



No.	<b>CF-2001-20</b>	1/2
Issue Date	16 May 2001	

# 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 a Canadian registered 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 (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

**Number:**            **CF-2001-20**

**Subject:**           **Bombardier DHC-8 - Engine Rear Mount Strut**

**Effective:**         29 June 2001.

**Replacement:**    Supersedes and cancels Airworthiness Directive (AD) CF-92-14 issued on 13 May 1992.

**Applicability:**    Bombardier Inc. DHC-8 aircraft, Models 102, 103, 106, 201, 202, 301, 311, 314 and 315, serial numbers 003 to 517 that are fitted with engine rear mount struts, part numbers 87110016-003, -005, -007, -009, -011 or 8DK1763-001.

**Compliance:**     When indicated.

**Background:**     Due to the failure of the engine rear mount struts, AD CF-92-14 was issued to require incorporation of de Havilland Modification 8/1763, consisting of the installation of either new struts (P/N 87110016-009) or reworked struts (P/N 8DK1763-001) within two years after the 26 June 1992 effective date of the AD. However, these newer welded struts continued to fail. Failure of the engine rear mount strut would result in a degradation of the integrity of the engine/nacelle installation.

- Corrective Actions:**
1. Initially, within 1,000 hours air time since new or within 250 hours air time after the effective date of this directive, whichever occurs later, unless already accomplished, perform a detailed visual inspection for cracks in the affected engine rear mount strut assemblies listed in the Applicability section of this directive on both the left and right engine nacelles.
  2. Subsequently, at intervals not to exceed 250 hours air time, repeat the inspection detailed in paragraph 1 above.
  3. Replace cracked struts prior to further flight.
  4. The installation of one new machined strut, P/N 87110047-001, in a nacelle increases the repeat inspection interval required in paragraph 2 above to 500 hours air time for that nacelle only.
  5. Replacement of both rear mount struts in a nacelle with the new machined struts, P/N 87110047-001, terminates the repetitive inspection requirements as specified in paragraph 2 or 4 of this directive for that nacelle only.

6. Termination of the repetitive inspections of this directive, as permitted by paragraph 5 above, does not alter the operator's approved maintenance program for these rear mount struts.

**Authorization:** For Minister of Transport



B. Goyaniuk  
Chief, Continuing Airworthiness

**Contact:** Mr. Anthony Wan, Transport Canada, Continuing Airworthiness, Ottawa, telephone (613) 952-4379, facsimile (613) 996-9178 or e-mail wana@tc.gc.ca or any Transport Canada Centre.