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No. CF-85-01

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.

CF-85-01 MCDONNELL DOUGLAS

Applies to all McDonnell Douglas Aircraft model DC-9.

Compliance is required as indicated unless already accomplished. Emphasis is to be placed on inspecting high-time aircraft first.

Fatigue cracking has occurred in service, in the stem of the tee section edge member which attaches the fuselage rear pressure bulkhead to the fuselage skin.

To detect cracks and prevent structural failure of the aft pressure bulkhead which could lead to rapid decompression and severe structural damage, inspect the tee section edge member for cracks along the stem of the tee in accordance with paragraphs 1) and 2) below:

- 1) within 15 days of the effective date of this Directive, accomplish the following:
 - a) Peel back the insulation in the aft face of the rear pressure bulkhead about 6 inches from the fuselage sides from longeron 1 to longeron 20 LH and RH sides.
 - b) Inspect the pressure bulkhead tee section edge member using a strong light and mirror for tobacco smoke stains or other discrepancies, along the stem of the tee, which might indicate the presence of a crack.
 - c) If cracks are suspected or tobacco stains or other discrepancies are found, thoroughly clean the area and inspect again using a dye penetrant method.
- 2) At the next "C" check, inspect the tee section edge member for cracks along the stem of the tee for the entire periphery of the rear pressure bulkhead as follows:
 - a) Initially, in an uncleaned condition, looking for evidence of tobacco smoke stains around cracks;
 - b) After a thorough cleaning of contaminants and sealant, as necessary, in particular in areas where tobacco staining was evident in paragraph a) above;

Using a mirror, strong light and 10X glass, or borescope, or endoscope, as necessary, visually inspect from the front or rear face, as appropriate, the rear pressure bulkhead tee section edge member for cracks in the region between the heel radius of the tee section edge member and the first row of attachments common to the pressure bulkhead web.

If cracks are found in the tee section edge member, repair or replace in accordance with manufacturer's instructions before further flight, except that a ferry flight to a maintenance base, where the repair will be performed, is permitted provided that the aircraft is flown unpressurized with essential crew only.

Immediately notify the Director, Airworthiness Branch, Transport Canada, Ottawa, of the results of all inspections including aircraft serial number, hours and cycles in service, crack lengths and locations.

Alternate means of compliance or modifications to provide relief from this Directive may be used when approved for this purpose by the Director, Airworthiness.

This Directive becomes effective February 10, 1985.

Pursuant to CAR 202.51 the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.

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