


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0201R1</p> <p>Date: 21 December 2012</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: BAE SYSTEMS (OPERATIONS) LTD</p>		<p>Type/Model designation(s): BAe 146 and AVRO 146-RJ aeroplanes</p>
TCDS Number:	EASA.A.182	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2010-0201 dated 05 October 2010.	
ATA 32		
Landing Gear – Main Landing Gear Shock Absorber Lower Attachment Pins - Inspection / Replacement		
Manufacturer(s):	BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.	
Applicability:	BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers.	
Reason:	<p>BAE Systems have received reports of in-service failure of the Main Landing Gear (MLG) shock absorber lower attachment pin. Investigation results have shown that these pin failures were due to corrosion.</p> <p>This condition, if not detected and corrected, could lead to MLG collapse on the ground or during landing and consequent damage to the aeroplane or injury to the occupants.</p> <p>To address this potential unsafe condition, EASA issued AD 2010-0201 to require repetitive inspections of the MLG shock absorber lower attachment pins and replacement, depending on findings.</p> <p>Since that AD was issued, BAE Systems (Operations) Ltd issued revision 1 of Inspection Service Bulletin (ISB) ISB.32-176 to introduce an extended threshold for MLG shock absorber lower attachment pins with existing in-service component record.</p> <p>For the reasons described above, this AD is revised to introduce the new inspection threshold.</p>	

Effective Date:	Revision 1: 04 January 2013 Original issue: 19 October 2010
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Aeroplanes with installed MLG shock absorber lower attachment pin without existing in-service component record:</p> <ol style="list-style-type: none"> (1) Within 4 000 flight cycles (FC) or 2 years, whichever occurs first after 19 October 2010 [the effective date of the original issue of this AD], inspect each MLG shock absorber lower attachment pin in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Ltd ISB.32-176 and the instructions of paragraph 3 of Messier-Dowty Service Bulletin (SB) No. 146-32-157. (2) Thereafter, at intervals not exceeding 8 000 FC or 4 years, whichever occurs first, repeat the inspection required by paragraph (1) of this AD. (3) If, during any inspection as required by paragraph (1) or (2) of this AD, the chromium plating on the outer diameter of any pin is found cracked, or the base material is exposed, or any corrosion is found on the chromium plating on the outer diameter of any pin, before next flight, replace the pin with a serviceable pin in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Limited ISB.32-176 and the instructions of paragraph 3 of Messier-Dowty SB No. 146-32-157. (4) Replacement of a pin, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (2) of this AD. <p>Aeroplanes with installed MLG shock absorber lower attachment pin with existing in-service component record:</p> <ol style="list-style-type: none"> (5) Before exceeding 8 000 FC or 4 years accumulated since new by the MLG shock absorber lower attachment pin, whichever occurs first after the effective date of this AD, inspect each MLG shock absorber lower attachment pin in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Ltd ISB.32-176 and the instructions of paragraph 3 of Messier-Dowty SB No.146-32-157. (6) Thereafter, at intervals not exceeding 8 000 FC or 4 years, whichever occurs first, repeat the inspection required by paragraph (5) of this AD. (7) If, during any inspection as required by paragraph (5) or (6) of this AD, as applicable, the chromium plating on the outer diameter of any pin is found cracked, or the base material is exposed, or any corrosion is found on the chromium plating on the outer diameter of any pin, before next flight, replace the pin with a serviceable pin in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Limited ISB.32-176 and the instructions of paragraph 3 of Messier-Dowty SB No. 146-32-157. (8) Replacement of a pin, as required by paragraph (7) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (6) of this AD.
Ref. Publications:	<p>BAE Systems (Operations) Limited ISB.32-176 Initial Issue dated 12 November 2009, or Revision 1 dated 24 May 2012.</p> <p>Messier-Dowty Limited SB No. 146-32-157 dated 12 February 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 31 August 2010 as PAD 10-

	<p>088 for consultation until 28 September 2010. No comments were received during the consultation period.</p> <ol style="list-style-type: none"><li data-bbox="491 232 1398 293">3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu.<li data-bbox="491 309 1414 495">4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom; Telephone +44 1292 675207, Fax +44 1292 675704; E-mail: RApublications@baesystems.com.
--	---