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.

Number: **CF-1999-03R1**

Subject: **Bombardier Inc. DHC-7 - Baggage Door Stop Fitting**

Effective: 22 March 1999 (the effective date of Airworthiness Directive CF-99-03).

Revision: Supersedes Airworthiness Directive (AD) CF-1999-03 dated 22 February 1999.

Applicability: All Bombardier Inc. DHC-7 aircraft.

Compliance: When indicated, unless already accomplished.

Background: There have been five reports of fatigue cracks in the door stop fittings mounted on the baggage door. Failure of a door stop fitting and the support structure could result in structural failure and consequent rapid decompression of the airplane during flight. This directive has been revised to increase the repetitive inspection of the baggage door stop fittings and the support structure based on test evidence.

Corrective Actions:

1. Initially, in accordance with the following schedule:

   (a) For aircraft that have accumulated 11,400 flight cycles or less:

   - Prior to exceeding 12,000 flight cycles;

   and

   (b) For aircraft that have exceeded 11,400 flight cycles:

   - Within three calendar months or 600 flight cycles, whichever comes later after the effective date of this AD:

   Perform high frequency eddy current and detailed visual inspections in accordance with Supplementary Inspection Task 52-1 contained in Section 5-60-10 of the DHC-7 Maintenance Manual (PSM 1-7-2), as introduced by Temporary Revision (TR) 5-101 dated 24 April 2001.

2. Subsequently, at intervals of 10,000 flight cycles, repeat the inspection detailed in paragraph 1 above.

3. Replace cracked fittings and replace or repair any cracked support structure prior to further flight.

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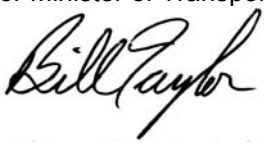

for B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Anthony Wan, Continuing Airworthiness, Ottawa, telephone (613) 952-4379, facsimile (613) 996-9178 or e-mail wana@tc.gc.ca or any Transport Canada Centre.

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