

As of June 27, 2018, the following PPS's have been released, having been revised as noted below:

PPS 9.06, Issue 40 - Electrical Bonding and Grounding of Aircraft Structures

- Deleted Bombardier Toronto N number for ordering Humiseal 1B15 sealant as this product is not acceptable for use at BA Toronto Site. Replaced statement that "at BA Toronto Site, Humiseal 1B15 should be used to depletion of existing stock" with "do not use Humiseal 1B15 sealant" as the time allowance to deplete stock should have been met since the incorporation of alternate products.
- Revised sealing of bonding and grounding hardware requirements (i.e., clarified that all areas of the aircraft shall be sealed). Specified specific sealants that can be used for various areas and application method. For general fillet or dome sealing (non-fuel tank areas), added BAMS 552-008 sealants specified in PPS 21.20 as alternate sealant options.
- Deleted DHMS S3.01/B2 Type I sealants as this have been replaced and superseded by DHMS S3.01/B2 Type II sealants.
- Deleted use of DHMS S3.01 Type I (all Class) sealants.
- Clarified the sealant choice base on the sealing method (i.e., brush apply, fillet seal, etc.).

PPS 25.30, Issue 20 - Bonding using DHMS A6.09 Epoxy Adhesive

- Deleted DHMS A6.09 FR7010..

PPS 37.06, Issue 31 - Testing and Certification of Aircraft Fusion Welders

- Revised Facilities Section.
- Specified that all testing and evaluation specified herein must only be performed by Bombardier Toronto Materials Laboratory.
- Added new Note 2 to Table II (Positions, Metal Form & Weld Type Certified by Specific Test Weld).

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.
