

British Aerospace BAe 125 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

AD/HS 125/165

Nose Landing Gear Drag Stay

3/2001

Applicability: Model Hawker 800XP and Hawker 800A series aircraft, as specified in Raytheon Aircraft Service Bulletin SB 32-3274, dated August 1999.

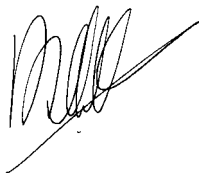
Requirement: Remove the paint from the drag stay arm of the nose landing gear at its point of contact with the stop bolt, do a check of the roller clearances, and make any necessary adjustments, in accordance with the Accomplishment Instructions of Raytheon Aircraft Service Bulletin SB 32-3274.

Note: FAA AD 2000-24-25 Amendment 39-12032 refers.

Compliance: Within 50 hours time-in-service after 22 March 2001, unless already accomplished.

This Airworthiness Directive becomes effective on 22 March 2001.

Background: The FAA received reports indicating multiple findings of roller clearances that are in excess of specifications. The actions specified in this Directive are intended to ensure the ability to extend the nose landing gear, thus preventing damage to the aircraft upon landing.



David Alan Villiers
Delegate of the Civil Aviation Safety Authority

8 February 2001