



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-2026-09R2

Effective Date:

12 August 2026

ATA:

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Type Certificate:

A-276

Subject:

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

Revision:

Supersedes AD CF-2026-09R1, issued 19 June 2026.

Applicability:

MHI RJ Aviation ULC. (MHIRJ) (formerly Bombardier Inc.) model CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24 and CL-600-2E25 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, AD CF-2026-09 required a borescope inspection of the cowl anti-ice ejector pipe, and seal, and, if necessary, the replacement of the ejector pipe and seal.

Since AD CF-2026-09 was issued, feedback was received from operators and it was determined that the wording in Part IV should be revised. AD CF-2026-09R1 revised the wording in Part IV and otherwise maintained the requirements of AD CF-2026-09.

This AD revision, CF-2026-09R2, corrects an error with the Service Bulletin (SB) definition which occurred only in the English version of AD CF-2026-09R1 and otherwise maintains the requirements of AD CF-2026-09R1.

Corrective Actions:

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

MHIRJ SB:

SB 670BA-30-026 Revision B dated 2 December 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada (TC).

Part I – Initial Inspection

Within 8800 hours air time from the effective date of AD CF-2026-09 (19 February 2026), 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 section 2, Part C of the MHIRJ SB.

Part III – Repetitive Inspection

Perform the borescope inspection in Part I of this AD at intervals not to exceed 8800 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 AD CF-2026-09 (19 February 2026), it is prohibited to install the inlet cowl assembly Part Numbers (P/N) CN621-0101-001 or KCN621-0101-1 as a replacement part if it has accumulated 8800 hours air time or more at the effective date of AD CF-2026-09 (19 February 2026), 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 CN621-0101-001 or KCN621-0101-1 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/or the 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.

Part V – Additional Requirement of MHIRJ SB

This paragraph gives credit for the accomplishment of the MHIRJ SB, prior revisions, however for aeroplanes that have had section 2, Part C of the Initial Issue or Revision A of the MHIRJ SB completed, the inlet cowl assembly must be re-identified with a new P/N on the cowl assembly identification plate in accordance with section 2, Part C (9)(I) of the MHIRJ SB service bulletin.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 29 July 2026

Contact:

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