

**Subject: Landing Gear - Degraded Anti-Skid Performance on Contaminated Runways**

**Ref. Publications:**

- Airbus Canada Limited Partnership (ACLP) Service Bulletin (SB) BD500-324013 Issue 002, dated 05 November 2025 or later approved revisions.
- Transport Canada (TCCA) Civil Aviation Safety Alert (CASA) 2023-07 Issue 01 dated 28 December 2023.
- TCCA [CASA 2023-07](#) Issue 02 dated 04 February 2025.
- TCCA Airworthiness Directive (AD) [CF-2025-68](#) original issue dated 16 December 2025.

**Applicability:**

ACLP BD-500-1A11 model aeroplanes, serial numbers 55001 through 55388, 55390 through 55397, 55399, and 55402.

**Description:**

In December 2023 TCCA released CASA 2023-07 Issue 01 to provide awareness and guidance related to the operation of BD-500 series aeroplanes on contaminated runways. It was identified that, under certain contaminated runway conditions, degraded anti-skid performance may occur, possibly inducing locked wheel(s) condition, resulting in a degraded braking performance, and contributing to lateral deviations and/or longitudinal overruns. This CASA also drew attention to relevant mitigations recommended by ACLP's Flight Operators Transmissions (FOT), A220-FOT-00-00-001 and A220-FOT-32-40-002. EASA endorsed the recommendations and adopted this CASA on 03 January 2024.

In February 2025 TCCA released CASA 2023-07 Issue 02 to reinforce awareness of the existing guidance related to the operation of BD-500 series aeroplanes on contaminated runways. EASA adopted the updated CASA on 05 February 2025.

With the release of TCCA AD CF-2025-68, TCCA required accomplishment of the corrective actions as identified in ACLP SB BD500-324013 with a compliance time of 24 months from the effective date of that AD [30 December 2025]. EASA adopted the TCCA AD on 19 December 2025.

Based on the fact that 9 out of 10 known occurrences of degraded anti-skid performance were related to European registered BD-500 aircraft, and in consideration of an increased exposure to contaminated runway conditions for the European fleet, this SIB is published to recommend an earlier implementation of the corrective actions required by TCCA AD CF-2025-68, to reduce the

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exposure to the identified risk of lateral excursions during landing on contaminated runways to the most possible extent.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant any additional AD action under Commission Regulation (EU) [748/2012](#), Part 21.A.3B.

**Recommendation(s):**

EASA recommends that operators of BD-500-1A11 model aeroplanes that are approved for operations with contaminated runway conditions should comply with the requirements of TCCA AD CF-2025-68 at their earliest convenience.

**Contact(s):**

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