



# AIRWORTHINESS DIRECTIVE

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*This Airworthiness Directive (AD) is issued pursuant to Civil 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) to ADs.*

**Number:**

CF-2015-28R2

**Effective Date:**

18 February 2019

**ATA:**

25

**Type Certificate:**

A-131

**Subject:**

Equipment/Furnishings – Damaged Decompression Window Louver Panel Assemblies and Detached Blowout Panels

**Revision:**

Supersedes AD CF-2015-28R1, issued 26 July 2017

**Applicability:**

Bombardier Inc. aeroplanes:

Model CL-600-2B19, serial numbers 7003 and subsequent,  
Model CL-600-2C10, serial numbers 10002 and subsequent,  
Model CL-600-2D15 and CL-600-2D24, serial numbers 15001 and subsequent,  
Model CL-600-2E25, serial numbers 19001 and subsequent,

configured with a Class C Cargo Compartment.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Several cases of damaged decompression window louver panel assemblies (WLPAs) have been reported in-service. Subsequent review of in-service data also showed multiple reports of detached blowout panels (BOPs). Damaged or detached WLPAs or BOPs create openings in the cargo compartment.

The presence of unintended openings on the WLPAs and BOPs could delay smoke detection in the cargo compartment. In addition, the cargo compartment may not be able to maintain Halon concentration required for fire suppression. In the event of a cargo compartment fire, the fire may become uncontrollable if this condition is not corrected.

The original version of this AD was issued to mandate the repetitive inspection of the affected WLPAs and BOPs.

Bombardier had collected data based on the inspection interval of the original version of this AD. Using this data, analysis shows that inspection at an escalated interval will not adversely impact the risk of an uncontrolled cargo compartment fire due to unintended opening of WLPAs or BOPs.

Revision 1 of this AD was issued to revise the interval of the previously mandated repetitive inspections increasing the subsequent repeat inspections interval from 100 hours air time to 880 hours air time.

Revision 2 of this AD is issued to add terminating action to the repeat inspections required by Service Bulletin (SB) 601R-25-201 and SB 670BA-25-100 by replacing them with new tasks included in the revised Maintenance Requirements Manual (MRM).

**Corrective Actions:****Part I – Repetitive WLPA inspections: Applicable to CL-600-2B19 aeroplanes:**

Perform the inspection of the WLPA, and rectify as required, in accordance with Bombardier SB 601R-25-201, Revision C, dated 11 May 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

## A. Initially:

1. For aeroplanes that have accumulated 780 hours air time or more as of the effective date of the original version of this AD (21 October 2015), within 100 hours air time from the effective date of the original version of this AD (21 October 2015),
2. For aeroplanes that have accumulated less than 780 hours air time as of the effective date of the original version of this AD (21 October 2015), before accumulating 880 hours air time.

## B. Terminating Action:

1. Within 30 days from the effective date of this AD, amend the Transport Canada approved maintenance schedule by incorporating Bombardier MRM, CSP-A-053, Part 2, Appendix A, Certification Maintenance Requirements (CMR) Task C26-25-115-01, as introduced by Temporary Revision (TR) 2A-69, dated 30 August 2018.
2. Perform subsequent inspections of the WLPA, and rectify as required, in accordance with Bombardier CMR Task C26-25-115-01 with an interval not to exceed 880 hours air time from the last inspection performed according to Bombardier SB 601R-25-201.

Prior inspections using earlier revisions of the above-mentioned SB also meet the requirements of Part I, Paragraph (A) of this AD.

Compliance in accordance with superseding TRs or later revisions of the above mentioned MRM approved by Transport Canada also satisfies the requirements of Part I, Paragraph (B) of this AD.

**Part II – Repetitive WLPA and BOP inspections: Applicable to aeroplane Models CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25**

Perform the inspection of the WLPA and the BOP, and rectify as required, in accordance with Bombardier SB 670BA-25-100, Revision C, dated 11 May 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

## A. Initially:

1. For aeroplanes that have accumulated 780 hours air time or more as of the effective date of the original version of this AD (21 October 2015), within 100 hours air time from the effective date of the original issue of this AD (21 October 2015),
2. For aeroplanes that have accumulated less than 780 hours air time as of the effective date of the original version of this AD (21 October 2015), before accumulating 880 hours air time.

## B. Terminating Action:

1. Within 30 days from the effective date of this AD, amend the Transport Canada approved maintenance schedule by incorporating Bombardier MRM, CSP-B-053, Part 1, and Maintenance Review Board Report (MRBR) Task 255000-208 as introduced by TR MRB-0079, dated 29 May 2017.
2. Perform subsequent inspections of the WLPA and BOP and rectify as required, in accordance with Bombardier MRBR Task 255000-208 with an interval not to exceed 880 hours air time from the last inspection performed according to Bombardier SB 670BA-25-100.

Prior inspections using earlier revisions of the above-mentioned SB also meet the requirements of Part II, paragraph (A) of this AD.

Compliance in accordance with superseding TRs or later revisions of the above mentioned MRM approved by Transport Canada also satisfies the requirements of Part II, Paragraph (B) of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr

Chief, Continuing Airworthiness

Issued on 4 February 2019

**Contact:**

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