



No.	CF-2005-13R1	1/2
Issue Date	6 October 2005	

# AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

- Number:** CF-2005-13R1
- Subject:** Cracking of Aft Pressure Bulkhead Web
- Effective:** 7 November 2005
- Revision:** Supersedes Airworthiness Directive (AD) CF-2005-13, dated 4 May 2005.
- Applicability:** Bombardier Inc. CL-600-2B19, Serial Numbers 7003 through 8025, 8030 and 8034.
- Compliance:** Compliance is required as indicated unless already accomplished.

**Background:** Cracking of the aft pressure bulkhead web forward face adjacent to vertical stiffeners was discovered during the complete aircraft fatigue test. Failure of the aft pressure bulkhead web, which is a principal structural element, could result in a rapid decompression of the airplane during flight. Temporary revision has been made to the Canadair Regional Jet Maintenance Requirements Manual, Appendix B, "Airworthiness Limitations" to introduce additional inspection tasks to ensure the structural integrity of the aft pressure bulkhead.

Subsequent to publishing the original issue of this directive, crack findings on two aircraft indicated that the existing Airworthiness Limitation inspection threshold is not adequate to ensure the structural integrity of the aft pressure bulkhead. Another temporary revision has been made to the Canadair Regional Jet Maintenance Requirements Manual, Appendix B, "Airworthiness Limitations", to further reduce the aft pressure bulkhead inspection threshold.

Revision 1 of this directive is issued to mandate the new inspection threshold and also to update the aircraft serial number applicability based on latest information provided by Bombardier.

**Corrective Action:** **A. Airworthiness Limitation Change.**

1. Within 14 days after the effective date of this directive, revise the Transport Canada approved maintenance schedule by incorporating the revised inspection requirements of Airworthiness Limitations (AWL) Number 53-61-153, as introduced by Temporary Revision (TR) 2B-2109 of Canadair Regional Jet Maintenance Requirements Manual, Appendix B, "Airworthiness Limitations".

**B. Phase-In Schedule.**

1. Phase in the threshold inspection of the AWL task detailed in paragraph A.1 above in accordance with the applicable schedule of Table 1 or Table 2, whichever comes first.

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the **Civil Aviation Communications Centre (AARC)** at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or [www.tc.gc.ca/civilaviation/communications/centre/address.asp](http://www.tc.gc.ca/civilaviation/communications/centre/address.asp)



<b>Table 1</b>	
<b>Accumulated Aircraft Flight Cycles on 6 June 2005</b>	<b>Compliance Schedule for Threshold Inspection</b>
Less than or equal to 16,030	Prior to aircraft accumulating 18,030 flight cycles
More than 16,030 but not more than 18,030	Within 2,000 flight cycles after 6 June 2005 but prior to aircraft exceeding 19,530 flight cycles
More than 18,030 but not more than 19,530	Within 1,500 flight cycles after 6 June 2005 but prior to aircraft exceeding 20,530 flight cycles
More than 19,530	Within 1,000 flight cycles after 6 June 2005

<b>Table 2</b>	
<b>Accumulated Aircraft Flight Cycles on the Effective Date of this Directive</b>	<b>Compliance Schedule for Threshold Inspection</b>
Less than or equal to 8,000	Prior to aircraft accumulating 12,000 flight cycles
More than 8,000 but not more than 12,000	Within 4,000 flight cycles after the effective date of this directive but prior to aircraft exceeding 15,000 flight cycles
More than 12,000 but not more than 15,000	Within 3,000 flight cycles after the effective date of this directive but prior to aircraft exceeding 17,000 flight cycles
More than 15,000 but not more than 17,000	Within 2,000 flight cycles after the effective date of this directive but prior to aircraft exceeding 18,500 flight cycles
More than 17,000 but not more than 18,500	Within 1,500 flight cycles after the effective date of this directive but prior to aircraft exceeding 19,500 flight cycles
More than 18,500 but not more than 19,500	Within 1,000 flight cycles after the effective date of this directive but prior to aircraft exceeding 20,000 flight cycles
More than 19,500	Within 500 flight cycles after the effective date of this directive

Note: New limitations or inspection requirements associated with approved repairs/modifications obtained from Bombardier Aerospace will supersede the inspection requirements introduced in paragraph A.1 of this directive, for the areas affected by the repairs/modifications.

**Authorization:** For Minister of Transport



B. Goyaniuk  
Chief, Continuing Airworthiness

**Contact:** Mr. Philip Tang, Continuing Airworthiness, Ottawa, telephone 613 952-4379, facsimile 613 996-9178 or e-mail tangp@tc.gc.ca or any Transport Canada Centre.