
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/HS 125/45 Amdt 2 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

British Aerospace BAe 125 Series Aeroplanes

AD/HS 125/45 Retirement Lives - Fatigue Critical Components 5/2003 Amdt 3

Applicability: All models.

Requirement: All life limited items shall be retired from service at or before the times listed in the following documents, unless otherwise negotiated with the Authority.

1. a. -1/1A/1B Series: Hawker Raytheon Corporate Jets Maintenance Schedule - contained in the 125-1 Maintenance Library, Revision 1, issued June 2002.
- b. -3/3A/3B/3A-R/3B-RA Series: Hawker Raytheon Corporate Jets Maintenance Schedule - contained in the 125-3 Maintenance Library, Revision 1, issued June 2002.
- c. -400A/B Series: Hawker Raytheon Corporate Jets Maintenance Schedule, Revision 2, issued December 2001.
- d. -600A/B Series: Hawker Raytheon Corporate Jets Maintenance Schedule, Revision 4, issued December 2002.
2. 700 Series: Hawker Raytheon Corporate Jets 125 series 700 Flexible Maintenance Schedule, Revision 2, issued December 2002.
3. 800 Series: Hawker Raytheon Corporate Jets 125 series 800 Flexible Maintenance Schedule, Revision 6, issued December 2002.
4. 1000 Series: Hawker Raytheon Corporate Jets 125 series 1000 Flexible Maintenance Schedule, Revision 4, issued June 2002. (The "High Utilisation" Maintenance Schedule for the 1000 series has now been deleted).

Note 1: The service lives have been calculated by the manufacturer on the following basis (British Aerospace SB 51-2 refers):

One cabin pressurisation to maximum differential pressure,

One full cycle of flap operation, and

One full landing gear cycle per flight.

British Aerospace BAe 125 Series Aeroplanes

AD/HS 125/45 Amdt 3 (continued)

In addition, it has been assumed that the cruise altitude for most flights is 20,000 ft or above. Should the pattern of aircraft operation differ significantly from these assumptions, operators are to advise the Authority, as it will be necessary to revise the fatigue lives quoted.

Note 2: With few exceptions, the above documents list only those items having life limitations of 20,000 flights or less. The Authority must be advised immediately upon reaching 19,500 flights to enable the fatigue life of the aircraft beyond 20,000 flights to be assessed.

Compliance: As per the documents referenced in the Requirement section of this Directive.

This Amendment becomes effective on 15 May 2003.

Background: This Amendment updates the Requirement section to reflect the latest revisions of the referenced documents.

The previous Amendment was raised to include the 1000 series aircraft and to reference the latest revision to the Maintenance Schedules.

Amendment 2 of this Airworthiness Directive became effective on 20 July 1995.

Amendment 1 of this Airworthiness Directive became effective on 31 October 1985.

The original issue of this Airworthiness Directive became effective on 31 March 1977.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

20 March 2003