



# AIRWORTHINESS DIRECTIVE

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*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-2023-28

**Effective Date:**

18 May 2023

**ATA:**

26

**Type Certificate:**

A-236

**Subject:**

Fire Protection – Fire Extinguisher Bottle Available Push Button Annunciators (PBAs) – Do Not Illuminate After Direct Current (DC) Bus Loss

**Applicability:**

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

Model BD-500-1A10, serial numbers 50010 through 50018 and 50020 through 50067;

Model BD-500-1A11, serial numbers 55003 through 55016, 55018 through 55216, 55218, 55219, 55221, and 55223.

**Compliance:**

Within 24 months from the effective date of this AD, unless already accomplished.

**Background:**

During flight testing, a deficiency in the design of the engine fire extinguishing control and indication system was discovered. After the loss of one hot battery DC bus, the AVAIL legend on BTL 1 and BTL 2 PBAs will not illuminate green upon pressing the corresponding ENG FIRE PBA. This condition affects both L ENG FIRE and R ENG FIRE PBAs on the overhead panel. The misleading indication given by the AVAIL legend on BTL 1 and BTL 2 PBAs will affect the crew's assessment of the situation. The crew may hesitate to extinguish an engine fire despite having access to a functional engine fire extinguishing system, or may reselect the FIRE PBA, resulting in loss of isolation and inability to extinguish the fire.

Airbus Canada has issued Flight Operation Note CS-FON-26-20-0001 to inform flight crews of this system behaviour, and a Service Bulletin (SB) to correct the deficiency by software upgrade.

This AD mandates the upgrade of the integrated cockpit control panel (ICCP) remote data concentrator (RDC) software to restore the intended functionality of the PBA green indications.

**Corrective Actions:**

Upgrade the software of the ICCP RDC, in accordance with the Accomplishment Instructions of ACLP SB BD500-311001 Issue 001, dated 14 March 2023, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 4 May 2023

**Contact:**

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