



# 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) with ADs.*

**Number:**

CF-2025-07

**Effective Date:**

10 February 2025

**ATA:**

27

**Type Certificate:**

A-236

**Subject:**

Flight Controls – Horizontal Stabilizer Trim Actuator (HSTA) – Incorrect Installation of the Interface Pin in the Upper Gimbal

**Applicability:**

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

Model BD-500-1A10, serial numbers 50001 through 50065, and 50067.

Model BD-500-1A11, serial numbers 55001 through 55193, 55195, 55196, 55198, 55200, 55201, 55205, 55210 and 55211.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Airbus Canada Limited Partnership (ACLP) discovered a production quality escape, where the interface pin of the secondary load path in the upper gimbal of the HSTA was incorrectly installed. This condition if not corrected, could compromise the secondary load path in the upper gimbal of the HSTA and cause a mechanical disconnect of the horizontal stabilizer leading to a loss of control of the aeroplane.

To address this unsafe condition, this AD requires the inspection and, if required, the correction of the HSTA interface pin installation.

**Corrective Actions:**

For the purpose of this AD, the following definition applies:

**ACLP SB:** ACLP Service Bulletin BD500-274007, Issue 001, dated 05 June 2024, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

- A. Within 3000 hours air time from the effective date of this AD, perform a detailed visual inspection of the interface pin of the secondary load path in the upper gimbal of the HSTA to determine if the interface pin is incorrectly installed in accordance with the procedure in Section 2 of Part A of the Accomplishment Instructions of the ACLP SB.
- B. If the interface pin is incorrectly installed, before further flight, modify the installation of the interface pin of the secondary load path in the upper gimbal of the HSTA in accordance with the procedure in Section 2 of Part B of the Accomplishment Instructions of the ACLP SB.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 27 January 2025

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