Airworthiness Directive

AD No.: 2026-0213

Issued: 04 November 2026

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

Airbus Canada Limited Partnership

Type/Model designation(s):

BD-500 aeroplanes

Effective Date: 18 November 2026

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

Foreign AD: Transport Canda 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.

An agency of the European Union

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 23 September 2026 as PAD 26-112 for consultation until 21 October 2026. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.

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

   Airbus Canada Limited Partnership
   Customer Services
   13100 Henri-Fabre Blvd., Mirabel, Quebec
   Canada J7N 3C6
   a220crc@airbus.com

TE.CAP.00110-012 © European Union Aviation Safety Agency. All rights reserved. ISO9001 Certified.
Proprietary document. Copies are not controlled. Confirm revision status through the EASA-Internet/Intranet.