



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) to ADs.

Number:

CF-2017-21R1

Effective Date:

12 July 2017

ATA:

74/76

Type Certificate:

A-142

Subject:

Engine Ignition - Loss of #2 Engine Auto Relight Function

Revision:

Supersedes AD CF-2017-21, dated 20 June 2017.

Applicability:

Bombardier Inc. model DHC-8-102, -103, -106, -201, -202, -301, -311, -314 and -315 aeroplanes, serial numbers 003 through 540 that have incorporated the initial issue or Revision A of SB 8-74-02 in conjunction with or after the incorporation of SB 8-76-35 or SB 8-76-24

Compliance:

As indicated below, unless already accomplished.

Background:

During the incorporation of the Auto Relight modification per Bombardier SB 8-74-02 on an aeroplane with a Beta Lockout System (BLS) installed, it was noticed that if SB 8-74-02 is incorporated in conjunction with, or after the incorporation of BLS SB 8-76-35 (AD CF-2013-15) or SB 8-76-24 (FAA AD 2000-02-13), the #2 engine auto ignition function of the beta lockout system will not be available when the beta lockout system is activated. This condition, if not corrected, may result in a #2 engine uncommanded in-flight shut down.

To preclude any future occurrence of the noted deficiency, Bombardier has issued SB 8-74-02 Revision B to highlight its incompatibility with post SB 8-76-35 or 8-76-24 BLS compliant aeroplanes. In addition, Bombardier issued a new SB, 8-74-06 for Auto Relight System modification that can be incorporated in conjunction with or on those aeroplanes that were previously modified per SB 8-76-35 or 8-76-24.

To address this potentially unsafe condition, Bombardier has also issued SB 8-74-07 to inspect and rectify the system wiring on affected aeroplanes.

The original version of this AD was issued to mandate compliance with the SB 8-74-07 requirements.

Revision 1 of this AD is issued to clarify the Applicability section and correct a typographic error in the SB number referenced in the Corrective Action section of the original AD.

Corrective Actions:

Within 6000 hours of air time or 36 months, whichever occurs first, from the effective date of this AD, inspect and rectify the beta lockout system auto relight function in accordance with the accomplishment instructions of SB 8-74-07, dated 13 April 2016, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Incorporation of Bombardier In-Service Modification IS8Q7400001 prior to the issue date of this AD, meets the corrective action requirement of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Matthew Weeks

Acting Chief, Continuing Airworthiness

Issued on 28 June 2017

Contact:

A K Durrani, Continuing Airworthiness, Ottawa, telephone 888-663-3639, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.