



No.	CF-2002-39	1/2
Issue Date	19 September 2002	

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-2002-39

Subject: Bombardier CL-600-2B19 Regional Jet - Fuselage Pressure Floor Skin

Effective: 25 October 2002

Applicability: Bombardier Inc. Model CL-600-2B19 "Regional Jet" aircraft, serial numbers 7003 through 7999.

Compliance: When indicated, unless already accomplished.

Background: Cracks on the fuselage pressure floor skin at fuselage stations 460 and 513 have been discovered on two Regional Jet aircraft in service. Failure of the pressure floor skin, which is a principal structural element, could result in a rapid decompression of the airplane during flight. Temporary revision has been made to Canadair Regional Jet Maintenance Requirements Manual, Appendix B, "Airworthiness Limitations" to ensure that fatigue cracking of the pressure floor skin is detected and corrected.

Corrective Actions:

1. Within 14 days after the effective date of this directive, revise the Transport Canada approved maintenance schedule by incorporating the revised inspection requirements for Airworthiness Limitations (AWL) number, 53-41-149 as introduced by Temporary Revision (TR) 2B-1230 of Canadair Regional Jet Maintenance Requirements Manual, Appendix B, "Airworthiness Limitations".
2. Phase in the revised inspection tasks detailed in paragraph 1 above in accordance with the following schedule:

Accumulated Aircraft Flight Cycles at Effective Date of this Directive	Compliance Schedule for Initial Inspection
8,000 or less	Prior to exceeding 10,000 flight cycles
More than 8,000 but less than 10,000	Within 2,000 flight cycles after the effective date of this directive
10,000 or more but less than 15,000	Within 1,500 flight cycles after the effective date of this directive
15,000 or more but less than 17,325	Within 1,000 flight cycles after the effective date of this directive
17,325 or more but less than 18,325	Prior to exceeding 18,325 flight cycles
18,325 or more	Not Required if an aircraft was already inspected in accordance with Airworthiness Limitation task, AWL 53-41-149

3. For aircraft that have accomplished the 18,325-flight cycle inspection, and where no cracks were found, the repeat interval of 10,000 flight cycles starts from the date of completing the 18,325-flight cycle inspection.
4. Within 30 days after each inspection, report the results to Bombardier Aerospace via the CRJ Technical Help Desk.
5. If any crack is found, repair prior to further flight. Contact Bombardier Aerospace CRJ, Technical Help Desk for approved repair instructions.
6. New limitations or inspection requirements specified in the approved repair obtained from Bombardier Aerospace will supersede the inspection requirements introduced in paragraph 1 of this directive.

Authorization: For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Anthony Wan, Transport Canada, Continuing Airworthiness, Ottawa, telephone (613) 952-4410, facsimile (613) 996-9178 or e-mail wana@tc.gc.ca or any Transport Canada Centre.