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-2026-55

Effective Date:

6 November 2026

ATA:

57

Type Certificate:

A-236

Subject:

Wings – Potential Incorrect Sealant Application on Lower Stabilizer Fitting Bolts

Applicability:

Airbus Canada Limited Partnership (ACLP) (formerly C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.) model BD-500-1A11 aeroplanes, serial numbers 55218 through 55253, and 55255.

Compliance:

As indicated below, unless already accomplished.

Background:

It has been discovered during final assembly that production work instructions omitted an engineering requirement to change the fillet seal to an overseal on the heads and tails of the four bolts attaching the main landing gear (MLG) lower stabilizer fitting to the MLG beam. This change was introduced when the original NAS6306 aluminum-coated stainless steel bolts were replaced with NAS6306 passivated stainless steel bolts due to a supply shortage.

The omission may result in inadequate protection against moisture ingress, which could lead to galvanic corrosion of the MLG lower stabilizer fitting. If not detected and corrected, the corrosion could compromise the structural integrity of the MLG lower stabilizer fitting to MLG beam connection, potentially resulting in a runway excursion during takeoff.

To address this unsafe condition, this AD mandates an inspection of the sealant applied to the heads and tails of the bolts to determine if an overseal has been applied. If the overseal is missing, this AD also requires an inspection for signs of corrosion and to contact ACLP for an approved disposition if corrosion is detected.

Corrective Actions:

Perform the following actions, as applicable, in accordance with Section 3 of the Accomplishment Instructions of SB BD500-572005 Issue 001 dated 8 July 2026, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

A. Within 36 months from the effective date of this AD, for both the left and right sides, inspect the seal on the heads and tails of the four bolts attaching the MLG lower stabilizer fitting to the MLG beam to determine if an overseal has been applied.

B. If the overseal is missing, before further flight, remove the affected bolts and perform a detailed visual inspection of each bolt and bolt hole for signs of corrosion.

C. If corrosion is found in step B above, before further flight, contact ACLP for an approved disposition and perform the ACLP disposition instructions to repair the corrosion and replace the bolts as applicable. Apply an overseal to the heads and tails of the bolts to prevent further corrosion. The repair disposition must specifically refer to this AD.

D. If no corrosion is found in step B above, before further flight, reinstall and apply an overseal to the heads and tails of the bolts.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 23 October 2026

Contact:

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