

TABLE 1.—AMM REFERENCE

Model—	AMM—	Program support manual (PSM)—	Chapter—	Revision—	Dated—
DHC-8-101, -102, -103, and -106 .....	Series 100 .....	1-8-2	30-10-48	49	October 3, 2001.
DHC-8-201, and -202 .....	Series 200 .....	1-82-2	30-12-00	11	October 19, 2001.
DHC-8-301, -311, and -315 .....	Series 300 .....	1-83-2	30-10-48	( <sup>1</sup> )	October 30, 2001.

<sup>1</sup> Temporary Revision (TR) 30-12.

#### Detailed Inspection

(b) Within 60 days after the effective date of this AD: Perform a detailed inspection of the wing leading edge de-icer boots to determine if the de-icer boots comply with the patch size and/or patch number limits in the critical zone as defined in the AMM.

**Note 1:** For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface

cleaning and elaborate access procedures may be required."

(1) If all de-icer boots are within the patch size and/or patch number limits in the critical zone as defined in the AMM, no further action is required by this paragraph.

(2) If any de-icer boot exceeds the patch size and/or patch number limits in the critical zone as defined in the AMM, accomplish the corrective actions required by paragraph (c) of this AD.

#### Corrective Actions

(c) For de-icer boots that require the corrective actions described in paragraph (b)(2) of this AD, accomplish the following corrective actions:

(1) Before further flight, insert the contents of Table 2 of this AD in the Limitations Section of the Aircraft Flight Manual (AFM) and advise flight crews to comply with the performance penalties detailed in Table 2 of this AD.

(2) Within 24 months after the effective date of this AD, replace all wing de-icer boots that exceed the patch size and/or patch number limits in the critical zone as defined in the AMM, with new de-icer boots, in accordance with the applicable AMM referenced in Table 1 of this AD. Remove the contents of Table 2 of this AD from the AFM, and terminate the requirements to comply with the performance penalties after all replacements are accomplished.

TABLE 2.—PERFORMANCE PENALTIES

AFM sections	AFM limits with de-ice boot patch limits exceeded <b>Note:</b> Flap settings as applicable to aircraft model
<b>T/O Speed: Sub-Section 5-2</b> $V_1$ , $V_R$ & $V_2$ .....  Final T/O Climb Speed .....	<b>Add:</b> 5 kt (flap 0°) 5 kt (flap 5°) 5 kt (flap 10°) 5 kt (flap 15°) <b>Add:</b> 5 kt (flap 0°)
<b>T/O WAT Limit: Sub-Section 5-3</b> <b>Note:</b> Weight reduction not required when limited by maximum structural weight.	<b>Subtract:</b> 18 kg, 400 lb. (flap 0°) 90 kg, 200 lb. (flap 5°) No change (flap 10°) No change (flap 15°)
<b>T/O Climb: Sub-Section 5-4</b> 1st Seg. Gradient .....  2nd Seg. Gradient .....  Final Seg. Gradient .....	<b>Subtract:</b> 0.008 (flap 0°) 0.004 (flap 5°) 0.004 (flap 10°) 0.004 (flap 15°) <b>Subtract:</b> 0.005 (flap 0°) 0.002 (flap 5°) 0.002 (flap 10°) 0.002 (flap 15°) <b>Subtract:</b> 0.009 (flap 0°)
<b>T/O Field Length: Sub-Section 5-5</b>	