



# 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-2018-15R1

**Effective Date:**

17 January 2020

**ATA:**

50

**Type Certificate:**

A-236

**Subject:**

Cargo and Accessory Compartment – Dislodged Forward and Aft Cargo Compartment Blow-Out Panels

**Revision:**

Supersedes AD CF-2018-15, issued 6 June 2018.

**Applicability:**

Airbus Canada Limited Partnership (formerly C Series Aircraft Limited Partnership, Bombardier Inc.) aeroplanes:

Model BD-500-1A10, serial numbers 50001 through 50017;  
Model BD-500-1A11, serial numbers 55001 through 55044,

equipped with blow-out panel part numbers D762213-503 or D762216-505 or D762209-503.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Multiple events of dislodged cargo compartment blow-out panels have been reported in-service. It was determined that these events were caused by baggage impacting the cargo panel cage, or the cargo compartment liner below the cargo panel cage, during baggage loading and unloading on the ground, or during flight due to shifting luggage.

Dislodged cargo compartment blow-out panels create openings in the forward and aft cargo compartments. In the event of a cargo compartment fire, these unintended openings in the forward and aft cargo compartments would provide a path for smoke, fire, and Halon to enter the adjacent equipment bays, flight deck, and passenger cabin, which could delay smoke detection in the forward and aft cargo compartments and result in the forward and aft cargo compartments not being able to maintain Halon concentration required for fire suppression. The cargo compartment fire may become uncontrollable if this condition is not corrected.

AD CF-2018-15 mandated repetitive inspections of the affected forward and aft cargo compartment blow-out panels, and reporting of inspection findings where dislodged blow-out panels were found.

Since AD CF-2018-15 was issued, the forward and aft cargo compartment sidewall and bulkhead panels have been redesigned to decrease the likelihood of cargo compartment blow-out panel dislodgement events due to baggage impact. This AD revision, CF-2018-15R1, mandates incorporation of this redesign as terminating action to the requirements of AD CF-2018-15, and limits its applicability to aeroplanes that have not incorporated this redesign in production. AD CF-2018-15R1 also revises the repeat cargo compartment blow-out panel inspection interval to reflect in-service findings, and terminates the requirement to report dislodged cargo compartment blow-out panels.

**Corrective Actions:****Part I – Initial Inspection of Forward and Aft Cargo Compartment Blow-Out Panels**

Within 7 days or 50 flight cycles, whichever occurs first, from the effective date of AD CF-2018-15, 20 June 2018, inspect all blow-out panels in the forward and aft cargo compartments to confirm that no blow-out panels are dislodged in accordance with Aircraft Maintenance Publication (AMP) Data Module (DM) BD500-A-J50-10-01-01AAA-310B-A, dated 2018-05-16.

Re-install all dislodged forward and aft cargo compartment blow-out panels in accordance with AMP DM BD500-A-J50-10-01-00AAA-521A-A, dated 2018-05-16, before further flight.

**Part II – Repeat Inspection of Forward and Aft Cargo Compartment Blow-Out Panels**

At intervals not to exceed 200 flight cycles, repeat the inspection of all blow-out panels in the forward and aft cargo compartments to confirm that no blow-out panels are dislodged in accordance with AMP DM BD500-A-J50-10-01-01AAA-310B-A, dated 2018-05-16.

Re-install all dislodged forward and aft cargo compartment blow-out panels in accordance with AMP DM BD500-A-J50-10-01-00AAA-521A-A, dated 2018-05-16, before further flight.

**Part III – Reporting Requirement**

The requirements of this section have been cancelled by this AD revision, CF-2018-15R1.

**Part IV – Terminating Action**

Within 9350 hours air time or 56 months, whichever occurs first, from the date of manufacture of the aeroplane as identified on the aeroplane's identification plate, install new, redesigned sidewall and bulkhead panel assemblies in the forward and aft cargo compartments, in accordance with Airbus Canada Service Bulletin (SB) BD500-500001 Issue 002, dated 28 October 2019, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Compliance with Airbus Canada SB BD500-500001 Issue 001, dated 18 February 2019, prior to the effective date of this AD, satisfies the requirements of Part IV of this AD.

Accomplishment of Part IV of this AD constitutes terminating action to the initial and repeat inspection requirements of Part I and Part II of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on 3 January 2020

**Contact:**

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