



AD #: 2026-13-52

Emergency Airworthiness Directive (AD) 2026-13-52 is sent to owners and operators of all Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD-500-1A10 and BD-500-1A11 airplanes.

Background

Transport Canada, which is the aviation authority for Canada, has issued Transport Canada Emergency AD CF-2026-33R1, dated June 24, 2026 (Transport Canada Emergency AD CF-2026-33R1) (also referred to as the mandatory continuing airworthiness information, or the MCAI), to correct an unsafe condition on all Airbus Canada Limited Partnership (ACLP) Model BD-500-1A10 and BD-500-1A11 airplanes. The MCAI states it was reported to ACLP that several missing or broken high pressure valve (HPV) butterfly clips were found in a repair shop. An ACLP assessment has determined that failure of the butterfly clip may not be readily detected during operation and could remain latent until the next scheduled inspection or until secondary effects occur (e.g., bleed leak or overheat indications). Failure of the butterfly clip may also lead to degradation of the valve sealing function. This condition, if not detected and corrected, could result in the inability to properly isolate the bleed system when required, uncontrolled hot air leakage, overheating of critical airplane structures and components, and degradation of structural integrity.

Related Material

Transport Canada Emergency AD CF-2026-33R1 specifies a prohibition to dispatch an airplane under the provisions of the Minimum Equipment List (MEL) items corresponding to certain Master Minimum Equipment List (MMEL) items and certain Crew Alerting System (CAS) messages and associated info messages.

FAA's Determination

These products have been approved by the aviation authority of another country and are approved for operation in the United States. Pursuant to the FAA's bilateral agreement with this State of Design Authority, it has notified the FAA of the unsafe condition described in the MCAI described above. The FAA is issuing this emergency AD after determining that the unsafe condition described previously is likely to exist or develop in other products of the same type design.

Emergency AD Requirements

This emergency AD prohibits dispatching an airplane under the dispatch provisions of the operator's MEL items corresponding to certain dispatch provisions of MMEL items 30-11-00, Wing Anti-Ice System; 30-12-01, Wing Anti Ice Pressure Sensor; 36-11-92, Fan Air Valve (FAV); 36-12-00, Bleed Air Systems; 36-12-01, Engine Bleed Pressure Regulating Shutoff Valve (PRSOV); 36-12-05, HPV; and 36-21-03, Pack Bleed Air Leak and Overheat Detection Loop. This emergency AD also prohibits dispatching an airplane if certain CAS messages and associated info messages are displayed.

Interim Action

The FAA considers that this emergency AD is an interim action. If final action is later identified, the FAA might consider further rulemaking then.

Justification for Immediate Adoption and Determination of the Effective Date

Section 553(b) of the Administrative Procedure Act (APA) (5 U.S.C. 551 *et seq.*) authorizes agencies to dispense with notice and comment procedures for rules when the agency, for “good cause,” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” Under this section, an agency, upon finding good cause, may issue a final rule without providing notice and seeking comment prior to issuance. Further, section 553(d) of the APA authorizes agencies to make rules effective in less than thirty days, upon a finding of good cause.

An unsafe condition exists that requires the immediate adoption of this emergency AD to all known U.S. owners and operators of these airplanes. The FAA has found that the risk to the flying public justifies forgoing notice and comment prior to adoption of this rule because failure of the HPV butterfly clip may lead to degradation of the valve sealing function and consequent inability to properly isolate the bleed system when required, uncontrolled hot air leakage, overheating of critical airplane structures and components, and degradation of structural integrity. This could lead to loss of control of the airplane. Accordingly, notice and opportunity for prior public comment are impracticable and contrary to the public interest pursuant to 5 U.S.C. 553(b).

In addition, the FAA finds that good cause exists pursuant to 5 U.S.C. 553(d) for making this amendment effective in less than 30 days, for the same reasons the FAA found good cause to forgo notice and comment.

Authority for This Rulemaking

Title 49 of the United States Code specifies the FAA’s authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. Subtitle VII: Aviation Programs, describes in more detail the scope of the Agency’s authority.

The FAA is issuing this rulemaking under the authority described in Subtitle VII, Part A, Subpart III, Section 44701: General requirements. Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Presentation of the Actual Emergency Airworthiness Directive

The FAA is issuing this emergency airworthiness directive under 49 U.S.C. 106(g), 40113, and 44701 according to the authority delegated to me by the Administrator.

2026-13-52 Airbus Canada Limited Partnership (Type Certificate Previously Held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.): Project Identifier MCAI-2026-00665-T.

(a) Effective Date

This emergency airworthiness directive (AD) is effective upon receipt.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Canada Limited Partnership (Type Certificate previously held by C Series Aircraft Limited Partnership (CSALP); Bombardier, Inc.) Model BD-500-1A10 and BD-500-1A11 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 36, Pneumatic.

(e) Unsafe Condition

This AD was prompted by a report of several missing or broken high pressure valve (HPV) butterfly clips found in a repair shop. The FAA is issuing this AD to address failure of an HPV butterfly clip, which may remain latent and lead to secondary effects (e.g., bleed leak or overheat conditions) and degradation of the valve sealing function. The unsafe condition, if not addressed, could result in the inability to properly isolate the bleed system when required, uncontrolled hot air leakage, overheating of critical airplane structures and components, and degradation of structural integrity.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Dispatch Prohibitions

(1) As of the effective date of this AD, no person may dispatch an airplane under the operational procedures of the operator's minimum equipment list items corresponding to the operational procedures of the Master Minimum Equipment List (MMEL) items listed in tables 1 and 2 to paragraph (g)(1) of this AD.

Table 1 to paragraph (g)(1) – Prohibited ice and rain protection MMEL items

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4
11-00	Wing Anti-Ice System				
1)	High Pressure Valve (HPV)	C	2	1	(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted under single bleed configuration at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.
2)	Temperature Sensor	A	2	1	(O) Except for ER operations beyond 120 minutes, both temperature sensor elements on left or right side may be inoperative provided: <ul style="list-style-type: none"> a) WING ANTI-ICE is selected OFF, b) Associated wing anti-ice valve is verified closed, c) INFO message 30 WING A/ICE FAULT – L(R) WING A/ICE PRESS SNSR INOP is not displayed for the same side, d) Airplane is not operated in known or forecast icing conditions, e) L ICE DET FAIL (Caution) is not displayed, f) R ICE DET FAIL (Caution) is not displayed, and g) Repairs are made after one flight.

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4
2)	Temperature Sensor	C	2	1	<p>(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Wing Anti Ice (WAI) system is selected OFF, b) Crossbleed Valve (CBV) is selected MAN CLSD, c) Associated wing anti-ice valve is verified closed, d) L ICE DET FAIL (Caution) is not displayed, e) R ICE DET FAIL (Caution) is not displayed, f) Same side engine bleed pressure regulating shutoff valve (PRSOV) and air conditioning pack are selected OFF, g) PRSOV is verified closed, h) Airplane is not operated in known or forecast icing conditions, i) Flight is conducted in single bleed and single pack configuration at or below FL 310, j) Both equipment bay smoke detectors are operative, and k) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative). <p>NOTE: If APU bleed air is used during takeoff or in-flight operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.</p>
4)	Temperature Control Function	C	2	1	<p>(O) Except for ER operations, may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted in single bleed configuration at or below FL 310, d) Both air conditioning packs are operative, e) Equipment bay smoke detectors are verified operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems inoperative), and g) FLAP 4 landings are prohibited in icing conditions.

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4
12-01	Wing Anti Ice Pressure Sensor	C	2	1	(M)(O) Except for ER operations, may be inoperative provided: <ul style="list-style-type: none"> a) Wing anti-ice (WAI) system is selected OFF, b) Crossbleed valve (CBV) is selected MAN CLSD, c) Associated WAI valve is secured closed, d) Both ice detection systems are operative, e) Same side engine bleed pressure regulating shutoff valve (PRSOV) and air conditioning pack are considered inoperative, and f) Aircraft is not operated in known or forecast icing conditions.
1)	30 WING A/ICE FAULT – L WING A/ICE PRESS SNSR INOP (INFO message)	C	-	-	(O) Except for ER operations, may be displayed provided: <ul style="list-style-type: none"> a) Wing anti-ice (WAI) system is selected OFF, b) Left wing anti ice valve (WAIV) is verified closed, c) L ICE DET FAIL (Caution) is not displayed, d) R ICE DET FAIL (Caution) is not displayed, e) Left wing anti-ice temperature sensor is verified operative, f) Aircraft is not operated in known or forecast icing conditions.
2)	30 WING A/ICE FAULT – R WING A/ICE PRESS SNSR INOP (INFO message)	C	-	-	(O) Except for ER operations, may be displayed provided: <ul style="list-style-type: none"> a) Wing anti-ice (WAI) system is selected OFF, b) Right wing anti ice valve (WAIV) is verified closed, c) L ICE DET FAIL (Caution) is not displayed, d) R ICE DET FAIL (Caution) is not displayed, e) Right wing anti-ice temperature sensor is verified operative, f) Aircraft is not operated in known or forecast icing conditions.

Table 2 to paragraph (g) – Prohibited pneumatic MMEL items

36. Pneumatic

Sequence No.	Item	1	2	3	4
11-92	Fan Air Valve (FAV)				
1)		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated FAV is secured CLOSED, b) Associated bleed system is selected OFF and not used, c) Flight is conducted in single bleed configuration at or below FL 310, d) Both air conditioning packs are operative, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), g) FLAP 4 landings are prohibited in icing conditions, and h) Crossbleed valve (CBV) is verified operative.
2)		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated FAV is secured CLOSED, b) Associated bleed system is selected OFF and not used, c) Integrity of the associated engine bleed duct is verified, d) Flight is conducted at or below FL 310, e) Both air conditioning packs are operative, f) Both equipment bay smoke detectors are operative, g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), h) FLAP 4 landings are prohibited in icing conditions, and i) Crossbleed valve (CBV) is verified operative.

36. Pneumatic

Sequence No.	Item	1	2	3	4
11-92	Fan Air Valve (FAV) (Cont'd)				
3)		C	2	1	<p>(M)(O) Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated FAV is secured CLOSED, b) Associated bleed system is selected OFF and not used, c) Associated air conditioning pack is selected OFF, d) Flight is conducted at or below FL 310, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions. <p>NOTE: If APU bleed air is used during takeoff or in-flight, operating is conducted in accordance with AFM Chapter 2, APU BLEED AIR limitations.</p>
4)		C	2	1	<p>(M)(O) Except for ER operations, one may be inoperative provided:</p> <ul style="list-style-type: none"> a) Associated FAV is secured CLOSED, b) Associated bleed system is selected OFF and not used, c) Associated air conditioning pack is selected OFF, d) Integrity of the associated engine bleed duct is verified, e) Flight is conducted at or below FL 310, f) Both equipment bay smoke detectors are operative, g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and h) FLAP 4 landings are prohibited in icing conditions. <p>NOTE: If APU bleed air is used during takeoff or in-flight, operating is conducted in accordance with AFM Chapter 2, APU BLEED AIR limitations.</p>

36. Pneumatic

Sequence No.	Item	1	2	3	4
11-92	Fan Air Valve (FAV) (Cont'd)				
5)		B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both LH and RH bleed systems are selected OFF and not used, b) Both FAVs are secured CLOSED, c) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, d) Airplane is not operated in known or forecast icing conditions, e) No passengers are carried, and f) Fuel tank inerting system (FTIS) is considered inoperative.
12-00	Bleed Air System				
1)	Engine	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Associated high pressure shutoff valve (HPV) is secured CLOSED, c) Associated pressure regulating shutoff valve (PRSOV) is secured CLOSED, d) Integrity of the associated engine bleed duct is verified, e) Crossbleed valve (CBV) is verified operative, f) Flight is conducted in single bleed configuration at or below FL 310, g) Both equipment bay smoke detectors are operative, h) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and i) FLAP 4 landings are prohibited in icing conditions.

36. Pneumatic

Sequence No.	Item	1	2	3	4
12-00	Bleed Air System (Cont'd)				
1)	Engine (Cont'd)	B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: <ul style="list-style-type: none"> a) Both LH and RH bleed systems are selected OFF and not used, b) Both LH and RH high pressure shutoff valves (HPV) are secured CLOSED, c) Both LH and RH pressure regulating shutoff valves (PRSOV) are secured CLOSED, d) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, e) Airplane is not operated in known or forecast icing conditions, f) No passengers are carried, and g) Fuel tank inerting system (FTIS) is considered inoperative.
12-00	Bleed Air System (Cont'd)				
2)	Pressure Sensor	C	2	1	One may be inoperative provided the associated side bleed system is considered inoperative.
12-00	Bleed Air System (Cont'd)				
4)	Temperature Sensor Element	C	4	2	(O) Except for ER operations, both temperature sensor elements on left or right side may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.

36. Pneumatic

Sequence No.	Item	1	2	3	4
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Affected valve is secured CLOSED, b) Associated engine bleed system is selected OFF, c) Flight is conducted at or below FL 310, d) Both air conditioning packs are operative, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions.
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Affected valve is secured CLOSED, b) Associated engine bleed system is selected OFF and not used, c) Associated air conditioning pack is selected OFF, d) Flight is conducted at or below FL 310, e) Both equipment bay smoke detectors are operative, f) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and g) FLAP 4 landings are prohibited in icing conditions. <p>NOTE: If APU bleed air is used during takeoff or in-flight, operation is conducted in accordance with AFM chapter 2, APU BLEED AIR limitations.</p>
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	1	(O) Except for ER operations, one may be inoperative provided: <ul style="list-style-type: none"> a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) FLAP 4 landings are prohibited in icing conditions.

36. Pneumatic

Sequence No.	Item	1	2	3	4
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	B	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Both valves are secured CLOSED, b) L BLEED and R BLEED are selected OFF, c) Flight is conducted unpressurized at or below 10,000 ft. MSL, d) Airplane is not operated in known or forecast icing conditions, e) No passengers are carried, and f) Fuel tank inerting system (FTIS) is considered inoperative.
12-01	Engine Bleed Pressure Regulating Shutoff Valve (PRSOV) (Cont'd)	C	2	0	(M)(O) Except for ER operations, both may be inoperative provided: a) Both valves are secured CLOSED, b) APU bleed system is operated during flight, c) Both air conditioning packs are operative, d) Flight is conducted at or below 23,000 ft., per Airplane Flight Manual (AFM) Chapter 2 "APU Bleed Air Limitations", e) Passenger load is limited per Airplane Flight Manual (AFM) Chapter 2 "APU Bleed Air Limitations", f) Airplane is not operated in known or forecast icing conditions, and g) Both equipment bay smoke detectors are operative.
12-05	High Pressure Shutoff Valve (HPV)	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Associated bleed system is selected OFF, b) Associated high pressure shutoff valve (HPV) is secured CLOSED, c) Associated pressure regulating shutoff valve (PRSOV) is secured CLOSED, d) Crossbleed valve (CBV) is verified operative, e) Flight is conducted at or below FL 310, f) Both equipment bay smoke detectors are operative, g) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operation with Airplane Systems Inoperative), and h) FLAP 4 landings are prohibited in icing conditions.

36. Pneumatic

Sequence No.	Item	1	2	3	4
12-05	High Pressure Shutoff Valve (HPV) (Cont'd)	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated bleed system is selected OFF, b) Crossbleed valve (CBV) is verified operative, c) Flight is conducted at or below FL 310, d) Equipment bay smoke detectors are verified operative, e) Operations are conducted in accordance with Airplane Flight Manual (AFM) Supplement 5 (Operations with Airplane Systems Inoperative), and f) f) FLAP 4 landings are prohibited in icing conditions.
12-05	High Pressure Shutoff Valve (HPV) (Cont'd)	B	2	0	(M)(O) Except for ER operations, may be inoperative provided: a) Both LH and RH bleed systems are selected OFF and not used, b) Both LH and RH high pressure shutoff valves (HPV) are secured CLOSED, c) Both LH and RH pressure regulating shutoff valves (HPV) are secured CLOSED, d) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, e) Airplane is not operated in known or forecast icing conditions, f) No passengers are carried, and g) Fuel tank inerting system is considered inoperative.
21-03	Pack Bleed Air Leak and Overheat Detection Loop				
1)	Left Pack Zone				

36. Pneumatic

Sequence No.	Item	1	2	3	4
a)	Inoperative not annunciated by 36 LEAK DET FAULT – LOOP REDUND LOSS (INFO message)	C	2	0	(M)(O) May be inoperative provided: a) Except for engine start, APU bleed is selected OFF, b) Left Pressure Regulating Shutoff Valve (PRSOV) is considered inoperative, c) Left pack is considered inoperative, d) Except for engine start, Crossbleed Valve (CBV) is selected MAN CLSD, e) Fuel tank inerting system is considered inoperative, f) Wing Anti-Ice (WAI) system is selected OFF, g) Aircraft is not operated in known or forecast icing conditions, and h) Verify no additional loops have faulted before each flight.
21-03	Pack Bleed Air Leak and Overheat Detection Loop (Cont'd)				
1)	Left Pack Zone (Cont'd)				
b)	Inoperative annunciated by 36 LEAK DET FAULT – LOOP REDUND LOSS (INFO message)	C	2	0	(M)(O) May be inoperative provided: a) Except for engine start, APU bleed is selected OFF, b) Left Pressure Regulating Shutoff Valve (PRSOV) is considered inoperative, c) Left pack is considered inoperative, d) Except for engine start, Crossbleed Valve (CBV) is selected MAN CLSD, e) Fuel tank inerting system is considered inoperative, f) Wing Anti-Ice (WAI) system is selected OFF, g) Aircraft is not operated in known or forecast icing conditions, h) Integrity of the left pack bleed air ducting and structure adjacent to and surrounding the inoperative sensing element(s) is verified, and i) Verify no additional loops have faulted before each flight.
21-03	Pack Bleed Air Leak and Overheat Detection Loop (Cont'd)				

36. Pneumatic

Sequence No.	Item	1	2	3	4
2)	Right Pack Zone				
a)	Inoperative not annunciated by 36 LEAK DET FAULT – LOOP REDUND LOSS (INFO message)	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Right Pressure Regulating Shutoff Valve (PRSOV) is considered inoperative, b) Right pack is considered inoperative, c) Except for engine start, Crossbleed Valve (CBV) is selected MAN CLSD, d) Wing Anti-Ice (WAI) system is selected OFF, e) Aircraft is not operated in known or forecast icing conditions, and f) Verify no additional loops have faulted before each flight.
21-03	Pack Bleed Air Leak and Overheat Detection Loop (Cont'd)				
2)	Right Pack Zone				
b)	Inoperative annunciated by 36 LEAK DET FAULT – LOOP REDUND LOSS (INFO message)	C	2	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Right Pressure Regulating Shutoff Valve (PRSOV) is considered inoperative, b) Right pack is considered inoperative, c) Except for engine start, Crossbleed Valve (CBV) is selected MAN CLSD, d) Wing Anti-Ice (WAI) system is selected OFF, e) Aircraft is not operated in known or forecast icing conditions, f) Integrity of the right pack bleed air ducting and structure adjacent to and surrounding the inoperative sensing element(s) is verified, and g) Verify no additional loops have faulted before each flight.

(2) As of the effective date of this AD, no person may dispatch an airplane if any crew alerting system (CAS) message and associated info message identified in paragraph (g)(2)(i) through (xviii) of this AD is displayed.

(i) **L WING A/ICE LO HEAT (Caution): 30 L WING A/ICE LO HEAT – CTRL TEMP INOP (Info).**

(ii) **L WING A/ICE LO HEAT (Caution): 30 L WING A/ICE LO HEAT – L HPV FAIL CLSD (Info).**

(iii) **L WING A/ICE LO HEAT (Caution): 30 L WING A/ICE LO HEAT – L WING A/ICE TEMP SNSR INOP (Info).**

(iv) **L WING A/ICE OVHT (Caution): 30 L WING A/ICE OVHT – L WING A/ICE TEMP SNSR INOP (Info).**

(v) **R WING A/ICE LO HEAT (Caution): 30 R WING A/ICE LO HEAT – CTRL TEMP INOP (Info).**

(vi) **R WING A/ICE LO HEAT (Caution): 30 R WING A/ICE LO HEAT – R HPV FAIL CLSD (Info).**

(vii) **R WING A/ICE LO HEAT (Caution): 30 R WING A/ICE LO HEAT – R WING A/ICE TEMP SNSR INOP (Info).**

(viii) **R WING A/ICE OVHT (Caution): 30 R WING A/ICE OVHT – R WING – A/ICE TEMP SNSR INOP (Info).**

(ix) **WING A/ICE FAULT (Advisory): 30 WING A/ICE FAULT – L WING A/ICE VLV LEAK (Info).**

(x) **WING A/ICE FAULT (Advisory): 30 WING A/ICE FAULT – R WING A/ICE VLV LEAK (Info).**

(xi) **AIR SYSTEM FAULT (Advisory): 36 AIR SYSTEM FAULT – L BLEED MON PRESS SNSR INOP (INFO).**

(xii) **AIR SYSTEM FAULT (Advisory): 36 AIR SYSTEM FAULT – R BLEED MON PRESS SNSR INOP (Info).**

(xiii) **L BLEED FAIL (Caution): 36 L BLEED FAIL – L BLEED TEMP SNSR INOP (Info).**

(xiv) **L BLEED FAIL (Caution): 36 L BLEED FAIL – L HPV FAIL CLSD (Info).**

(xv) **L BLEED FAIL (Caution): 36 L BLEED FAIL – L PRESS REG SOV INOP (Info).**

(xvi) **R BLEED FAIL (Caution): 36 R BLEED FAIL – R BLEED TEMP SNSR INOP (Info).**

(xvii) **R BLEED FAIL (Caution): 36 R BLEED FAIL – R HPV FAIL CLSD (Info).**

(xviii) **R BLEED FAIL (Caution): 36 R BLEED FAIL – R PRESS REG SOV INOP (Info).**

(h) Additional Emergency AD Provisions

The following provisions also apply to this AD:

(1) *Alternative Methods of Compliance (AMOCs)*: The Manager, AIR-520, Continued Operational Safety Branch, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or responsible Flight Standards Office, as appropriate. If sending information directly to the manager of the Continued Operational Safety Branch, send it to the attention of the

person identified in paragraph (i) of this AD and email to: AMOC@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the responsible Flight Standards Office.

(2) *Contacting the Manufacturer:* For any requirement in this AD to obtain instructions from a manufacturer, the instructions must be accomplished using a method approved by the Manager, AIR-520, Continued Operational Safety Branch, FAA; or Transport Canada; or Airbus Canada Limited Partnership's Transport Canada Design Approval Organization (DAO). If approved by the DAO, the approval must include the DAO-authorized signature.

(i) Additional Information

For more information about this AD, contact Michael Bumbaugh, Aviation Safety Engineer, FAA, 2200 South 216th St., Des Moines, WA 98198; phone: 206-231-3522; email: Michael.Bumbaugh@faa.gov.

Issued on June 29, 2026.

Brian Knaup,
Acting Deputy Director, Integrated Certificate Management Division,
Aircraft Certification Service.