**

Following completion of Part I of this AD, repeat the functional test and corrective action as required by Part I of this AD at intervals not exceeding 4000 hours air time, until Part III of this AD is completed.

Part II of this AD is not required for aeroplanes that have already completed Part III of this AD.

This paragraph gives credit for the completion of the repetitive functional test and required corrective action before the effective date of this AD, in accordance with Part A of the Accomplishment Instructions of Airbus Canada SB BD500-282009, Issue 001, dated 13 December 2019.

### **Part III – Inspection and Torque of APU Fuel Feed Line Shroud Couplings**

Before accumulating more than 9350 hours air time or no later than 56 months, whichever occurs first, from the effective date of this AD, inspect and if necessary, tighten any loose couplings of the APU feed line in accordance with Part B of the Accomplishment Instructions of Airbus Canada SB BD500-282009, Issue 002, dated 18 March 2020, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

For aeroplanes that completed the inspection and torqueing of the APU fuel feed line shroud couplings before the effective date of this AD, in accordance with Part B of the Accomplishment Instructions of SB BD500-282009, Issue 001, dated 13 December 2019, additional correction action is required to meet the intent of Part III of this AD. Before accumulating more than 9350 hours air time, or no later than 56 months, whichever occurs first, from the effective date of this AD, perform Part C of the Accomplishment Instructions of Airbus Canada SB BD500-282009, Issue 002, dated 18 March 2020.

#### **Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on April 30, 2020

#### **Contact:**

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