

## **EASA Decision not to adopt Transport Canada AD CF-2018-33R1**

### **EASA considerations, leading to the decision not to adopt Transport Canada Civil Aviation (TCCA) AD CF-2018-33R1**

On 12 November 2020, TCCA issued AD CF-2018-33R1, applicable to certain MHI RJ Aviation ULC (formerly Bombardier Inc.) CL-600 aeroplanes.

That AD revises AD CF-2018-33, which was adopted by EASA, and required the introduction of a navigation system limitation to the Airplane Flight Manual (AFM) and, for certain CL-600-2B19 aeroplanes, a software update for the Flight Management Computer (FMC).

The revised AD CF-2018-33R1 prohibits the use of FAA AD 2020-10-05 (which has also been adopted by EASA) for the FMC installation of the affected aeroplanes.

The compliance time for the actions required by TCCA AD CF-2018-33 expired on 26 December 2019, and all affected aeroplanes operated under EU regulations are expected to have applied the AFM amendment.

In EASA view, the requirements of TCCA AD CF-2018-33 can be considered as temporary actions at 'aircraft' level, while the later FAA AD requires action at 'equipment' level, in combination with an additional AFM change. Also, FAA AD 2020-10-05 specifically applies to FMC-4200, having Rockwell Collins Part Number (RCPN) 822-0783-039 and RCPN 822-0783-040 (see paragraph (c)(1) of that AD), which are the upgrades required by TCCA AD CF-2018-33. This clearly indicates that those earlier upgrades need to be replaced with a 'later' one.

For the reasons described above, EASA has decided not to adopt TCCA AD CF-2018-33R1.

For further information, please contact the Programming and Continued Airworthiness Information Section, Certification Directorate, EASA, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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