



## Safety recommendation no. 476

<b>Date of the publication</b>	26.09.2013
<b>Number of the final report</b>	2245
<b>Safety deficit</b>	<p>On 27 September 2013 a Bombardier DHC-8-402 aircraft was forced to make a landing at Zurich with the main gear extended and nose gear up due to a malfunction of the nose landing gear.</p> <p>The investigation revealed that a cover plate which protects two sensors which indicate whether the landing gear is under load - weight on wheel (WOW) - was found squeezed between the lower and the upper drag strut of the nose landing gear, impeding extension of the nose landing gear. As it was not possible to date to prove that the investigated case was an isolated event, there is a probability that nose gears of comparable design could also be affected.</p>
<b>Safety recommendation</b>	Transport Canada and the European Aviation Safety Agency, together with the aircraft and the landing gear manufacturers, should take appropriate measures in order to facilitate early detection of damaged weight on wheel cover plates on nose landing gears in levered suspension configuration.
<b>Addressees</b>	EASA Europäische Agentur für Flugsicherheit; Transport Canada
<b>Stage of the implementation</b>	Partially implemented. In a letter dated 28 January 2014, Transport Canada (TC) responded to the SAIB interim report dated 11 October 2013 describing measures which the aircraft manufacturer has implemented or will implement in future.
<b>Investigation report concerning the safety recommendation</b>	<a href="#"><u>Schlussbericht</u></a> <a href="#"><u>Final report</u></a> <a href="#"><u>Intermediate report</u></a> <a href="#"><u>Zwischenbericht</u></a>