

KU-KI-1532

TCD-3954-93

DATE December 27, 1993

Japan Civil Aviation Bureau
TAIKUSEI-KAIZEN-TSUHOU
Airworthiness Directive

The undermentioned examination or modification is mandatory.

1. Applies to : NAMC Model YS-11/-11A Series Airplanes

2. Compliance required as indicated, unless accomplished previously.

To preclude structural failure due to corrosion, accomplish the following:

Note : This Airworthiness Directive(AD) references NAMC YS-11 Corrosion Control Program(No.YS-MR-301) dated November 1,1993 (hereinafter referred to as "CCP") for Basic Task(Inspection Procedure, Removal of Corrosion, Corrective Action for Corrosion, Application of Corrosion Preventive Compounds etc.), Evaluation Procedure for Corrosion, Definitions of Corrosion Levels, Compliance Times and Reporting Requirements.

2.1 For operators conducting air transport service, develop respective Corrosion Prevention and Control Program in the Maintenance Manual in accordance with chapter 4 "Baseline Program"of CCP within a year after the effective date of this AD and implement the developed program within

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two years after the effective date of this AD. If the Corrosion Prevention and Control Program which complies with "Baseline Program" has been already established in Operator's Maintenance Manual, it may be implemented as it is. In this case, the Corrosion Prevention and Control Program must be implemented to keep the corrosion LEVEL 1 or better.

2.2 For operators not conducting air transport service, develop respective Corrosion Prevention and Control Program in accordance with chapter 4 "Baseline Program" of CCP within a year after the effective date of this AD and implement the developed program within two years after the effective date of this AD.

Note : To accomodate unanticipated scheduling requirements in implementing the 2.1 or 2.2, it is acceptable for the repetitive intervals to be increased by up to 10%, but not to exceed six months.

2.3 If, as a result of any inspection conducted in accordance with the paragraph 2.1 or 2.2 of this AD, LEVEL 3 corrosion is determined to exist in any area, submit a report of that determination to the Director of the Airworthiness Division and accomplish either following (1) or (2) within seven days after such determination :

(1) Complete the inspection for corrosion in the affected areas on all model YS-11/-11A series airplanes in the operator's fleet;or

(2) Accomplish either the following a. or b.;

a. Revise Corrosion Prevention and Control Program so that LEVEL 3 corrosion can be effectively detected in the affected areas of the remaining model YS-11/-11A series airplane in the operator's fleet

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<p>in a timely manner. In this case, operators conducting air transport service must submit to the Director of Airworthiness Division for approval of the Maintenance Manual revision and operators not conducting air transport service must submit to the Director of the Airworthiness Division for approval of the revised Corrosion Prevention and Control Program respectively; or</p> <p>b. Submit to the Director of the Airworthiness Division for approval of the data substantiating that the LEVEL 3 corrosion found is an isolated occurrence.</p> <p>2.4 In case the Corrosion Prevention and Control Program is revised in accordance with the paragraph 2.3(2)a. of this AD, report inspection results by the revised program to the Director of the Airworthiness Division every three months.</p> <p>2.5 If, as a result of any inspection after the initial inspection conducted in accordance with the paragraph 2.1 or 2.2 of this AD, it is determined that corrosion findings exceed LEVEL 1 in any area, within 60 days after such determination, revised program must be implemented to reduce future findings of corrosion in that area to LEVEL 1 or better. In this case, operators conducting air transport service must submit to the Director of Airworthiness Division for approval of the Maintenance Manual revision and operators not conducting air transport service must submit to the Director of the Airworthiness Division for approval of the revised Corrosion Prevention and Control Program respectively.</p>		

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<p>2.6 Before any operator places into service any airplane subject to the requirements of this AD, a schedule for the accomplishment of the Corrosion Prevention and Control Program must be established in accordance with the following (1) or (2) :</p> <p>(1) For airplanes previously maintained in accordance with this AD, the first inspection in each area to be performed by the new operator must be accomplished in accordance with the previous operator's schedule or with the new operator's schedule, whichever would result in the earlier accomplishment date. The second and subsequent inspection must be accomplished based on the schedule of the new operator.</p> <p>(2) For airplanes that have not been previously maintained in accordance with this AD, the first inspection for each area based on the chapter 4 "Baseline Program" of CCP must be performed by the new operator or the inspection requirements must be submitted to the Director of Airworthiness Division for approval before the operator puts those airplanes into service.</p> <p>2.7 An alternative method of compliance with the requirement of this AD may be applied if approved by the Director-General of Japan Civil Aviation Bureau.</p>		
<p>3. Remarks</p> <p>3.1 This AD becomes effective on December 27, 1993.</p> <p>3.2 NAMC YS-11 Corrosion control Program No.YS-MR-301 dated November 1, 1993 pertains to this subject.</p>		