

Trump threatens revocation of Bombardier certifications amid Canada-US aviation dispute

- A Monitor Desk Report

Date: 01 February, 2026



Dhaka: U.S. President Donald Trump threatened to revoke type certificates for all Bombardier Global aircraft and other planes manufactured in Canada, escalating a dispute over aircraft certification that could disrupt cross-border aviation operations, international media reported.

In a statement posted on his Truth Social platform on January 30, Trump said the United States would suspend certification for "all Bombardier Global Express aircraft and all aircraft made in Canada" until Transport Canada fully certifies Gulfstream aircraft. He also warned of imposing a 50% tariff on Canadian-made aircraft sold in the U.S. if the issue is not "immediately corrected."

Trump accused Canadian regulators of refusing to certify Gulfstream's G500, G600, G700, and G800 models, claiming the move effectively

blocks Gulfstream sales in Canada. “Canada is effectively prohibiting the sale of Gulfstream products through this same process,” he wrote.

Bombardier responded by saying it was aware of the statement and was in contact with the Canadian government. The Montreal-based aircraft manufacturer warned that thousands of Canadian-built private and civilian jets operate in U.S. airspace daily. “We hope this issue is resolved quickly to avoid significant disruption to air traffic and the traveling public,” the company said.

The company also highlighted its substantial U.S. footprint, noting that it employs more than 3,000 workers across nine facilities in the United States and supports thousands more jobs through approximately 2,800 suppliers. Bombardier added that its aircraft and personnel are fully certified under U.S. Federal Aviation Administration (FAA) standards and that it continues to invest in expanding its U.S. operations, including a recently announced project in Fort Wayne, Indiana.

The FAA declined to confirm whether any certification action had been taken, directing inquiries to the White House. A White House spokesperson later said the announcement “does not affect aircraft currently in operation and in service.”

Aviation analysts noted that revoking aircraft type certificates for trade or political reasons—rather than safety concerns—would be highly unusual and could undermine long-standing international aviation safety agreements. The move has also raised questions about whether the proposed action would apply broadly to all Canadian aircraft manufacturers, including companies such as Bell and Viking.

Gulfstream received FAA certification for the G500 and G600 in 2018 and 2019, while the G700 was certified by the FAA in March 2024 and has since received multiple international validations, including from European regulators. However, none of these aircraft have been certified by Transport Canada. The G800 received FAA and European approvals simultaneously in April 2024.

Industry experts note that manufacturers typically pursue FAA, European Union Aviation Safety Agency (EASA), and Transport Canada approvals in parallel, though delays are not uncommon—particularly when aircraft have limited customer demand in certain jurisdictions.

Gulfstream Aerospace had not commented publicly on the issue as of Thursday evening. The General Aviation Manufacturers Association also declined immediate comment, citing the need for further clarification.

Meanwhile, aviation and trade industry leaders are closely watching a case before the U.S. Supreme Court that could determine the legality of presidential authority to impose such tariffs.

K