



CONSIGNE DE NAVIGABILITÉ

La présente Consigne de navigabilité (CN) est publiée en vertu de l'article 521.427 du Règlement de l'aviation canadien (RAC). Il est interdit à toute personne d'effectuer ou de permettre le décollage d'un aéronef dont elle a la garde et la responsabilité sauf si les exigences de l'article 605.84 du RAC se rapportant aux CN sont satisfaites. L'annexe H de la norme 625, Normes relatives à l'équipement et à la maintenance des aéronefs, contient des informations concernant d'autres moyens de conformité aux CN.

Numéro :

CF-2026-43

Date d'entrée en vigueur :

14 septembre 2026

ATA :

30

Certificat de type :

A-276

Sujet :

Protection contre le givre et la pluie – Antigivrage ailes – Anomalie dans la procédure du manuel de vol de l'aéronef (AFM)

Applicabilité :

Les avions de MHI RJ Aviation ULC (MHIRJ) (anciennement Bombardier Inc.) modèle CL-600-2B19 portant tous les numéros de série.

Conformité :

Dans les 60 jours à partir de la date d'entrée en vigueur de la présente CN, à moins que ce ne soit déjà fait.

Contexte :

Des anomalies ont été découvertes dans les procédures WING-OVHT de l'AFM lors d'entraînement sur simulateur. Ces anomalies pourraient induire en erreur l'équipage de conduite lors d'événements de surchauffe de l'aile ou en vol dans des conditions de givrage en ne dirigeant pas l'équipage vers les prochaines mesures et en mettant parfois fin aux procédures de manière prématurée. Si elles ne sont pas corrigées, les anomalies pourraient entraîner une surchauffe du bord d'attaque de l'aile ou une perte de protection antigivrage, ce qui pourrait nuire à la sécurité continue du vol et de l'atterrissage.

Afin d'atténuer cette situation dangereuse, la présente CN exige une modification de l'AFM.

Mesures correctives :

Modifier le chapitre 3, EMERGENCY PROCEDURES, et le chapitre 5, ABNORMAL PROCEDURES, de l'AFM applicable approuvé par Transports Canada, conformément aux figures 1, 2 et 3 de la présente CN. L'incorporation d'une copie des figures 1, 2 et 3 de la présente CN, ou de la CN elle-même dans l'AFM existant permet de satisfaire à cette exigence.

Une fois l'AFM existant modifié, informer tous les équipages de conduite des changements, puis utiliser l'avion conformément aux modifications décrites dans les figures 1, 2 et 3 de la présente CN.

Figure 1 – Description des modifications de l'AFM (en anglais seulement)

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 – MISE À JOUR DES PROCÉDURES EN SITUATION D'URGENCE « EMERGENCY PROCEDURES » (en anglais seulement)

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).	
	<u>After 40 seconds, WING OVHT warning message goes out:</u>	
	(2) No further action required.	
	<u>After 40 seconds, WING OVHT warning message persists:</u>	
	(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).		
<u>WING OVHT warning message goes out:</u>		
(7) No further action required.		
<u>WING OVHT warning message still persists:</u>		
(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 – MISE À JOUR DES PROCÉDURES EN SITUATION D'URGENCE « EMERGENCY PROCEDURES » (en anglais seulement)

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).
	<u>Ice accumulation is observed on the heated portion of the wing leading edge:</u> (10) Ice Dispersal Procedure Accomplish (Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)
	<u>No ice accumulation is observed on the heated portion of the wing leading edge:</u> (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)
	<u>Ice accumulation is observed on the heated portion of the wing leading edge:</u> (3) Ice Dispersal Procedure Accomplish (Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)
	<u>No ice accumulation is observed on the heated portion of the wing leading edge:</u> (4) No further action required.

Figure 3 – MISE À JOUR DES PROCÉDURES EN SITUATION ANORMALE « ABNORMAL PROCEDURES » (en anglais seulement)

Figure 3 – MISE À JOUR DES PROCÉDURES EN SITUATION ANORMALE « ABNORMAL PROCEDURES » (en anglais seulement)

PROCEDURAL 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).
	<u>L WING A/ICE or R WING A/ICE caution message goes out:</u>
(3) No further action required.	
<u>L WING A/ICE or R WING A/ICE caution message persists:</u>	
(4) ANTI-ICE, WING switchSTBY	
<i>Effectivity:</i> • 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).	
<u>After 30 seconds, L WING A/ICE or R WING A/ICE caution message goes out:</u>	
(5) No further action required.	
<u>After 30 seconds, L WING A/ICE or R WING A/ICE caution message still persists:</u>	

Figure 3 – MISE À JOUR DES PROCÉDURES EN SITUATION ANORMALE « ABNORMAL PROCEDURES » (en anglais seulement)

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 – MISE À JOUR DES PROCÉDURES EN SITUATION ANORMALE « ABNORMAL PROCEDURES » (en anglais seulement)

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).
	<u>No ICE caution message and light come on:</u>
	(2) No further action required.
	<u>ICE caution message and light come on:</u>
	(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)	
<u>Ice accumulation is observed on the heated portion of the wing leading edge:</u>	
(4) Ice Dispersal ProcedureAccomplish	
(Refer to ABNORMAL PROCEDURES – Ice and Rain Protection – ICE DISPERSAL – Ice Dispersal Procedure.)	
<u>No ice accumulation is observed on the heated portion of the wing leading edge:</u>	
(5) No further action required.	

Figure 3 – MISE À JOUR DES PROCÉDURES EN SITUATION ANORMALE « ABNORMAL PROCEDURES » (en anglais seulement)

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) AirspeedIncrease 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 switchOVRD

(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

Autorisation :

Pour le ministre des Transports,

La cheffe, Maintien de la navigabilité aérienne

ORIGINAL SIGNÉ PAR

Jenny Young

Émise le 31 août 2026

Contact :

Danilo Verrelli, Maintien de la navigabilité aérienne, Ottawa, téléphone 1-888-663-3639 ou courrier électronique TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca, ou tout Centre de Transports Canada.