



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-112

Issued: 23 September 2026

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

Airbus Canada Limited Partnership

Type/Model designation(s):

BD-500 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.IM.A.570

Foreign AD: Transport Canada Civil Aviation (TCCA) [AD CF-2026-16](#)

Supersedure: None

ATA 53 – Fuselage – Mid Avionics Bay – Modification

Manufacturer(s):

Airbus Canada Limited Partnership (ACLP); C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.

Applicability:

ACLP BD-500-1A10 aeroplanes, serial numbers (s/n) 50001 through 50088 (inclusive), and BD-500-1A11 aeroplanes, s/n 55001 through 55476 (inclusive).

Definitions:

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

The SB: ACLP Service Bulletin (SB) BD500-530017 Issue 001.

Reason:

There have been multiple in-service events of water ingress into the mid avionics bay, probably originating from cabin water spillage. These events resulted in multiple system losses, associated Crew Alerting System messages, and flight diversions. An engineering review by ACLP determined that the mid avionics bay is susceptible to fluid infiltration. Within this compartment, certain electrical wiring interconnection system line replaceable units are not qualified for water ingress.

If not corrected, water infiltration into the mid avionics bay could lead to cascading failures of essential systems, adversely affecting continued safe flight and landing, and excessively increasing flight crew workload.

To address this potential unsafe condition, ACLP issued the SB, providing instructions for application of sealant along spaces between floor panels and seat track crowns, and between floor beams and seat tracks located above the mid avionics bay.

Thereafter, TCCA issued AD CF-2026-16, to mandate embodiment of the SB. That AD is considered an interim action, and further AD action may follow.

EASA initially adopted that AD, in accordance with the provisions of EASA [ED Decision 2019/018/ED](#). Following a further assessment, EASA determined that the compliance time must be reduced.

For the reasons described above, this AD requires the same action required by TCCA AD CF-2026-16, but within a reduced compliance time.

Concurrently with the publication of this AD, the adoption of TCCA AD CF-2026-16 is revoked.

Required Action(s) and Compliance Time(s):

Required as indicated, by this AD, unless the action(s) required by this AD have been already accomplished:

Modification(s):

- (1) Within 2 450 flight hours after the effective date of this AD, modify the aeroplane in accordance with the instructions specified in section 3. Procedure, of Part A and Part B of the SB (see Note 1 of this AD).

Note 1: Modification of an aeroplane per Part A and Part B of the SB can be accomplished during different maintenance visits of the aeroplane.

- (2) [RESERVED]

Ref. Publications:

ACLP Service Bulletin (SB) BD500-530017 Issue 001 dated 15 December 2025.

Remarks:

1. This Proposed AD will be closed for consultation on 21 October 2026.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD applies, if the same unsafe condition can

exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. For any question concerning the technical content of the requirements in this PAD, please contact:

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