# 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-2026-21

**Effective Date:**

4 June 2026

**ATA:**

53, 55, 57, 78

**Type Certificate:**

A-131

**Subject:**

Fuselage, Stabilizers, Wings, Exhaust System

**Replacement:**

Supersedes AD CF-2025-36, issued 8 July 2025.

**Applicability:**

Bombardier Inc. (BA) model CL-600-2B16 aeroplanes, serial numbers 5301 through 5665.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Following an internal BA investigation, it was discovered that the Non-Destructive Testing Manual (NDTM) procedures, associated with twelve (12) Airworthiness Limitations (AWL) Tasks potentially could not detect cracks. Undetected cracks could lead to structural failure of the aeroplane. Consequently, prior to issuance of AD CF-2025-36, six (6) NDTM procedures were revised and eight (8) new NDTM procedures were introduced.

AD CF-2025-36 required inspections of the structure around the passenger door, the structure around the baggage door, wing to fuselage pins at multiple locations, upper cap of the pylon spar at the fuselage frame attachment – Fuselage station (FS) 672.20, upper cap and skin of the rear spar of the horizontal stabilizer − rib 1 , the lower wing plank at the rear spar Wing Station (WS) 178.00 and WS 189.00, lower wing plank at the butt strap at the front and rear spars – WS 314.50, the hinge box supports of the outboard flap and in error it required inspection of main tracks lower flange of the thrust reverser in lieu of inspections of the bifurcator's upper and lower pylon track support beds and adjacent structure. Also, CF-2025-36 required repairs of the cracks, if found.

BA has created a new AWL Task (No. 53-20-00-163) which requires the four NDTM procedures, previously mandated by AD CF-2025-36 Part III (UT-53-20-004, UT-53-20-005, UT-53-20-006 and UT-53-20-007), to be performed.

This AD CF-2026-21 mandates a new AWL Task in Part III and revises the Part IX while maintaining the requirements of AD CF-2025-36, which is superseded.

**Corrective Actions:**

For the purpose of this AD, the following compliance time phase-in apply:

**Table 1: Compliance Time for Part I, II, IV, V, VI, VII and IX**

| **Aeroplane Total Flight Cycles (FC) accumulated as of the Effective date of AD CF-2025-36 (22 July 2025)** | **Compliance Time** |
|---|---|
| 7000 or less | Before accumulating 7800 total FC |
| greater than 7000 and less than 10 500 | Before accumulating 11 500 total FC or within 1500 FC from the effective date of the AD CF-2025-36 (22 July 2025), whichever occurs first |
| 10 500 or greater | Within 1000 FC from the effective date of the AD CF-2025-36 (22 July 2025) |

**Table 2: Compliance Time for Part VIII**

| **Aeroplane Total FC accumulated as of the Effective date of AD CF-2025-36 (22 July 2025)** | **Compliance Time** |
|---|---|
| 7000 or less | Before accumulating 7800 total FC |
| greater than 7000 and less than 8500 | Before accumulating 9000 total FC or within 800 FC from the effective date of the AD CF-2025-36 (22 July 2025), whichever occurs first |
| greater than 8500 and less than 10 000 | Before accumulating 10 300 total FC or within 500 FC from the effective date of the AD CF-2025-36 (22 July 2025), whichever occurs first |
| 10 000 or greater | Within 300 FC from the effective date of the AD CF-2025-36 (22 July 2025) |

**Part I – Special Detailed Inspection of the Structure around the Passenger Door**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the structure around the passenger door in accordance with Eddy Current Inspection (ET) 53-20-012 procedure dated 25 March 2019, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.
3. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the structure around the passenger door in accordance with Ultrasound Inspection (UT) 53-20-002 procedure dated 25 March 2019, published in Part 04 of publication number CH 604 NDTM.
4. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 3 above.

**Part II – Special Detailed Inspection of the Structure around the Baggage Door**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the structure around the baggage door in accordance with ET 53-30-003 procedure dated 27 June 2023, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.
3. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the structure around the baggage door in accordance with UT 53-30-006 procedure dated 27 August 2021, published in Part 04 of publication number CH 604 NDTM.
4. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 3 above.

**Part III – Special Detailed Inspections of the Wing-to-Fuselage Pins**

1. Within the threshold and repeat interval identified within the task, complete the new AWL task 53-20-00-163 titled Special Detailed Inspections of the Wing-to-Fuselage Pins, dated 14 August 2025, as published in Part 2 of publication number CH 604 TLMC.

**Part IV – Special Detailed Inspection of the Upper Cap of the Pylon Spar at the Fuselage Frame Attachment – FS 672.20**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the upper cap of the pylon spar at the fuselage frame attachment – FS 672.20 in accordance with ET 53-30-020 procedure dated 19 November 2018, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part V – Special Detailed Inspection of the Upper Cap and Skin of the Rear Spar of the Horizontal Stabilizer − Rib 1**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the upper cap and skin of the rear spar of the horizontal stabilizer – rib 1 in accordance with ET 55-10-001 procedure dated 19 November 2018, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part VI – Special Detailed Inspection of the Lower Wing Plank at the Rear Spar – WS 178.00 and WS 189.00**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the lower wing plank at the rear spar WS 178.00 and WS 189.00 in accordance with ET 57-20-024 procedure dated 19 November 2019, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 2039 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part VII – Special Detailed Inspection of the Lower Wing Plank at the Butt Strap at the Front and Rear Spar – WS 314.5**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the lower wing plank at the butt strap at the front and rear spars – WS 314.50 in accordance with ET 57-20-008 procedure dated 25 March 2019, published in Part 06 of publication number CH 604 NDTM
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part VIII – Special Detailed Inspection of the Hinge Box Supports of the Outboard Flap**

1. Perform, within the applicable compliance time indicated in Table 2, a special detailed inspection of the hinge box supports of the outboard flap in accordance with ET 57-50-007 procedure dated 25 March 2019, published in Part 06 of publication number CH 604 NDTM.
2. Thereafter, at intervals not to exceed 3050 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part IX – Special Detailed Inspection of the Service Pylon Track Support Beds**

1. Perform, within the applicable compliance time indicated in Table 1, an initial special detailed inspection of the bifurcator's upper and lower pylon track support beds and adjacent structure in accordance with ET 78-30-012 procedure dated 19 November 2018, published in Part 06 of publication number CH 604 NDTM
2. Thereafter, at intervals not to exceed 7800 FC, repeat the special detailed inspection requested by paragraph 1 above.

**Part X – Special Instructions**

1. If any defect is found during any of the above inspections, before further flight, contact BA for an approved disposition and perform the BA disposition instructions within the compliance time specified by those instructions, or other methods approved by the Chief, Continuing Airworthiness, Transport Canada. The repair disposition must specifically refer to this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young
Chief, Continuing Airworthiness
Issued on 21 May 2026

**Contact:**

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