The following pages detail an Acceptable dent in Skin Panel, 85310045, forward of X94.0 and between Stringers 21P and 22P. Subject to limitations on following pages dent is acceptable for continued operation as is.

This repair is void if there is any damage to underlying structure.

This repair will require a special inspection as defined on Page 2. This inspection must be incorporated into the operators approved maintenance program.

This Repair is detailed in: RD8-53-4218 Section 1 Pages 1 Iss.1

<table>
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<th>RD ISSUE</th>
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<td>DRAWN</td>
<td>Ian Burns</td>
</tr>
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<td>APPROVED</td>
<td>M. Burns</td>
</tr>
<tr>
<td>STRESS</td>
<td>M. Burns</td>
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Title:
Acceptable Dent in Skin Panel, 85310045, Forward of X94.0 and Between Stringers 21P and 22P.

<table>
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<th>REPORT NUMBER</th>
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<tr>
<td>RD8-53-4218</td>
<td>DHC-8-300</td>
</tr>
<tr>
<td></td>
<td>S/N 527</td>
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</table>
INSPECTION REQUIREMENTS

This repair affects the airworthiness limitations document and requires an additional task. The inspection requirements for this task, which are shown below, are Transport Canada approved. The operator must incorporate this additional task as an amendment in the airworthiness limitations document for the affected aircraft serial number. It is the operator's responsibility to obtain approval of the amended airworthiness limitations document from his regulatory authority and to incorporate the added inspection task in the maintenance program for the affected aircraft. The time for threshold inspection is measured from the time of the incorporation of this repair.

Threshold: 16000 Flights

Repeat: 1826 Flights

The above inspection times were determined in Report AEROC 8.4.AC.12, Section 53-0004-1, using the Transport Canada accepted damage tolerance evaluation procedure documented in AEROC 8.4.AC.5, Section 19.1.

Inspection Method: Detailed Visual Inspection.

Inspection procedures: Perform detailed external visual inspection of dent and immediate vicinity (refer to DASH 8 Maintenance Program Manual, PSM 1-83-7, Appendix 1 Glossary).
GENERAL NOTES

1) This repair is void if there is any damage to underlying structure.

2) Before installation of the repair, ultrasonic inspection of the bonded skin and waffle doubler is required to ensure that no disbonding is present in the repair area. If disbonding is found contact Bombardier Aerospace Regional Aircraft before proceeding further. Ultrasonic testing is the preferred method of inspection for skin/waffle doubler disbonding. If the preferred method is impractical, or if ultrasonic test facilities are not available, an alternative non destructive inspection procedure may be used provided it is approved by an appropriate airworthiness authority and is performed by an operator with demonstrated expertise.

3) Dent shown on previous page is allowed in skin only and can not affect any underlying structure such as stringers, frames and intercostals. Dent must meet criteria outlined below:
   - Dent to be smooth with no sharp corners, nicks, gouges or abrasions
   - Aspect ratio as defined below must be equal to or greater than 10

   Aspect ratio = Minimum diameter / Depth

   Note: If the deepest point is not in the centre of the dent, Aspect ratio shall be defined as 2Y / Depth, where Y is the minimum distance from the deepest point to the edge of dent.

4) Crack detect using preferred Eddy Current method, per PSM 1-83-7A, Section 51-00-06, or fluorescent dye penetrant method. No cracks permitted.

5) Any bare metal to be finished with Alodine and Epoxy Primer.
   - Epoxy Prime per Structural Repair Manual, PSM 1-83-3, Chapter 51-20-36.

6) On completion of repair apply thin coat of Corrosion Inhibiting Compound - LPS-3, Dinitrol AVS5B-2 or equivalent - per Maintenance Manual, PSM 1-83-2, Chapter 20-16-01, over internal surfaces of the repair.
SDIR 8-53-4218 compliance required

DVI OF EXTERNAL DENT FWD OF X94.00 BETWEEN STR. 21P AND 22P

G/2 RD 8-53-4218 no defects noted at this time 4
The following pages detail an Acceptable dent in Skin Panel, 85310045, forward of X94.0 and between Stringers 21P and 22P. Subject to limitations on following pages, dent is acceptable for continued operation as is.

This repair is void if there is any damage to underlying structure.

This repair will require a special inspection as defined on Page 2. This inspection must be incorporated into the operators approved maintenance program.

This Repair is detailed in: RD8-53-4218 Section 1 Pages 1 Iss.1

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<td>DHC-8-300 S/N 527</td>
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Title: Acceptable Dent in Skin Panel, 85310045, Forward of X94.0 and Between Stringers 21P and 22P.
Tyrolean Airways

Job CARD

JOB CARD: 012128 A

Comp. Type: A/C Reg

06 - LT/F

tyrolean airways

JOBCARD

012128

Ref.

S/N: E27

PIREP: OIL =... BC =... CDL: TC =... JC =... SB/Mod =

Issued by

Date

27.09.99

Station

MM

Fit/Leg

Operator

/L

MEL Ref

Cat.

Priority

Reason: Troubleshooting, Preventive Maint.

Due-TAT Date-TAC

Due-Date

Sign./Date

Completed at/by:

Material Cards

Done by

Sign./Stamp

Mhrs

Due-TAT Date-TAC

Sign.

Date

Remarks

Additional Information

Dent is visible. A/C is released occ. to RD O-52-6.52 and acceptable for cont. OREPs of 2000 flhgs at 762.54 A/C hrs/216 cycles (order to JC# 012127A).
The following pages detail an Acceptable dent in Skin Panel, 85310045, forward of X94.0 and between Stringers 21P and 22P. Subject to limitations on following pages dent is acceptable for continued operation as is.

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Title: Acceptable Dent in Skin Panel, 85310045, Forward of X94.0 and Between Stringers 21P and 22P.

REPORT NUMBER | APPLICABILITY
---------------|------------------
RD8-53-4218   | DHC-8-300
               | S/N 527
INSPECTION REQUIREMENTS

This repair affects the airworthiness limitations document and requires an additional task. The inspection requirements for this task, which are shown below, are Transport Canada approved. The operator must incorporate this additional task as an amendment in the airworthiness limitations document for the affected aircraft serial number. It is the operator's responsibility to obtain approval of the amended airworthiness limitations document from his regulatory authority and to incorporate the added inspection task in the maintenance program for the affected aircraft. The time for threshold inspection is measured from the time of the incorporation of this repair.

Threshold: 16000 Flights

Repeat: 1826 Flights

The above inspection times were determined in Report AEROC 8.4.AC.12, Section 53-0004-1, using the Transport Canada accepted damage tolerance evaluation procedure documented in AEROC 8.4.AC.5, Section 19.1.

Inspection Method: Detailed Visual Inspection.

Inspection procedures: Perform detailed external visual inspection of dent and immediate vicinity (refer to DASH 8 Maintenance Program Manual, PSM 1-83-7, Appendix 1 Glossary).
GENERAL NOTES

1) This repair is void if there is any damage to underlying structure.

2) Before installation of the repair, ultrasonic inspection of the bonded skin and waffle doubler is required to ensure that no disbonding is present in the repair area. If disbonding is found contact Bombardier Aerospace Regional Aircraft before proceeding further. Ultrasonic testing is the preferred method of inspection for skin/waffle doubler disbonding. If the preferred method is impractical, or if ultrasonic test facilities are not available, an alternative non-destructive inspection procedure may be used provided it is approved by an appropriate airworthiness authority and is performed by an operator with demonstrated expertise.

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   Aspect ratio as defined below must be equal to or greater than 10.
   Aspect ratio = Minimum diameter / Depth
   Note: If the deepest point is not in the centre of the dent, Aspect ratio shall be defined as 2Y / Depth, where Y is the minimum distance from the deepest point to the edge of dent.

4) Crack detect using preferred Eddy Current method, per PSM 1-83-7A, Section 51-00-06, or fluorescent dye penetrant method. No cracks permitted.

5) Any bare metal to be finished with Alodine and Epoxy Primer.

6) On completion of repair apply thin coat of Corrosion Inhibiting Compound - LPS-3, Dinitrol AV5B-2 or equivalent - per Maintenance Manual, PSM 1-83-2, Chapter 20-16-01, over internal surfaces of the repair.
## JOB CARD

**Comp. Type:** A/C Reg. **S/N:** 527

**Issued by:** Kue **Date:** 22.04.99

**Station:** MN

**Flight/Leg:**

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**Operator:** UO

**MEL Ref.**

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**MAR No:** TM 104

**Correction Description**

- **PART No.:**
  - Correction
  - Correction
  - Correction

- **SERIAL No.:**
  - Correction
  - Correction

- **DESCRIPTION:**
  - ADBL NDT INSP. AS PER RD 8.53-2652

**Estimated Mhrs.**

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<th>Avio</th>
<th>AWA</th>
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**Work Report**

**GT- INSPECTION FOR SURFACE DISCONTINUITIES PERFORMED WITHOUT FINDINGS. UT-DISPANDING INSPECTION PERFORMED WITHOUT FINDINGS AT THE TIME OF INSPECTION ALL WORK DONE AS ID 8.53-2652**

**Material Cards**

- **Material Cards Done by:**
  - Done by: [Signature]

**A/C HOURS:**

- **Completed at/by:**

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**A/C LANDINGS:**

- **Completed at/by:**

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**Planning/Rescheduling Information**

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**ADDITIONAL Information**

- **Sign./Date:**

**Entered in:**

- **A-Log**
- **E-Log**
- **AD-Stat.**
- **Kardex**
- **Mod-Log**
- **TO-Stat.**
- **RD-Stat.**
- **SOO-Stat.**
- **TPP**

**Tech-Log:**

- **APU**
- **P-Log**
- **SB-Stat.**
- **Due-List**
- **Mod-Stat.**
- **EO-Stat.**
- **CR-Stat.**
- **AMS**

**W & B TO:**

**Confidential Information:**

- **Confidential Information:**
  - Review Date: 22/04/89