



# 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) to ADs.*

**Number:**

CF-2017-33

**Effective Date:**

11 October 2017

**ATA:**

20

**Type Certificate:**

A-22

**Subject:**

Airframe – Corrosion

**Applicability:**

Viking Air Ltd. (formerly Bombardier Inc.) model DHC-2 Mk. I, DHC-2 Mk. II and DHC-2 Mk. III aeroplanes, all serial numbers.

**Compliance:**

As indicated below, unless already accomplished.

**Background:**

Service experience indicates that aging aircraft are more likely to be affected by corrosion. Viking Air Limited (Viking), as Type Certificate holder for the DHC-2, has developed a supplementary inspection and corrosion control program which identifies specific areas that must be inspected to ensure the corrosion-related degradation does not result in an unsafe condition. The program is documented in Viking Product Support Manual (PSM) 1-2-5 DHC-2 Beaver Supplementary Inspection and Corrosion Control Manual (SICCM). The initial issue of PSM 1-2-5 is focused on the flight control systems. Future revisions are planned to include components of other airframe systems.

Corrosion levels are defined in PSM 1-2-5 as a means for assessing the effectiveness of the corrosion control program and recording the results of the inspections mandated by this AD.

**Corrective Actions:**

- A. Within 12 months from the effective date of this AD, accomplish all Specific Supplemental And Corrosion Inspections specified in Part 2 of SICCM PSM 1-2-5, Revision IR, dated 21 June 2017 (hereafter referred to as "the Manual") or later revisions accepted by Transport Canada.
- B. If corrosion or other damage is detected during an inspection, perform further inspection, categorize corrosion level, repair/rework/replace and re-protect affected parts in accordance with part 3 of the Manual.

Note: If corrosion is detected, the level of corrosion should be included in the aircraft maintenance record where completion of the inspection is being recorded.

- C. If corrosion or other damage will be repaired rather than having the part replaced, repair before next flight in accordance with Viking PSM1-2-2 or PSM1-2-3 or Federal Aviation Administration Advisory Circular 43.13-1B or AC 43-4A, as applicable. In cases where the damage is outside the limits contained in these publications, repair before next flight in accordance with a repair design approved by Viking Design Approval Organization or acceptable to the local Civil Aviation Authority. The Viking approved repair must specifically reference this AD.
- D. Subsequently, at the intervals specified in Part 3 of the Manual, repeat the inspections specified in Part 2 of the manual.

E. Inform Viking of Level 2 and Level 3 corrosion as specified in paragraph 5 of Part 3 of the Manual.

**Authorization:**

For the Minister of Transport,

*ORIGINAL SIGNED BY*

Rémy Knoerr  
Chief, Continuing Airworthiness  
Issued on 27 September, 2017

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