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No. CF-93-01R1

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-93-01R1 DE HAVILLAND

Applies to de Havilland Inc. DHC-8 aircraft, serial numbers 003 through 369, which have accumulated more than 600 flight hours and which are fitted with passenger service units (PSU) part numbers 10-1418-1, -2, and 10-1081-1 through -8.

Compliance is required as indicated.

Signs of overheating of the PSU printed circuit board (PCB) and power supply connectors have been reported by DHC-8 operators. An investigation has indicated that this overheat problem was caused by moisture ingress into the PSU connectors which led to corrosion of the PCB pins/connector interfaces. This corrosion resulted in an increased resistance, thus elevating the temperature at these interfaces. The corroded PCB and/or connectors, if not detected and corrected, may lead to an excessive overheat condition and a potential fire hazard.

To prevent overheating of the PSU printed circuit board or connectors, accomplish the following in accordance with the accomplishment instructions contained in de Havilland Alert Service Bulletin A8-33-30, Revision A, dated 18 December 1992, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa:

1. Initially, before 19 February 1993, unless already accomplished in the 300 flight hours prior to 18 January 1993, and subsequently at intervals not exceeding 600 flight hours, visually inspect all PSU printed circuit boards and connectors for signs of overheating and corrosion.

Note: The overheat condition referred to is the discolouration of the PCB around the connector interfaces and not the light conformal coating discolouration resulting from the normal operation of high current devices mounted on the PCB.

2. If any PCB or connector exhibits signs of overheating or corrosion, either:
 - (a) Refurbish or replace the affected items before further flight; or
 - (b) Remove airframe connector from the PSU, and tape and stow this connector. On each side of the cabin, no two consecutive PSUs may be inoperative for dispatch.
3. Report all findings of overheating or corrosion to de Havilland Inc.

Incorporation of Modification 8/1950 in accordance with de Havilland Service Bulletin 8-33-34, dated 10 August 1993, or later revisions approved by the Director, Airworthiness Branch, Transport Canada, Ottawa, provides terminating action to 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-93-01 issued 15 January 1993.

This directive becomes effective 17 January 1994.



Documents

Document Sharing Hub

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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