AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/ELECT/57 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/ELECT/57 Amdt 1 — Landing Gear - Dunlop Fan and Transducer Installation — 11/2001

Applicability: Dunlop Fan and Transducer Installation Part Numbers AHA1578, AHA1684 AND AHA1685.

Note 1: Aircraft known to be fitted with these Fan and Transducer installations include but are not limited to BAe 146 aircraft.

Requirement: Replace the fan and transducer installation in accordance with Dunlop Limited Aviation Division Service Bulletin (SB) 32-1039.

Note 2: Incorporation of Modification C2640 in accordance with Dunlop Limited Aviation Division SB AHA 1684/AHA1685-32-1047 dated 19 September 1990 in BAe 146 aircraft is considered terminating action for this Directive for those aircraft.

Note 3: Compliance with this Service Bulletin has been classified mandatory by the UK CAA.

Compliance: Remains unchanged as - "Initially, prior to 28 February 1991, and thereafter at intervals not exceeding 1500 landings. Operators with positive records of both transducer drive shaft and splined drive replacement may allow these components to continue in service until they have completed 1500 landings from the last replacement."

This Amendment becomes effective on 1 November 2001.

Background: Wear in the transducer drive splines can cause the transducer to produce false signals. These signals may be interpreted as skids by the anti skid control box, and may result in reduced braking performance or loss of braking.

This amendment introduces terminating action for BAe 146 aircraft and minor formatting amendments. The original issue of this Directive became effective on 29 November 1990.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

13 September 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 10 October 2001.