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-2025-37

Effective Date:

8 August 2025

ATA:

28

Type Certificate:

A-236

Subject:

Fuel – Fuel Boost Pump – Loose Fasteners and Missing Brush Seal

Applicability:

Airbus Canada Limited Partnership (ACLP) (formerly C Series Aircraft Limited Partnership (CSALP), Bombardier Inc.) model BD-500-1A10 and BD-500-1A11 aeroplanes, all serial numbers.

Compliance:

As indicated below, unless already accomplished.

Background:

During maintenance checks on in-service aircraft, several loose bolts with broken torque stripes were discovered at the fuel boost pump canister to wing rib 6 interface, as well as missing sealant on the bolt heads.

Loose bolts may result in a fuel leak due to loosening of the fuel boost pump canister. Sealant was originally applied to bolt heads to provide environmental protection preventing moisture ingress and subsequent corrosion of the electrical bonding surface provided by rib 6. However, the sealant was removed on early builds per Service Bulletin (SB) BD500-282020 so the torque strips can be present. The sealant was replaced with two coats of fuel tank coating to provide the environmental protection.

To raise awareness of possible loose bolts at the fuel boost pump canister to rib 6 connection, as well as missing sealant on the same bolts, and to recommend actions to correct these issues, Transport Canada (TC) issued Civil Aviation Safety Alert (CASA) 2024-04. Since then, additional data was collected, and the additional in-service reports generated indicated that this was not an isolated quality issue but rather a fleet wide issue and an unsafe condition.

As a mitigation to this unsafe condition, this AD is mandating repeat inspections and rectification, as applicable, of the fasteners attaching the fuel boost pump canister.

This AD is considered an interim action. Further AD action may follow.

Corrective Actions:

For the purpose of this AD, the following definition applies:

Applicable SB: ACLP SB BD500-282020 Issue 001, dated 2 November 2023, or later revisions approved by the Chief, Continuing Airworthiness, TC.

A. Inspect the fuel boost pump canister fasteners and rectify, as applicable, in accordance with the Accomplishment Instructions of the applicable SB, within the following compliance time:

1. For aeroplanes that have completed the inspection of the fuel boost pump canister fasteners in accordance with the applicable SB prior to the effective date of this AD: within 3000 hours air time since previous inspection or within 6 months of the effective date of this AD, whichever comes later.
2. For aeroplanes that have accumulated, as of the effective date of this AD, more than 3000 hours air time since entry into service: within 6 months of the effective date of this AD.
3. For aeroplanes that have accumulated, as of the effective date of the AD, less than 3000 hours air time since entry into service: within 6 months upon reaching 3000 hours air time.

B. Thereafter, at intervals not to exceed 3000 hours air time, repeat the inspection and rectification indicated in Paragraph A of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 25 July 2025

Contact:

Scott W. Wales, Continuing Airworthiness, Ottawa, telephone 888-663-3639, or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.