



# 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-2025-53

**Effective Date:**

19 November 2025

**ATA:**

27

**Type Certificate:**

A-177

**Subject:**

Flight Controls – Incorrect Airplane Flight Manual (AFM) Approach Speed Adder and Landing Distance Factors for SLAT FAIL (Caution) Crew-Alerting System (CAS) Message Non-Normal Procedure

**Applicability:**

Bombardier Inc. model BD-700-1A10 and BD-700-1A11 aeroplanes serial numbers 9001 through 60147, 60149 through 60151, 60153 through 60155, 60157 through 60163, 60165, 60166, 60168 and 60170.

**Compliance:**

Within 30 days from the effective date of this AD, unless already accomplished.

**Background:**

Bombardier has determined that the approach speed adders and landing distance factors in the AFM tables for SLAT FAIL (Caution) CAS message non-normal procedure require correction. If not addressed, the incorrect approach speed adders for the SLAT FAIL (Caution) non-normal procedure could result in a reduced maneuvering margin to stick shaker activation, failing to provide the margins assumed during the aeroplane's initial certification. This condition may adversely affect the safe operation of the aeroplane and increase flight crew workload due to an unexpected stall warning and stick shaker activation.

This AD mandates the incorporation of a revision to the AFM to correct the affected approach speed adder and, consequently, the landing distance factor tables.

**Corrective Actions:**

- A. Amend the applicable Transport Canada (TC) approved AFM by incorporating all chapters and supplements as follows, in accordance with the applicable AFM publication number indicated in Table 1 below or later revisions approved by TC:

All models

Chapter 5 – Non-Normal Procedures

- Non-Normal Procedures – Flight Controls, 3. Slat and Flap Control Systems, D. SLAT FAIL (Caution)

BD-700-1A10 – Global Express, Global Express XRS, Global 6000

BD-700-1A11 – Global 5000, Global 5000 ft. GVFD

Chapter 7 – Supplement 20 – Operations at Airport Elevations above 10 000 Feet

- Non-Normal Procedures, B. Landing Distance Factors, (4) Flight Controls, (d) SLAT FAIL caution message

B. Advise all flight crews of the changes introduced by the approved Transport Canada AFM procedures listed above and thereafter operate the aeroplane accordingly.

**Table 1 – AFM References**

<b>Aeroplane Model</b>	<b>Marketing Designation</b>	<b>AFM Publication Number, Revision and Date</b>
BD-700-1A10	Global Express	CSP 700-1, Revision 121, dated 13 August 2025
BD-700-1A10	Global Express XRS	CSP 700-1A, Revision 121, dated 13 August 2025
BD-700-1A10	Global 6000	CSP 700-1V, Revision 51, dated 24 April 2025
BD-700-1A10	Global 6500	CSP 700-6500-1, Revision 23, dated 23 July 2025
BD-700-1A11	Global 5000	CSP 700-5000-1, Revision 82, dated 13 August 2025
BD-700-1A11	Global 5000 ft. GVFD	CSP 700-5000-1V, Revision 51, dated 24 April 2025
BD-700-1A11	Global 5500	CSP 700-5500-1, Revision 23, dated 23 July 2025

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 11 November 2025

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