



No.	CF-2013-19	1/2
Issue Date	18 July 2013	

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-2013-19
- Subject:** Main Landing Gear Stabilizer Brace – Over-Torque and Insufficient Greasing of Lock Link Apex Joint
- Effective:** 31 July 2013
- Applicability:** Bombardier Inc. model DHC-8-400, -401 and -402 aeroplanes, serial numbers 4001 through 4454.
- Compliance:** Within 1000 hours air time or 6 months, whichever occurs first, from the effective date of this AD, unless already accomplished.

Background: There have been two reported in-service incidents where one side of the main landing gear (MLG) did not achieve down-lock resulting in a gear unsafe indication. In both cases, the MLG was ultimately extended and down-lock was achieved through the use of the alternate extension system or by cycling the MLG. The investigation revealed that in both cases, the MLG stabilizer brace lock linkages were insufficiently greased and the lock linkage attachment bolts were over-torqued.

Failure to extend and down-lock the MLG could adversely affect the safe landing of the aeroplane.

This AD mandates the inspection, rectification as required, and lubrication of both MLG stabilizer brace lock link apex joints.

- Corrective Actions:**
- A. Inspect both MLG stabilizer brace lock link apex joints for clearance in accordance with Bombardier Service Bulletin (SB) 84-32-121, Initial Issue, dated 27 May 2013, or later revisions approved by the Chief, Continuing Airworthiness, Transport Canada.
 - 1. If the clearance gap is 0.001 inches (0.025 millimeters) or greater, proceed to Part B of this AD.
 - 2. If the clearance gap is less than 0.001 inches (0.025 millimeters), rectify in accordance with the accomplishment instructions of the above-mentioned SB. Proceed to Part B of this AD.

If the clearance gap cannot be rectified in accordance with the accomplishment instructions of the above-mentioned SB, contact the Bombardier Technical Help Desk for an approved repair. The approved repair must specifically reference this AD. Proceed to Part B of this AD after incorporation of the approved repair.
 - B. Lubricate the MLG stabilizer brace lock link apex joint in accordance with the accomplishment instructions of the above-mentioned SB.

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



Note: Completion of this AD does not alleviate the requirement to comply with the existing MRB task number 320001-201.

Authorization: For the Minister of Transport, Infrastructure and Communities,

ORIGINAL SIGNED BY

Derek Ferguson
Chief, Continuing Airworthiness

Contact: Robert Farinas, Continuing Airworthiness, Ottawa, telephone 613-952-4357, facsimile 613-996-9178 or e-mail AD-CN@tc.gc.ca or any Transport Canada Centre.