



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-2025-42

Effective Date:

9 September 2025

ATA:

27

Type Certificate:

A-234

Subject:

Flight Controls – Horizontal Stabilizer – Autopilot Inability to Trim Horizontal Stabilizer

Applicability:

Bombardier Inc., model BD-100-1A10 (Challenger 300/350) aeroplanes, all serial numbers..

Compliance:

Within 60 days from the effective date of this AD, unless already accomplished.

Background:

There have been in-service events during which the crew experienced a pitch upset upon autopilot disconnect. Investigations of these events identified common factors which led to the pitch upset. Prior to each event, Engine Indication and Crew Alerting System (EICAS) messages AP STAB TRIM FAIL (C) followed by AP HOLDING NU or ND (C) were posted, indicating the autopilot was holding significant nose up or nose down forces on the elevator. Subsequent delays in actioning these EICAS messages and not stabilizing the airspeed may result in the aircraft becoming severely out of trim. Later disengagement of the autopilot, when the horizontal stabilizer is not correctly trimmed, may result in a sudden elevator movement if the control column is not held firmly.

This AD requires an Airplane Flight Manual (AFM) revision which changes the AP STAB TRIM FAIL (C) from a Non-Normal Procedure to an Emergency Procedure in order to initiate immediate pilots' action to this EICAS message.

This AD is considered an interim action and further AD action may follow.

Corrective Actions:

A. Amend the Transport Canada approved AFM in accordance with Table 1 below:

Table 1

Aeroplane Model	AFM Procedure	AFM Revision
BD-100-1A10 CH300	Introduction in Section 01-01 Emergency Procedures in Section 03-01 and 03-14 procedure AP STAB TRIM FAIL (C) Non-Normal Procedures in Section 05-11, 05-14 procedure AP STAB TRIM FAIL (C), 05-23 procedure PRI STAB TRIM FAIL (C) Stabilizer Trim Malfunction and 05-41	AFM CSP 100-1, Revision 75, dated 13 June 2024, or later revisions of this manual approved by Transport Canada.
BD-100-1A10 CH350	Introduction in Section 01-01 Emergency Procedures in Section 03-01 and 03-14 procedure AP STAB TRIM FAIL (C) Non-Normal Procedures in Section 05-11, 05-14 procedure AP STAB TRIM FAIL (C), 05-23 procedure PRI STAB TRIM FAIL (C) Stabilizer Trim Malfunction and 05-41	AFM CH350 AFM, Revision 41, dated 13 June 2024, or later revisions of this manual approved by Transport Canada.

B. Advise all flight crews of the changes introduced by the approved Transport Canada AFM revisions listed above and thereafter operate the aeroplane accordingly.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Craig McAllister
Acting Chief, Continuing Airworthiness
Issued on 26 August 2025

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