



AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) with ADs.

Number:

CF-2025-33

Effective Date:

16 July 2025

ATA:

57

Type Certificate:

A-142

Subject:

Wing – Wing Access Panels with Un-trimmed Stiffeners and/or Reduced Thickness

Applicability:

De Havilland Aircraft of Canada Limited (formerly Bombardier Inc.) model DHC-8-102, 103, 106, 201, 202, 301, 311, 314 and 315, all serial numbers (S/N).

Compliance:

As indicated below, unless already accomplished.

Background:

A Wiggins coupling on the fuel vent and fuel scavenge line was installed in the reverse direction in the right-hand (RH) wing at station 249. Contact of the wing access panel stiffener with the Wiggins fuel line coupling is a potential ignition source in the wing fuel tank in the event of a lightning strike. AD CF-2000-05 was intended to correct the fouling condition by trimming the RH wing access panel stiffeners and reorienting the Wiggins coupling.

AD CF-2000-05 was issued to trim the access panel stiffener for the baseline access panel configurations. The drawing erroneously identified the DHC-8-100/200/300 reworked panels with the same part number (P/N). Since the baseline panels have different thicknesses, it is possible for the thinner DHC-8-100/200 access panel to be installed on the DHC-8-300 aircraft which requires a thicker panel. A DHC-8-100/200 baseline access panel installed on the DHC-8-300 airplane introduces a risk for fuel tank ignition in the event of a lightning strike.

Baseline access panels reworked by AD CF-2000-05 and access panels delivered from the production line did have the right-hand side access panel stiffener trimmed. However, a paperwork issue may have resulted in baseline access panels being delivered to operators from the DHC SPARES Department not having had the right-hand side access panel stiffener trimmed, potentially introducing the fouling condition with the Wiggins coupling.

This AD, requires the inspection and modification of wing access panels to ensure that the wing fuel access panel stiffener (only RH) has been trimmed and both left-hand (LH) and RH access panels with the correct thickness are installed on the applicable aeroplane model. All parts are to be reidentified to ensure configuration control is maintained.

Corrective Actions:

Part I – Inspection and Modification

Applicable to De Havilland Aircraft of Canada Limited model DHC-8-102, 103, 106, 201, 202, 301, 311, 314 and 315, serial numbers 003 through 672.

Within 8000 hours airtime or 48 months from the effective date of this AD, whichever occurs first, perform the inspection, and if required the modification, of both LH outer wing access panel 524AT and RH outer wing access panel 624AT, in accordance with Section 3.B. of the Accomplishment Instructions of De Havilland Aircraft of Canada Service Bulletin (SB) 8-57-50 dated 8 November 2024, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Installation of newly introduced wing access panel P/N 85710008 also meets the intent of this AD.

Part II – Parts Installation Prohibition

As of the effective date of this AD, it is prohibited to install the P/N 85710023, 8Z6267-001, or IS8Q5700013-001 (0.050-inch thick) wing access panels, as a replacement part on the De Havilland Aircraft of Canada Limited model DHC-8-301, 311, 314, and 315 aeroplanes.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 2 July 2025

Contact:

Danilo Verrelli, Continuing Airworthiness, Ottawa, telephone 888-663-3639, or e-mail TC.AirworthinessDirectives-Consignesdenavigabilite.TC@tc.gc.ca or any Transport Canada Centre.