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 39.001(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 146 Series Aeroplanes

AD/BAe 146/113 Nose Landing Gear Retirement Life 3/2005

Applicability: All Model BAe 146 Series 100 and 200 aircraft.

Requirement:

1. Confirm the part number of the nose landing gear (NLG) main fitting in accordance with BAE Systems (Operations) Service Bulletin (SB) ISB 32-169, or later EASA approved revision.

2. For nose landing gear fitting sub assemblies listed in SB ISB 32-169, or later EASA approved revision, replace the NLG with a unit modified in accordance with Paragraph D of SB ISB 32-169.

Note: UK CAA AD G-2005-0001 refers.

Compliance:

1. Within 30 days after 17 March 2005.

2. Remove the NLG from service before exceeding either of the following thresholds:

   a. 8,000 landings since last overhaul; or,

   b. 35,000 landings since new; or,

   c. Within the next 500 landings after 17 March 2005 if this occurs later than either a. or b. above.

This Airworthiness Directive becomes effective on 17 March 2005.

Background: The BAe 146 Aircraft Maintenance Manual Chapter 5, at Revision 80, contains incorrect safe life information for nose landing gear Assemblies Part/Type Numbers 200876001 and 200876003. Operation beyond the approved safe life limit may result in development of fatigue cracks in the main fitting of the nose landing gear, which could lead to sudden failure of the fitting and a hazardous nose landing gear collapse.

David Punshon
Delegate of the Civil Aviation Safety Authority

4 February 2005