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CF-2000-14		
Date		
25 May 2000		

No

## AIRWORTHINESS DIRECTIVE

THE FOLLOWING AIRWORTHINESS DIRECTIVE (AD) MAY BE APPLICABLE TO AN AIRCRAFT, WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. ADs ARE ISSUED PURSUANT TO **CANADIAN** AVIATION REGULATION (CAR) 593. PURSUANT TO **CAR** 605.84 AND THE FURTHER DETAILS OF **CAR STANDARD** 625, APPENDIX H, THE CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE ADS. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AD MAY INVALIDATE THE FLIGHT AUTHORIZATION OF THE AIRCRAFT. ALTERNATIVE MEANS OF COMPLIANCE SHALL BE APPLIED FOR IN ACCORDANCE WITH **CAR** 605.84 AND THE ABOVE-REFERENCED **STANDARD**. THIS AD HAS BEEN ISSUED BY THE CONTINUING AIRWORTHINESS DIVISION, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

## CF-2000-14 BOMBARDIER

Applies to all Bombardier Inc. (formerly de Havilland) DHC-6 "Twin Otter" aircraft.

Compliance is required as indicated.

The service life limit information for the DHC-6 aircraft has been revised and published in Structural Components Service Life Limits Manual, PSM 1-6-11 Revision 5 dated 11 January 2000. This new version of PSM 1-6-11 changes the main wing spar, attachment lug fastener hole inspection of Pre Mod 6/1117 wings, from an ultrasonic inspection to a high frequency eddy current inspection and revises the schedule for this inspection. Revision 5 also introduces a new detailed visual inspection of the lower wing skin, stringers and aft spar lower flange WS122 to WS263 (ribs 8 to 20).

To maintain the structural integrity of DHC-6 aircraft, inspect, modify and/or retire the affected structural components as specified in Bombardier PSM 1-6-11 Revision 5 dated 11 January 2000.

For aircraft that are approaching or have exceeded the threshold of the new or revised inspections introduced by PSM 1-6-11 Revision 5, compliance with the threshold inspection may be modified as detailed below:

## A. Pre Mod 6/1117 Wing Assemblies

- 1. If the previous inspection of the main wing spar, attachment lug fastener holes, conducted prior to the effective date of this directive, was an eddy current inspection carried out in accordance with instructions supplied by Bombardier, conduct the repeat high frequency eddy current inspection in accordance with the schedule in PSM 1-6-11 Revision 5.
- 2. If the previous inspection of the main wing spar, attachment lug fastener holes, conducted prior to the effective date of this directive, was an ultrasonic inspection carried out in accordance with Bombardier Service Bulletin 6/525, conduct the first high frequency eddy current inspection within 1000 hours flight time or 2000 flights, whichever occurs first, after the last ultrasonic inspection.

## B. Post Mod 6/1117 and Post Mod 6/1630 Wing Assemblies

If the inspection threshold for the lower wing skin, stringers and aft spar lower flange WS122 to WS263 (ribs 8 to 20) has been exceeded or will be exceeded within 6 months after the effective date of this directive, conduct the initial inspection within 500 hours flight time or 1000 flights, whichever occurs first, but not later than 6 months after the effective date of this directive.

This directive supersedes and cancels Airworthiness Directive CF-96-15 which was issued 17 September 1996.

This directive becomes effective 7 July 2000.



No.	CF-2000-14	2/2
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For Minister of Transport

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B. Goyaniuk Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Ian McLellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca.