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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Uppföljning av "Corrosion Prevention and Control Program"

**GÄLLER:** Modell DHC-6 "Twin Otter" med helt utförda åtgärder enligt AD CF-94-12 eller CF-94-12R1 (LVD 2571 eller 2571R1)

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av CF-99-11

**TID FÖR ÅTGÄRD:** Enligt CF-99-11

**UNDERLAG:** CF-99-11 och däri angivet underlag

**REFERENS:** CF-99-11

**BESLUTSDATUM:** 1999-05-17

**LFS 1999:88**

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

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No.	CF-99-11	1/3
Date	13 April 1999	

# 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.

## CF-99-11 BOMBARDIER

Applies to Bombardier Inc. (formerly de Havilland) Model DHC-6 "Twin Otter" aircraft that are in full compliance with Airworthiness Directive CF-94-12 or CF-94-12R1.

Compliance is required as indicated.

Airworthiness Directive (AD) CF-94-12 was originally issued to require completing all the Corrosion Tasks (CTs) specified in Part 3 of the de Havilland DHC-6 Twin Otter Corrosion Prevention and Control (CPC) Manual, PSM 1-6-5 (hereafter referred to as the "Manual") during a single maintenance visit every five years. CF-94-12 has now been revised to delete the requirement for repetitive inspections (CF-94-12R1 dated 13 April 1999).

The Manual has been revised (Revision 1 dated 16 December 1998) to include a Supplement that arranges the CTs into five approximately-equal yearly segments. This directive requires the CTs to be performed on a repetitive basis and provides the option of performing the CTs during several maintenance visits in one year (Part A) or a specific group of CTs on an annual basis over a five-year period (Part B).

To maintain corrosion to Level 1 or better, accomplish all of the CTs specified in Part 3, Revision 1 dated 16 December 1998 of the Manual or later revisions accepted for the Minister by the Director, Aircraft Maintenance and Manufacturing, Transport Canada in accordance with the schedule in Part A or Part B of this directive.

### Part A

Perform all of the seven basic tasks defined in paragraph 3.0 of Part 3 of the Manual during one calendar year at an interval not to exceed the Repeat Interval (R) specified in Part 3 of the Manual, calculated from the year the aircraft was inspected in accordance with ADs CF-94-12 or CF-94-12R1. This may be accomplished during a maximum of five maintenance visits in the year, provided at least an entire "Year of Cards" (i.e. Card No. 1 of 5, Card No. 2 of 5 ... Card No. 5 of 5) as indicated in Part 3, Supplement 1 of the Manual, is completed at each maintenance visit.

### Part B

Perform the seven basic tasks defined in paragraph 3.0 of Part 3 of the Manual during one maintenance visit of the aircraft, on an annual basis, in accordance with the schedule of inspections specified in Part 3, Supplement 1 of the Manual after completing the CTs in accordance with the following phase-in schedule:

1. For aircraft which complied with AD CF-94-12 in 1994 or 1995, perform Year 1 and 2 CTs before 31 December 1999, Year 3 and 4 CTs in 2000 and Year 5 CTs in 2001. Repeat Year 1 CTs in 2003, Year 2 CTs in 2004, Year 3 CTs in 2005, Year 4 CTs in 2006, and Year 5 CTs in 2007. Thereafter, perform the CTs at intervals not exceeding five years since the previous compliance. Year 1 and 2 CTs may be accomplished at separate aircraft maintenance visits in 1999 and Year 3 and 4 CTs may be accomplished at separate aircraft maintenance visits in 2000.
2. For aircraft which complied with AD CF-94-12 in 1996, perform Year 1 CTs before 31 December 1999, Year 2 CTs in 2000, Year 3 and 4 CTs in 2001 and Year 5 CTs in 2002. Repeat Year 1 CTs in 2003, Year 2 CTs in 2004, Year 3 CTs in 2005, Year 4 CTs in 2006 and Year 5 CTs in 2007. Thereafter, perform the CTs at intervals not exceeding five years since the previous compliance. Year 3 and 4 CTs may be accomplished at separate aircraft maintenance visits in 2001.
3. For aircraft which complied with AD CF-94-12 in 1997, perform Year 1 CTs in 2000, Year 2 CTs in 2001, Year 3 and 4 CTs in 2002 and Year 5 CTs in 2003. Repeat Year 1 CTs in 2004, Year 2 CTs in 2005, Year 3 CTs in 2006, Year 4 CTs in 2007 and Year 5 CTs in 2008. Thereafter, perform the CTs at intervals not exceeding five years since the previous compliance. Year 3 and 4 CTs may be performed at separate maintenance visits in 2002.
4. For aircraft which complied with AD CF-94-12 in 1998, perform Year 1 CTs in 2001, Year 2 CTs in 2002, Year 3 and 4 CTs in 2003, and Year 5 CTs in 2004. Repeat Year 1 CTs in 2005, Year 2 CTs in 2006, Year 3 CTs in 2007, Year 4 CTs in 2008 and Year 5 CTs in 2009. Thereafter, perform the CTs at intervals not exceeding five year since the previous compliance. Year 3 and 4 CTs may be performed at separate maintenance visits in 2003.
5. For aircraft complying with AD CF-94-12 or CF-94-12R1 after 1998, perform Year 1 CTs in the third year following initial compliance, Year 2 CTs in the fourth year following initial compliance, Year 3 CTs in the fifth year following initial compliance, Year 4 CTs in the sixth year following initial compliance and Year 5 CTs in the seventh year following initial compliance. Thereafter, perform the CTs at intervals not exceeding five years since the previous compliance.

Any corrosion found is to be addressed in accordance with the references specified in paragraph 4.0 of Part 3 of the Manual. Any rework or parts replacement resulting from performing the CTs may be deferred from the date the corrosion was found if a Transport Canada approved Repair Drawing allowing continued flight with the existing defect is issued by Bombardier.

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 CT completed and any resulting rework and parts replacement completed.

After the initial completion of each CT in accordance with this directive, the local regulatory authority may authorize the incorporation of the CT requirements into the operator's approved maintenance schedule. The initial completion of all CTs in accordance with this directive and subsequent amendment of the approved maintenance schedule will represent terminating action for this directive.

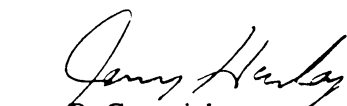
Corrosion level determinations are to be based on the definitions contained in the Introduction of the DHC-6 CPC Manual, PSM 1-6-5.

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 directive becomes effective 28 May 1999.

For Minister of Transport



B. Goyaniuk  
Chief, Continuing Airworthiness

For further information, contact a Transport Canada Centre, or Mr. Ramon A. Raoux, Continuing Airworthiness, Ottawa, telephone (613) 952-4365, facsimile (613) 996-9178 or e-mail [raouxr@tc.gc.ca](mailto:raouxr@tc.gc.ca).

This directive has been issued to mandate the requirement to continue to perform the corrosion tasks specified in the Manual and to provide the option of incorporating the tasks into the maintenance schedule as terminating action. The repetitive requirement for these inspections, in the form of a five-year block originally introduced by CF-94-12, has been deleted by CF-94-12R1 such that it has become a one-time block inspection.