
AIRWORTHINESS DIRECTIVE

On the commencement date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below repeals Airworthiness Directive (AD) AD/DHC-2/26 and issues the following AD under subregulation 39.001 (1) of CASR and subsection 33 (3) of the *Acts Interpretation Act 1901*. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct an 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.

Viking Air DHC-2 (Beaver) Series Aeroplanes

**AD/DHC-2/26
Amdt 1**

**Passenger Seats and Passenger Seat
Attachment Fittings**

1/2019

Applicability: All models of Viking Air (previously De Havilland Canada) DHC-2 aircraft fitted with passenger seats.

Requirement:

1. Remove from service any passenger seat assembly that cannot be identified as being manufactured in accordance with a drawing approved by De Havilland Canada or a drawing approved under the Air Navigation or Civil Aviation Regulations, or the Civil Aviation Safety Regulations.
2. Inspect the floor and the seat for any corrosion of the seat attachment fittings and for correct operation and locking.

Compliance:

1. Prior to further flight after 1 March 1989.
2. Prior to further flight after 1 March 1989 and thereafter before each seat installation and every twelve months whilst seats are installed.

Compliance with the original issue of this airworthiness directive constitutes compliance with this issue of the Airworthiness Directive.

This AD commences on 11 January 2019.

Background: The investigation that followed a fatal accident has revealed that failed passenger seats were of sub-standard manufacture, were not approved in accordance with Air Navigation or Civil Aviation Regulations and that the seats had not been properly locked into the floor due to severely corroded fittings.

Amendment 1 was issued to relax ongoing inspection requirements based on safe history and evidence of rates of corrosion since the issue of AD/DHC-2/26.



Pieter van Dijk
Delegate of the Civil Aviation Safety Authority

2 January 2019