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No. CF-94-12R1

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-94-12R1 BOMBARDIER

Applies to Bombardier Inc. (formerly de Havilland) DHC-6 "Twin Otter" aircraft.

Compliance is required as indicated, unless already accomplished.

Service experience indicates that as aircraft become older, they are more likely to exhibit indications of corrosion. Transport Canada, in conjunction with other airworthiness authorities, has committed itself to ensuring that additional maintenance programs for older aircraft are developed and implemented to minimize and control corrosive deterioration that could jeopardize airworthiness. Bombardier Inc., as manufacturer of the DHC-6 aircraft, has developed a Corrosion Prevention and Control Program which identifies specific areas that must be inspected to ensure the structural integrity of the DHC-6 fleet.

This directive has been revised to delete the requirement for repetitive inspections after initial compliance. Airworthiness Directive CF-99-11 now provides for the requirement to perform the inspections a second time, but on a more flexible schedule than required by the original issue of this directive.

To maintain corrosion to Level 1 or better, accomplish the following:

A. Before 31 December 1994, develop a schedule for accomplishing the Corrosion Tasks (CTs) required by part B of this directive (this directive was initially issued 23 August 1994).

B. Commencing 1 January 1995, in accordance with the following schedule, accomplish all Corrosion Tasks specified in Part 3 of the de Havilland DHC-6 Twin Otter Corrosion Prevention and Control Manual, PSM 1-6-5, Revision 1, dated 16 December 1998 (hereafter referred to as "the Manual") or later revisions accepted for the Minister by the Director, Aircraft Maintenance and Manufacturing, Transport Canada, by performing the seven basic tasks defined at paragraph 3.0 of the Manual. The final deadline and rate of initial complete aircraft inspections are specified in the accompanying table.

Once the first CT commences, the aircraft is not to be returned to service until all CTs, excluding the float inspections, have been completed and any resulting rework and parts replacement have been completed. Floats that were on an aircraft just prior to the aircraft being inspected in accordance with the Manual do not have to be inspected simultaneously with that same aircraft; however, the aircraft cannot be returned to service with floats that have not had their applicable CTs completed and any resulting rework and parts replacement completed.

Corrosion is to be addressed in accordance with the references specified in paragraph 4.0 of Part 3 of the Manual.

Corrosion level determinations are to be based on the definitions contained in Part 1 of the Manual.



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APPLICABLE AIRCRAFT SERIAL NUMBERS	ACCOMPLISHMENT DEADLINE FOR ALL AIRCRAFT IN APPLICABLE S/N RANGE	MINIMUM RATE OF INITIAL INSPECTIONS OF AIRCRAFT IN APPLICABLE S/N RANGE
001 to 199	31 December 1995	All aircraft
200 to 439	31 December 1996	50% or one (1) aircraft per calendar year, whichever is greater
440 to 659	31 December 1998	25% or one (1) aircraft per calendar year, whichever is greater
660 to 819	31 December 1999	20% or one (1) aircraft per calendar year, whichever is greater
820 to 844	31 December 2002	Commencing 1 January 1999, 25% or one (1) aircraft per calendar year, whichever is greater

C. Within three working days of confirming Level 3 corrosion, advise the local airworthiness authority using the format specified in paragraph 5.0 of Part 3 of the Manual or by using a Service Difficulty Report where applicable. Within ten days of confirming Level 3 corrosion submit to the local airworthiness authority, either a plan for performing the CT in the affected area(s) on the remainder of the operator's fleet or submit data substantiating that the Level 3 corrosion found is an isolated case. Bombardier is to be advised of Level 2 and Level 3 corrosion as specified in paragraph 5.0 of Part 3 of the Manual.

This revision supersedes Airworthiness Directive CF-94-12 which was issued 23 August 1994.

This directive becomes effective 28 May 1999.

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>.

24-0022 (01-2001)