



# 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-2022-48

**Effective Date:**

1 September 2022

**ATA:**

52

**Type Certificate:**

A-177

**Subject:**

Doors – Passenger Door Functional Test Missing Certain Steps Affecting Rigging

**Applicability:**

Bombardier Inc. model BD-700-2A12 aeroplanes, serial numbers 70006 through 70061.

**Compliance:**

Within 72 months from the effective date of this AD, unless already accomplished.

**Background:**

Non-conformities have been reported involving the passenger door functional test engineering requirements (FTEr). It has been found that several aircraft did not accomplish all the FTEr with the fully assembled aircraft in the weight on wheel condition, which could affect rigging of the door. Door mis-rigging could lead to higher loads on the door stops, initiating cracks before the intended design service goal and an in-flight opening of the passenger door.

This AD mandates an inspection of the passenger door and re-rigging if required, to avoid premature crack initiation.

**Corrective Actions:**

In accordance with the Accomplishment Instructions of Bombardier Service Bulletin (SB) 700-52-7511 Basic Issue, dated 22 July 2022, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada:

- A. Measure and record the passenger door steps and gap values on each lateral side of the door at 8 points, and on the lower and upper sides of the door at 4 points.
- B. If any of the measurements obtained from performing Corrective Action A. above are not within the limits, re-rig the passenger door to obtain the necessary values.  
  
If re-rigging of the passenger door is required, Corrective Actions C. and D. are not required.
- C. With the door in closed position, measure and record the passenger door stops gaps.
- D. If any of the measurements obtained from Corrective Action C. above are not within the limits, accomplish the door stops rigging to obtain the necessary values.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Philippe Ngassam  
Director, National Aircraft Certification  
Issued on 18 August 2022

**Contact:**

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