



No.	CF-2000-05	1/2
Date	28 February 2000	

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 AN 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, AIRCRAFT CERTIFICATION BRANCH, TRANSPORT CANADA, OTTAWA.

CF-2000-05 BOMBARDIER

Applies to Bombardier Inc. (formerly de Havilland) DHC-8 aircraft, Series 100, 200 and 300, serial numbers 003 through 540.

Compliance is required as indicated, unless already accomplished.

An inspection of the outer fuel cell of the right wing of a DHC-8 aircraft revealed that a Wiggins coupler was contacting the wing access panel stiffener at wing station 249. An investigation revealed that both the vent and the scavenge line Wiggins couplers in this wing had been installed incorrectly, i.e. with the nut of each coupler to the outboard side of the wing rather than with the nut to the inboard side. Contact between a coupler and the wing access panel could compromise the lightning protection of the wing fuel tank should the wing access panel be struck by lightning. This coupler installation error cannot be made in the left wing.

To detect and rectify any incorrect orientation of Wiggins couplers in the right wing, and to provide increased clearance between the couplers and the wing access panel 624AT, accomplish the following in accordance with paragraph III, Accomplishment Instructions, of Bombardier Alert Service Bulletin A8-28-32 dated 14 January 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada.

A. Within 90 days after the effective date of this directive:

1. Determine the orientation of the two Wiggins couplers - one on the fuel vent line and one on the scavenge line - at wing station 249 of the right wing, using either the X-ray inspection procedure or the visual inspection procedure.
2. If the orientation of either or both of the Wiggins couplers is such that the nut of the fuel coupler faces away from the YW 243.0 rib side (outboard), remove and inspect for damage, any incorrectly installed couplers.
3. If any removed coupler is not damaged, reinstall the coupler with the correct orientation and trim the stiffener of access panel 624AT.
4. If any removed coupler is damaged within limits, blend out the damage, reinstall the coupler with the correct orientation and trim the stiffener of access panel 624AT.
5. If any removed coupler is damaged beyond blend-out limits, install a replacement coupler with the correct orientation and trim the stiffener of access panel 624AT.

- B. If the stiffener of the access panel has not already been trimmed, at the next convenient maintenance opportunity but not later than the next 'C' check or 5,000 hours flight time after the effective date of this directive, whichever occurs first, trim the stiffener of access panel 624AT in the right wing to provide additional clearance between the access panel and the Wiggins couplers.

This directive becomes effective 10 April 2000.

For Minister of Transport



for B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Ian McLellan, Continuing Airworthiness, Ottawa, telephone (613) 952-4362, facsimile (613) 996-9178 or e-mail mclelli@tc.gc.ca.