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No. CF-86-13R1

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-86-13R1 DE HAVILLAND

Applies to de Havilland Aircraft of Canada (DHC) model DHC8 aircraft serial numbers 3, 5 and subsequent.

Compliance is required as indicated.

There have been two instances of the starboard main landing gear (MLG) collapsing due to inadvertent unlocking of the stabilizer stay. After the first incident DHC Alert Service Bulletin A83220, January 26, 1986, introduced a hydraulic surge damper to protect the MLG stabilizer stay actuator (downlock).

To further reduce the probability of inadvertent collapse of the MLG accomplish the following:

PART A

Immediately and pending embodiment of Part B below, for takeoff, landing, and while on the ground isolate the main landing gear actuation hydraulics by complying with the following revised Flight Manual procedures.

Quote:

OPERATING LIMITATIONS

- (a) Nosewheel STEERING switch must be selected OFF.
- (b) Takeoff or landing in cross winds exceeding 20 knots is not permitted.

NORMAL OPERATING PROCEDURES

FLIGHT COMPARTMENT CHECK POWER ON

Add LANDING GEAR selector lever DN. Check 3 green lights on, all door and gear unlocked lights out, selector lever light out.

L/G INHIBIT switch INHIBIT.

LANDING GEAR ALTERNATE RELEASE door Open fully.

LANDING GEAR ALTERNATE EXTENSION door Open fully.

Hyd. Pump handle Insert in hand pump socket and operate until hand pump movement becomes stiff.

Hyd. Pump handle Stow.

PRETAXI CHECKS

- 11. Nosewheel STEERING switch OFF

Steer the airplane on the ground by means of differential braking and power lever adjustment.



Documents

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AFTER TAKEOFF

1. Upon achieving positive rate of climb

LANDING GEAR ALTERNATE RELEASE and LANDING GEAR ALTERNATE EXTENSION doors Close fully.

L/G INHIBIT switch NORM.

LANDING GEAR selector lever UP. Check all gear and door lights and gear selector lever light out.

NOTE

Should LANDING GEAR selector lever be selected UP prior to closing LANDING GEAR ALTERNATE RELEASE and LANDING GEAR ALTERNATE EXTENSION doors and selecting L/G INHIBIT switch to NORM; Reselect LANDING GEAR selector lever DN and accomplish gear retraction as per revised procedure.

LANDING GEAR ALTERNATE RELEASE and LANDING GEAR ALTERNATE EXTENSION doors and L/G INHIBIT switch are not within reach of captain when secured in L.H. seat in normal flying position.

APPROACH

1. LANDING GEAR selector lever DN. Check 3 green lights on, all door and gear unlocked lights out, selector lever light out.

L/G INHIBIT switch INHIBIT.

LANDING GEAR ALTERNATE RELEASE door Open fully.

LANDING GEAR ALTERNATE EXTENSION door Open fully.

Hyd. Pump handle Insert in hand pump socket and operate until handpump movement becomes stiff.

Hyd. Pump handle Stow.

Add Nosewheel STEERING switch OFF.

GOAROUND FROM FINAL APPROACH

5. Upon achieving positive rate of climb

LANDING GEAR ALTERNATE RELEASE and LANDING GEAR ALTERNATE EXTENSION doors Close fully.

L/G INHIBIT switch NORM.

LANDING GEAR selector lever UP. Check all gear and door lights and gear selector lever light out.

EMERGENCY OPERATING PROCEDURES**ENGINE FAILURE OR FIRE AFTER V1**

2. Gear retraction procedure as above for GoAround from Final Approach.

ONE ENGINE INOPERATIVE APPROACH AND LANDING

1. Landing Gear: