


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2009-0043-E</b></p> <p><b>Date: 27 February 2009</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p><b>Type Approval Holder's Name :</b></p> <p>BAE Systems (Operations) Ltd</p>	<p><b>Type/Model designation(s) :</b></p> <p>BAe 146 and AVRO 146-RJ aeroplanes</p>	
<p>TCDS Number : EASA.A.182</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 32</b>	<b>Landing Gear – Nose Landing Gear – Inspection / Replacement</b>	
<p>Manufacturer(s):</p>	<p>BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.</p>	
<p>Applicability:</p>	<p>BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers, if a Messier-Dowty Nose Landing Gear (NLG) unit is installed that has been overhauled by Messier Services, Sterling, Virginia, United States of America.</p>	
<p>Reason:</p>	<p>In June 2000, prompted by a crack found at the top of the NLG oleo, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (SB) 32-158. This SB was classified mandatory by the United Kingdom Civil Aviation Authority under AD number 002-06-2000, requiring repetitive non-destructive testing (NDT) inspections for cracking on the upper end of the NLG oleo. The AD also provided an optional terminating action for the repetitive inspections, by embodiment of Messier-Dowty SB.146-32-150.</p> <p>As part of a recent accident investigation, the examination of a fractured NLG main fitting showed that Messier-Dowty SB.146-32-150 had not been accomplished, although the records indicated that it had been. BAE Systems has determined that more NLG units could be similarly affected. These NLG units have been overhauled at Messier Services in Sterling, Virginia, in the United States</p> <p>This condition, if not corrected, could result in NLG failure.</p> <p>For the reasons described above, this Emergency AD requires repetitive NDT inspections of each affected NLG unit and, if cracks are found, replacement with a serviceable unit.</p>	
<p>Effective Date:</p>	<p>03 March 2009</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Before next flight after the effective date of this AD, determine whether an affected NLG unit is installed on the aeroplane, as identified in paragraph 1.A of BAE Systems (Operations) Limited Alert Inspection Service Bulletin ISB.A32-180 (the ISB). At the time indicated in Table 1 of this AD, as applicable, inspect each affected NLG unit in accordance with the instructions of Messier-Dowty SB 146-32-149.</p> <p style="text-align: center;"><b>Table 1</b></p> <table border="1" data-bbox="525 461 1457 790"> <thead> <tr> <th data-bbox="525 461 946 584"><b>NLG cycles accumulated since last inspection per Messier-Dowty SB 146-32-149</b></th> <th data-bbox="948 461 1457 584"><b>Inspection Compliance Time</b></th> </tr> </thead> <tbody> <tr> <td data-bbox="525 586 946 701">2 500 or more</td> <td data-bbox="948 586 1457 701">Within 100 cycles or 10 calendar days, whichever occurs first after the effective date of this AD</td> </tr> <tr> <td data-bbox="525 703 946 790">Less than 2 500</td> <td data-bbox="948 703 1457 790">within 2 500 cycles since last inspection per Messier-Dowty SB 146-32-149</td> </tr> </tbody> </table> <p>(2) Thereafter, at intervals not exceeding 2 500 cycles, repeat the inspection in accordance with Messier-Dowty SB 146-32-149.</p> <p>(3) If a crack is found during any inspection in accordance with Messier-Dowty SB 146-32-149, before further flight, replace the NLG with a serviceable unit.</p> <p>(4) Replacement of an affected NLG unit as required by paragraph (3) of this AD constitutes terminating action for the repetitive inspection requirements of paragraph (2) of this AD if the replacement NLG unit has been modified in accordance with the requirements of Messier-Dowty SB 146-32-150.</p> <p>(5) Within 30 days after each inspection as required by this AD, send an Inspection Report to BAE Systems in accordance with the instructions of paragraph 2.A(2) of the ISB.</p>	<b>NLG cycles accumulated since last inspection per Messier-Dowty SB 146-32-149</b>	<b>Inspection Compliance Time</b>	2 500 or more	Within 100 cycles or 10 calendar days, whichever occurs first after the effective date of this AD	Less than 2 500	within 2 500 cycles since last inspection per Messier-Dowty SB 146-32-149
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<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Alert ISB.A32-180 dated 25 February 2009. Messier-Dowty SB 146-32-149 dated 17 April 2000 and Messier-Dowty SB 146-32-150 dated 22 May 2000.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks :</p>	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: <a href="mailto:Rpublications@baesystems.com">Rpublications@baesystems.com</a></li> </ol>						