



# 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) to ADs.*

**Number:**

CF-2015-28R1

**Effective Date:**

9 August 2017

**ATA:**

25

**Type Certificate:**

A-131

**Subject:**

Equipment/Furnishings – Damaged Decompression Window Louver Panel Assemblies and Detached Blowout Panels

**Revision:**

Supersedes AD CF-2015-28, dated 23 September 2015.

**Applicability:**

Bombardier Inc.:

Model CL-600-2B19 aeroplanes, serial number 7003 and subsequent;  
Model CL-600-2C10 aeroplanes, serial numbers 10002 and subsequent;  
Model CL-600-2D15 and CL-600-2D24 aeroplanes, serial numbers 15001 and subsequent; and  
Model CL-600-2E25 aeroplanes, serial numbers 19001 and subsequent,  
configured with a Class C Cargo Compartment.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Several cases of damaged decompression window louver panel assemblies (WLPAs) have been reported in-service. Subsequent review of in-service data also showed multiple reports of detached blowout panels (BOPs). Damaged or detached WLPAs or BOPs create openings in the cargo compartment.

The presence of unintended openings on the WLPAs and BOPs could delay smoke detection in the cargo compartment. In addition, the cargo compartment may not be able to maintain Halon concentration required for fire suppression. In the event of a cargo compartment fire, the fire may become uncontrollable if this condition is not corrected.

The original version of this AD was issued to mandate the repetitive inspection of the affected WLPAs and BOPs.

Bombardier had collected data based on the inspection interval of the original issue of this AD. Using this data, analysis shows that inspection at an escalated interval will not adversely impact the risk of an uncontrolled cargo compartment fire due to unintended opening of WLPAs or BOPs.

Revision 1 of this AD is issued to revise the interval of the previously mandated repetitive inspections.

**Corrective Actions:**

**Part I – Repetitive WLPA inspections: Applicable to CL-600-2B19 aeroplanes**

Perform the inspection of the WLPA, and rectify as required, in accordance with Bombardier Service Bulletin (SB) 601R-25-201, Revision C, dated 11 May 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

## A. Initially:

1. For aeroplanes that have accumulated 780 hours air time or more as of the effective date of the original issue of this AD (21 October 2015), within 100 hours air time from the effective date of the original issue of this AD (21 October 2015),
2. For aeroplanes that have accumulated less than 780 hours air time as of the effective date of the original issue of this AD (21 October 2015), prior to accumulating 880 hours air time.

## B. Subsequently, at intervals not to exceed 880 hours air time.

Prior inspections using earlier revisions of the above-mentioned SB also meet the requirements of Part I of this AD.

**Part II – Repetitive WLPA and BOP inspections: Applicable to Aeroplane Models CL-600-2C10, CL-600-2D15, CL-600-2D24, and CL-600-2E25**

Perform the inspection of the WLPA and the BOP, and rectify as required, in accordance with Bombardier SB 670BA-25-100, Revision C, dated 11 May 2017, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada, in accordance with the following schedule:

## A. Initially:

1. For aeroplanes that have accumulated 780 hours air time or more as of the effective date of the original issue of this AD (21 October 2015), within 100 hours air time from the effective date of the original issue of this AD (21 October 2015),
2. For aeroplanes that have accumulated less than 780 hours air time as of the effective date of the original issue of this AD (21 October 2015), prior to accumulating 880 hours air time.

## B. Subsequently, at intervals not to exceed 880 hours air time.

Prior inspections using earlier revisions of the above-mentioned SB also meet the requirements of Part II of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on 26 July 2017

**Contact:**

Helen Tsai, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, facsimile 613-996-9178 or e-mail [AD-CN@tc.gc.ca](mailto:AD-CN@tc.gc.ca) or any Transport Canada Centre.