



# 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-2025-49

**Effective Date:**

15 October 2025

**ATA:**

57

**Type Certificate:**

A-177

**Subject:**

Wings – Low Clearance Between Fuel Vent Tube Installation and Surrounding Systems and Structures in Right Wing

**Applicability:**

Bombardier Inc. model BD-700-2A12 aeroplanes, serial numbers 70005 through 70179.

**Compliance:**

Within 1500 hours air time or 72 months, whichever occurs first, from the effective date of this AD, unless already accomplished.

**Background:**

There have been reports of low clearance in the right wing between the fuel line flexible coupling and the harness support bracket clip-nut located in bay 3, between the fuel line flexible coupling and hydraulic system 3 line located in bay 18, and between the hydraulic system 3 lines and fuel vent tube located in bay 20. These low clearance conditions, if not detected and corrected, may result in an ignition source developing in the fuel tank in the event of a lightning strike.

Bombardier has released a service bulletin (SB) to rectify these low clearance conditions. This AD mandates the incorporation of this Bombardier SB to preclude the risk of lightning strike induced fuel tank ignition.

**Corrective Actions:**

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

The **applicable SB** is defined as Bombardier SB 700-57-7537 Revision No. 01, dated 13 June 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

- A. Rectify the low clearance condition between the fuel line flexible coupling and the harness support bracket clip-nut located in bay 3 of the right wing, in accordance with Paragraph 2.B. Part A of the Accomplishment Instructions of the applicable SB.

Rectification of the low clearance condition in accordance with Paragraph 2.B. Part A of the Accomplishment Instructions of Bombardier SB 700-57-7537 Basic Issue, dated 30 September 2024, prior to the effective date of this AD, also meets the requirements of Paragraph A of this AD.

- B. Rectify the low clearance condition between the fuel line flexible coupling and the hydraulic system 3 line located in bay 18 of the right wing, in accordance with Paragraph 2.C. Part B of the Accomplishment Instructions of the applicable SB.

Rectification of the low clearance conditions in accordance with Paragraph 2.C. Part B of the Accomplishment Instructions of Bombardier SB 700-57-7537 Basic Issue, dated 30 September 2024, prior to the effective date of this AD, also meets the requirements of Paragraph B of this AD.

- C. Inspect for adequate clearance between the hydraulic system 3 lines and the fuel vent tube located in bay 20 of the right wing and, if applicable, rectify any low clearance condition found before further flight, in accordance with Paragraph 2.D. Part C of the Accomplishment Instructions of the applicable SB.

Inspection and rectification of the low clearance conditions in accordance with Paragraph 2.D. Part C of the Accomplishment Instructions of Bombardier SB 700-57-7537 Basic Issue, dated 30 September 2024, prior to the effective date of this AD, also meet the requirements of Paragraph C of this AD.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Jenny Young  
Chief, Continuing Airworthiness  
Issued on 1 October 2025

**Contact:**

Alireza Gharagozloo, Continuing Airworthiness, Ottawa, telephone 888-663-3639, or e-mail [TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca](mailto:TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca) or any Transport Canada Centre.