



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-2019-06

Effective Date:

4 March 2019

ATA:

53

Type Certificate:

A-142

Subject:

Fuselage – Non-Conforming Keel Tension Fittings and Stringer End Fittings

Applicability:

Bombardier Inc. model DHC-8-401 and DHC-8-402 aeroplanes, serial numbers 4327, 4330, 4337, 4342, 4350, 4352, 4362, 4367, 4372, 4375, 4376, 4378, 4383, 4384, 4385, 4388, 4391, 4392, 4396, and 4397.

Compliance:

As indicated below, unless already accomplished.

Background:

A disclosure letter from a supplier identified a number of fuselages that were delivered with non-conforming keel tension fittings and stringer end fittings. Left unaddressed, these non-conformances can lead to premature cracking in several locations, corrosion, and compromise the structural integrity of the fuselage joints.

This AD requires a one-time inspection of the non-conforming fittings, and later replacement of the fittings.

Corrective Actions:

Part I – Detailed Visual Inspection

1. Within 8000 hours air time or 5 years, whichever occurs first, from the effective date of this AD, perform a detailed visual inspection of the stringer end fittings and keel fittings at fuselage stations X373.15 and X428.50 in accordance with the accomplishment instructions of Bombardier Inc. Service Bulletin (SB) 84-53-75, Initial Issue, dated 29 August 2018, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
2. If any non-conforming conditions are found, before further flight, contact Bombardier Inc. to obtain instructions for an approved repair and implement the repair accordingly. The repair must specifically refer to this AD.
3. Performing SB 84-53-66 does not meet the intent of Part I of this AD.

Part II – Replacement of Non-Conforming Parts

1. Before accumulating 40 000 total flight cycles, remove, inspect and replace the stringer end fittings and keel tension fittings at fuselage stations X373.15 and X428.50 in accordance with the accomplishment instructions of SB 84-53-74, Initial Issue, dated 29 August 2018, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
2. For aeroplanes that have incorporated SB 84-53-69 prior to the effective date of this AD, rework is required. Perform the rework in accordance with the compliance time and the accomplishment instructions of the SB indicated in Part II, paragraph 1 of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 18 February 2019

Contact:

Daniel Gosselin, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.