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-2026-13

Effective Date:

24 March 2026

ATA:

54

Type Certificate:

A-236

Subject:

Nacelles/Pylons – Upper and Side Pylon Link Assemblies Manufactured from Unsubstantiated Material

Applicability:

Airbus Canada Limited Partnership (ACLP) (formerly C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.) model BD-500-1A11 and model BD-500-1A10 aeroplanes, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

ACLP has been notified that the upper link assemblies (R1) and side link assemblies (R7/R8) of the left-hand side (LHS) and right-hand side (RHS) pylons could have been manufactured from incorrect titanium alloy material as certification documents for the material were falsified.

If not corrected, the use of incorrect titanium alloy material could adversely impact the residual strength of the affected components resulting in pre-mature structural damages or failure of the affected upper and side link assemblies of the pylons.

To address this unsafe condition, this AD mandates the identification of the upper link assemblies (R1) and the side link assemblies (R7/R8), and if required, the replacement of affected parts.

Corrective Actions:

For the purpose of this AD, the following definitions apply:

ACLP Service Bulletin (SB) BD500-545006: SB BD500-545006, Issue 001, dated 01 October 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

ACLP SB BD500-545007: SB BD500-545007 Issue 001, dated 01 October 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Affected upper link assembly: Upper link assembly Part Number (P/N) C01700210-005 with serial number listed in the procedure in Section 3 Paragraph 3.4 and 3.8 of Part A of the Accomplishment Instructions of ACLP SB BD500-545006, or upper link assembly where the serial number cannot be determined.

Affected side link assembly: Side link assembly P/N C01700270-003 with serial numbers IMP3259, IMP3274, or IMP3284, or side link assembly where the serial number cannot be determined.

Group 1 aeroplanes: Model BD-500-1A11 serial numbers 55115, 55125 through 55131, 55133, 55143 and 55146.

Group 2 aeroplanes: Model BD-500-1A10 serial numbers 50069 through 50073 and model BD-500-1A11 serial numbers 55225 through 55272

Part I – Verification of Upper Link Assembly (R1) – Applicable to Group 1 aeroplanes

Within 90 days from the effective date of this AD, perform the following actions, in accordance with the procedure in Section 3 of Part A of the Accomplishment Instructions of ACLP SB BD500-545006:

A. Carry out an inspection of the LHS and RHS upper link assembly (R1) to determine if an affected upper link assembly is installed on the aeroplane.
B. If an affected upper link assembly is installed, verify the aeroplane technical records to determine if the affected upper link assembly was repaired.
C. If the affected upper link assembly was repaired and the repair is outside the A220 Aircraft Structure Repair Publication (ASRP) limits and not covered by an ACLP Repair Engineering Order, contact ACLP for an approved disposition and proceed to Part II Paragraph A of this AD.
D. If the affected upper link assembly was not repaired or the affected upper link assembly was repaired and the repair is within the ASRP limits, proceed to Part II Paragraph B of this AD.

Part II – Replacement of Affected Upper Link Assembly (R1) – Applicable to Group 1 aeroplanes

A. If the affected upper link assembly was repaired and the repair is outside the ASRP limits and not covered by an ACLP Repair Engineering Order, perform the ACLP disposition instructions within the compliance time specified by those instructions, or other methods approved by the Chief, Continuing Airworthiness, Transport Canada. The disposition must specifically refer to this AD.
B. If the affected upper link assembly was not repaired or the affected upper link assembly was repaired and the repair is within the ASRP limits, before accumulating 8500 total flight cycles or 17 000 total hours air time, whichever occurs first, replace the affected upper link assembly with a new upper link assembly in accordance with the procedure in Section 3 of Part B of the Accomplishment Instructions of ACLP SB BD500-545006.

Part III – Replacement of Side Link Assembly (R7/R8) – Applicable to Group 2 Aeroplanes

A. Within 90 days from the effective date of this AD, carry out an inspection of the LHS and RHS side link assemblies (R7/R8) as applicable, to determine if an affected side link assembly is installed on the aeroplane, in accordance with the procedure in Section 3 of the Accomplishment Instructions of ACLP SB BD500-545007.
B. If an affected side link assembly is installed, before accumulating 8500 total flight cycles or 17 000 total hours air time, whichever occurs first, replace the affected side link assembly with a new side link assembly in accordance with the procedure in Section 3 of the Accomplishment Instructions of ACLP SB BD500-545007.

Part IV – Part Installation Prohibition – Applicable to all Model BD-500-1A11 and Model BD-500-1A10 Aeroplanes

As of the effective date of this AD, it is prohibited to install an affected upper link assembly or an affected side link assembly on any applicable aeroplane.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 10 March 2026

Contact:

Stefan Szkwarek, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.