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-2026-43

Effective Date:

14 September 2026

ATA:

30

Type Certificate:

A-276

Subject:

Ice and Rain Protection – Wing Anti-Ice – Aircraft Flight Manual (AFM) Procedure Anomaly

Applicability:

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

Compliance:

Within 60 days from the effective date of this AD, unless already accomplished.

Background:

Anomalies were discovered in the WING-OVHT AFM procedures during simulator training. The anomalies could be misleading to the flight crew during wing overheat events or during flight in icing conditions by not directing the crew to the next actions and sometimes prematurely ending the procedures. If not corrected, the anomalies could result in wing leading edge overheating or a loss of anti-ice protection, potentially affecting continued safe flight and landing.

To mitigate this unsafe condition, this AD requires an amendment to the AFM.

Corrective Actions:

Amend Chapter 3, EMERGENCY PROCEDURES, and Chapter 5, ABNORMAL PROCEDURES, of the applicable Transport Canada approved AFM in accordance with Figures 1, 2, and 3 of this AD. This may be accomplished by inserting a copy of Figures 1, 2, and 3 of this AD, or the AD itself, into the existing AFM.

After amending the existing AFM, inform all flight crews of the changes and thereafter operate the aeroplane according to the changes outlined in Figure 1, 2, and 3 of this AD.

Figure 1 – Description of AFM Changes

Affected Data	DOT Approval	Description of Revision
Chapter 3: EMERGENCY PROCEDURES – Ice and Rain Protection 1. ICE AND RAIN PROTECTION A. WING OVHT B. ANTI-ICE DUCT Chapter 5: ABNORMAL PROCEDURES – Ice and Rain Protection 1. PNEUMATIC ANTI-ICE A. L COWL A/ICE or R COWL A/ICE B. L WING A/ICE or R WING A/ICE C. WING A/ICE SNSR		Introduces the following changes to the Airplane Flight Manual: Procedure update: • WING OVHT, • ANTI-ICE DUCT, • L COWL A/ICE or R COWL A/ICE, • L WING A/ICE or R WING A/ICE, and • WING A/ICE SNSR procedures. <RS-489>

Figure 2 – EMERGENCY PROCEDURES UPDATE

PROCEDURAL UPDATE

1. ICE AND RAIN PROTECTION

A. WING OVHT

(1) ANTI-ICE, WING switch ..... STBY

- **If after 40 seconds, WING OVHT warning message goes out, proceed to step (2).**
- **If after 40 seconds, WING OVHT warning message persists, proceed to step (3).**

After 40 seconds, WING OVHT warning message goes out:

(2) No further action required.

After 40 seconds, WING OVHT warning message persists:

(3) Affected side ..... Determine

(4) ANTI-ICE, LH or RH COWL switch ..... Affected side OFF

(5) L or R 14TH STAGE switch ..... Affected side CLOSED

(6) 14TH STAGE ISOL switch ..... OPEN

NOTE

Cowl anti-ice and thrust reverser unavailable on the affected engine.

- **If WING OVHT warning message goes out, proceed to step (7).**
- **If WING OVHT warning message persists, proceed to step (8).**

WING OVHT warning message goes out:

(7) No further action required.

WING OVHT warning message still persists:

(8) ANTI-ICE, WING switch ..... OFF

(9) Leave icing conditions.

WARNING

Even small accumulations of ice on the wing leading edge can change the stall speed or stall characteristics or the warning margins provided by the stall protection system.

NOTE

Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is −40°C (−40°F) or below.

Figure 2 – EMERGENCY PROCEDURES UPDATE

PROCEDURAL UPDATE

- **If ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (10).**
- **If no ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (11).**

Ice accumulation is observed on the heated portion of the wing leading edge:

(10) Ice Dispersal Procedure ..... Accomplish

(Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)

No ice accumulation is observed on the heated portion of the wing leading edge:

(11) No further action required.

B. ANTI-ICE DUCT

(1) ANTI-ICE, WING switch ..... OFF

(2) Leave icing conditions.

WARNING

Even small accumulations of ice on the wing leading edge can change the stall speed or stall characteristics or the warning margins provided by the stall protection system.

NOTE

Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below, and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is −40°C (−40°F) or below.

If ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (3)

If no ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (4)

Ice accumulation is observed on the heated portion of the wing leading edge:

(3) Ice Dispersal Procedure ..... Accomplish

(Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)

No ice accumulation is observed on the heated portion of the wing leading edge:

(4) No further action required.

Figure 3 – ABNORMAL PROCEDURES UPDATE

PROCEDURAL UPDATE

1. PNEUMATIC ANTI-ICE

A. L COWL A/ICE or R COWL A/ICE

- **If cowl anti-ice is selected ON, proceed to step (1).**
- **If cowl anti-ice is selected OFF, proceed to step (6).**

Cowl anti-ice is selected ON:

(May indicate a low pressure condition.)

(1) Affected 14TH STAGE BLEED ..... Check open

(2) Affected engine thrust ..... Not less than 78% N_2

(3) IGNITION, CONT switch ..... ON

- **If L COWL A/ICE or R COWL A/ICE caution message goes out, proceed to step (4).**
- **If L COWL A/ICE or R COWL A/ICE caution message persists, proceed to step (5).**

L COWL A/ICE or R COWL A/ICE caution message goes out:

(4) No further action required.

L COWL A/ICE or R COWL A/ICE caution message persists:

(5) Leave icing conditions.

NOTE

Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below, and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is –40°C (–40°F) or below.

Cowl anti-ice is selected OFF:

(May indicate a high pressure condition.)

(6) Affected engine thrust ..... Reduce N_2 to < 85%

- **If L COWL A/ICE or R COWL A/ICE caution message goes out, proceed to step (7).**
- **If L COWL A/ICE or R COWL A/ICE caution message persists, proceed to step (8).**

L COWL A/ICE or R COWL A/ICE caution message goes out:

(7) No further action required.

L COWL A/ICE or R COWL A/ICE caution message persists:

(8) Affected 14TH STAGE BLEED ..... CLOSED

Figure 3 – ABNORMAL PROCEDURES UPDATE

(9) Leave icing conditions.

NOTE

1. Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below, and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is –40°C (–40°F) or below.
2. If wing anti-ice is required, open the 14th stage isolation valve.
3. Cowl anti-ice and thrust reverser unavailable on the affected engine

B. L WING A/ICE or R WING A/ICE

(1) Affected 14TH STAGE BLEED ..... Check open

(2) Affected engine thrust ..... Increase

- **If L WING A/ICE or R WING A/ICE caution message goes out, proceed to step (3).**
- **If L WING A/ICE or R WING A/ICE caution message persists, proceed to step (4).**

L WING A/ICE or R WING A/ICE caution message goes out:

(3) No further action required.

L WING A/ICE or R WING A/ICE caution message persists:

(4) ANTI-ICE, WING switch ..... STBY

PROCEDURAL UPDATE

Effectivity:

- *Airplanes 8102 and subsequent, or*
- *Airplanes 7003 thru 7067, 7069 thru 7990 and 8000 thru 8101* ***incorporating*** *the following Service Bulletin:*
  - *SB 601R-30-031, Ice and Rain Protection – Wing Anti-icing System – Installation of Low Heat Detection – Switches on the Leading Edge.*

NOTE

Going from NORM to OFF to STBY may introduce a power cycle which re-initiates a two minute EICAS wing anti-ice message inhibition.

- **If after 30 seconds, L WING A/ICE or R WING A/ICE caution message goes out, proceed to step (5).**
- **If after 30 seconds, L WING A/ICE or R WING A/ICE caution message still persists, proceed to step (6).**

After 30 seconds, L WING A/ICE or R WING A/ICE caution message goes out:

(5) No further action required.

After 30 seconds, L WING A/ICE or R WING A/ICE caution message still persists:

Figure 3 – ABNORMAL PROCEDURES UPDATE

PROCEDURAL UPDATE

(6) Leave icing conditions.

WARNING

Even small accumulations of ice on the wing leading edge can change the stall speed or stall characteristics or the warning margins provided by the stall protection system.

NOTE

Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below, and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is –40°C (–40°F) or below.

- **If ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (7).**
- **If no ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (8).**

Ice accumulation is observed on the heated portion of the wing leading edge:

(7) Ice Dispersal Procedure .....Accomplish

(Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)

No ice accumulation is observed on the heated portion of the wing leading edge:

(8) No further action required.

C. WING A/ICE SNSR

(1) ANTI-ICE, WING switch .....STBY

Effectivity:

- *Airplanes 8102 and subsequent, or*
- *Airplanes 7003 thru 7067, 7069 thru 7990 and 8000 thru 8101 **incorporating** the following Service Bulletin:*
  - *SB 601R-30-031, Ice and Rain Protection – Wing Anti-icing System – Installation of Low Heat Detection – Switches on the Leading Edge.*

NOTE

Going from NORM to OFF to STBY may introduce a power cycle which re-initiates a two minute EICAS wing anti-ice message inhibition.

Figure 3 – ABNORMAL PROCEDURES UPDATE

PROCEDURAL UPDATE

- **If no ICE caution message and light come on, proceed to step (2).**
- **If ICE caution message and light come on, proceed to step (3).**

No ICE caution message and light come on:

(2) No further action required.

ICE caution message and light come on:

(3) Leave icing conditions.

WARNING

Even small accumulations of ice on the wing leading edge can change the stall speed or stall characteristics or the warning margins provided by the stall protection system.

NOTE

Icing conditions exist in flight at a **TAT** of 10°C (50°F) or below, and visible moisture in any form is encountered (such as clouds, rain, snow, sleet or ice crystals), except when the **SAT** is –40°C (–40°F) or below.

If ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (4)

If no ice accumulation is observed on the heated portion of the wing leading edge, proceed to step (5)

Ice accumulation is observed on the heated portion of the wing leading edge:

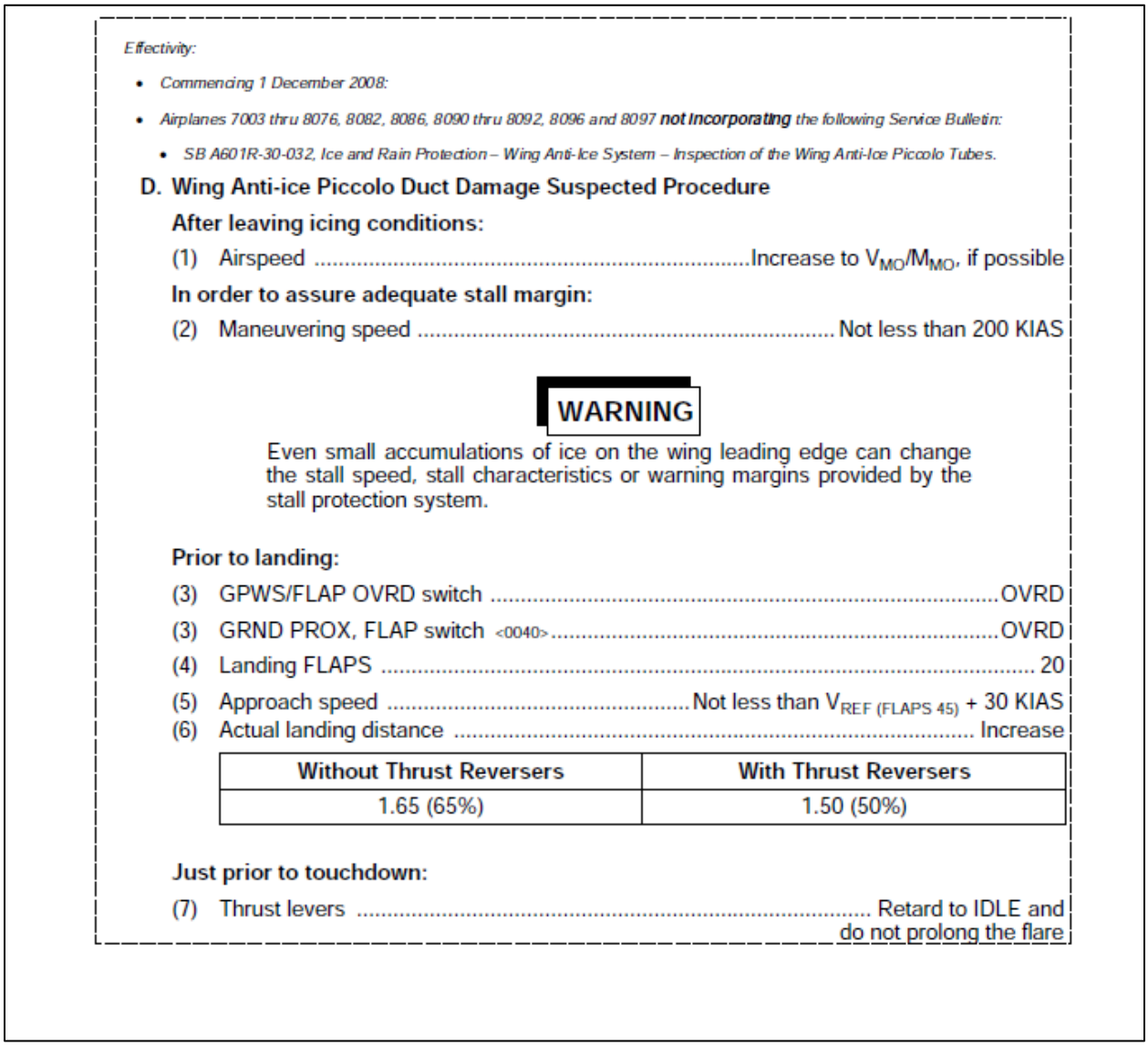
(4) Ice Dispersal Procedure ..... Accomplish

(Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)

No ice accumulation is observed on the heated portion of the wing leading edge:

(5) No further action required.

Figure 3 – ABNORMAL PROCEDURES UPDATE



Effectivity:

- *Commencing 1 December 2008:*
- *Airplanes 7003 thru 8076, 8082, 8086, 8090 thru 8092, 8096 and 8097* ***not incorporating*** *the following Service Bulletin:*
  - *SB A601R-30-032, Ice and Rain Protection – Wing Anti-Ice System – Inspection of the Wing Anti-Ice Piccolo Tubes.*

D. Wing Anti-ice Piccolo Duct Damage Suspected Procedure

After leaving icing conditions:

(1) Airspeed ..... Increase to V_{MO}/M_{MO}, if possible

In order to assure adequate stall margin:

(2) Maneuvering speed ..... Not less than 200 KIAS

WARNING

Even small accumulations of ice on the wing leading edge can change the stall speed, stall characteristics or warning margins provided by the stall protection system.

Prior to landing:

(3) GPWS/FLAP OVRD switch ..... OVRD

(3) GRND PROX, FLAP switch <0040> ..... OVRD

(4) Landing FLAPS 20

(5) Approach speed ..... Not less than $V_{REF\ (FLAPS\ 45)}$ + 30 KIAS

(6) Actual landing distance ..... Increase

Without Thrust Reversers	With Thrust Reversers
1.65 (65%)	1.50 (50%)

Just prior to touchdown:

(7) Thrust levers ..... Retard to IDLE and do not prolong the flare

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

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Issued on 31 August 2026

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