

Bombardier (Boeing Canada/De Havilland) DHC-8 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/DHC-8/54 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

**AD/DHC-8/54
Amdt 2**

Fuselage Cable Trough

10/2000

Applicability: DHC-8 aeroplanes Models 102, 103, 106, 201, 202, 301, 311, 314 and 315 with serial numbers 3 through 540 inclusive, excluding serial number 462.

Requirement: Inspect the wiring in the underfloor cable trough and incorporate Bombardier Modification 8/2705 in accordance with the following Bombardier Inc de Havilland Dash 8 Service Bulletins:

Model	Service Bulletin	Date of Issue
102, 103, 106, 201 and 202	8-53-66 and 8-53-80	27 March 1998 and 22 December 1999
301, 311, 314 and 315	8-53-66	27 March 1998

Note: Transport Canada AD CF-98-08 R2 refers.

Compliance: The compliance remains unchanged as 'At the next 'C' check, but no later than 36 months after 18 June 1998 (the effective date of the original issue of this Directive)'.

This Amendment becomes effective on 5 October 2000.

Background: A DHC-8 aeroplane experienced an uncommanded engine shut-down in flight due to a short circuit between adjacent wires located in the left underfloor cable trough. The short circuit resulted in a 28 volt signal being applied to the fuel shut-off valve. An investigation revealed that the short circuit was caused by chafing of wires on sharp edges on the cherrymax rivets in the cable trough.

This Directive requires inspection of the wiring in the underfloor cable trough together with the installation of new cable tie-mounts in the cable trough and sealing rivets to prevent chafing of wires.

Amendment 1 increased the serial number range of the affected aeroplanes.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

This amendment addresses the omission of a section of the underfloor cable trough in the instructions for inspecting the wires and for incorporating Modification 8/2705 in model 102, 103, 106, 201 and 202 aeroplanes.

The original issue of this Airworthiness Directive became effective on 18 June 1998.

Amendment 1 of this Airworthiness Directive became effective on 3 December 1998.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

25 August 2000