



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) to ADs.

Number:

CF-2017-28

Effective Date:

6 September 2017

ATA:

56

Type Certificate:

A-131

Subject:

Flight Compartment – Windshields and the Side Windows – Inspection for Fluid Ingress

Applicability:

Bombardier Inc. aeroplanes:

Model CL-600-2C10 – serial numbers 10003 through 10342;

Model CL-600-2D15 and CL-600-2D24 – serial numbers 15001 through 15367; and

Model CL-600-2E25 serial numbers 19001 through 19041.

Compliance:

As indicated below, unless already accomplished.

Background:

Several incidents of electrical shorting and sparks have been reported in the cockpit of CL-600-2C10 and CL-600-2D24 aeroplanes. De-icing fluid can leak between the windshields and side windows, leading to possible damage to the cockpit floodlight wires and electrical connections. If not corrected, this condition may result in a flight compartment fire.

This AD is issued to mandate a water spray test and inspection for evidence of fluid ingress into the flight compartment. It also provides mandatory instructions for sealant application if required.

Corrective Actions:

A. For aeroplanes that have had a left cockpit windshield and/or a left cockpit side window replaced using Aircraft Maintenance Manual task 56-11-01-400-801, Revision 48 and/or AMM task 56-12-01-400-801, Revision 48, both dated 25 March 2015 or earlier revisions of these tasks, perform a water spray test and inspect the left cockpit windshield and left cockpit side window for evidence of water ingress into the cockpit. Part A of Bombardier Service Bulletin (SB) 670BA-56-003, Revision A, dated 13 April 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, provides approved instructions for this inspection. The test and inspection shall be accomplished as follows:

1. For aeroplanes that have not incorporated Bombardier In-Service MODSUM IS67033110181, within 2500 hours air time from the effective date of this AD.
2. For aeroplanes that have incorporated Bombardier In-Service MODSUM IS67033110181, within 6600 hours air time from the effective date of this AD.

If water is found in the flight compartment, before next flight, apply the sealant on the left cockpit windows. Part C of Bombardier SB 670BA-56-003 Revision A, dated 13 April 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, provides approved instructions for the sealant application.

Aeroplanes that have incorporated Bombardier Alert Service Bulletin (ASB) A670BA-56-002 Initial Issue, dated 7 January 2008 or later approved revisions, or Part A and/or Part C of Bombardier SB 670BA-56-003, Initial Issue, dated 28 May 2015, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, and have not subsequently replaced the left cockpit windshield or the left cockpit side window with AMM task 56-11-01-400-801, Revision 48 or AMM task 56-12-01-400-801, Revision 48, both dated 25 March 2015 or earlier revisions of these tasks, meet the requirements of Part A of this AD.

- B. For aeroplanes that have had a right cockpit windshield and/or a right cockpit side window replaced using AMM task 56-11-01-400-801, Revision 48 and/or AMM task 56-12-01-400-801, Revision 48, both dated 25 March 2015 or earlier revisions, perform a water spray test and inspect the right cockpit windshield and right cockpit side window for water ingress into the cockpit. Part B of Bombardier SB 670BA-56-003, Revision A, dated 13 April 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, provides approved instructions for this inspection. This test and inspection shall be accomplished as follows:
1. For aeroplanes that have not incorporated Bombardier In-Service MODSUM IS67033110181, within 2500 hours air time from the effective date of this AD.
 2. For aeroplanes that have incorporated Bombardier In-Service MODSUM IS67033110181, within 6600 hours air time from the effective date of this AD.

If water is found in the flight compartment, before next flight, apply the sealant on the right cockpit windows. Part D of Bombardier SB 670BA-56-003, Revision A, dated 13 April 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, provides approved instructions for the sealant application.

Aeroplanes that have incorporated Bombardier ASB A670BA-56-002, Initial Issue, dated 7 January 2008 or later approved revisions, or Part B and/or Part D of Bombardier SB 670BA-56-003, Initial Issue, dated 28 May 2015 or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, and have not subsequently replaced the right cockpit windshield or the right cockpit side window with AMM task 56-11-01-400-801, Revision 48 or AMM task 56-12-01-400-801, Revision 48, both dated 25 March 2015 or earlier revisions of these tasks meet the requirements of Part B of this AD.

- C. As of the effective date of this AD, it is prohibited to use AMM task 56-11-01-400-801, Revision 48 or earlier revisions of this task, for installation of the left or right cockpit windshields and AMM task 56-12-01-400-801, Revision 48 or earlier revisions of this task for installation of the left or right cockpit side windows on Bombardier Inc. CL-600-2C10, CL-600-2D15, CL-600-2D24 and CL-600-2E25 aeroplanes.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Philip Tang
Acting Chief, Continuing Airworthiness
Issued on 23 August 2017

Contact:

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