



No.	CF-2000-33	1/2
Date	14 November 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-2000-33 BOMBARDIER

Applies to Bombardier Inc. (formerly de Havilland) DHC-8 aircraft, Models 201, 202, 301, 311, 314 and 315, serial numbers 100 through 552.

Compliance is required as indicated below, unless already accomplished.

A DHC-8 aircraft was found to have a pinhole in high pressure fuel line part number (P/N) 3036484 due to arcing from an adjoining wire P/N 3021-14F20-2. The arcing occurred approximately four inches from the fuel-cooled oil cooler. The fuel line and wire are separated by two cushion clamps. Because of the possibility that the cushion clamps can rotate and thereby allow the wire bundle to chafe against the fuel line, the wire bundle must be rerouted.

To prevent possible arcing between the electrical wiring and the fuel tube, accomplish the following:

- Initially, within 50 hours flight time or 10 days, whichever occurs first after the effective date of this directive, inspect the junction of wire bundle P/N 3021-14F20-2 and fuel line P/N 3036484 for damage, as described in Bombardier Alert Service Bulletin (ASB) A8-73-23, dated 3 November 2000, or later revisions approved by the Director, Aircraft Certification, Transport Canada.
 - Subsequently, at intervals not to exceed 500 hours flight time or 3 months, whichever occurs first, repeat the inspection in 1(a) above.
 - Any damage found during the inspections specified in paragraphs 1(a) or 1(b) shall be repaired before further flight in accordance with the above-noted Bombardier ASB A8-73-23.
- Within 1000 hours flight time or 6 months, whichever occurs first after the effective date of this directive, incorporate Modification 8Q101164. Bombardier ASB A8-73-23 noted in paragraph 1(a) above provides instructions for the incorporation of Modification 8Q101164. Installation of Modification 8Q101164 provides terminating action to this directive.

This directive becomes effective 15 November 2000.

For Minister of Transport



B. Goyaniuk
Chief, Continuing Airworthiness

For further information contact a Transport Canada Centre, or Mr. Luc Deniger, Continuing Airworthiness, Ottawa, telephone (613) 952-5385, facsimile (613) 996-9178 or e-mail denigel@tc.gc.ca.

This directive was initially issued 14 November 2000 by facsimile and other electronics means.