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-2025-61

Effective Date:

8 December 2025

ATA:

57

Type Certificate:

A-236

Subject:

Wing – Slat Track Corrosion and Wear

Replacement:

Supersedes AD CF-2024-26, issued 17 July 2024.

Applicability:

Airbus Canada Limited Partnership (ACLP, formerly C Series Aircraft Limited Partnership, Bombardier Inc.) aeroplanes:

Model BD-500-1A10, serial numbers 50001 and subsequent,

Model BD-500-1A11, serial numbers 55001 and subsequent.

Compliance:

As indicated below, unless already accomplished.

Background:

Corrosion and wear have been reported on the slat tracks on a number of in-service aeroplanes. An investigation determined that the likely cause was insufficient grease being applied to the slat tracks in production. It was also determined that the intervals in the scheduled maintenance program for the repeat greasing of the slat tracks may not be appropriate to prevent slat track corrosion and wear. Uncorrected, this corrosion and wear can lead to the loss of one or more slat panels or the loss of slat track guidance, which can cause catastrophic structural damage to the wings or other parts of the aeroplane due to slat panels departing the aeroplane.

Airbus Canada Limited Partnership (ACLP) has released a service bulletin (SB) to perform repeat inspection and greasing of all slat tracks. To mitigate the risks associated with slat track corrosion and wear, AD CF-2021-43 required the actions specified in the SB to be performed, including the collection of data required to assist the investigation and possibly develop further corrective actions.

Since AD CF-2021-43 was issued, it was discovered that previous slat track repairs required the use of inappropriate non-destructive test (NDT) methods and, therefore, may have allowed cracks to remain undetected on slat tracks that were previously repaired. Reports had also been received that the SB accomplishment instructions were ambiguous and that access constraints prevented the SB accomplishment instructions from being fully accomplished without the removal of all slat tracks from the aeroplane. Based on these reports, Transport Canada Civil Aviation (TCCA) issued Global alternative means of compliance (AMOC) AARDG-2022/A09 to allow the use of the procedure in its Appendix as an AMOC to the requirements of AD CF-2021-43 Paragraphs A and B. This alternate procedure limited the repeat inspection and greasing of all slat tracks required by AD CF-2021-43 Paragraphs A and B to visible portions of the slat tracks only. Since TCCA issued Global AMOC AARDG-2022/A09, ACLP has revised the SB to require a rework NDT inspection on all slat tracks that were previously repaired using

an inappropriate NDT method, to clarify its accomplishment instructions, and to incorporate the intent of Global AMOC AARDG-2022/A09.

AD CF-2024-26 maintained the requirements of AD CF-2021-43 but required that the revised SB be used to ensure that the rework NDT inspection is performed on all slat tracks that were previously repaired using an inappropriate NDT method. AD CF-2024-26 also incorporated Global AMOC AARDG-2022/A09, and canceled the mandatory reporting requirement required by AD CF-2021-43 Paragraph C.

ACLP has released sampling SB BD500-574003 which will be campaigned over 18 months to collect corrosion data on the inaccessible areas of the slat tracks from a variety of operators, utilizations, and operating environments. This sampling data will be assessed to assist the investigation and possibly develop further corrective actions.

Global AMOC AARDG-2024/A40 was issued to escalate the compliance times of AD CF-2024-26 for certain aeroplanes and to approve the sampling SB BD500-574003 as an acceptable alternative means of compliance to the requirements of AD CF-2024-26, subject to certain restrictions.

Since AD CF-2024-26 was issued, it has been determined that the compliance times in AD CF-2024-26 and Global AMOC AARDG-2024/A40 are not suitable for aeroplanes in storage or aeroplanes operated under the Low Utilization Maintenance Program (LUMP). This AD, AD CF-2025-61, maintains the requirements of AD CF-2024-26, but updates the compliance times of AD CF-2024-26 to consider LUMP aeroplane operations and aeroplanes in storage. AD CF-2025-61 also incorporates Global AMOC AARDG-2024/A40.

Corrective Actions:

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

The **applicable SB** is defined as ACLP SB BD500-574001 Issue 003, dated 2 July 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada (TC).

The **vendor SB (VSB)** is imbedded within the applicable SB and is defined as Spirit SB 500SHW-57-4201 Issue 003, dated 17 June 2025, or later revisions approved by the Chief, Continuing Airworthiness, TC.

Group A aeroplanes: Applicable aeroplanes that, as of the effective date of this AD, have accumulated both:

i) less than 2550 total hours air time; and
ii) less than 12 months since entry into service.

Group B aeroplanes: Applicable aeroplanes that, as of the effective date of this AD, have accumulated either:

i) more than 2550 total hours air time; or
ii) more than 12 months since entry into service.

Part I – Initial Inspection

Clean and grease all slat tracks, inspecting as applicable and repairing any corrosion or damage found before further flight, in accordance with the applicable compliance time and scope indicated in Table 1 below.

Table 1: Compliance Time and Scope

Applicable Aeroplanes (refer to Group definitions above)	Compliance Time	Scope
Group A aeroplanes	Whichever occurs later of a) and b): a) Before accumulating 2550 total hours air time or within 12 months from entry into service, whichever occurs first; b) Within 850 hours air time or 4 months, whichever occurs first, from the effective date of this AD.	Clean then grease all slat tracks in accordance with the applicable SB and Part A of the VSB.
Group B aeroplanes	Whichever occurs later of a) and b): a) Before accumulating 4000 total hours air time or within 18 months from entry into service, whichever occurs first; b) Within 850 hours air time or 4 months, whichever occurs first, from the effective date of this AD.	Clean then inspect and grease all slat tracks, repairing any corrosion or damage found before further flight, in accordance with the applicable SB and Part B of the VSB.

Part II – Repetitive Inspections

Thereafter, at intervals not to exceed 2550 hours air time or 12 months, whichever occurs first, clean then inspect and grease all slat tracks, repairing any corrosion or damage found before further flight, in accordance with the applicable SB and Part B of the VSB.

Part III – Credit for Inspections Performed Prior to the Effective Date of this AD

A. Initial inspections performed prior to the effective date of this AD in accordance with Paragraph A of AD CF-2024-26 and Global AMOC AARDG-2024/A40, as applicable, meet the requirements of Part I of this AD, regardless of whether Part A or Part B of the VSB was accomplished.

B. Repetitive inspections performed prior to the effective date of this AD in accordance with Paragraph B of AD CF-2024-26 and Global AMOC AARDG-2024/A40, as applicable, meet the requirements of Part II of this AD.

C. If the last inspection (either initial or repetitive) performed in accordance with Paragraph A or Paragraph B of AD CF-2024-26 and Global AMOC AARDG-2024/A40, as applicable, was performed more than 8 months prior to the effective date of this AD, the next repetitive inspection must be performed within 850 hours air time or 4 months, whichever occurs first, from the effective date of this AD.

Part IV – Credit for Sampling SB BD500-574003

Inspections performed in accordance with ACLP SB BD500-574003, Issue 001, dated 10 July 2024, and Spirit SB 500SHW-57-4202, Issue 001, dated 17 June 2024, or later revisions approved by the Chief, Continuing Airworthiness, TC, meet the requirements of Parts I through III of this AD, provided that these SBs are used only once due to risks associated with repeated removal and installation of the slat tracks.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Matthew Weeks
Acting Chief, Continuing Airworthiness
Issued on 24 November 2025

Contact:

William Humphries, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.