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 146/117 Main Landing Gear Door Hinges 10/2005

Applicability: All Models BAe 146 and AVRO RJ series aircraft that have not been modified in accordance with BAE Systems Operations Modification HCM01689A, Service Bulletin 52-113 Revision 1.

Requirement: Inspect the left and right main landing gear door hinge bracket assemblies in accordance with Paragraph 2C of BAE Systems Operations Service Bulletin (SB) 52-113 Revision 1, or later EASA approved revision. Accomplish any necessary rectification before further flight in accordance with Paragraph 2D of SB 52-113 Revision 1, or later EASA approved revision.

Note: UK CAA AD G-2005-0017 refers.

Compliance: For aircraft manufactured before 1 March 1991, within 12 months after 29 September 2005, or before achieving 16 years from the date of construction, whichever occurs later.

For aircraft manufactured after 28 February 1991, within 2 years after 29 September 2005.

This Airworthiness Directive becomes effective on 29 September 2005.

Background: The manufacturer has received a number of recent in-service reports of main landing gear door hinge bracket failures. Investigation revealed the cause as stress corrosion cracking of the bearing housing. Hinge failure could result in door separation with subsequent damage to undercarriage systems, and a threat to people on the ground.

David Villiers
Delegate of the Civil Aviation Safety Authority

8 August 2005