

As of February 28, 2017, the following PPS's have been released, having been revised as noted below:

PPS 34.11, Issue 22 – Priming and Painting of DASH 8 Aircraft Exterior Surfaces

- Deleted all reference to Bombardier Toronto (de Havilland) internal Quality procedure QDI-09-02 (Process Control).
 - Deleted all reference to Bombardier Toronto (de Havilland) internal Quality procedure QDI-10-17 (Inspection Acceptance Standards for Paint).
 - Revised requirements for fuel status of aircraft to be painted to allow painting of fuelled or unfuelled aircraft.
 - Revised maximum allowable overcoat time for F23 primed surfaces to be as specified by the primer manufacturer's TDS, with the notation that if the manufacturer does not specify an applicable maximum overcoat time it shall be considered to be 24 hours.
 - Clarified title of Figure 6 to specify areas of the aircraft requiring a supplemental coat of pigmented F24 or F47 clear coat.
 - Clarified visual examination requirements to list examples/descriptions of damage, defects and irregularities considered unacceptable.
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This revision notice lists brief summaries of technical changes introduced for each of the revised PPS's. Please note that these summaries are not detailed and are intended only to assist in alerting PPS users to changes which may affect them; refer to the applicable PPS for authorized, detailed procedure and requirements.
