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No. CF-89-10R1

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-89-10R1 DE HAVILLAND

Applies to Boeing Canada, de Havilland Division Model DHC-7 aircraft, serial numbers 1 to 27 inclusive, except number 11.

Compliance is required as indicated, unless already accomplished.

There has been one incident where corrosion has penetrated the lower wing skin adjacent to the foam blocks in the fuel tank area. This corrosion has been attributed to a breakdown of the primer. Inspections conducted in compliance with Boeing Canada de Havilland (BCD) Service Bulletin (SB) No. 7-57-33 dated 21 July 1989 indicate that most of the applicable aircraft have not been found corroded.

To detect corrosion and prevent deterioration of the lower wing skins in the fuel cell area, accomplish the following:

A. For aircraft not incorporating de Havilland Modification No. 7/2586 (inboard tanks):

1. Before 30 June 1991, unless accomplished since 30 June 1990, and subsequently at intervals not to exceed one year, perform a low frequency eddy current inspection of the lower wing skins in accordance with the procedure in Part 6, Chapter 57-10-01 of the de Havilland DHC-7 Nondestructive Testing Manual, PSM 1-7-7A.
2. Within seven calendar days after completing the inspection in accordance with paragraph A.1 above, the inspection findings (including nil corrosion) are to be reported to The Manager, Customer Support, Boeing Canada, de Havilland Division by mail, telex or facsimile.
3. If any corrosion is found as a result of the inspection performed in accordance with paragraph A.1 above, incorporate Modification No. 7/2586 (permanent removal of the foam blocks and cutting of slots in the stringer) before further flight. BCD SB No. 7-57-33, Revision A dated 16 November 1990, refers.
4. Incorporate Modification No. 7/2586 (inboard tanks) prior to 1 July 1993. BCD SB No. 7-57-33, Revision A dated 16 November 1990, refers.
5. Incorporation of Modification No. 7/2586 at the inboard wing fuel tanks represents terminating action for the repetitive inspections of the inboard fuel tank wing skins as required by paragraph A.1 above.

B. For aircraft not incorporating de Havilland Modification No. 7/2587 (outboard tanks):

1. Before 30 June 1991, unless accomplished since 30 June 1990, and subsequently at intervals not to exceed one year, perform a low frequency eddy current inspection of the lower wing skins in accordance with the procedure in Part 6, Chapter 57-10-01 of the de Havilland DHC-7 Nondestructive Testing Manual, PSM 1-7-7A.
2. Within seven calendar days after completing the inspection in accordance with paragraph B.1 above, the inspection findings (including nil corrosion) are to be reported to The Manager, Customer Support, Boeing Canada, de Havilland Division by mail, telex or facsimile.
3. If any corrosion is found as a result of the inspection performed in accordance with paragraph B.1 above, incorporate Modification No. 7/2587 (permanent removal of the foam blocks and cutting of slots in

the stringer) before further flight. BCD SB No. 7-57-33, Revision A dated 16 November 1990, refers.

4. Incorporation of Modification No. 7/2587 at the outboard wing fuel tanks represents terminating action for the repetitive inspections of the outboard fuel tank wing skins as required by paragraph B.1 above.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This revision supersedes Airworthiness Directive CF-89-10 issued 18 August 1989.

This directive becomes effective 1 January 1991.

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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