

July 13, 2012

Ralph Hicks
Sr. Air Safety Investigator
National Transportation Safety board
Atlanta Regional Office

Our reference no.: CL600-2B16.5194.23-5-12

Subject: Challenger 601-3R N207JB (A/C 5194), In-Flight Main Passenger Door
Separation Accident, 23 May 2012, Hallandale, Florida

Dear Mr. Hicks,

Please find attached Bombardier's field notes in support of the NTSB investigation into this accident. The information contained in this report is factual information and supersedes any other previous information that may have been provided by Bombardier to the NTSB.

Bombardier investigators travelled to the Bombardier Fort-Lauderdale service facility on May 24, 2012 to assist the FAA in documenting the aircraft damage and condition of the main passenger door warning system. Bombardier investigators also travelled to the Westin Diplomat Resort & Spa on May 26, 2012 where the main passenger door came to rest after it separated from the aircraft. The Bombardier investigation team did not identify any pre-existing mechanical or structural failure.

I will send you and the Transportation Safety Board of Canada a DVD containing all the photos and videos Bombardier took during the onsite investigation and also a copy of the surveillance video obtained by the FAA showing the accident aircraft departing from the FBO at the Opa-Locka Executive Airport.

If you have any questions regarding this document or the investigation, please feel free to contact me.

Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
May 23, 2012 Hallandale, Florida

Yours truly,

(Signature on file)

Jimmy Avgoustis
Sr. Air Safety Investigator
Air Safety Investigation Office
Bombardier Aerospace

Cc: John Britten, Transportation Safety Board of Canada

Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

ITEM

1. AIRCRAFT PRODUCTION INFORMATION

1	Challenger 601-3R (CL600-2B16)
2	Aircraft production serial number 5194
3	Aircraft certificate of airworthiness issued on January 31, 1996
4	Aircraft entered operational service on February 4, 1997
5	Aircraft's main passenger door data plate indicates: Drawing 600-31901-1001, Manufactured 12-7-95, serial 5194, model 601-3R

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2. BOMBARDIER PERSONNEL AND OTHERS ON SITE INFORMATION (FORT-LAUDERDALE)

QTY	ORGANIZATION	FUNCTION
1	Air Safety Investigation Office - Montreal	Air Safety Investigator
1	Engineering - Montreal	Principal Engineering Specialist & Transport Canada Certified Design Approval Designee for doors
X	Bombardier Fort Lauderdale Service Center	Support from multiple technical disciplines
1	FAA FSDO-19	Principal Operations Inspector
1	FAA FSDO-19	Principal Maintenance Inspector

Note: Bombardier Air Safety and Engineering arrived in Fort Lauderdale, FL on May 24, 2012 and left on May 26, 2012

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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

3. MAIN PASSENGER DOOR IMPACT SITE INFORMATION

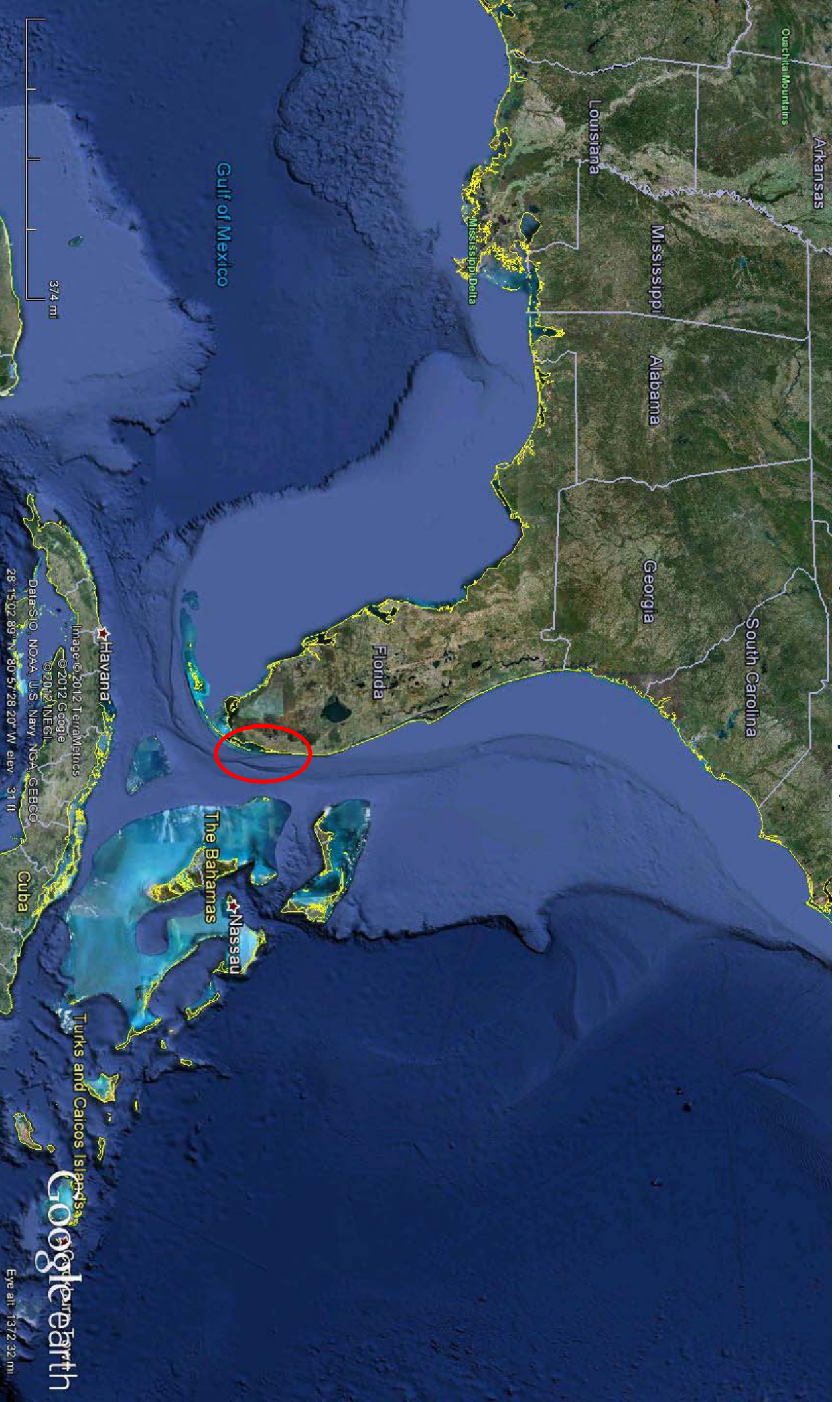
ITEM	FACTUAL INFORMATION
1	Westin Diplomat Resort & Spa, 501 Diplomat Pkwy, Hallandale Beach, Florida
2	Award winning 18 hole championship golf course
3	The golf course was closed on the day of the accident for maintenance purpose
4	Door was found by a groundskeeper approximately 200 feet north of a 40 story high luxurious condominium
5	Ground scars indicate the door's first impact point was on grass at the south end of the golf course at approximate GPS coordinates of N25° 59' 18.6" W80° 07' 52.0"
6	Bombardier was provided photographs of the door at the impact site
7	CNN video footage shows the door being recovered by a tow truck operator at the same evening and no effort is made to preserve any evidence
8	Bombardier Air Safety and Engineering travelled to this site on Saturday May 26, 2012

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Google
earth

Eye alt: 1312.32 mi

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Note: This image depicts the approximate flight path of the accident flight



Approximate flight planned path

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**Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
Hallandale Beach, Florida May 23, 2012 @ 15:47 EST**

Westin Diplomat Resort & Spa

**Door fell here
N25° 59' 18.6"
W80° 07' 52.0"**



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Google earth

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Main passenger door
Initial point of contact

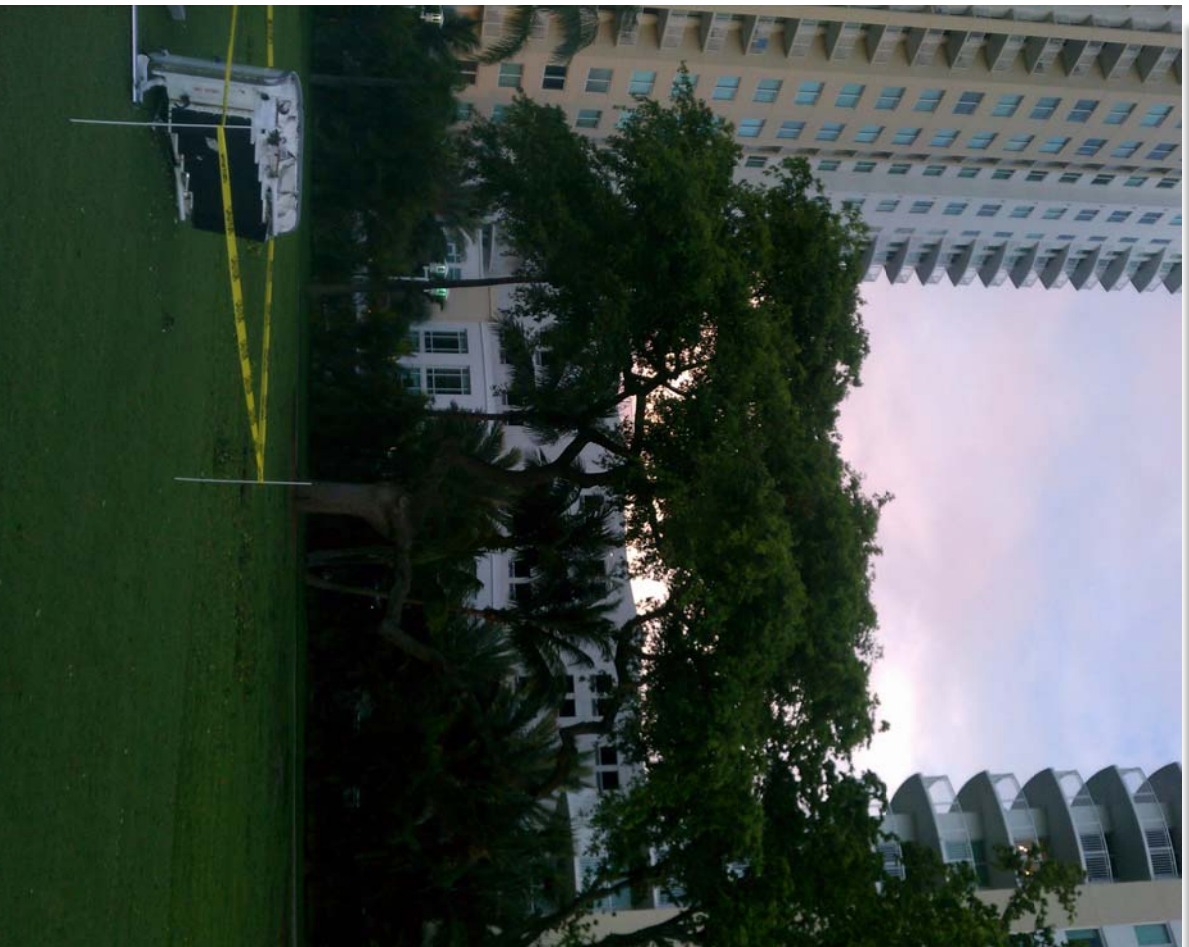
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Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

4. AIRFRAME (MAIN PASSENGER DOOR AREA) INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
Note: Aircraft had approximately 4,913 hrs and 2,492 landings at the time of the accident		
1	Forward upper latch spigot	Found no evidence of visible anomalies or structural failure
2	Aft upper latch spigot	Found no evidence of visible anomalies or structural failure
3	Forward cam (Pull-in lever)	Found no evidence of visible anomalies or structural failure
4	Aft cam (Pull-in lever)	Found no evidence of visible anomalies or structural failure
5	Forward stop	Found no evidence of visible anomalies or structural failure
6	Aft stop	Found no evidence of visible anomalies or structural failure
7	Forward roller	Found no evidence of visible anomalies or structural failure
8	Aft roller	Found no evidence of visible anomalies or structural failure
9	Forward upper tension button	Found no evidence of visible anomalies or structural failure
10	Aft upper tension button	Found no evidence of visible anomalies or structural failure

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4. AIRFRAME (MAIN PASSENGER DOOR AREA) INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
11	Forward center latch spigot and proximity switch	Found no evidence of visible anomalies or structural failure
12	Aft center latch spigot and proximity switch	Found no evidence of visible anomalies or structural failure
13	Forward lower tension button	Found no evidence of visible anomalies or structural failure
14	Aft lower tension button	Found no evidence of visible anomalies or structural failure
15	Door mechanical interface	Found severed
16	Door electrical harness interface	<ol style="list-style-type: none"> 1. Found severed and approximately two (2) feet of electrical wiring was dangling from connector P2MB 2. The severed wires contained four (4) power wires and were free to make contact with the airframe in flight 3. Any one of the four (4) power wires in the bundle could create a short circuit if it were to come into contact with the airframe and can potentially trip circuit breakers CB-D17 and CB-B160

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4. AIRFRAME (MAIN PASSENGER DOOR AREA) INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
17	Airframe skin below door area between F/S 310 & F/S 335 and left stringer 19 & 20	<ol style="list-style-type: none"> 1. Found a puncture on skin: <ol style="list-style-type: none"> a) Similar in size to the tip of the pull out handle, and b) Same fuselage station as the tip of the pull out handle 2. Found a horizontal impression on skin: <ol style="list-style-type: none"> a) Similar in size as the external handle, and b) Same fuselage station as the external handle c) The forward end of the impression has a gouge approximately 0.016” deep and is approximately 0.700” high d) The aft end of the impression has a gouge 0.005” deep, 1.950” long and 0.350” high e) There are some other minor gouges in the middle of the impression of approximately 0.003” and 0.004” deep

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Puncture in skin is aligned with door's pull out handle

Door's pull out handle

24.05.2012 14:56

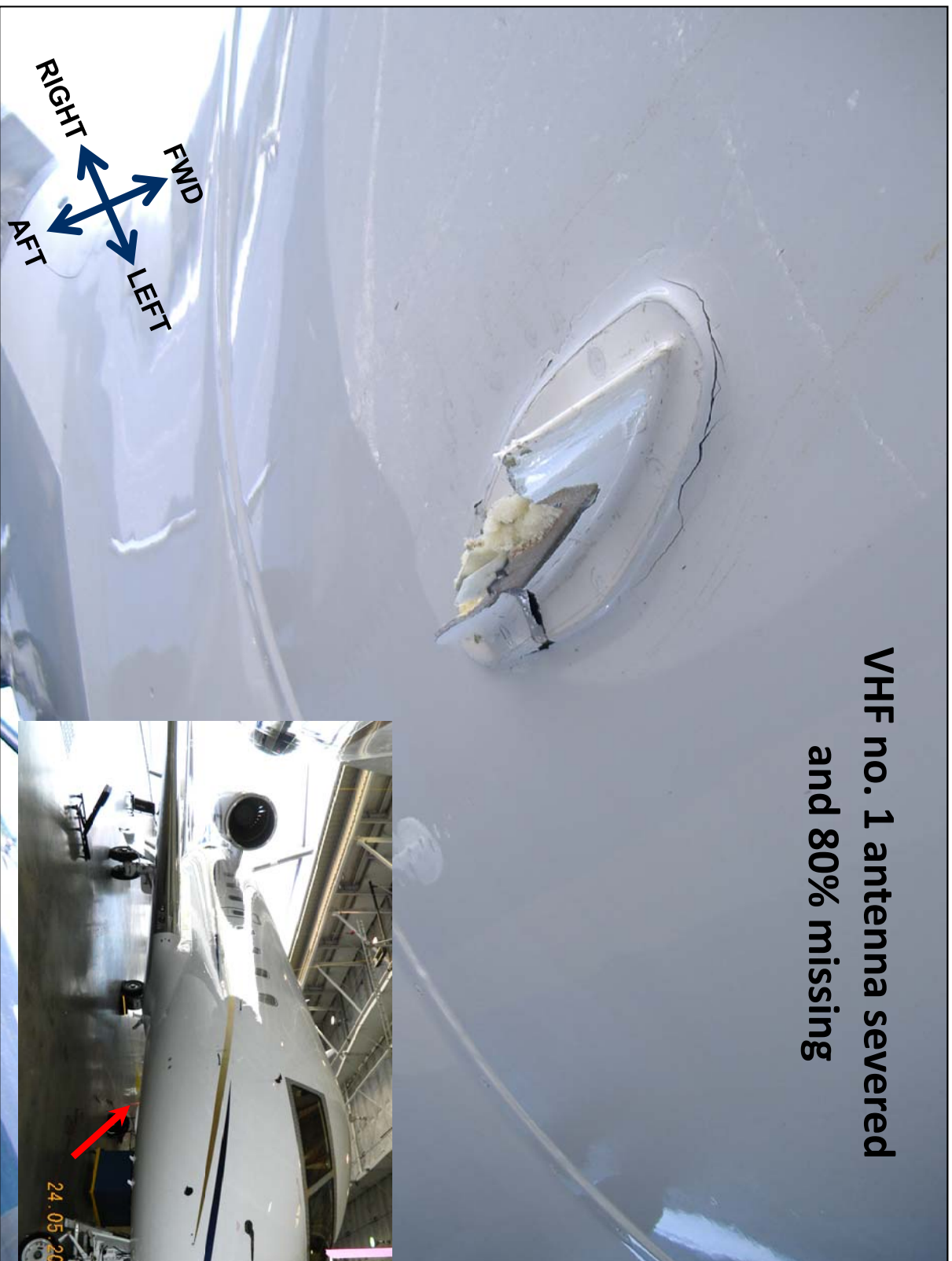
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**Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
Hallandale Beach, Florida May 23, 2012 @ 15:47 EST**

**VHF no. 1 antenna severed
and 80% missing**

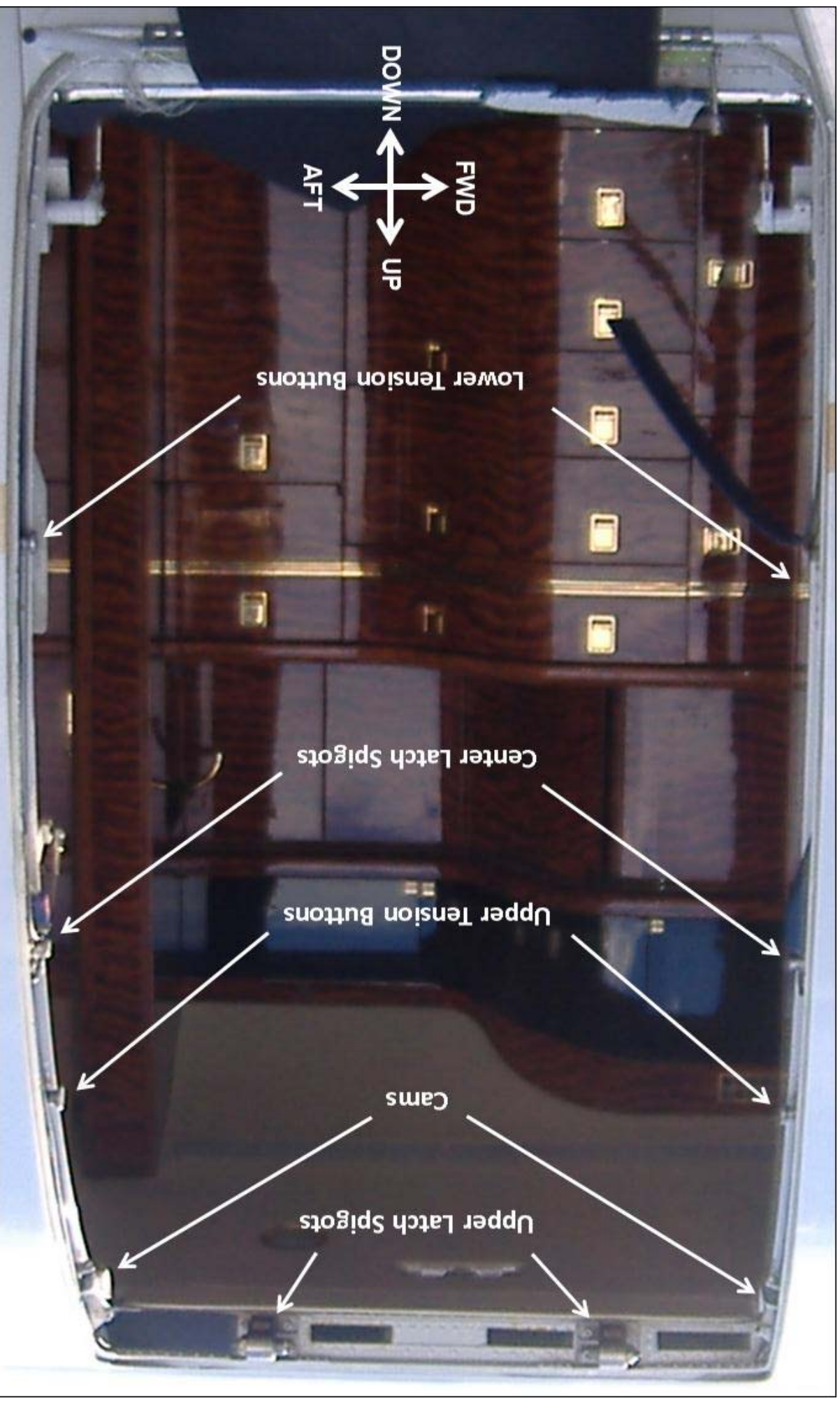


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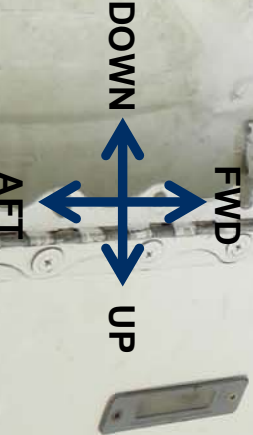
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Hallandale Beach, Florida May 23, 2012 @ 15:47 EST



No structural failure of tension buttons and spigot

25.05.2012 09:54

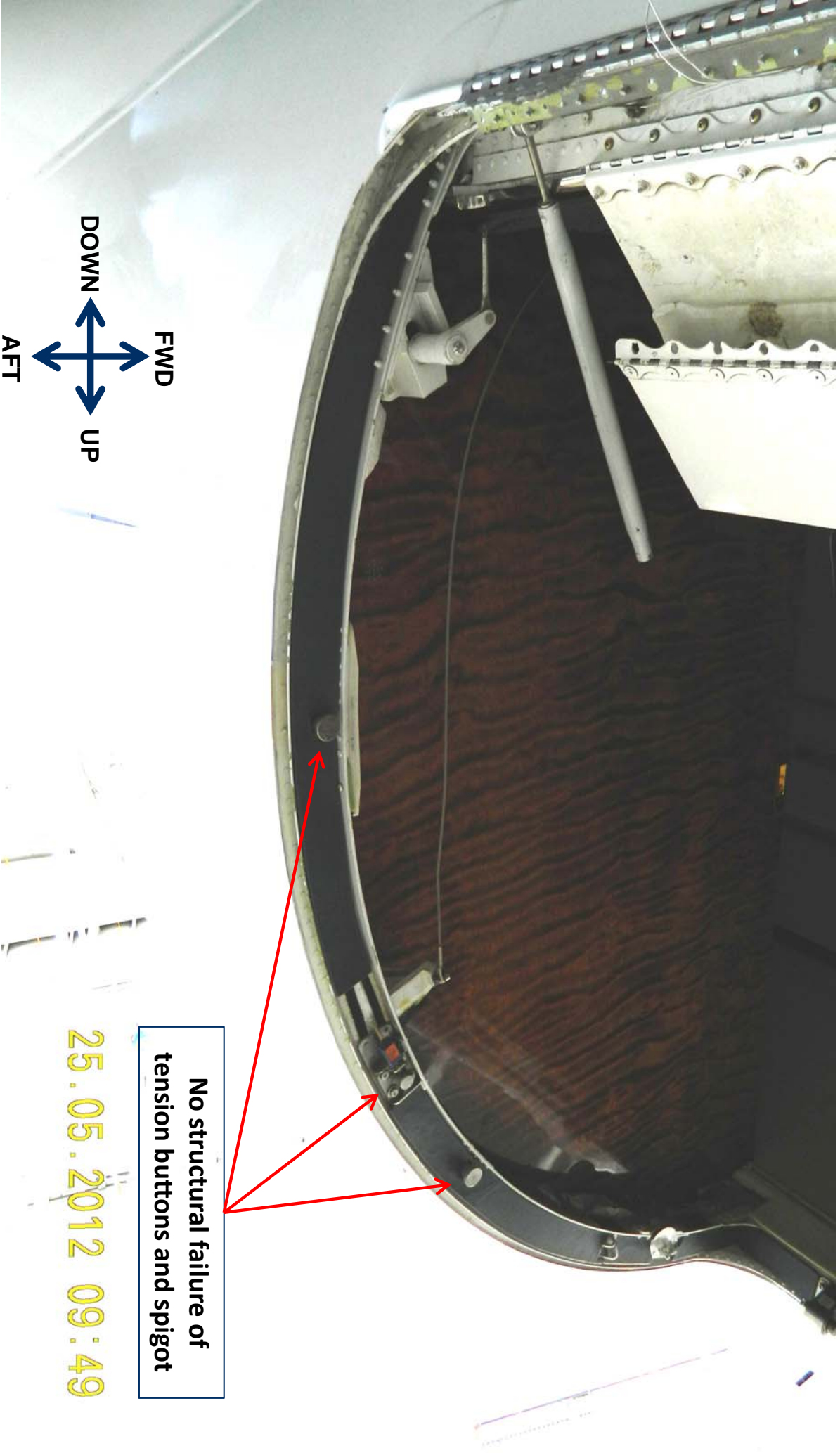


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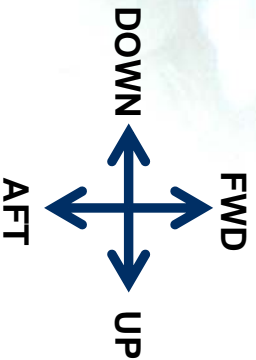
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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
Hallandale Beach, Florida May 23, 2012 @ 15:47 EST



No structural failure of
tension buttons and spigot

25.05.2012 09:49



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FWD Upper Latch Spigot



AFT Upper Latch Spigot



FWD Cam



AFT CAM

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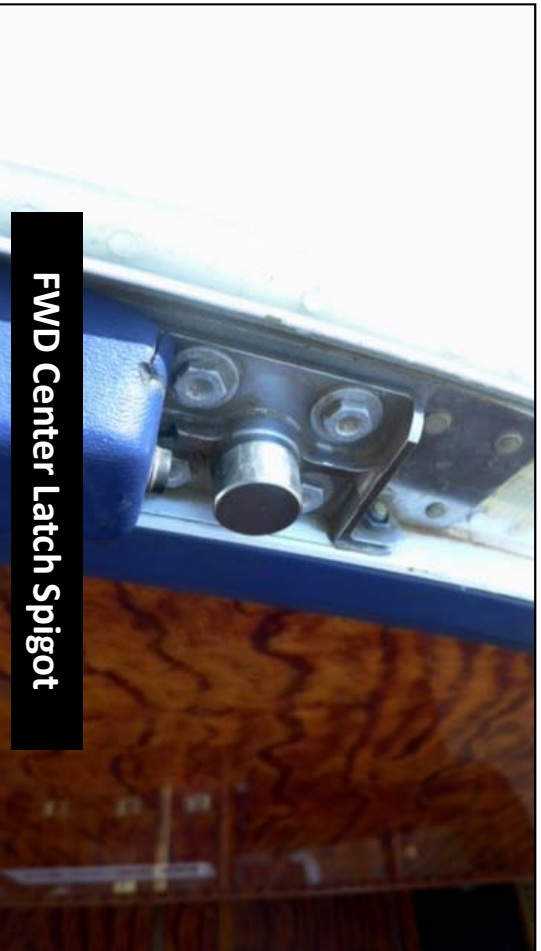
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FWD Upper Tension Button



AFT Upper Tension Button



FWD Center Latch Spigot



AFT Center Latch Spigot

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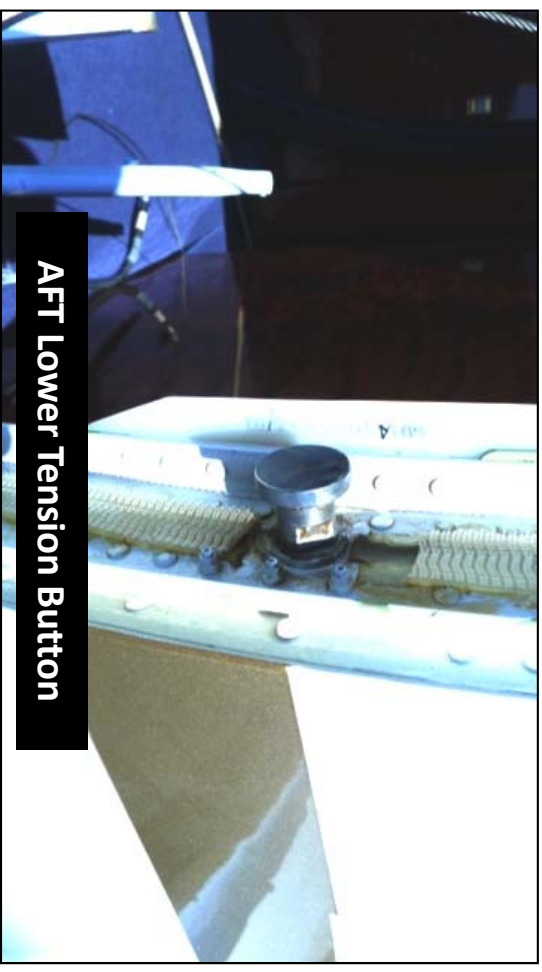
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FWD Lower Tension Button



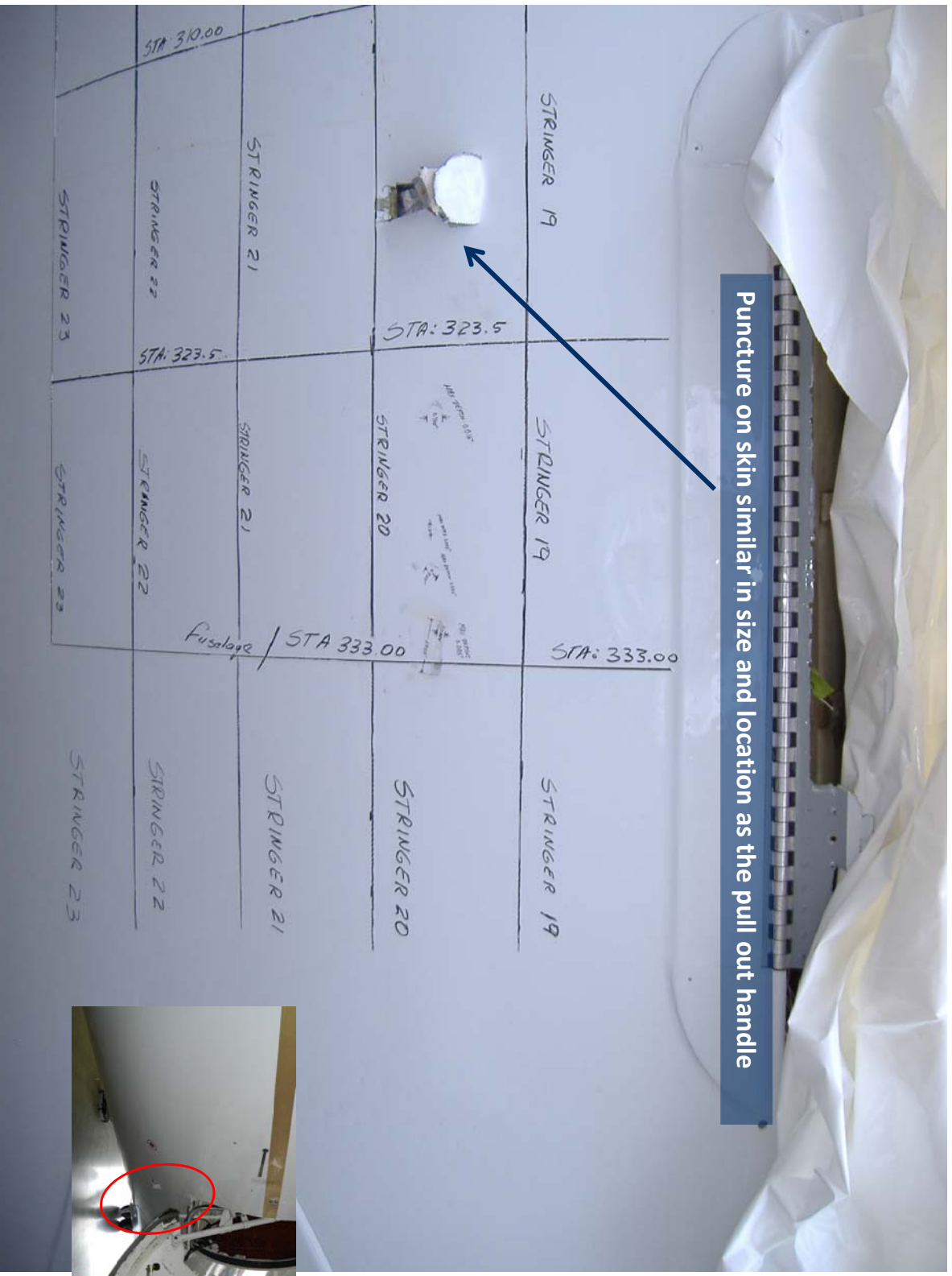
AFT Lower Tension Button

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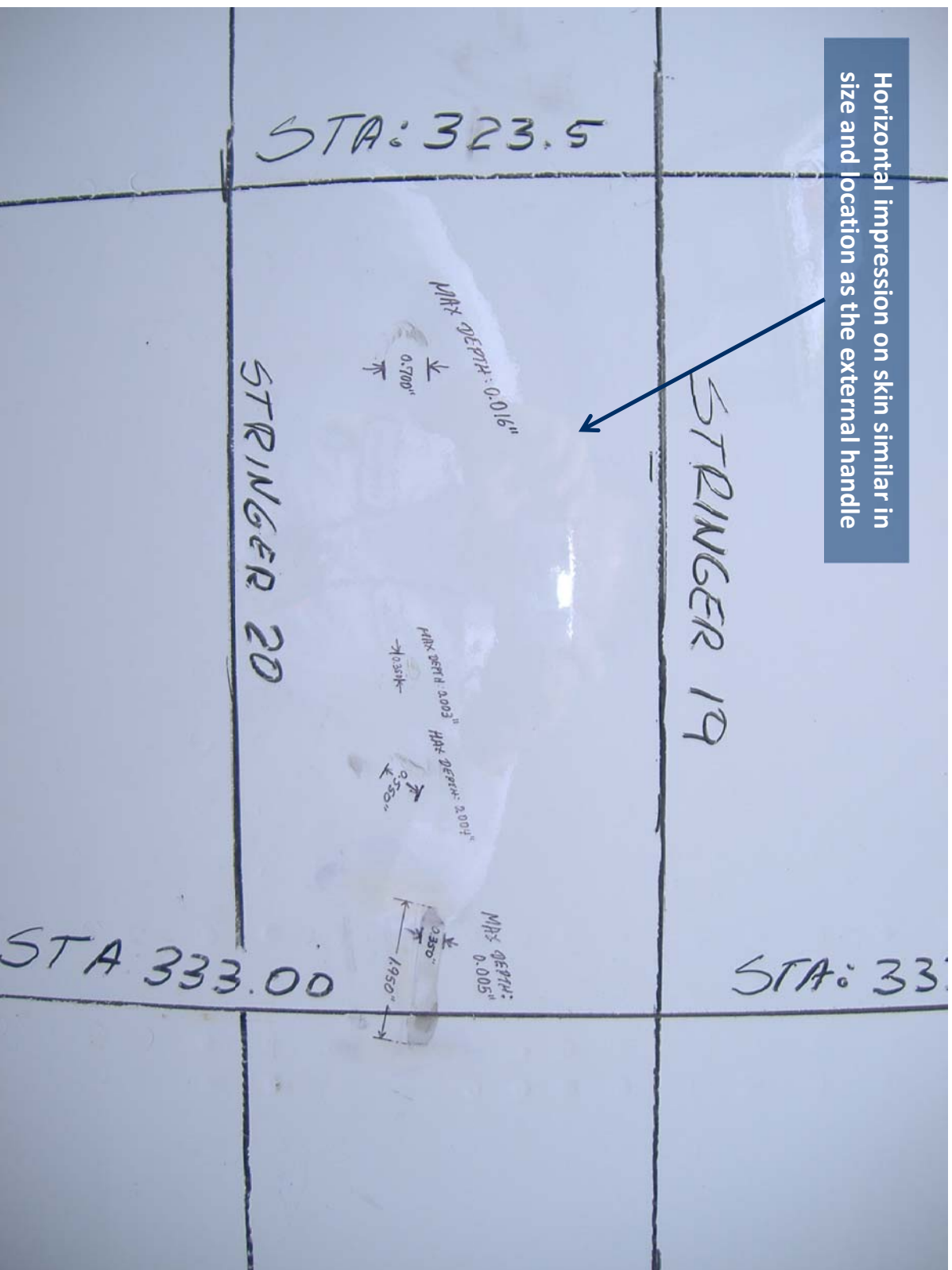
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Horizontal impression on skin similar in size and location as the external handle



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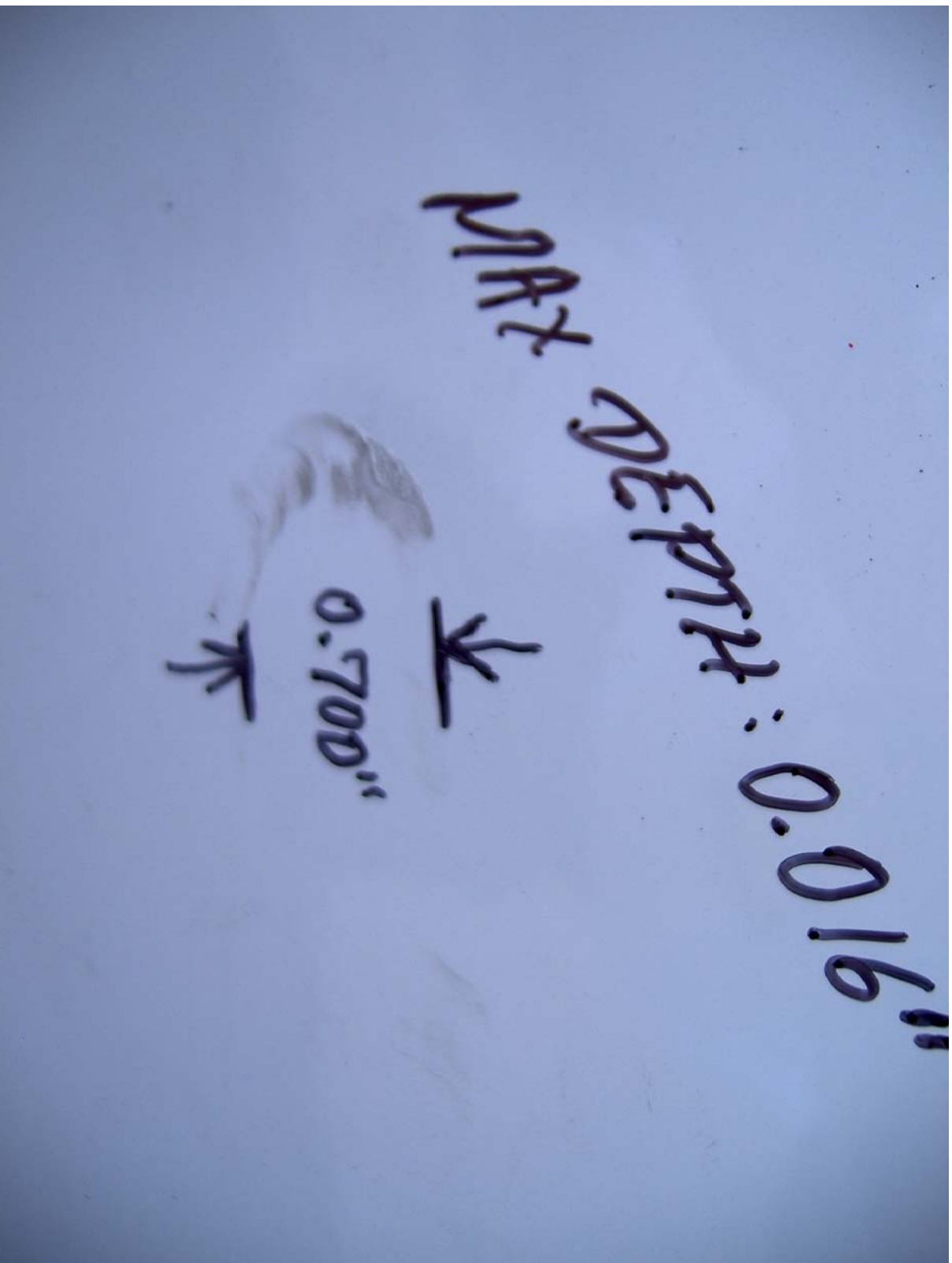


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Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

5. MAIN PASSENGER DOOR INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
1	Forward upper latch cam and proximity switch	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. The green alignment marks were present and visible 3. When manipulating its associated linkage, the latch cam rotated
2	Aft upper latch cam and proximity switch	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. The green alignment marks were present and visible 3. When manipulating its associated linkage, the latch cam rotated
3	Support leg	Found severed
4	Forward pull-in lever	Found no evidence of visible anomalies or structural failure
5	Aft pull-in lever	Found no evidence of visible anomalies or structural failure
6	Forward tension fitting	Found no evidence of visible anomalies or structural failure
7	Aft tension fitting	Found no evidence of visible anomalies or structural failure
8	Forward center latch cam	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. The green alignment marks were present and visible
9	Aft center latch cam	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. The green alignment marks were present and visible

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5. MAIN PASSENGER DOOR INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
10	Internal handle	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. When operated by hand, the forward and aft center latch cams, external handle and their associated linkages operated normal
11	Pull out handle	<ol style="list-style-type: none"> 1. Found handle bend approximately 20 degrees opposite from its contour 2. Found handle in its stowed position with the bend portion standing proud and was difficult to extend 3. Found its linkage to the internal and external handles severed from tension loads
12	External handle	<ol style="list-style-type: none"> 1. Found no evidence of visible anomalies or structural failure 2. When operated by hand, the forward and aft center latch cams, the internal handle and their associated linkages operated normal 3. When centered horizontal, the handle would retract in its stowed position
13	Door upper half	Found crushed with evidence of compression load failure
14	Forward handrail	Found severed
15	Aft handrail	Found severed
16	Pushrod between upper latch cams and center latch cams	Found severed at lower rod end with evidence of compression load failure

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**Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
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**Main passenger door
repatriated with aircraft**

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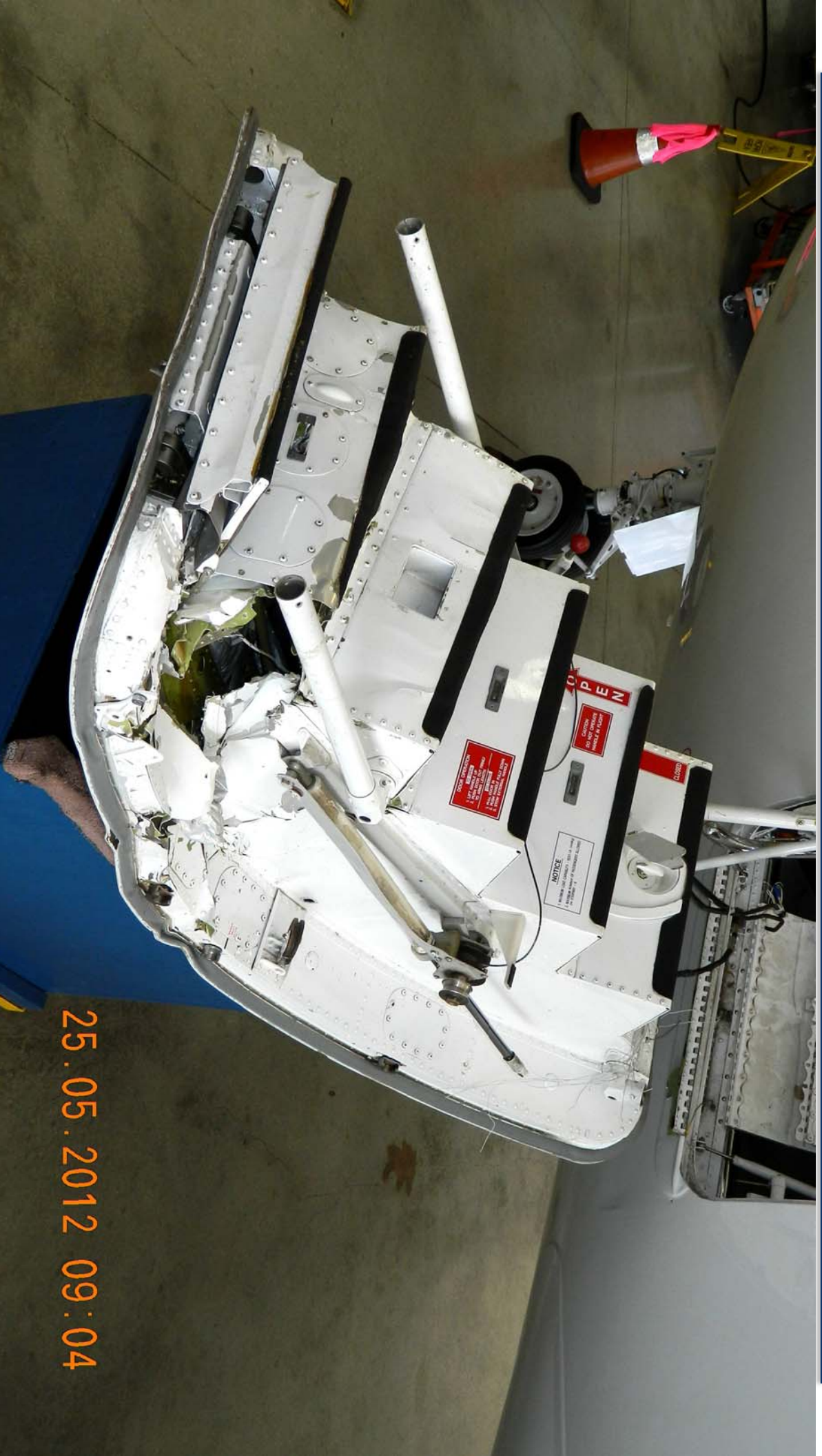
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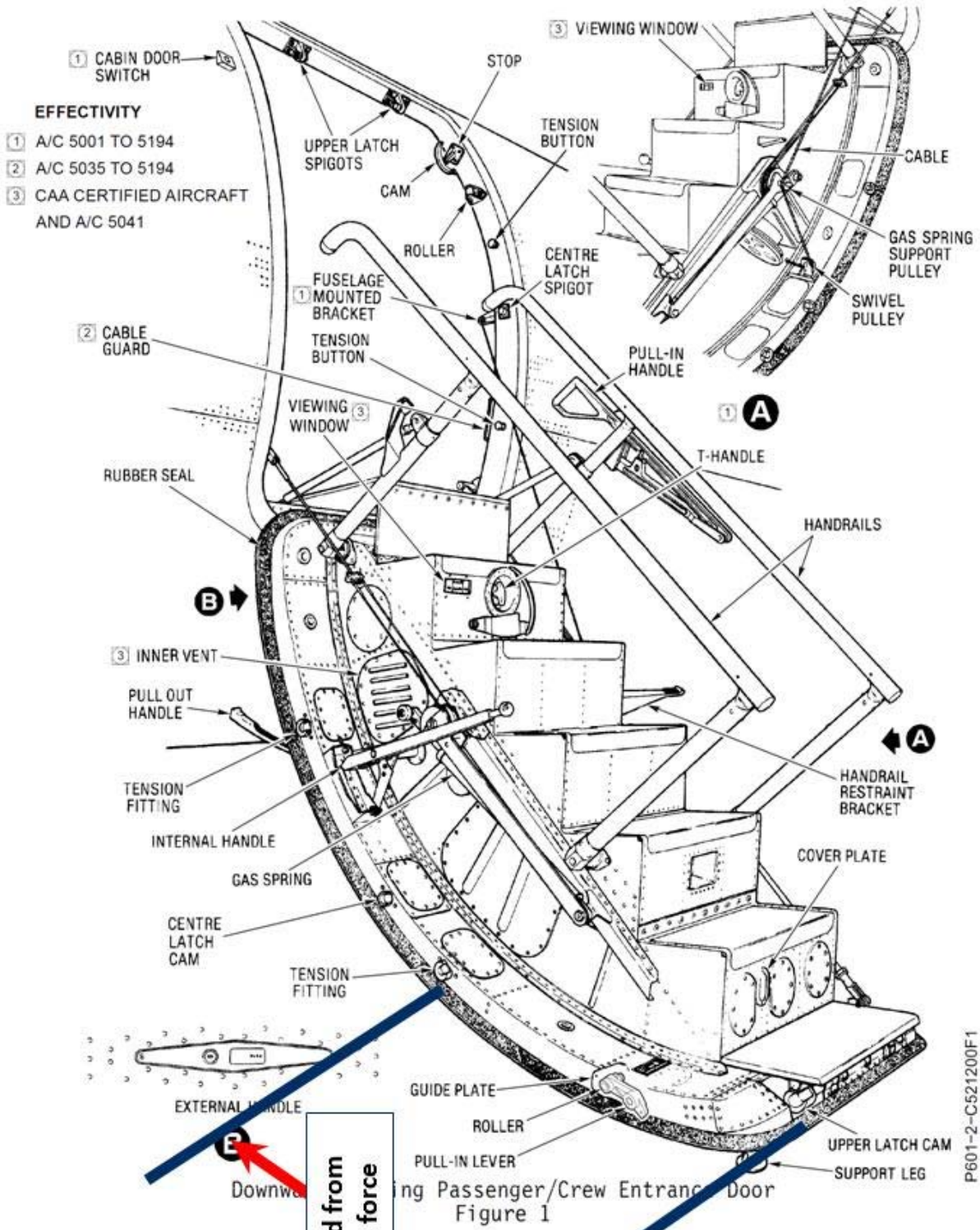
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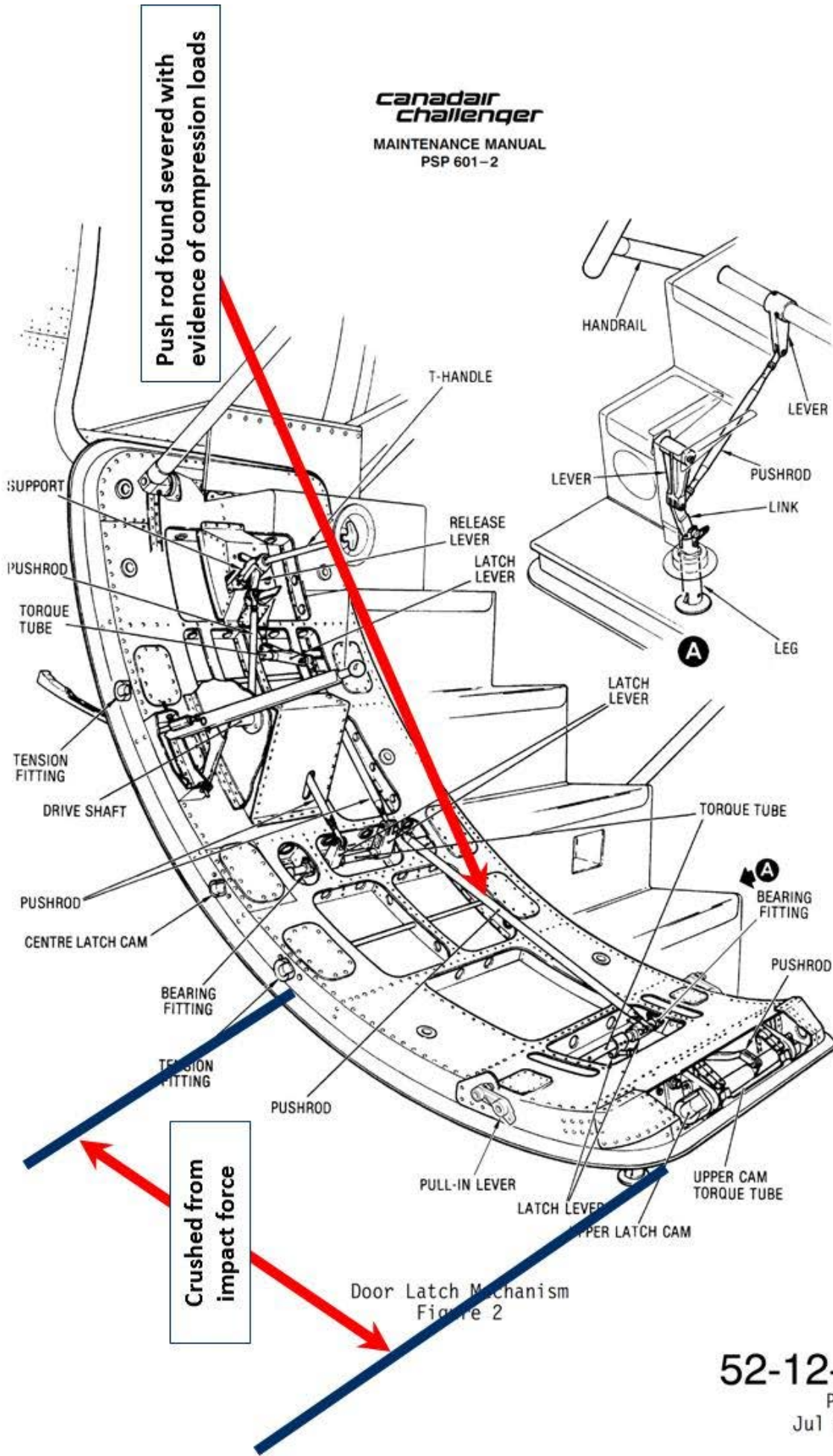


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Jul 03/92

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**Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
Hallandale Beach, Florida May 23, 2012 @ 15:47 EST**



Pull out handle is bend approximately 20 deg

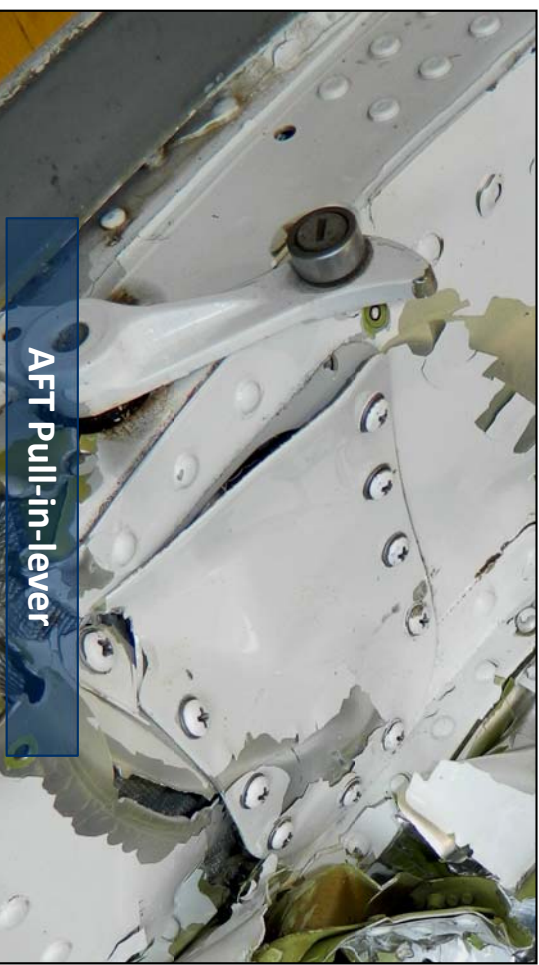
25.05.2012 22:45

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FWD Upper Tension Button 05.2012 14.44



AFT Upper Tension Button 05.2012 15.02



FWD Lower Tension Button 05.2012 14.45



AFT Lower Tension Button 05.2012 15.01

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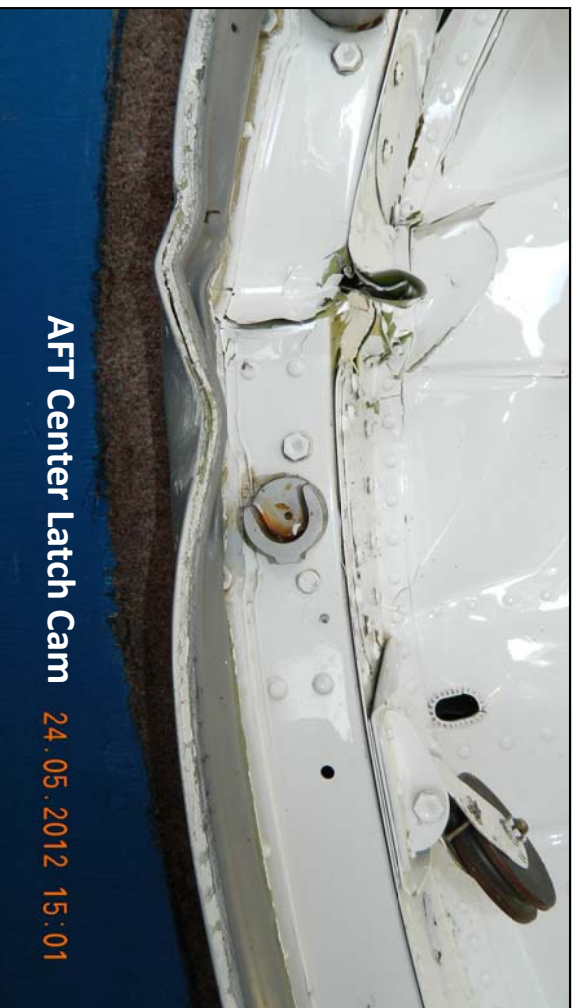
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FWD Center Latch Cam

24.05.2012 14:45



AFT Center Latch Cam

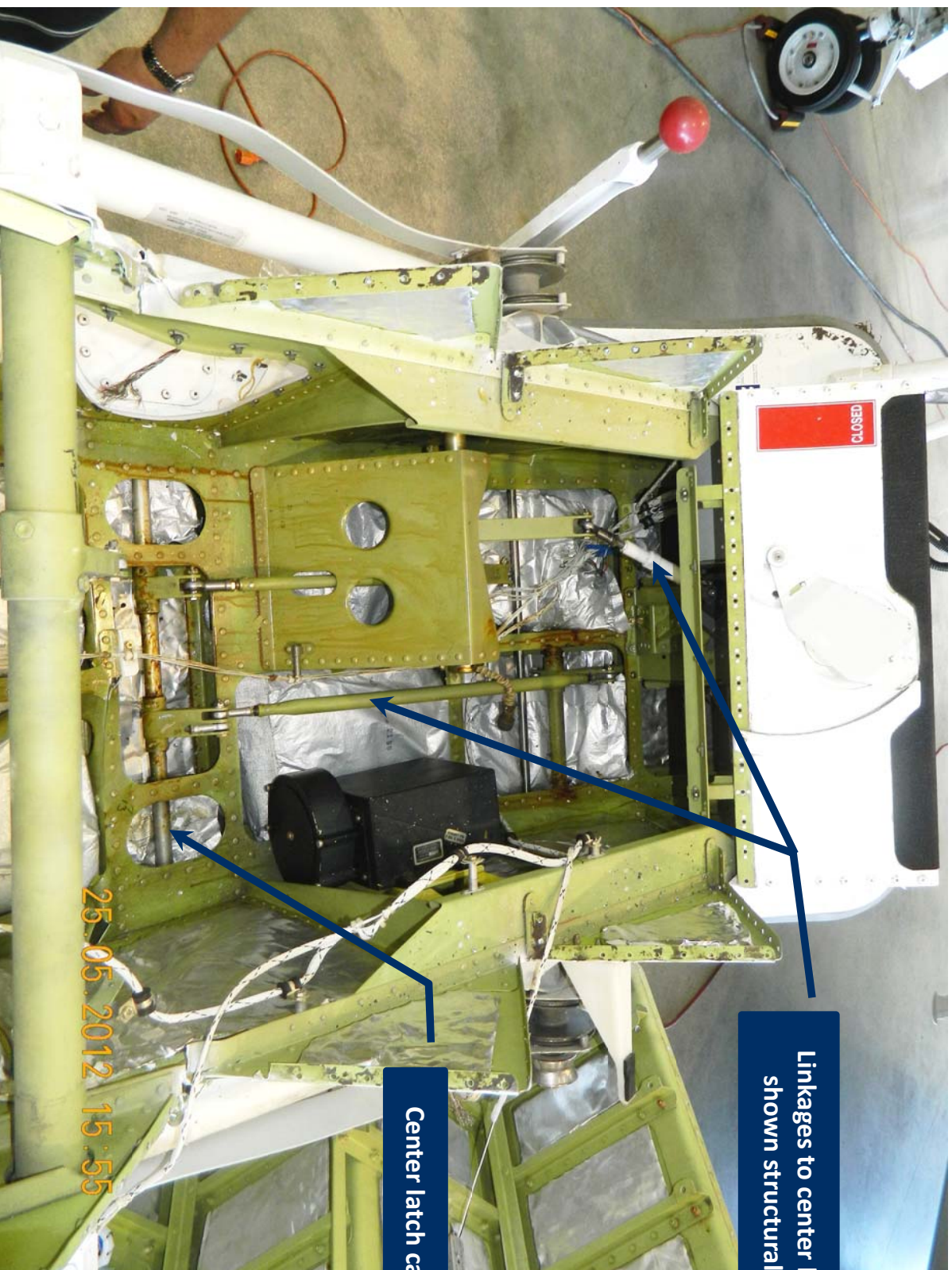
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Linkages to center latch cams shown structurally intact

Center latch cam torque tube

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Linkage for upper latch cam is shown failed and evidence of compression loads (curved)

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6. AIRFRAME & WING INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
1	Right airframe F/S 379 to F/S 394 and forward of belly fairing	Found a round depression similar in size to the main door support leg
2	Right wing	Found a minor nick on the inboard leading edge
3	Belly just aft of door	Found the no. 1 VHF antenna severed and approximately 80% missing
4	Left airframe side aft of door area	Found several scuff marks aft and above the door area
5	Vertical stabilizer	Found several scuff marks on the vertical stabilizer
6	Upper fuselage	Bombardier inspected the upper fuselage and found no evidence of damage

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7. PULL-IN-LEVER CHECK

ITEM		CONDITION
1	Door pushed by hand	The engagement of the pull-in-levers was checked on another Challenger type aircraft by pushing the door to the closed position with a normal hand force. The pull-in-levers engaged approximately 40%.
2	Door closed properly with the use of the internal handle	When the internal handle was used to properly close the door, the pull-in levers engaged 100%.

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Pull-in-lever Engagement by Hand force



This photos was taken on another Challenger type aircraft adjacent to N207JB in Fort-Lauderdale during the investigation on May 24-26, 2012 and illustrates the engagement of the pull-in-lever when the door is pushed by hand to its closed position

25.05.2012 11:29

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Pull-in-lever Engagement With Internal Handle



25.05.2012 11:29

This photos was taken on another Challenger type aircraft adjacent to N207JB in Fort-Lauderdale during the investigation on May 24-26, 2012 and illustrates the engagement of the pull-in-lever when the door is properly closed using the internal door handle

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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

8. COCKPIT INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
1	Circuit Breaker B-160 "DOOR WARN"	Found in the open position
2	Circuit Breaker D-17 "DOOR WARN"	Found in the open position
3	Pressurization system	Found selected in the "AUTO" mode and Emergency Depressurization not selected
4	Checklist	<p>Found a Bombardier / SimuFlite Quick Reference Handbook PSP 601A-15 Revision 12 – October 2010, which it includes:</p> <ul style="list-style-type: none"> • CHALLENGER 601-3A/3R PILOT CHECKLIST, Page N-6, BEFORE TAKEOFF, item 8: Annunciator.....Recall
5	Checklist	<p>Found a checklist "Benair / Bahrain executive Air Services Co. WLL" Revision 00 23-Jan-07, page 2, TAKE OFF CHECKS does not contain: "Annunciator.....Recall"</p>

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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

Hallandale Beach, Florida May 23, 2012 @ 15:47 EST

C/B Panel B (behind Co-Pilot)
C/B found in the open position
by the FAA



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Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident
Hallandale Beach, Florida May 23, 2012 @ 15:47 EST



C/B Panel D (co-pilot right leg area) - C/B found in the open position by the FAA

24.05.2012 15:31

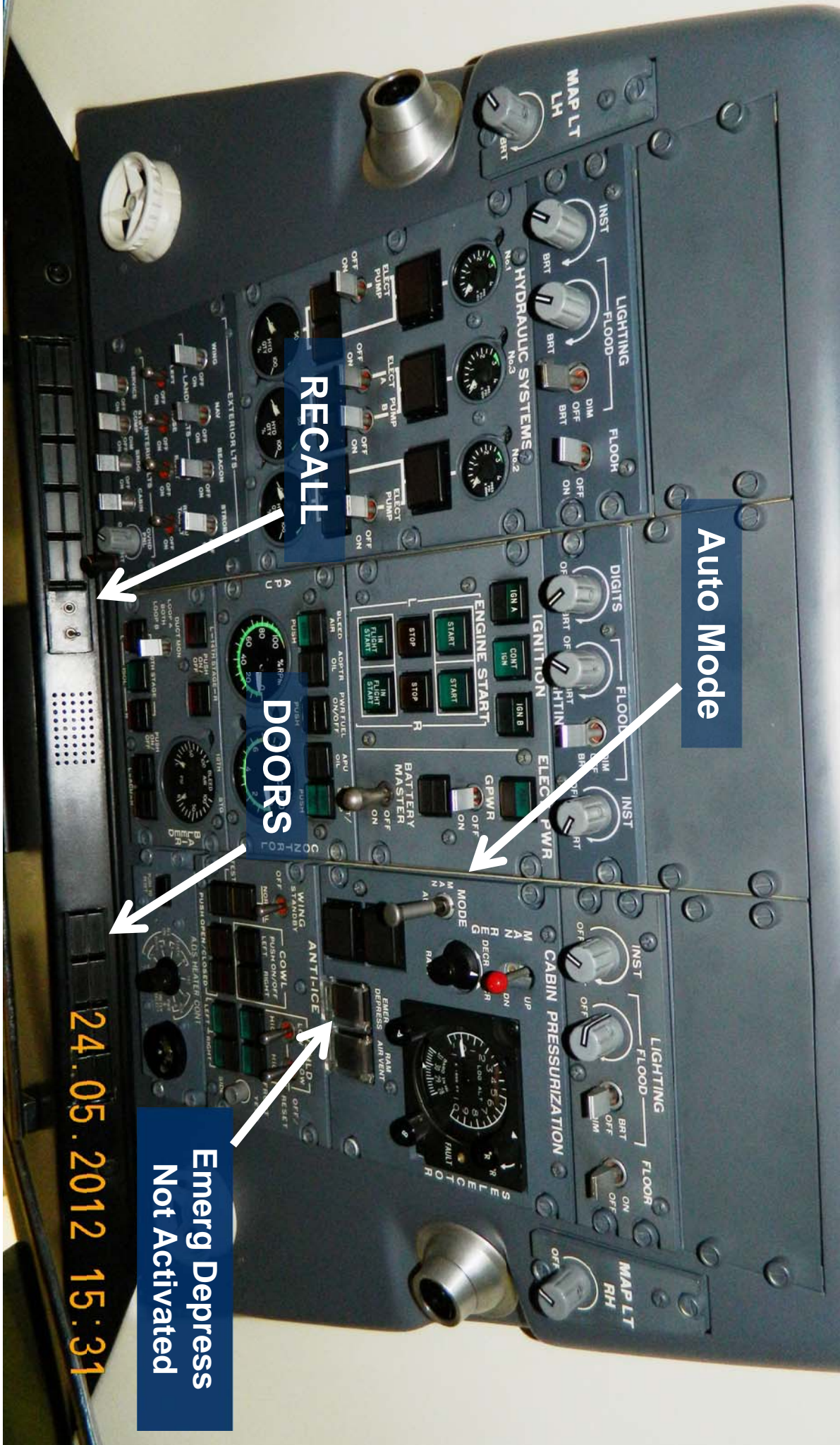
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Auto Mode

RECALL

DOORS

Emerg Depress
Not Activated

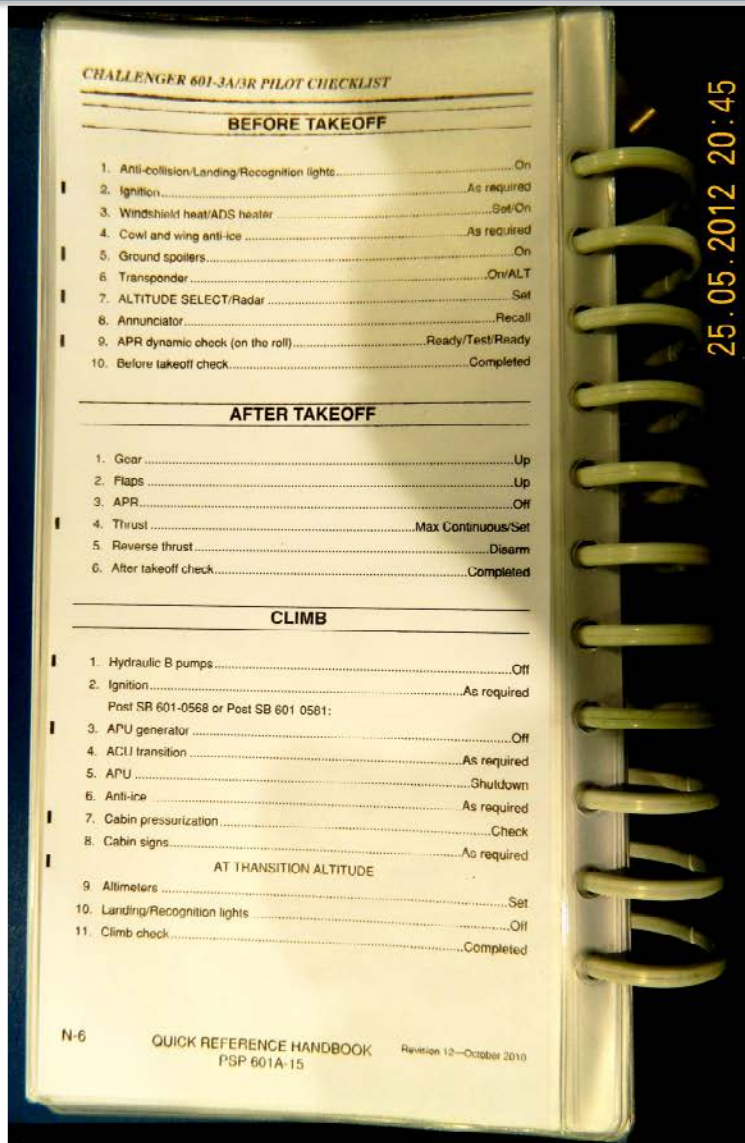
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9. MAIN PASSENGER DOOR WARNING SYSTEM INFORMATION

ITEM	PART / AREA / CHECK	CONDITION
1	Master caution system	Found no anomalies with the master caution warning system
2	CABIN & DOOR SIGNS PANEL ASSEMBLY	<p>Found the CABIN & DOOR SIGNS PANEL ASSEMBLY, on the cockpit center pedestal, not in the factory certified location</p> <p>Note: The factory certified location is in the center lower portion of the cockpit center pedestal</p>
3	CABIN & DOOR SIGNS PANEL ASSEMBLY light illumination check	<p>The following was found during the illumination check of the door warning lights:</p> <p>a) The PASS DR UNLKD light, on the cockpit CABIN & DOOR SIGNS PANEL ASSEMBLY, was not illuminated when the cockpit was electrically powered up due to the severed door interface circuitry</p> <p>Note: The PASS DR NOT RDY, PASS DR READY lights do not illuminate if the door is opened normally on the ground</p> <p>b) The PASS DR NOT RDY, PASS DR UNLKD and PASS DR READY lights on the CABIN & DOOR SIGNS PANEL ASSEMBLY illuminated when tested with the cockpit push-to-test switch located on the pilot's side console</p>
4	8-CHANNEL ANNUNCIATOR PANEL	<p>a) The DOORS caution light on the 8-CHANNEL ANNUNCIATOR PANEL illuminated when the cockpit was electrically powered up and extinguished normally when pressing the master caution button</p> <p>b) The DOORS caution light on the 8-CHANNEL ANNUNCIATOR PANEL was successfully recalled when the RECALL switch, located on the 10-CHANNEL ANNUNCIATOR PANEL, was selected</p>

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9. MAIN PASSENGER DOOR WARNING SYSTEM INFORMATION

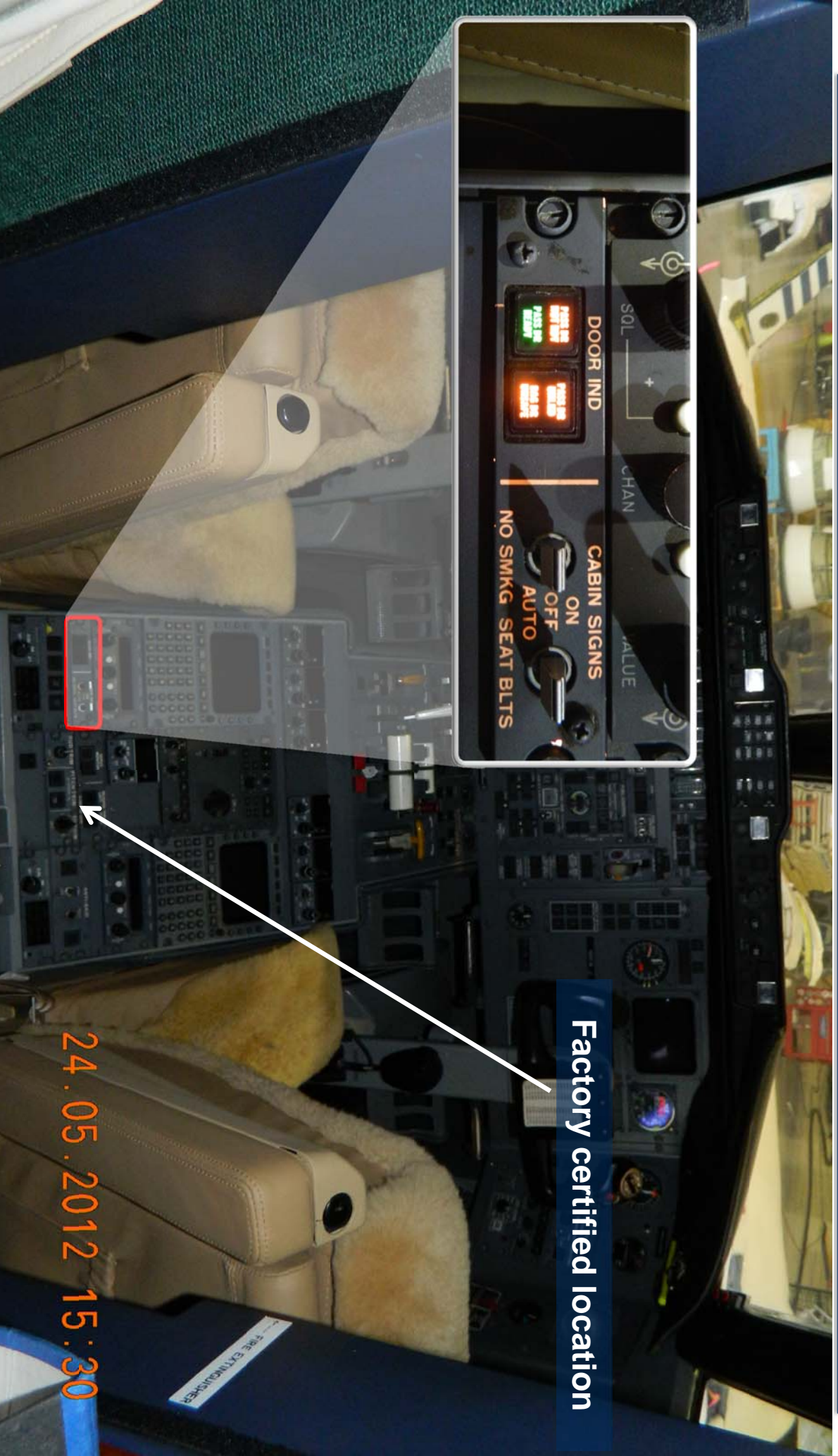
ITEM	PART / AREA / CHECK	CONDITION
5	<p>Main Passenger Door proximity sensor and microswitch circuit integrity checks</p> <p>Note: The integrity checks were carried out by Bombardier with the approval from the NTSB from May 30, 2012 to June 13, 2012. The checks were done in two phases, one phase verified the door circuits and the second phase verified the airframe circuits for the door warning system. The intent of the integrity checks was to determine the condition of the door warning system after the accident.</p>	<p>The following was found:</p> <p>a) No anomalies with the PASS DR READY (ready for flight) light circuit</p> <ul style="list-style-type: none"> • The light illuminated when the circuit on the airframe was tested • The microswitch circuit on the door's external handle was satisfactory <p>Note: The PASS DR READY (green) light circuit is independent of the PASS DR NOT RDY and PASS DR UNLKD circuits</p> <p>b) An anomaly with the PASS DR NOT RDY light circuit</p> <ul style="list-style-type: none"> • The light's designated ground in the cabin was not available and the light would not illuminate <p>Note: This anomaly does not affect the operation of the PASS DR READY (green) light when the external handle is in the closed and stowed position</p> <p>c) No anomalies with the PASS DR UNLKD warning light circuit</p> <ul style="list-style-type: none"> • When the circuit was made to illuminate the PASS DR UNLKD warning light, the master caution light and the DOORS light (on the 8-CHANNEL ANNUNCIATOR PANEL) would illuminate • When the circuit was made to extinguish the PASS DR UNLKD light, the master caution light and the DOORS light (on the 8-CHANNEL ANNUNCIATOR PANEL) would also extinguish • The check also found three (3) wires missing from inline splices on proximity switch S107MB. The 3 wires were found severed at the door interface wiring bundle on connector P2MB. The 3 inline splices were sent to the NTSB lab for analysis.

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Factory certified location

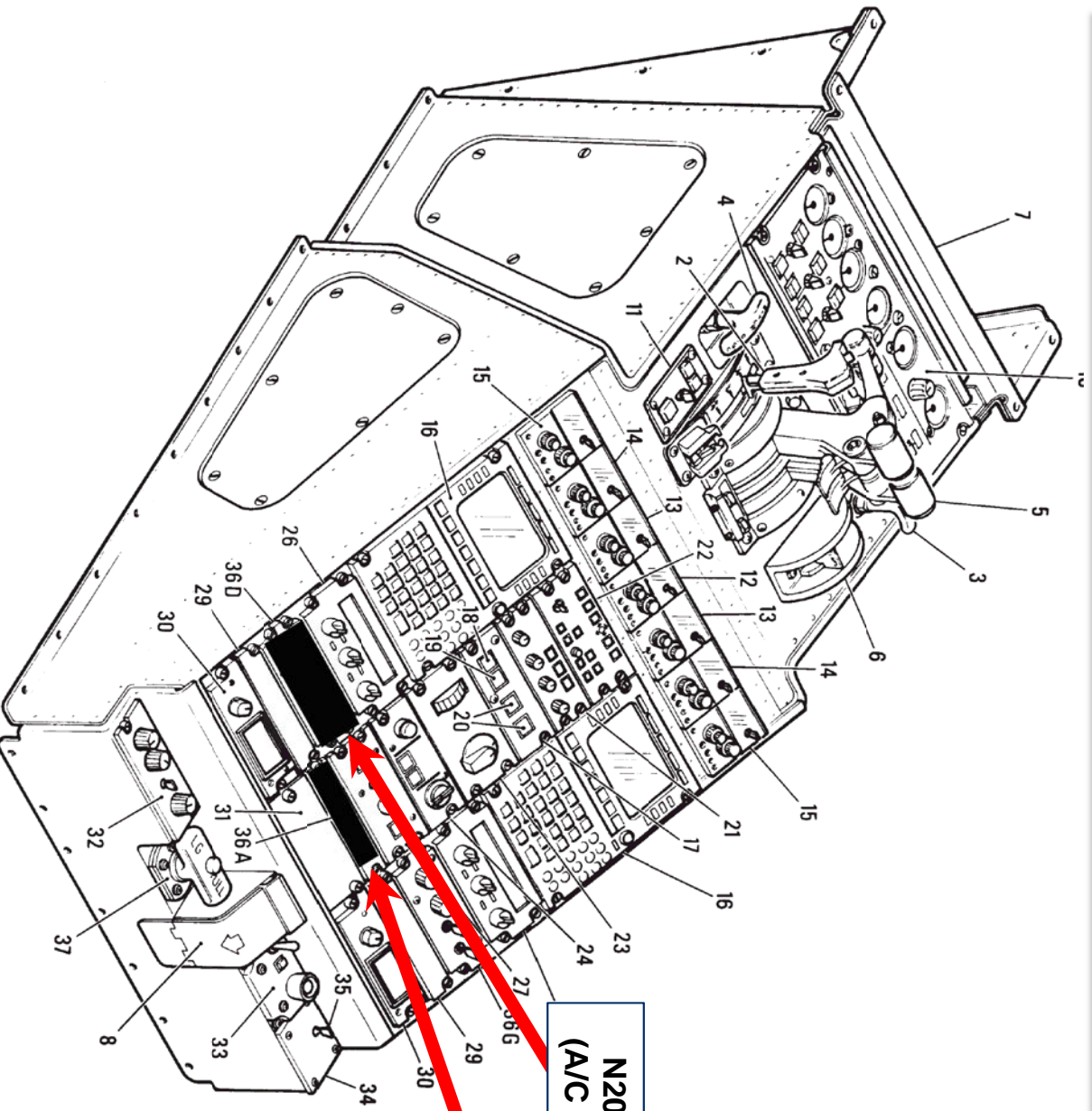
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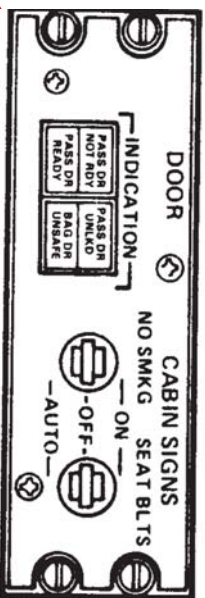
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**N207JB
(A/C 5194)**

**Bombardier
Factory
Installation**



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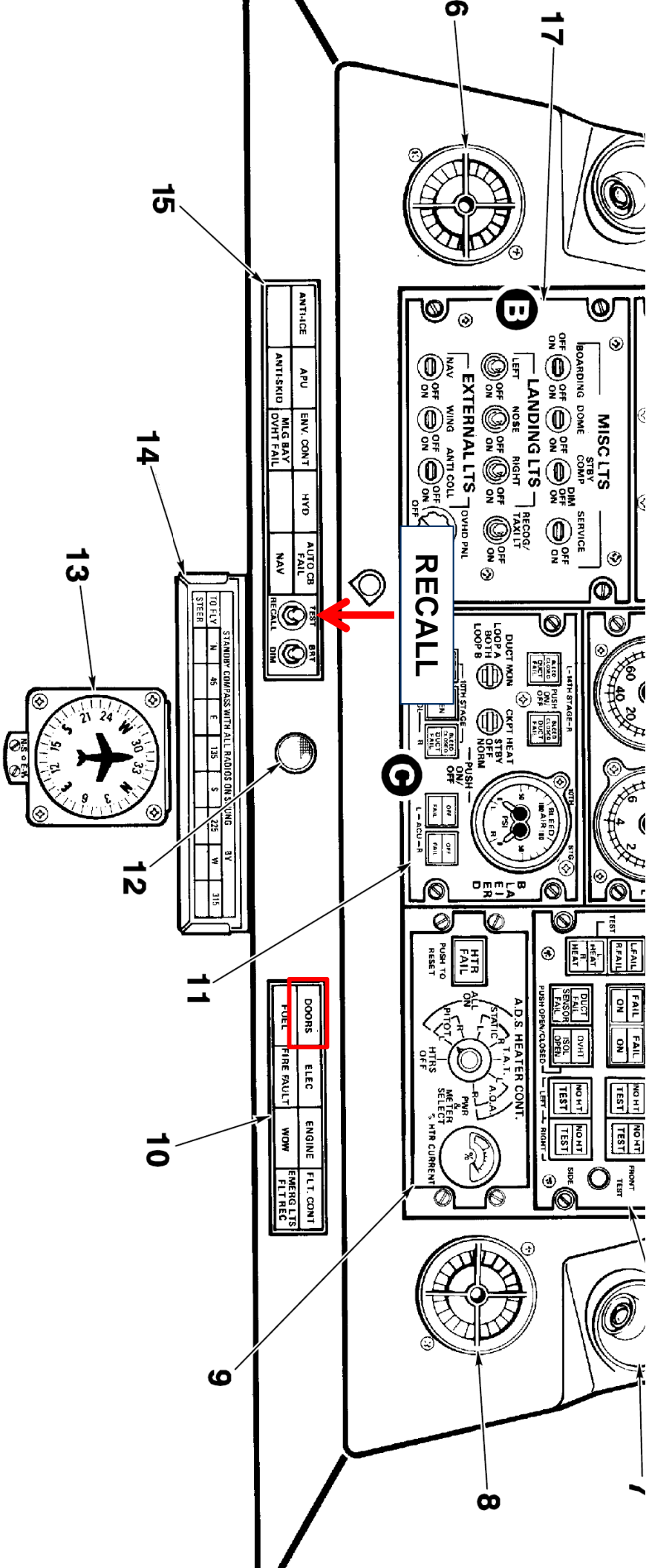


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Overhead Panel



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10. MAIN PASSENGER DOOR MAINTENANCE HISTORY INFORMATION (BOMBARDIER HARTFORD SERVICE CENTER)

ITEM	SNAG	WORK ACCOMPLISHED	DATE
1	Passenger door upper corners leak when cabin is pressurized	Repaired upper and aft passenger door seal striker surface area	4 February 2012
2	Main door closed green light (ready for flight) does not illuminate	Re secured PBA (push button assembly) performed ops test of pax / crew entrance door switch operational test good performed in accordance with PSP 601-2 AMM Chapter 52-70-00 page 205	12 December 2011
3	Lower portion of guard for cabin entry door lever handle is broken, attached to upper fwd railing	Removed old handle guard and installed new handle guard	29 September 2011
4	Floor board support extrusion at pax door entry is corroded along the attached point of the top	Replaced floorboard support angle at pax door entry with new angle	28 September 2011
5	Main entry door cable guide attached to fuselage at FS 348 WL 97 is broken	Removed passenger entry door motor cable plastic guard assembly. Riveted new nutplates onto guard assembly...and installed guard assembly at aft side of fuselage door frame.	8 August 2011

Note: Aircraft arrived at the Bombardier Hartford facility for maintenance on June 20, 2008 and departed on January 5, 2012

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11. FLIGHTAWARE FLIGHT TRACKING OF N207JB

ITEM	FACTUAL INFORMATION
1	FlightAware flight tracking services show the aircraft on May 23, 2012 @ 3:47 PM was at 3,000 feet and climbing
2	FlightAware flight tracking services show the aircraft on May 23, 2012 @ 3:48 PM was at 2,700 feet and descending

12. OPA LOCKA (OPF) FBO SURVEILLANCE VIDEO OF N207JB

ITEM	FACTUAL INFORMATION
1	Airport surveillance video obtained by the FAA from the Opa Locka (OPF) FBO, shows the Operator closing the main door then reopening and then closing the door again

Challenger 601-3R N207JB (A/C 5194) In-Flight Main Passenger Door Separation Accident

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13. FLIGHT RECORDER INFORMATION

ITEM	FACTUAL INFORMATION
1	Both the flight data recorder (FDR) and cockpit voice recorder (CVR) were recovered by the FAA and sent to the NTSB labs in Washington D.C on May 25, 2012
2	FDR Fairchild Model F1000 P/N S603-1000-00 S/N 00633 Mfg 05/97
3	CVR L3 Communications Model FA2100 P/N 2100-1020-00 S/N 000244915 Mfg 09 2003

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