


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2012-0191R1</b></p> <p><b>Date: 06 November 2012</b></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><b>Design Approval Holder's Name:</b> BAE SYSTEMS (OPERATIONS) LTD</p>		<p><b>Type/Model designation(s):</b> BAe 146 and AVRO 146-RJ aeroplanes</p>
TCDS Number:	EASA.A.182	
Foreign AD:	Not applicable	
Revision:	This AD revises EASA AD 2012-0191 dated 21 September 2012.	
<b>ATA 05</b>		
<b>Time Limits / Maintenance Checks – Nose Landing Gear Main Fitting Life Limitation – Implementation</b>		
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>Several occurrences of the aeroplane's Nose Landing Gear (NLG) Main Fitting cracking have been reported. Subsequently in different cases, NLG Main Fitting crack lead to collapsed NLG, locked NLG steering and an aeroplane's un-commanded steering to the left.</p> <p>Cracks in the NLG Bell Housing are not detectable with the NLG fitted to the aeroplane and are difficult to detect during overhaul without substantial disassembly of the gear.</p> <p>This condition, if not corrected, could lead to degradation of directional control on the ground or an un-commanded turn to the left and a consequent loss of control of the aeroplane on the ground, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>Prompted by these findings, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (ISB) 32-186 (hereafter referred to as the ISB) to introduce a new safe life of 16 000 flight cycles (FC) for certain NLG main fittings, having a Part Number (P/N) as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB.</p> <p>To correct this unsafe condition, EASA issued AD 2012-0191 to require implementation of the new safe-life limitation for the affected NLG main fittings</p>	

	<p>and replacement of fittings that have already exceeded the new limit.</p> <p>Since that AD was issued, it was found that clarification is necessary regarding the existing NLG main fitting life limits. Consequently, this AD is revised by adding a Note to clarify that the current life limits, as specified in the applicable Aircraft Maintenance Manual (AMM), remain valid and should be applied, pending compliance with this AD.</p>										
Effective Date:	<p>Revision 1: 20 November 2012</p> <p>Original issue: 05 October 2012</p>										
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and thereafter, at intervals not to exceed 16 000 FC, replace each affected NLG main fitting, having a P/N as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB, in accordance with the accomplishment instruction of the ISB.</p> <p style="text-align: center;">Table 1 – Replacement thresholds</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th style="text-align: center;">FC accumulated by the NLG Main Fitting since first installation on an aeroplane</th> <th style="text-align: center;">Compliance Time</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Equal to or more than 29 000 FC</td> <td style="text-align: center;">Within 12 months after 05 October 2012 [the effective date of the original issue of this AD]</td> </tr> <tr> <td style="text-align: center;">Equal to or more than 20 000 FC but less than 29 000 FC</td> <td style="text-align: center;">Within 24 months after 05 October 2012 [the effective date of the original issue of this AD]</td> </tr> <tr> <td style="text-align: center;">Equal to or more than 16 000 FC but less than 20 000 FC</td> <td style="text-align: center;">Within 36 months after 05 October 2012 [the effective date of the original issue of this AD]</td> </tr> <tr> <td style="text-align: center;">Less than 16 000 FC</td> <td style="text-align: center;">Before accumulating 16 000 FC or within 36 months after 05 October 2012 [the effective date of the original issue of this AD], whichever occurs later.</td> </tr> </tbody> </table> <p>Note: During the compliance time allowed by this AD, the existing NLG main fitting life limits as specified in the applicable AMM Chapter 5, which is also subject to an EASA AD, are still valid and should not be exceeded.</p> <p>(2) From 05 October 2012 [the effective date of the original issue of this AD], do not install a NLG main fitting, having a P/N as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB, on an aeroplane, unless in compliance with the requirements of this AD.</p> <p>(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by:</p> <p>(3.1) Revising as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p style="padding-left: 40px;">Incorporate the NLG Main Fitting life limitation as specified in the ISB,</p> <p style="padding-left: 40px;">and</p> <p>(3.2) Complying with the approved AMP as described in paragraph (3.1) of this AD.</p>	FC accumulated by the NLG Main Fitting since first installation on an aeroplane	Compliance Time	Equal to or more than 29 000 FC	Within 12 months after 05 October 2012 [the effective date of the original issue of this AD]	Equal to or more than 20 000 FC but less than 29 000 FC	Within 24 months after 05 October 2012 [the effective date of the original issue of this AD]	Equal to or more than 16 000 FC but less than 20 000 FC	Within 36 months after 05 October 2012 [the effective date of the original issue of this AD]	Less than 16 000 FC	Before accumulating 16 000 FC or within 36 months after 05 October 2012 [the effective date of the original issue of this AD], whichever occurs later.
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Ref. Publications:	<p>BAE Systems (Operations) Ltd ISB.32-186 initial issue dated 12 April 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The original issue of this AD was posted on 14 August 2012 as PAD 12-108 for consultation until 11 September 2012. The Comment Response Document can be found at <a href="http://ad.easa.europa.eu">http://ad.easa.europa.eu</a>.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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, Facsimile +44 1292 675704;  E-mail: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a>.</li> </ol>