



AIRWORTHINESS DIRECTIVE

This Airworthiness Directive (AD) is issued pursuant to Canadian Aviation Regulation (CAR) 521.427. No person shall conduct a take-off or permit a take-off to be conducted in an aircraft that is in their legal custody and control, unless the requirements of CAR 605.84 pertaining to ADs are met. Standard 625 - Aircraft Equipment and Maintenance Standards Appendix H provides information concerning alternative means of compliance (AMOC) to ADs.

Number:

CF-2017-15

Effective Date:

29 May 2017

ATA:

32

Type Certificate:

A-142

Subject:

Landing Gear – Main Landing Gear Up-Lock Assembly Latch Wear - Introduction of One-Star Certification Maintenance Requirement (CMR) Task 323100-102

Replacement:

This AD supersedes and cancels AD CF-2012-21, issued on 25 June 2012.

Applicability:

Bombardier Inc. model DHC-8-400, -401 and -402 aeroplanes, serial numbers 4001, 4003 and subsequent.

Compliance:

As indicated below, unless already accomplished.

Background:

AD CF-2012-21 was issued to mandate the incorporation of Maintenance Review Board (MRB) task number 323100-202. As in-service experience has shown that the interval for MRB task number 323100-202 should not be escalated, Bombardier has introduced one-star CMR task number 323100-102 to prevent task escalation. Bombardier has also revised the applicability of MRB task number 323100-202 to be applicable to the entire DHC-8-400/-401/-402 fleet, regardless of which main landing gear (MLG) up-lock assembly part number is installed. This revised applicability has resulted in CMR task number 323100-102 also being made applicable to the entire DHC-8-400/-401/-402 fleet, regardless of MLG up-lock assembly part number installation.

This AD mandates the incorporation of CMR task number 323100-102.

Corrective Actions:

Part I – Revision of Transport Canada Approved Maintenance Schedule to Incorporate One-Star CMR Task Number 323100-102:

Within 30 days from the effective date of this AD, revise the Transport Canada approved maintenance schedule to incorporate CMR task number 323100-102 as introduced by Temporary Revision (TR) ALI-0168, dated 31 October 2016, of the DHC-8-400 Maintenance Requirements Manual, PSM 1-84-7, dated 21 July 2016.

Revision of the Transport Canada approved maintenance schedule within 30 days from the effective date of this AD to incorporate superseding TR or later revisions of the above-mentioned Maintenance Requirements Manual approved by Transport Canada, also meets the requirements of Part I of this AD.

Part II – Phase-In Schedule of Initial CMR Task Number 323100-102:

For main landing gear up-lock assembly latches that have accumulated flight cycles which exceed the CMR task number 323100-102 interval, perform the initial CMR task number 323100-102 as introduced

by TR ALI-0168, dated 31 October 2016, of the DHC-8-400 Maintenance Requirements Manual, PSM 1-84-7, dated 21 July 2016, using the following phase-in schedule:

- A. For main landing gear up-lock assembly latches with 14 200 flight cycles or more accumulated as of the effective date of this AD, within 800 flight cycles from the effective date of this AD.
- B. For main landing gear up-lock assembly latches with 11 600 flight cycles or more, but less than 14 200 flight cycles accumulated as of the effective date of this AD, within 1600 flight cycles from the effective date of this AD, but not to exceed 15 000 flight cycles.
- C. For main landing gear up-lock assembly latches with less than 11 600 flight cycles accumulated as of the effective date of this AD, within 3000 flight cycles from the effective date of this AD, but not to exceed 13 200 flight cycles.

Compliance with superseding TR or later revisions of the above-mentioned Maintenance Requirements Manual approved by Transport Canada, also meets the requirements of Part II of this AD.

Accomplishment of MRB task number 323100-202 within 3000 flight cycles prior to the effective date of this AD also meets the requirements of Part II of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Rémy Knoerr
Chief, Continuing Airworthiness
Issued on 15 May 2017

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