



No.	CF-2007-20	1/2
Issue Date	12 September 2007	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to *Canadian Aviation Regulation (CAR) 593*. Pursuant to *CAR 605.84* and the further details of *CAR Standard 625, Appendix H*, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with *CAR 605.84* and the above-referenced *Standard*.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

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TRANSPORT CANADA EMERGENCY AIRWORTHINESS DIRECTIVE

PLEASE FORWARD IMMEDIATELY TO THE PERSON RESPONSIBLE FOR THE OPERATION AND MAINTENANCE OF YOUR AIRCRAFT

- Number:** CF--2007-20
- Subject:** DHC-8-400 Main Landing Gear
- Effective:** Immediately upon received.
- Applicability:** Bombardier Inc. DHC-8 aircraft, Models 400, 401 and 402, serial numbers 003 and subsequent.
- Compliance:** As indicated below.
- Background:** Two recent cases of main landing gear collapse have been reported. Main landing gear collapse may result in unsafe landing of the aircraft.
- Corrective Actions:**
 - A. General Visual Inspection of the Main Landing Gear System:**
For all aircraft, before further flight, perform a general visual inspection of the left hand and right hand main landing gear system in accordance with Bombardier DHC-8 Series 400 Maintenance Requirements Manual (PSM 1-84-7), Part 1 (Maintenance Review Board Report), tasks Z700-03E (left hand) and Z700-04E (right hand). Rectify any discrepancy found prior to further flight
 - B. General Visual Inspection of the Main Landing Gear Retract Actuator Jam Nut:**
For all aircraft, before further flight, perform a general visual inspection of the left hand and right hand main landing gear retract actuator jam nut to ensure the wire lock is in place and the nut is secured. If the wire lock is not in place or the jam nut is not secured, accomplish Bombardier Repair Drawing (RD) 8/4-32-059 prior to further flight.
 - C. Detailed Visual Inspection of the Main Landing Gear Retract Actuator:**
 1. For aircraft main landing gear retract actuator (p/n 46550-7 or 46550-9) that have accumulated 8,000 or more landings or in service for more than 4 years since new, whichever occurs first, perform detailed visual inspection in

Pursuant to *CAR 202.51* the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address.

To request a change of address, contact the Civil Aviation Communications Centre (AARC) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or www.tc.gc.ca/civilaviation/communications/centre/address.asp



accordance with Bombardier RD 8/4-32-059 before further flight.

2. For aircraft main landing gear retract actuator (p/n 46550-7 or 46550-9) that have accumulated between 4,000 to 7,999 landings or in service between 2 to 4 years since new, whichever occurs first, perform detailed visual inspection in accordance with RD 8/4-32-059 within 500 flight hours after the effective date of this directive.

D. Reporting Requirement:

Within 7 days after each inspection, report any discrepancies found during any of the above inspections to Bombardier Technical Help Desk.

E. Ferry Flight:

To permit the ferry of an aircraft to a location where the inspection requirements of this directive can be accomplished, adhere to the following procedures and limitations:

Flight Crew Limitations and Procedures:

1. Ferry Flight with gear extended and pinned.
2. Landing to be conducted at a minimum descent rate.
3. Minimize braking on landing.
4. Flight to be conducted per Aircraft Operating Manual (AOM) Section 4.8.
5. Essential crew only on board.
6. Flight in known or forecast icing condition is prohibited.

Maintenance Procedures:

1. Inspect the left hand and right hand main landing gear retract actuator jam nut to ensure the wire lock is in place and the nut is secure.
2. Perform the general visual inspections as defined in accordance with Bombardier All Operators Message No. 236 Rev A or later revisions.
3. If items 1 and 2 results are satisfactory, insert main landing gear ground lock pins and lockwire in place.
4. Ensure the nose landing gear ground lock is engaged.

Authorization: For Minister of Transport, Infrastructure and Communities

B. Goyaniuk
Chief, Continuing Airworthiness

Contact: Mr. Anthony Wan, Continuing Airworthiness, Ottawa, telephone 613-952-4410, facsimile 613-996-9178 or e-mail wana@tc.gc.ca or any Transport Canada Centre.