British Aerospace BAe 146 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/65 and issues the following 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/BAe 146/65 Main Landing Gear Sidestay Outer Link 10/2001 Amdt 1

Applicability: All BAe 146 Series and Avro 146-RJ aircraft, equipped with sidestays as listed in Messier Dowty Service Bulletin 146-32-147

Requirement: Inspect in accordance with BAE Systems Service Bulletin ISB.32-156 or ISB.32-156 Revision 1.

Note: UK CAA AD 004-05-2001 refers.

Compliance: As specified in the Requirement document for the initial and repeat inspection requirements.

This amendment becomes effective on 4 October 2001.

Background: Cracks have been found on the shoulder of the outer link of several main landing gear side stays (left and right hand). Investigation revealed cracks were due to inadequate lubrication generating high bearing torque.

Amendment 1 is issued in response to a new Requirement document, which supersedes ISB 32-144 that has been withdrawn as the effectivity has been expanded and the inspection interval has changed.

The original issue of this Airworthiness Directive became effective on 24 April 1997.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

20 August 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 12 September 2001.