



PPS Revision Notice

As of December 15, 2021, the following PPS's have been released, having been revised as noted below:

PPS 9.39, Issue 27 - Installation & Termination of Braided Shields for EMI & HIRF Protection of Wire Harnesses on DASH 8 Series 400 Aircraft

- Replaced throughout PPS where "Bombardier" is specified with "De Havilland Aircraft of Canada Limited" or "DHC".
- Revised Facilities Requirements section.
- Deleted Page Number from Table I (Termination Procedures). Just specified the referencing paragraph or PPS.
- Specified to apply MIL-A-46146 sealant to the first few threads of the convoluted tubing prior to installing into the adaptor.
- Split previous issue section "Installation of Solder Sleeve" to two separate sections (i.e., Placement of Solder Sleeves and Installation of Solder Sleeves) as 3CGA, 3CFUGA and OL Series adaptors placement requirements have been revised. See section 5.7 of PPS 9.39, issue 27. Specified limitations and exceptions for connectors mounted on Q400 Critical Equipment as listed in new Table VI.
- When installing solder sleeves, specified to not move the wire during the heating process as this may cause a cold solder joint.

PPS 20.07, Issue 11 - Electrical Conductivity Testing of Aluminum Alloys

- Specified this is a jointly owned PPS by both De Havilland Aircraft of Canada Limited and Bombardier Inc.
- Added DHC NDT Responsible Level 3 to PPS signatory approval.
- Emphasized use of any other type of conductivity direct reading test instrument requires PSD approval (i.e., direct reading only).
- Deleted the statement "Test instruments must be certified according to the manufacturers instructions, by either the manufacturer or a suitable metrology organization, at least once every 6 months. In addition, conductivity test systems (including the certified test instrument, probe and a set of verified instrument conductivity standards) must be certified **as a system** at least once every 6 months according to [section 5.2](#)".
- Defined room temperature during the certification process to be $68 \pm 5^{\circ}\text{F}$ ($20 \pm 3^{\circ}\text{C}$). Previous issue was $68 \pm 2^{\circ}\text{F}$ ($20 \pm 1^{\circ}\text{C}$).
- Restructured sections (i.e., Moved previous issue (Issue 10) section 5.2 (Certification of Conductivity Test System) content to [section 4.1.4](#). (i.e., deleted specifying instructions on certification of test system before use on production parts). General statements are in current PPS.

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.



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- Specified laboratory conductivity standards must be re-certified at least once every 24 months in place of 12 months.
- Added two new sections (i.e., [section 4.1.2](#) and [section 4.1.3](#)).
- Replaced “certification conductivity standards” with “laboratory conductivity standards” throughout.
- Specified laboratory conductivity standards must be certified by comparing eddy current measurement with primary conductivity standards.
- Specified instrument conductivity standards are similar to the laboratory conductivity standards with the exception that these standards must accompany a particular test instrument at all times.
- Deleted last step from [paragraph 4.1.4.3](#), stating “Certify the test system utilizing the verified instrument conductivity standards according to section 5.2 before use on production parts” as section details have been deleted.
- When calibrating the test instrument, specified to allow a minimum of 5 minutes warm-up time after turning the power on in place of 20 minutes.
- Specified the maximum surface roughness of parts to be tested must be no more than 150 Ra in place of 165 RHR.
- Specified the minimum concave curvature on which an accurate reading can be taken is 20" in diameter (in place of 10" in radius). The minimum convex curvature on which an accurate reading can be taken is greater than 6" in diameter (in place of 6" radius). See [paragraph 5.3.7](#).
- Specified to ensure readings are not distorted from edge effect, the specimen area to which the eddy current instrument probe is applied must be at least as large as the outside diameter of the test probe or per manufacturer’s specifications. This statement replaces, “To preclude edge effect, do not take readings with the edge of the probe closer than 1/4” to any edge or rib of the surface under test”. See [paragraph 5.3.8](#).

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- Added the following:
 - If the clad raw material is thicker than 0.016", that requires conductivity testing was machined or chem milled from one side (i.e., aircraft skin) and must be inspected from the other side (clad side), it is required to remove the cladding from an inspection area which will not affect the usefulness of the part or material and take conductivity readings on the bare section of material.

If the clad raw material is thicker than 0.016", that requires conductivity testing was machined or chem milled from one side (i.e., aircraft skin) and must be inspected from the same side (bare side), it is required to remove the cladding from the opposite side on the inspection area which will not affect the usefulness of the part or material and take conductivity readings on the bare machined side.

The conductivity readings must meet the requirements specified in [Table I](#).

- Specified if the conductivity measurement is required on the assembled aircraft skin, refer to Liaison Engineering for cladding removal instructions.
- Specified to refer to [PPS 31.17](#) for the safety precautions for handling and using solvents.

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