



# AIRWORTHINESS DIRECTIVE

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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-2026-25

**Effective Date:**

1 July 2026

**ATA:**

31

**Type Certificate:**

A-276

**Subject:**

Indicating/Recording System – Misleading Caution Messages Posted on Engine Indicating and Crew Alerting System (EICAS) During Air Driven Generator (ADG) Deployment

**Applicability:**

MHI RJ Aviation ULC (Formerly Bombardier Inc.) aeroplanes:

Model CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24, CL-600-2E25, all serial numbers.

**Compliance:**

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

**Background:**

It was discovered during simulator training that, in an Emergency Power Only condition with the ADG deployed, the EICAS will post false caution messages for systems which are operating normally. This discovery prompted an ADG manual deployment test on an actual MHIRJ aeroplane and the false caution messages were confirmed.

Further investigation revealed an incorrect definition of message logic in the Data Concentrator Unit (DCU) and insufficient coverage of caution messages in the Aircraft Flight Manual (AFM) – Electrical - EMER PWR ONLY procedure. False EICAS caution messages will be actioned by pilots where landing distance factors will be applied but not actually required. This may require a diversion to an alternate airport or, if a suitable runway is not within range, a runway excursion.

To mitigate this unsafe condition, this AD mandates an amendment to the AFM.

**Corrective Actions:**

- A. Amend Chapter 3, EMERGENCY PROCEDURES, of the applicable Transport Canada approved AFM in accordance with Figures 1, 2, and 3 of this AD. This may be accomplished by inserting a copy of Figures 1, 2, and 3 of this AD, or the AD itself, into the existing AFM.

Figure 1 – AFM Change – Chapter 03 – Emergency Procedures – Double Engine Failure

<p><b>Chapter 03 – Emergency Procedures - POWER PLANT</b></p> <p><b>C. Double Engine Failure</b></p> <p><i>After step (6) add:</i></p> <p>(6a) MACH TRIM switch ..... ENGAGE</p> <p><i>After step 66 (step 63 for CL-600-2E25) replace the NOTE by:</i></p> <p><b>NOTE</b></p> <ol style="list-style-type: none"> <li>No crew action is required for the following messages: <ul style="list-style-type: none"> <li>Caution messages: <b>STALL FAIL, PITCH FEEL</b></li> </ul> </li> <li>Do not add any performance corrections not listed in this procedure.</li> <li>The following significant systems are not available when both engines and Auxiliary Power Unit (APU) are out: <p><i>(retain the existing list of systems not available)</i></p> </li> </ol>
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Figure 2 – AFM Change – Chapter 03 – Emergency Procedures – EMER PWR ONLY

<p><b>Chapter 03 – Emergency Procedures – ELECTRICAL</b></p> <p><b>A. EMER PWR ONLY</b></p> <p><i>After step (1) add:</i></p> <p>(1a) MACH TRIM switch ..... ENGAGE</p> <p><i>After step 12 replace the NOTE by:</i></p> <p><b>NOTE</b></p> <ol style="list-style-type: none"> <li>No crew action is required for the following messages: <ul style="list-style-type: none"> <li>Caution messages: <b>STALL FAIL, PITCH FEEL</b></li> </ul> </li> <li>Do not add any performance corrections not listed in this procedure.</li> <li>The following significant systems are not available when on emergency power only: <p><i>(retain the existing list of systems not available)</i></p> </li> </ol>
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Figure 3 – AFM Change – Chapter 03 – Emergency Procedures – Loss of All AC Power

<p><b>Chapter 03 – Emergency Procedures – ELECTRICAL</b></p> <p><b>B. Loss of All AC Power</b></p> <p><b>If unable to reset at least one generator, continue flight on battery power only:</b></p> <p><i>Delete step (5):</i></p> <p>(5) STALL PTCT PUSHER switch (left or right) ..... OFF</p> <p><i>After step 10 (step 12 for CL-600-2E25) replace the NOTE by:</i></p> <p><b>NOTE</b></p> <ol style="list-style-type: none"> <li>No crew action is required for the following messages: <ul style="list-style-type: none"> <li>Caution messages: <b>STALL FAIL, PITCH FEEL</b></li> </ul> </li> <li>Do not add any performance corrections not listed in this procedure.</li> <li>The following significant systems are not available when on battery power only: <p><i>(retain the existing list of systems not available)</i></p> </li> </ol>
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- B. After amending existing AFM, inform all flight crews of the changes and thereafter operate the aeroplane according to the changes outlined in Figures 1, 2, and 3 of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 17 June 2026

**Contact:**

Christopher Banken, Continuing Airworthiness, Ottawa, telephone 1-888-663-3639, or e-mail [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca) or any Transport Canada Centre.