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No. CF-91-33R3

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-91-33R3 DE HAVILLAND

Applies to de Havilland Inc. DHC-8 Series 300 aircraft, Models 301 and 311, serial numbers 100 through 296.

Compliance is required before further flight, unless already accomplished.

There have been five instances of internal engine fires in PW100 Series engines (high model numbers) which subsequently resulted in the fire being uncontained.

A. To alert the flight crew to the symptoms of an internal engine fire, amend the Dash 8 Flight Manual (PSM 1-83-1A) Section 3, "EMERGENCY PROCEDURES" by inserting the following on page 3-4-1, immediately after step 1.d of paragraph 3.4.3, "UNKNOWN SOURCE OF SMOKE":

CAUTION

Smoke in the cabin and/or cockpit associated with bleed air may be an indication of an internal engine fire.

If, following the OFF selection of BLEED 1/HBOV or BLEED 2/HBOV switch, the smoke dissipates:

1. Closely monitor NL, NH and ITT on the engine with the BLEED/HBOV switch off.

If abnormal engine indications are observed:

2. The affected engine should be shut down. See paragraph 3.2.1.

Alternatively, inserting a copy of this directive in the Aircraft Flight Manual, facing page 3-4-1, accomplishes the requirement of part A of the directive.

B. Amend the Dash 8 Minimum Equipment List, ATA Chapter 77, Item "NL Indicators" (Series 300 only) by changing the category to "A" and the remarks to read "Must be repaired within one flight day".

Inserting a copy of this directive in the Minimum Equipment List accomplishes the requirement of part B of the directive.

C. Upon incorporation of an intercompressor case fire detection loop on each engine, in accordance with de Havilland Service Bulletin (SB) 8-26-14 dated 6 March 1992, and Pratt & Whitney Canada SB 21113 dated 23 February 1992, the amendments required by parts A and B of this directive are no longer necessary and may be removed.

D. Advise flight crews of the contents of this directive.

Incorporation of an intercompressor case fire detection loop on each engine, in accordance with the service bulletins specified in part C above, provides terminating action for the requirements of this directive.

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-91-33R2 issued 19 March 1992.

This directive becomes effective 3 May 1993.

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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