

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Modifiering av bränslekontrollsystemet**

GÄLLER: DHC-3 Otter flygplan med installerad Pratt & Whitney Canada
PT6A-135 eller PT6A-135A motor enligt kanadensiskt STA SA89-32
eller amerikanskt STC SA3777NM.

ÅTGÄRD: För att undvika oavsiktligt motorstopp under flygning inför SAEI
Service Bulletin SB 001.

TID FÖR
ÅTGÄRD: Senast 91-12-31 om ej tidigare införts.

UNDERLAG: Serv-Aero Engineering Inc. (SAEI) Service Bulletin SAEI SB 001 eller
senare utgåva.

REFERENS: CF-91-16 (Kopia bifogas)

UTGIVNINGS-
DATUM: 1991-09-26

LFS: 1991:21

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



Transport Canada Transports Canada

Aviation Réglementation
Regulation Aérienne

TP 7245E

No.	CF-91-16	1/1
Date	11 June 1991	

AIRWORTHINESS DIRECTIVE

THE FOLLOWING CANADIAN AIRWORTHINESS DIRECTIVE IS ISSUED PURSUANT TO SECTION 211 OF THE AIR REGULATIONS AND CHAPTER 593 OF THE AIRWORTHINESS MANUAL.

CF-91-16 DE HAVILLAND

Applies to Boeing Canada, de Havilland Division Model DHC-3 Otter aircraft equipped with the Pratt & Whitney Canada (P&WC) PT6A-135 or PT6A-135A engine, in accordance with Canadian Supplemental Type Approval (STA) SA89-32 or U.S.A. Supplemental Type Certificate (STC) SA3777NM.

Compliance is required as indicated, unless a fuel condition control positive lock (P/N 20037-18) has already been installed by the STA/STC holder Serv-Aero Engineering Inc. (SAEI) of California, or in accordance with SAEI Service Bulletin SB001.

Some P&WC PT6A-135 and PT6A-135A engines installed on the DHC-3 aircraft in accordance with the above STA or STC were not equipped with a fuel condition control positive lock (P/N 20037-18) by SAEI during incorporation of the STA or STC. If the fuel condition control positive lock is not installed, the engine can be inadvertently shut down in flight, constituting a hazardous situation.

To prevent an inadvertent engine shut-down in flight, incorporate SAEI Service Bulletin SB001 before 31 December 1991.

NOTE: SAEI has already supplied each DHC-3 Otter operator converted under the subject STA or STC with the hardware necessary to install the fuel condition control positive lock P/N 20037-18 in accordance with SAEI SB001.

Alternative means of compliance with the requirements of this directive may be used only if approved by the Director, Airworthiness Branch, Transport Canada, Ottawa. Any application should be made to the appropriate regional office.

This directive becomes effective 31 July 1991.

For Minister of Transport

S.R. Didrikson
Chief, Continuing Airworthiness

Further information regarding the contents or interpretation of this directive may be obtained from your regional airworthiness office, or by contacting directly Mr. Robin Lau, Transport Canada, Airworthiness Branch, Ottawa, telephone (613) 952-4461 or facsimile (613) 996-9178.

THIS AIRWORTHINESS DIRECTIVE MAY BE APPLICABLE TO AN AIRCRAFT MODEL WHICH OUR RECORDS INDICATE IS REGISTERED IN YOUR NAME. CONTINUING AIRWORTHINESS OF AN AIRCRAFT IS CONTINGENT UPON COMPLIANCE WITH ALL APPLICABLE AIRWORTHINESS DIRECTIVES. FAILURE TO COMPLY WITH THE REQUIREMENTS OF AN AIRWORTHINESS DIRECTIVE MAY INVALIDATE THE CERTIFICATE OF AIRWORTHINESS OR FLIGHT PERMIT OF YOUR AIRCRAFT.

For any address change, print new address on the envelope in which this Directive was received and return to Transport Canada, AARCE, Ottawa, Ontario, K1A 0N8 (Full postage required).