



No.	CF-2000-19R1	1/2
Issue Date	22 January 2001	

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-2000-19R1

Subject: Bombardier DHC-8 - Airstair Door

Effective: 22 January 2001.

Revision: Supersedes Airworthiness Directive CF-2000-19 issued 20 July 2000.

Applicability: Bombardier Inc. DHC-8 Series 100, 200 and 300 aircraft, serial numbers 003 through 550.

Compliance: Within 6 months after the effective date of this directive, unless already accomplished.

Background: A significant number of Service Difficulty Reports have been received which detail problems of the airstair door failing to open following flight. The problems include malfunction of the inflation valve, bending of the gas springs and jamming and/or breaking of the passenger door balance cable. Several modifications to address these problems have been developed and their incorporation will improve the reliability of the airstair door.

This directive has been modified to address a change in affected aircraft serial numbers, indicate approval of later revisions of two service bulletins and to add an alternate method of addressing the bending of the gas springs. As well, the compliance schedule for the directive has been extended.

Corrective Actions: Incorporate the modifications detailed in the table below. Approved instructions for the incorporation of the modifications are contained in the service bulletins (SB) referenced in the table.

Modification	Aircraft Affected	Applicable Service Bulletin
ModSum 8Q100185	S/N 003 thru 522	8-52-46* dated 30 September 1998 Doors - Passenger Door Seals - Replacement of Inflation Valve
Modification 8/2205 (see Note 1)	S/N 003 thru 400	8-52-38* dated 10 October 1995 Doors - Passenger Door Balance System Rework - Modification 8/2205
ModSum 8Q101093 (see Note 1)	S/N 003 thru 550	8-52-57* dated 23 February 2000 Doors - Airstair Improvements to Cable Guard System - Modsum 8Q101093
ModSum 8Q101086 (see Note 2) and/or ModSum 8Q101074 (see Note 2)	S/N 003 thru 550	8-52-56 Rev. C* dated 10 March 2000 Doors - Airstair Balance System - Addition of Gas - Spring Support Bracket - Modsum 8Q10108 8-52-59* dated 18 September 2000 Doors - Replacement of the Gas Springs on the Airstair Door - Modsum 8Q101074
		* Or later revisions approved by the Director, Aircraft Certification, Transport Canada.

Note 1: ModSum 8Q101093 cannot be incorporated prior to Modification 8/2205 because ModSum 8Q101093 introduces a redesigned cable guard that replaces a cable guard that is part of Modification 8/2205.

Note 2: Either ModSum 8Q101086 or ModSum 8Q101074 is to be installed, or both ModSum 8Q101086 and ModSum 8Q101074 can be installed.

Authorization: For Minister of Transport



B. Goyaniuk
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