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) to ADs.

Number:

CF-2026-58

Effective Date:

23 November 2026

ATA:

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Type Certificate:

A-276

Subject:

Navigation System – Flight Management System (FMS), Inertial Reference System (IRS) and Attitude and Heading Reference System (AHRS) – Outdated Magnetic Variation (MV) Tables

Applicability:

MHI RJ Aviation ULC aeroplanes model CL-600-2B19, CL-600-2C10, CL-600-2C11, CL-600-2D15, CL-600-2D24 and CL-600-2E25, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

Outdated MV tables inside navigation systems can affect their performance and result in the presentation of misleading magnetic heading references on the Primary Flight Displays and Multi-Function Displays positioning the aeroplane outside of the terrain and obstacle protection provided by instrument flight procedures and flight route designs. Some MHIRJ Regional Jets have navigation units with MV tables that are obsolete which can lead to significantly inaccurate heading, course and bearings calculations.

Following the release of World Magnetic Model WMM2025 by the National Oceanic and Atmospheric Administration (NOAA), MHIRJ identified an increase in the regions where operational limitations need to be applied to the fleet. MHIRJ has reassessed the impacted areas, defined by the WMM2025 MagVar tables and maps updates and subsequently revised the affected Airplane Flight Manual (AFM) procedures.
The Line Replaceable Units that implement conversion of heading and course directions from True North to Magnetic North are:

- IRS model LTN-101 from Northrop Grumman
- AHRS model AHC-4000 from Rockwell Collins but developed by Litef
- FMS model FMC-4200 from Rockwell Collins

This AD requires the aeroplane to be operated in accordance with the revised AFM procedures in order to mitigate the unsafe conditions identified above.

Corrective Actions:

1. Within 60 days from the effective date of this AD, update the applicable Transport Canada (TC) approved AFM by incorporating the revision to the Chapter 02 – Limitations – Navigation System Limitations and Chapter 7 – Supplement 21 – Operational Capabilities as listed in the Table below:

Aeroplane Model	AFM No	AFM Revision
CL-600-2B19	CSP A-012	AFM Revision 77AO dated 20 April 2026, or later revisions of this procedure approved by TC.
CL-600-2C10 and CL-600-2C11	CSP B-012	AFM Revision 36I, dated 23 March 2026, or later revisions of this procedure approved by TC.
CL-600-2D15 and CL-600-2D24	CSP C-012	AFM Revision 30S dated 2 March 2026, or later revisions of this procedure approved by TC.
CL-600-2E25	CSP D-012	AFM Revision 29I, dated 16 February 2026 or later revisions of this procedure approved by TC.

2. Following incorporation of the above-mentioned AFM revisions, advise all flight crews of the changes introduced by these revisions and operate the aeroplanes accordingly.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young

Chief, Continuing Airworthiness
Issued on 9 November 2026

Contact:

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