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) with ADs.

Number:

CF-2026-06

Effective Date:

17 February 2026

ATA:

32

Type Certificate:

A-142

Subject:

Landing Gear – Main Landing Gear (MLG) Aft Door Mechanism – Lock Link Apex Pin/Bolt Fracture

Applicability:
De Havilland Aircraft of Canada Limited (formerly Bombardier Inc.) DHC-8 Aircraft Models 401 and 402 Serial Numbers 4001, 4003 thru 4633

Compliance:
As indicated below, unless already accomplished.

Background:
An in-service event was reported where the Right Hand (RH) MLG amber light illuminated intermittently during cruise. Subsequent investigation discovered the RH aft door lock link apex pin part number (P/N) 46852-1 had broken. The threaded end of the broken apex pin had partially migrated out from the door lock link mechanism and contacted the Nacelle A-Frame during door operation, resulting in a gouge that, at its deepest, was about 0.150”. The aft doors opened and closed normally when actuated by hydraulic power. If the fractured tail end of the apex pin migrates out while the landing gear is retracted and the aft doors are closed, it could prevent the opening of the aft doors on the affected side, resulting in an asymmetric MLG extension.

This AD requires a repetitive in-situ, general visual inspection of the existing apex pin for any evidence of pin failure or damage to the Nacelle A-frame, until a new apex pin is installed.

This AD also mandates the incorporation of a new apex pin and a repetitive replacement of the new apex pin through the introduction of a new safe life task in Maintenance Requirements Manual (MRM) PSM 1-84-7.

Corrective Actions:

Group 1 aeroplanes are DHC-8-401 and -402 models with apex pins P/N 46852-1 installed in the MLG aft door linkage assembly at the lock links interface.

Group 2 aeroplanes are DHC-8-401 and -402 models with apex Bolts NAS6207-17D installed in the MLG aft door linkage assembly at the lock links interface.

Applicable Service Bulletin (SB): De Havilland Aircraft of Canada SB 84-32-179 Rev: NC dated 30 October 2025, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.

Part I – General Visual Inspection and Rectification

Applicable to Group 1 and Group 2 Aeroplanes:

A) Within 195 hours air time from the effective date of this AD and subsequently at intervals of 65 hours air time, perform an in-situ visual examination of the MLG aft door linkage mechanisms and surrounding airframe structure for damage, corrosion, cracks and failure or defects, in accordance with Section 3.B. of the Accomplishment Instructions of the applicable SB.

B) If A-Frame scoring is observed, before further flight, contact DHC Technical Help Desk for a disposition and/or repair.
C) If there is evidence of apex pin/bolt migration or if the apex pin/bolt head or tail is missing, proceed with the replacement of the pin/bolt in accordance with Section 3.C of the Accomplishment Instructions of the applicable SB.

Part II – Introduction of new Pin, P/N 46857-1

In accordance with the schedule below, remove apex pin/bolt P/N 46852-1 or NAS6207-17D and replace with P/N 46857-1 in accordance with Section 3.C. of the Accomplishment Instructions of the applicable SB.

Applicable to Group 1 Aeroplanes:

A) Aeroplanes with apex pins which, at the effective date of this AD, have accumulated 20 000 hours air time or more, or pins for which the hours air time cannot be determined:
Within 800 hours air time from the effective date of this AD.
B) Aeroplanes with apex pins which, at the effective date of this AD, have accumulated 10 000 hours air time or more but less than 20 000 hours air time:
Within 1600 hours air time from the effective date of this AD, or prior to accumulating 20 800 hours air time whichever occurs first.
C) Aeroplanes with apex pins which, at the effective date of this AD, have accumulated 5000 hours or more air time but less than 10 000 hours air time:
Within 2400 hours air time from the effective date of this AD, or prior to accumulating 11 600 hours air time, whichever occurs first.
D) Aeroplanes with apex pins which, at the effective date of this AD, have accumulated less than 5000 hours air time:
Within 3200 hours air time from the effective date of this AD, or prior to accumulating 7400 hours air time, whichever occurs first.

Applicable to Group 2 Aeroplanes:

A) Aeroplanes with apex bolt which, at the effective date of this AD, have accumulated 20 000 hours air time or more, or pins/bolts for which the hours air time cannot be determined:
Within 400 hours air time from the effective date of this AD.
B) Aeroplanes with apex bolts which, at the effective date of this AD, have accumulated 10 000 hours air time or more but less than 20 000 hours air time:
Within 800 hours air time from the effective date of this AD, or prior to accumulating 20 400 hours air time, whichever occurs first.
C) Aeroplanes with apex bolts which, at the effective date of this AD, have accumulated 5000 hours air time or more but less than 10 000 hours air time:
Within 1200 hours air time from the effective date of this AD, or prior to accumulating 10 800 hours air time, whichever occurs first.
D) Aeroplanes with apex bolts which, at the effective date of this AD, have accumulated less than 5000 hours air time:
Within 1600 hours air time from the effective date of this AD, or prior to accumulating 6200 hours air time, whichever occurs first.

Part III – Introduction of new Safe Life Task

A) Perform the repetitive discard and replacement of the pin, lock link assembly P/N 46857-1 in accordance with Task Number 32−12−00−701 introduced in Temporary Revision (TR) ALI−0237 to DHC-8-400 Maintenance Requirements Manual (MRM), PSM 1-84-7 System Safe Life, dated 31 July 2025.

Compliance with superseding Temporary Revisions (TR) affecting this task or later revisions of the MRM approved by Transport Canada also meets the intent of this AD.

Authorization:

For the Minister of Transport,

ORIGINAL SIGNED BY

Jenny Young
Chief, Continuing Airworthiness
Issued on 3 February 2026

Contact:

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