



No.	CF-2011-20	1/1
Issue Date	12 July 2011	

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) 521 Division X**. 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), National Aircraft Certification Branch, Transport Canada, Ottawa, telephone 613 952-4357.

- Number:** CF- 2011-20
- Subject:** Power Lever Assembly – Fouling of the United Kingdom Civil Aviation Authority Flight Idle Gate
- Effective:** 28 July 2011
- Applicability:** Bombardier Inc. DHC-8 Aeroplane Models 102, 103, 106, 201, 202, 301, 311, 314 and 315 Serial Numbers 021 through 661 that have a United Kingdom Civil Aviation Authority (U.K. CAA) Flight Idle Gate option Bombardier (de Havilland) Customer Request CR873SO8112, CR873CH00003 or CR873CH00005 installed.
- Compliance:** As indicated below, unless already accomplished.
- Background:** An operator of a DHC-8 aeroplane retrofitted with the U.K. CAA Flight Idle Gate option has reported that both power lever assemblies (PLA) jammed at the flight idle position when the aeroplane was ready for take-off. Post event inspection revealed the flight idle gates were jammed in the raised position with their vertical stop face wedged against the protruding shop head of a rivet located on the underside of the center console cover assembly. This fouling condition may prevent the pilot from selecting a PLA position forward of FLT IDLE from a previously selected position aft of FLT IDLE, which can result in the inability to advance the PLA to achieve take-off power. Inability to achieve take-off power can prevent the aeroplane to perform a go around manoeuvre post touchdown, which may result in an unsafe condition.
- Bombardier has issued Service Bulletin (SB) 8-76-31 to replace six existing rivets (each with a protruding shop head) on the center console cover assembly to eliminate potential fouling condition of the PLA assembly. This directive mandates the incorporation of SB 8-76-31.
- Corrective Actions:** Within 2000 hours air time or 24 months after the effective date of this directive, whichever occurs first, identify and replace the six affected rivets on the center console cover assembly (part number (P/N) 87610180) and complete all required actions in accordance with Bombardier SB 8-76-31 dated 03 February 2011, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
- Authorization:** For the Minister of Transport, Infrastructure and Communities
- ORIGINAL SIGNED BY*
- Derek Ferguson
Chief, Continuing Airworthiness
- Contact:** Mr. Robin Lau, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail CAWWEBFeedback@tc.gc.ca or any Transport Canada Centre.

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

