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) with ADs.

Number:

CF-2026-07

Effective Date:

18 February 2026

ATA:

30

Type Certificate:

A-276

Subject:

Ice and Rain Protection – Engine Cowl Anti-Ice – Ejector Pipe Chafing

Applicability:

MHI RJ Aviation ULC. (MHIRJ) (formerly Bombardier Inc.) model CL-600-2B19 aeroplanes, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

There have been several reports of chafing damage to the cowl anti-ice ejector pipe and seal that was discovered during maintenance. In some cases, the chafing has resulted in rupture of the ejector pipe. This condition could lead to un-annunciated degradation of the cowl anti-icing system, ice accumulation, ice ingestion and engine shut down.

To correct this unsafe condition, this AD requires a borescope inspection of the cowl anti-ice ejector pipe, and seal, and if necessary, the replacement of the ejector pipe and seal.

Corrective Actions:

For the purpose of this AD, the following definition applies:

MHIRJ Service Bulletin (SB): SB 601R-30-035 Revision NC dated 3 July 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada (TC).

Part I – Initial Inspection

Within 6600 hours air time from the effective date of this AD, complete the borescope inspection of the ejector pipe and seal, in accordance with the procedure in Part A, section 2B or Part B section 2E, as applicable, of the Accomplishment Instructions of the MHIRJ SB. If the MHIRJ SB inspection requirements are not met, then perform Part II of this AD.

Note: Any damage found on the ejector pipe and seal is a reportable service difficulty as defined in CAR 101.01. Persons not required to report service difficulties by the CARs are requested to voluntarily report such findings via TC Web Service Difficulty Reporting System and/or directly to MHIRJ.

Part II – Removal, Replacement and Installation

Remove and replace the ejector pipe and seal in accordance with the Accomplishment Instructions in, Part C, section 2H of the MHIRJ SB.

Part III – Repetitive Inspection

Perform the borescope inspection in Part I of this AD at intervals not to exceed 6600 hours air time from the initial inspection and if the MHIRJ SB requirements are not met, then perform Part II of this AD.

Part IV – Installation Prohibition of Components

As of the effective date of this AD, it is prohibited to install the inlet cowl assembly Part Numbers (P/N) 228-56035-109 or 228-56035-801 as a replacement part if it has exceeded 6600 hours air time since the effective date of this AD, unless the ejector pipe and seal has been borescope inspected in accordance with the procedure in Part A, section 2B of the Accomplishment Instructions of the MHIRJ SB and confirmed to be acceptable with the MHIRJ SB inspection requirements.

Once the replacement inlet cowl assembly P/N 228-56035-109 or 228-56035-801 is installed on the aeroplane, perform the borescope inspection of the ejector pipe and seal in accordance with the initial interval specified in Part I, and repetitive interval, as applicable specified in Part III of this AD and if the inspection requirements are not met, complete Part II of this AD.

This paragraph gives credit for the accomplishment of MHIRJ SB, prior to the effective date of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 4 February 2026

Contact:

Christopher Banken, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.