

SCHEDULE OF AIRWORTHINESS DIRECTIVES

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 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 125/169

Wheel Tie-Bolt Nuts

**6/2003
DM**

Applicability: Models DH.125 Series, BH.125 Series, HS.125 Series, and BAe.125 Series aircraft, as listed in Raytheon Mandatory Service Bulletin (MSB) 32-3522, dated September 2002.

Model Hawker 800XP aircraft, with serial numbers up to and including serial number 258581; equipped with Dunlop wheels part numbers AH51909, AH52075, AH52286, AH52206, AHA1287, AHA1606, or AHA1814.

Requirement: Inspect the main landing gear wheels to determine the part numbers of the tie-bolt nuts, in accordance with Raytheon MSB 32-3522.

If any part number NAS1804 tie-bolt nut is found installed, before further flight, replace the nut with a new part number FN22A524 tie-bolt nut (or a new Dunlop tie-bolt nut part number H5227C-5CW, SN407C-054, or LH13318-5, which are authorised by Raytheon); in accordance with MSB 32-3522.

Note: FAA AD 2003-07-07 refers

Compliance: Within 10 landings or 12 days after 7 May 2003, whichever occurs first.

This Airworthiness Directive becomes effective on 7 May 2003.

Background: The FAA requires certain actions intended to prevent separation of a main landing gear wheel due to loose or missing tie-bolts or tie-bolt nuts, with consequent damage to aircraft structure or systems, decompression, loss of full braking ability, or injury to personnel on the ground.



David Villiers
Delegate of the Civil Aviation Safety Authority

1 May 2003