DE HAVILLAND AIRCRAFT OF CANADA LIMITED

PPS 11.05

PRODUCTION PROCESS STANDARD

PROPRIETARY INFORMATION

STORAGE OF DASH 8 AIRCRAFT

Issue 6
- This standard supersedes PPS 11.05, Issue 5.
- Vertical lines in the left hand margin indicate technical changes over the previous issue.
- Direct PPS related questions to christie.chung@dehavilland.com or (416) 375-7641.
- This PPS is effective as of the distribution date.

Prepared By:		(Christie Chung)	February 12, 2020
	PPS Group		
Approved By:		(Stephen Mabee)	February 14, 2020
	M&P Engineering		
		(Roger Moore)	February 18, 2020
	Quality		

Issue 6 - Summary of Changes (over the previous issue)

The following summaries are not detailed and are intended only to assist in alerting PPS users to changes which may affect them. Refer to the applicable sections of this PPS for detailed procedure and requirements.

- Replaced throughout PPS where “Bombardier” is specified with “De Havilland Aircraft of Canada Limited” or “De Havilland Canada”.
- Replaced “Bombardier Aerospace Materials Laboratory” with a “De Havilland Canada approved laboratory”.
- Replaced F13, Type 3 with F13, Grade 3.

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Flow Charts

1 SCOPE

1.1 This Production Process Standard (PPS) specifies the procedure and requirements for short and long term storage of fully assembled DASH 8 aircraft. For incomplete aircraft, refer to De Havilland Canada Liaison Engineering for additional storage requirements.

1.1.1 This PPS complements the engineering drawings that specify its use as an authorized instruction. The procedure specified in this PPS shall be followed to ensure compliance with all applicable specifications. In general, if this PPS conflicts with the engineering drawing, follow the engineering drawing. The requirements specified in this PPS are necessary to fulfil the engineering design and reliability objectives.

1.1.2 Refer to PPS 13.26 for the subcontractor provisions applicable to this PPS.

2 HAZARDOUS MATERIALS

2.1 Before receipt at De Havilland Canada, all materials shall be approved and assigned Material Safety Data Sheet (MSDS) numbers by the De Havilland Canada Environment, Health and Safety Department. Refer to the manufacturer's MSDS for specific safety data on any of the materials specified in this PPS. If the MSDS is not available, contact De Havilland Canada Environment, Health and Safety Department.

3 REFERENCES

3.1 De Havilland Canada Engineering Orders:

- EO 80070 - Initial Engine Running and Checkout F.T.P. Dash 8 series 100.
- EO 80072 - DHC-8 Instrument Systems Functional Test Procedures.
- EO 80083 - DASH-8 Crew Oxygen System.
- EO 80088 - Integrated Systems Functional Test Procedure.
- EO 80376 - Toilet Charging Procedure DHC-8 Series 100 & Series 300.
- EO 80517 - Functional Test Procedure Turbomach A.P.U. (Alt. Current Gen).
- EO 80940 - Initial Engine Running and Checkout F.T.P. Dash 8 Series 300.
- EO 81049 - Dash 8 Series 200 Functional Test Procedure Initial Engine Running and Checkout.

3.2 PPS 7.02 - Charging and Installation of Nickel Cadmium Batteries.

3.3 PPS 11.10 - Inhibiting and De-inhibiting of PW120 Series and PW150A Gas Turbine Engines.

3.4 PPS 13.09 - Installation and Removal of Aircraft Tires.

3.5 PPS 13.26 - General Subcontractor Provisions.

3.6 PPS 16.01 - Application of Hard and Soft Film (F13) Corrosion Preventive Compound.

3.7 PPS 34.08 - Application of Epoxy-Polyamide Primer (F19 & F45).

3.8 PPS 34.16 - Application of Urethane Compatible Primer (F23).

3.9 PSM 1-8-2, Chapter 10-00-00.

4 MATERIALS

4.1 Anti-bacterial compound, Biobor JF, Borax Chemicals.

4.2 Silicone desiccant.

5 PROCEDURE

5.1 General

5.1.1 Parking and storage methods permit aircraft to be preserved in a serviceable condition. Refer to Flow Chart 1 for the applicable aircraft storage procedure.

5.1.2 Methods of preserving the aircraft are divided into time periods with tasks to be carried out during each time frame. These time frames will involve inhibiting and protecting airframe systems and engines as required.

5.1.3 Time periods for special storage and preservative methods are as follows:

- 28 consecutive days or less.
- 29 to 90 consecutive days.
- 91 to 180 consecutive days.
- More than 180 consecutive days.

If an aircraft has been preserved for a specific time period and is now going to be kept in a preserved condition for a further time period, the time of storage shall be considered from the initial storage date. If an aircraft has been stored and preserved according to the instructions for a time period specified in paragraph 5.1.3 and will require further storage, follow the applicable additional transitional requirements (see Flow Chart 1). Keep a record for each storage period, including the tasks performed during that time.

5.2 Storage Procedure When Storing Aircraft For 28 Consecutive Days or Less

5.2.1 F19 primed aircraft may be stored for up to 28 consecutive days with no additional coating.

5.2.2 Prepare aircraft which are expected to be stored for 28 consecutive days or less as follows:

Step 1. Inhibit the engine fuel and oil systems according to PPS 11.10. Alternatively, for storage up to 90 consecutive days only it is acceptable to omit inhibiting the engine if weekly ground runs are going to be performed and provided that the engines are protected between engine ground runs, humidity is not excessively high and the engines are not subjected to excessive temperature changes which could produce condensation. For aircraft to be stored for over 90 consecutive days, engines shall be inhibited.

Step 2. Park the aircraft heading into the prevailing wind with the flaps in the up position.

Step 3. Apply the parking brake. Ensure brakes have cooled after landing before applying the parking brake so as to avoid seizure.

Step 4. Engage the gust lock.

Step 5. Lock the nose gear and install the main gear locking pins.

Step 6. Electrically ground the aircraft using static grounding cables.

Step 7. Chock the main wheels front and rear and the nose wheels front and rear.

Step 8. Release the parking brake (refer to PSM 1-8-2, Chapter 10-00-00) and depressurize the hydraulic system.

Step 9. Install the propeller restraints.

Step 10. Install pitot and static port covers.

Step 11. Check all tires to ensure that they are at the correct pressure according to PPS 13.09.

Step 12. Ensure that the engine fire extinguisher system (Firex system) is fully charged and serviceable.

Step 13. If the APU is installed, inspect the APU visually for damage or corrosion and ensure that the oil is at the correct level.

Step 14. Ensure that all drainage holes and vent lines are clear and free of obstructions and remove any signs of corrosion or bird droppings from the airframe.

Step 15. Ensure that all openings that could allow the entrance of foreign material are properly sealed.

Step 16. Ensure that the following items are drained and cleaned. Provide cold weather protection to the items below:

- coffee/water jugs, if installed
- coffee makers, if installed
- lavatory

Step 17. Clean galley and lavatory area.

Step 18. Remove all beverages and galley supplies, if applicable.

Step 19. Remove or secure all loose equipment as necessary. The operator shall keep a location record of all removed items.

Step 20. Ensure that all approved hand portable fire extinguishers are installed.

Step 21. Drain and remove all water accumulation from fuel tanks, sumps and filters. Drain fuel sumps to allow any water on the bottom of the fuel tanks to be removed. If the fuel has a contaminated appearance, submit a sample for analysis.

Step 22. Fill fuel tanks to 90% capacity with fuel.

Step 23. Ensure that all oil tanks are at the correct level.

Step 24. Place desiccant bags (one pound) on a suitable wooden rack with humidity indicators inside the engine intake and exhaust ducts (ensure that the desiccant is not in direct contact with any metal surfaces). Seal the ducts using a cover that will allow observation of the humidity indicators. Ensure that engines have cooled to a safe level before placement of desiccant and sealing of ducts.

Step 25. Place two pounds of desiccant with a humidity indicator on a nonporous tray or wooden rack. Place four of these trays or racks on the floor throughout the cabin. Place two of these trays or racks on the floor in the flight compartment.

Step 26. Ensure that all hydraulic reservoirs are at the correct levels and check for any leaks. If any leaks are found, repair as necessary.

Step 27. Remove aircraft batteries and route to the battery shop for storage according to PPS 7.02.

Step 28. Inspect battery mounts, connections and the surrounding structure for signs of corrosion. If corrosion is found, neutralize, clean and repaint as necessary.

Step 29. Check the battery sump jars for signs of contamination and service as required.

Step 30. Before storage, ensure that the pressure of the crew and passenger oxygen systems are at least 200 psi below the maximum allowed operating pressure.

Step 31. Ensure that all waste and water systems are drained and vented and the screening which covers the water drains is intact.

Step 32. Check that the passenger door seal pressure tank is pressurized (18 psi maximum).

Step 33. Close the passenger door and ensure that the door seal is inflated.

Step 34. Install the main wheel covers and the nose wheel covers.

Step 35. Check that all applicable airframe covers are installed and secured.

Step 36. Moor the aircraft according to instructions in PSM 1-8-2, Chapter 10-00-00.

5.3 Storage Procedure When Storing Aircraft For 29 to 90 Consecutive Days

5.3.1 For aircraft which have been already been stored for 28 consecutive days or less and are now expected to be stored for a further time period of up to 90 consecutive days, perform the following additional steps:

Step 1. Spray F13, Grade 3 corrosion preventive compound on all bare metal surfaces according to PPS 16.01.

Step 2. Coat the exterior of unpainted (i.e., F19 primed) aircraft with F23 primer according to PPS 34.16.

Step 3. Add Biobor JF to the fuel using one of the following methods:

- If possible, drain the fuel tanks to allow the fuel additive (Biobor JF) to be pre-mixed. Thoroughly mix in 3.4 fl. oz. of Biobor JF (see paragraph 4.1) per 100 imperial gallons of fuel drained from the fuel tanks before re-filling the fuel tanks to 90% capacity with fuel that has been pre-mixed with Biobor JF.
- If draining of the fuel tanks is not practical, add Biobor JF in the following concentrations to fuel tanks filled to 90% capacity: For DASH 8 normal range aircraft, add 10.66 fl. oz. of Biobor JF to the two main fuel tanks for a total of not more than 21.32 fl.oz. of Biobor JF in the entire fuel system. For DASH 8 aircraft with long range fuel tanks (SOO 8061), add 19.30 fl. oz. to each of the fuel tanks for a total of not more than 38.6 fl. oz. of Biobor JF in the entire fuel system. After adding Biobor JF to the fuel tanks, attach a 115V AC power supply to the aircraft and run the boost pumps for a minimum of 2 hours to mix the Biobor JF with the fuel.

Step 4. Remove the seat covers or cover the seats with dust covers.

Step 5. Cover the carpet with runners.

Step 6. Close the passenger door and ensure that the door seal is inflated.

Step 7. Cover the flight deck windshields and cabin windows with aluminum foil or aluminum mylar and secure it with aluminum tape.

Step 8. Install the engine exhaust and intake covers.

5.3.2 Prepare aircraft which have **not** been in storage and which are expected to be stored for 29 to 90 consecutive days as follows:

Step 1. Perform all the preparation steps specified in paragraph 5.2.2 for aircraft expected to be stored for 28 consecutive days or less.

Step 2. Perform all the preparation steps specified in paragraph 5.3.1 for aircraft which have been already been stored for 28 consecutive days or less and are now expected to be stored for a further time period of up to 90 consecutive days.

5.4 Storage Procedure For 91 to 180 Consecutive Days

5.4.1 If the aircraft has already been prepared and stored for a period of 29 to 90 consecutive days and will now be stored for a further time period, employ the following additional procedure:

Step 1. If the APU has been operated, preserve the APU according to the preservation procedure from the T40C7B A.P.U. Engine Manual.

Step 2. Neutralize all controls.

Step 3. Apply the external control locks.

Step 4. Inhibit the engine fuel and oil systems according to PPS 11.10, if not already inhibited.

5.4.2 Prepare aircraft which have **not** already been in storage and are expected to be stored for 91 to 180 consecutive days as follows:

Step 1. Perform all the preparation steps specified in paragraph 5.2.2 for aircraft expected to be stored for 28 consecutive days or less.

Step 2. Perform all the preparation steps specified in paragraph 5.3.1 for aircraft which have been already been stored for 28 consecutive days or less and are now expected to be stored for a further time period of up to 90 consecutive days.

Step 3. If the APU has been operated, preserve the APU according to the preservation procedure from the T40C7B A.P.U. Engine Manual.

Step 4. Neutralize all controls.

Step 5. Apply the external control locks.

5.5 Storage Procedure for More Than 180 Consecutive Days

5.5.1 Prepare aircraft which have **not** already been in storage and are expected to be stored for more than 180 consecutive days as follows:

Step 1. Perform all the preparation steps specified in paragraph 5.2.2 for aircraft expected to be stored for 28 consecutive days or less.

Step 2. Perform all the preparation steps specified in paragraph 5.3.1 for aircraft which have been already been stored for 28 consecutive days or less and are now expected to be stored for a further time period of up to 90 consecutive days.

Step 3. Neutralize all controls.

Step 4. Apply the external control locks.

Step 5. Preserve the APU in a vapour proof bag according to the “Field Maintenance Requirements of APU’s”.

Step 6. Every 180 days during storage (starting 180 days after the aircraft was first prepared for storage) perform the steps specified in paragraph 5.5.2.

5.5.2 If the aircraft has already been prepared and stored for a period of 180 consecutive days and will now be stored for a further time period, employ the following additional procedure at least once every 180 days during storage (starting 180 days after the aircraft was first prepared for storage):

Step 1. Verify that all landing gear locking devices are operational.

Step 2. Inspect the tires and inflate to the correct pressure according to PPS 13.09, if necessary.

Step 3. Remove all protective covers, tape and barrier materials. Check for any damage to the structure and rectify as required. Check for foreign objects or infestations in landing gear wheel wells or openings. After checking, replace all protective covers, tape and barrier materials.

Step 4. Ensure that all drainage holes and vent lines are clear and free from obstructions and remove any signs of corrosion or bird droppings from the airframe.

Step 5. Drain the radar and wave guide systems as required.

Step 6. Remove the covers from the pitot heads, pitot static vents and drain holes. Carry out pitot static functions and leak test according to EO 80072. Replace covers after testing.

Step 7. Remove the propeller restraints and check for freedom of movement of the propellor.

Step 8. Replace propeller restraints.

Step 9. Verify that the oil tanks are filled to the correct levels.

Step 10. Ensure that the portable and fixed fire extinguishers systems and their cartridges are serviceable and that all shelf life requirements are within specified limits.

Step 11. Drain all water accumulation from fuel tanks, sumps and filters.

Step 12. Verify that all flight services (i.e., flaps, spoilers, etc.) are free from obstruction.

Step 13. Clean and lubricate all exposed hydraulic system rams and charge the hydraulic accumulators to the correct pressure.

Step 14. Check the battery mounts, clamps and cables for serviceability.

Step 15. Purge the oxygen system according to EO 80083, charge to capacity and check for leakage.

Step 16. Recharge the toilet tanks, check the plumbing and cycle flush system according to EO 80376.

Step 17. Clean and inspect the de-icer boots.

Step 18. Lubricate the airframe according to the applicable maintenance schedule.

Step 19. Carry out any additional maintenance requirements as determined by the scheduled maintenance forecast.

5.6 Maintenance during Storage

5.6.1 General

5.6.1.1 Weekly maintenance as specified in section 5.6.2 is applicable to aircraft prepared for all storage periods. Monthly maintenance as specified in section 5.6.3 is applicable only to aircraft which have been prepared to be stored for more than 90 days.

5.6.2 Weekly Maintenance

5.6.2.1 For aircraft prepared for storage (all time periods), perform the following weekly maintenance at least once every 7 days:

Step 1. If the aircraft engines have not been inhibited, perform engine ground runs on the engines according to paragraph 5.6.2.3.

Step 2. If the APU is installed, inspect the APU visually for damage or corrosion and ensure that the oil is at the correct level.

Step 3. Mark the side walls of all tires with chalk to ensure that tires will be rotated correctly.

Step 4. Move the aircraft a sufficient distance to rotate the aircraft tires approximately ninety degrees to redistribute the load position on the tires.

Step 5. Inspect the cabin and flight compartment for any sign of water leaks or excessive condensation. Pay special attention for signs of leakage to the perimeter of the passenger door with emphasis to the carpet area below the door. If water leakage has occurred, rectify the source of the leakage and clean as required.

Step 6. Check the cabin and flight compartment humidity indicators. If the humidity indicators have turned pink, this is an indication of moisture in excess of 40% requiring either drying of the original desiccant or replacement with new desiccant, as well as replacement of the humidity indicators.

Step 7. Check all tires to ensure that they are at the correct pressure according to PPS 13.09.

Step 8. Ensure that the engine fire extinguisher systems (Firex system) is fully charged and serviceable.

Step 9. Ensure that all drainage holes and vent lines are clear and free of obstructions and remove any signs of corrosion or bird droppings from the airframe.

Step 10. Seal all openings that could allow the entrance of foreign material.

Step 11. Ensure that the pressure of the crew and passenger oxygen systems are at least 200 psi below the maximum allowed operating pressure.

Step 12. Remove the aircraft batteries and route to the battery shop for storage according to PPS 7.02.

Step 13. Check that the passenger door seal pressure tank is pressurized (18 psi maximum).

Step 14. Close the passenger door and ensure that the door seal is inflated.

Step 15. Install the main wheel covers and the nose wheel covers.

Step 16. Check that all applicable airframe covers are installed and secured.

Step 17. Moor the aircraft according to instructions in PSM 1-8-2, Chapter 10-00-00.

5.6.2.2 For aircraft prepared for storage for over 90 days, perform the additional activities when performing weekly maintenance as specified in paragraph 5.6.2.1.

- Check engine humidity indicators. If the humidity indicators have turned pink, this is an indication of moisture in excess of 40%. Remove the desiccant and either dry the original desiccant or replace with new desiccant.
- Drain fuel tank sumps of any accumulated water.

5.6.2.3 For aircraft engines which have not been inhibited, perform the following engine ground run when regular weekly maintenance as specified in section 5.6.2 is preformed:

Step 1. Remove the following items:

- Nose wheel covers
- Main wheel covers
- Pitot head covers
- Static port covers
- Propeller restraints
- Intake plugs
- Exhaust plugs
- Desiccant from the engine intake and exhaust ducts

Step 2. Re-install the aircraft batteries.

Step 3. Remove the aircraft static grounding cable.

Step 4. Remove all tapes and, or blanking plugs from all associated systems. Check that the fire extinguishing system is fully charged and operational.

Step 5. Disengage the gust locks, start the engines and complete the following functional tests:

- Commence an engine and propeller functional run.
- Ten flight controls, flaps and spoiler cycles.
- Ten anti-icing and de-icing system cycles.
- Cycle the air conditioning and pressurization systems.
- Run APU, if installed

Step 6. Re-engage the gust lock.

Step 7. After the engines have cooled to a safe level, place desiccant bags (one pound) on a suitable wooden rack with humidity indicators inside the engine intake and exhaust ducts (ensure that the desiccant is not in direct contact with any metal surfaces) and seal the ducts using a cover that will allow observation of the humidity indicators.

Step 8. Ensure that the aircraft heading is into the prevailing wind with the flaps in the up position.

Step 9. Re-engage the nose wheel ground lock and re-install the main gear ground lock pins.

Step 10. Electrically ground the aircraft using static grounding cables.

Step 11. Chock the main wheels front and rear and the nose wheels front and rear.

Step 12. Re-install the propellor restraint.

Step 13. Re-install the pitot and static port covers.

5.6.3 Monthly Maintenance

5.6.3.1 For aircraft prepared for storage for over 90 consecutive days, perform the following at least once every 30 days:

Step 1. Check all tires to ensure that they are at the correct pressure according to PPS 13.09.

Step 2. Ensure that the engine fire extinguisher system (Firex system) is fully charged and serviceable.

Step 3. If the APU is installed, inspect the APU visually for damage or corrosion and ensure that the oil is at the correct level.

Step 4. Connect the 28 VDC external electrical power unit to the 28 VDC external power receptacle.

Step 5. Connect the 115 VAC external electrical power unit to the 115 VAC external power receptacle.

Step 6. Connect the external hydraulic power unit to the #1 ground service panel, the #1 nacelle, the #2 ground service panel and the #2 nacelle.

Step 7. Apply electrical power to the DC bus and the AC bus.

Step 8. Pressurize the #1 and #2 hydraulic systems to 3000 psi.

Step 9. Release the gust lock and external control locks (if installed).

Step 10. Exercise flight controls, flaps, rudders, aileron, ground spoilers and roll spoilers. Each system should be cycled a minimum of 10 times.

Step 11. Neutralize all controls and ensure that hydraulic system has been depressurized.

Step 12. Apply the gust lock and apply the external control locks.

Step 13. Disconnect the external hydraulic power unit from the ground service panel, #1 nacelle and #2 nacelle.

Step 14. Disconnect the 115 VAC external electrical power unit.

Step 15. Disconnect the 28 VDC external electrical power unit.

Step 16. Check the main landing gear wheel wells for birds or other infestations.

Step 17. Ensure that all drainage holes and vent lines are clear and free of obstructions and remove any signs of corrosion or bird droppings from the airframe.

Step 18. Ensure that all openings that could allow the entrance of foreign material are properly sealed.

Step 19. Drain all water accumulation from the fuel tanks, sump, and filters. Drain fuel sumps to allow any water on the bottom of the fuel tanks to be removed.

Step 20. Take a fuel sample and submit it to a De Havilland Canada approved laboratory for moisture and biological growth analysis.

Step 21. If the fuel sample indicates microbiological growth, drain the fuel tank and clean using a soft brush and warm water (maximum 500 ppm of total dissolved solids).

Step 22. Ensure that all oil tanks are at the correct level.

Step 23. Check the humidity indicators inside the engine intake and exhaust ducts, and replace the desiccant bags, if necessary. Seal the ducts using a cover that will allow observation of the humidity indicators.

Step 24. Ensure that all hydraulic reservoirs are at the correct levels and check for any leaks. If any leaks are found, repair as necessary.

Step 25. Inspect the battery mounts, connections and the surrounding structure for signs of corrosion. If any corrosion is found, neutralize, clean and repaint as necessary.

Step 26. Check the battery sump jars for signs of contamination and service as required.

Step 27. Before storage, check the pressure of the oxygen system and ensure that it is at least 200 psi below the maximum allowed operating pressure and at a minimum of 50 psi.

Step 28. Ensure that all waste and water systems are drained and vented and the screening which covers the water drains is intact.

5.7 Return to Service

5.7.1 Precautions

5.7.1.1 Verify the physical and functional status of the aircraft parking and taxi systems.

5.7.1.2 Do not tow the aircraft without verification of the following items:

- Tire status
- Landing gear and strut serviceability
- Brake system
- Lock pin function

5.7.1.3 Ensure that all mooring and grounding lines are disconnected.

5.7.1.4 Ensure that all applicable safety precautions governing fuelled aircraft are adhered to including grounding of the aircraft after parking.

5.7.2 Re-Activation

5.7.2.1 Re-activate aircraft as follows:

Step 1. Verify that all landing gear locking devices are operational.

Step 2. Inspect the tires and inflate to the correct pressure according to PPS 13.09, if necessary.

Step 3. Remove all protective covers, tape and barrier materials. Check for any damage to the structure and rectify as required. Check for foreign objects or infestations in landing gear wheel wells or openings.

Step 4. Ensure that all drainage holes and vent lines are clear and free from obstructions and remove any signs of corrosion or bird droppings from the airframe.

Step 5. Drain the radar and wave guide systems as required.

Step 6. Remove the covers from the pitot heads, pitot static vents and drain holes. Carry out pitot static functions and leak test according to EO 80072.

Step 7. Remove the propeller restraints and check for freedom of movement of the propellor.

Step 8. Verify that the oil tanks are filled to the correct levels.

Step 9. If required de-inhibit the engines according to PPS 11.10.

Step 10. Ensure that the portable and fixed fire extinguishers systems and their cartridges are serviceable and that all shelf life requirements are within specified limits.

Step 11. Drain all water accumulation from fuel tanks, sumps and filters.

Step 12. Replace all loose equipment that had been stored or removed from the aircraft.

Step 13. Remove the external and internal control locks.

Step 14. Verify that all flight services (i.e., flaps, spoilers, etc.) are free from obstruction.

Step 15. Remove the corrosion preventative compound (F13) according to PPS 16.01 wherever it has been applied for storage purposes on metallic surfaces.

Step 16. Clean and lubricate all exposed hydraulic system rams and charge the hydraulic accumulators to the correct pressure.

Step 17. Check the battery mounts, clamps and cables for serviceability and install the batteries.

Step 18. If required, purge the oxygen system according to EO 80083, charge to capacity and check for leakage.

Step 19. If required, recharge the toilet tanks, check the plumbing and cycle flush system according to EO 80376.

Step 20. Functionally check the auxiliary power unit, if applicable, according to EO 80517.

Step 21. Clean and inspect the de-icer boots.

Step 22. Lubricate the airframe according to the applicable maintenance schedule.

Step 23. Carry out any additional maintenance requirements as determined by the scheduled maintenance forecast.

Step 24. Replace all expired components or accessories according to any specified shelf life requirements except when the aircraft is immediately put back into storage.

Step 25. Perform an integrated systems function check according to EO 80088.

Step 26. Perform an engine systems function check according to EO 80070, EO 81049 or EO 80940. During engine function runs, functionally check the de-icing system.

6 REQUIREMENTS

6.1 Adhere to all storage and preservation procedures and requirements specified herein. If any of the procedure specified herein has not been correctly performed, refer to Liaison Engineering for written corrective action.

7 DE HAVILLAND CANADA SAFETY PRECAUTIONS

7.1 Use standard safety procedures when handling and operating aircraft and aircraft components.

7.2 Observe standard plant safety precautions when performing the procedure specified herein.

8 PERSONNEL REQUIREMENTS

8.1 Personnel responsible for short and long term storage of DASH 8 aircraft shall have a good working knowledge of the applicable procedure and requirements as specified herein and shall have exhibited their competency to their supervisor.

FLOW CHART 1 - DASH 8 PRESERVATION & REACTIVATION SEQUENCES