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## No. CF-85-07R1

### 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.

### CF-85-07R1 DE HAVILLAND

Applies to all De Havilland of Canada DHC-8 Aircraft with flap drive power units (FDPU) Sundstrand P/N 734177A or 734177B and FDPU serial number 101 to 139, and 105M.

Compliance is required as indicated if not already accomplished.

The above FDPU's incorporate torlon spur gears that are subject to failure with the following potential malfunctions:

1. When flaps are selected down to intermediate flap angles, the flaps could travel to the full down (35 degree) position; or
2. When intermediate flap angles are selected from the full down position, full retraction (0 degrees) could result.

If malfunction occurs, full retraction or full extension can be accomplished with normal selection.

To avoid unsafe conditions accomplish the following:

1. Prior to the next flight and until a modified FDPU is installed, the following limitations and procedures are to be observed:
  - a. Flaps Extended Speed (VFE) is limited to 130 KIAS for all flap angles;
  - b. Single engine approach training is prohibited;
  - c. The flap indicator must be monitored to confirm that the selected angle is achieved;
  - d. In the event of an engine inoperative approach, flap should be selected as early as possible and landing flap should not be selected until the landing is assured. If the selected flap angle is exceeded, flap must be reselected to 0 degrees and the approach and landing continued at not less than the 0 degrees flap 1.3 VS in figure 5/5A-4-2 of the DHC-8 Airplane Flight Manual, PSM 1-81-1A; and
  - e. A copy of this AD must be inserted in the Flight Manual, PSM 1-81-1A, in front of the temporary amendments.
2. By 25 June 1986, the above FDPUs must be replaced with modified units per DHC Service Bulletin (SB) 8-27-17, March 28, 1986 (Sundstrand SB 734177-27-4, Feb. 11, 1986). Incorporation of the modified 27-4 FDPU terminates the need to comply with the preceding flight precautions.

Alternate means of compliance to this Directive are acceptable only if approved by the Director, Airworthiness Branch, Transport Canada.

This Directive becomes effective June 26, 1986.

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 1-800-395-2995.

2059, or <http://www.tc.gc.ca/civilaviation/communications/centre/address.asp>.  
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