## EASA AIRWORTHINESS DIRECTIVE AD No.: 2009-0215

## Date: 07 October 2009

Note: This 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.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 April A, Par M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequent , no person hay 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 216/2007], Article 14(4) exercision].					
Type Approval Ho	lder's Name :	Type/Model des gnatic (s) :			
BAE Systems (Ope	rations) Ltd	BAe 146 apr AVRO 46-R aeroplanes			
TCDS Number : E	TCDS Number : EASA.A.182				
Foreign AD : N	lot applicable				
Supersedure : T	his AD supersedes EASA	⊃ ∠009-0∪ 0 da cd 05 February 2009.			
	Timo Limits (Cintor	nance necks – Airworthiness Limitations –			
ATA 05	Implementation	ance necks - An worthiness Limitations -			
Manufacturer(s):	(Commer al Airch t) Lto	ns) Ltd, British Aerospace plc, British Aerospace d, British Aerospace (Operations) Ltd, British craft Ltd, British Aerospace Regional Aircraft trading as pace.			
Applicability:	Ae 146 and AVRO 146	-RJ aeroplanes, all models, all serial numbers.			
$\sim$	Chapters 05-10 "Time Li Limitations (CDCCL) - Fo "Scheduled Maintenance identified as requirement	6-RJ Aircraft Maintenance Manual (AMM) includes mits", 05-15 "Critical Design Configuration Control uel System Description and Operation" and 05-20 e Checks", some sub-chapters of which have been is for continued airworthiness and EASA AD 2009- ire operators to comply with those instructions.			
Reason:	amended the AMM to int shock absorber inner and 05-10-15. In addition BA chapters 05-00-00, 05-10 the modification effectivit 20-10. Finally BAE Syste	at AD, BAE Systems (Operations) Limited has roduce life limitations on additional main landing gear d outer cylinder and bolt part numbers in sub-chapter AE Systems has updated and clarified the text in sub- 0-01, 05-20-00, 05-20-01 and 05-20-10 and changed by status in sub-chapters 05-10-05, 05-10-10 and 05- ems has introduced a new sub-chapter, 05-20-05, to for aeroplanes in the Life Extension Programme (LEP) dings life extended.			
	EASA AD 2009-0020, where of the instructions, limitation	ed above, this EASA AD retains the requirements of hich is superseded, and requires the implementation tions, inspections and corrective measures as parts of Chapter 05 of the AMM at Revision 96.			

Effective Date:	21 October 2009	
	Required as indicated, unless accomplished previously:	
	(1) Within the next 3 months after the effective date of this AD, amend the approved aircraft maintenance schedule to incorporate the instructions of the sub-chapters of BAe 146 / AVRO 146-RJ AMM Chapter 05 at AMM Revision 96, as indicated in Table 1 of this AD.	
	Within <b>sub-chapter 05-20-00</b> , the relevant issues of the supporting documents are as follows:	
		ocument No. CPCP-146-01, Revision 3 dated 15 July 2008, orary Revision TR 2.1 dated October 2008.
	- SSID Doo	cument No. SSID-146-01, Revision 1 date 15 June 209.
		<b>-chapter 05-20-01</b> , the relevant issue of the upporting is as follows:
		ocument No. MRB 146-01, Issue 2 Revision 15 dated May 2009 ing Temporary Revision TR 6 8 date 27 October 2008).
		Taure 1
	Sub- chapter	Subject
	05-10-01	Airframe Airwork ness Linnations before Life Extension Programme
	05-10-05 *	Aircame , workiness Limitations, Life Extension Programme - Landings Life Extended
Required Action(s) and Compliance Time(s):	05-10-10 **	A frame conorthiness Limitations, Life Extension Programme - elondar Life Extended
	050-15	Aircraft Equipment - Airworthiness Limitations
	05-10-	ower Plant - Airworthiness Limitations
	0.5-00	Critical Design Configuration Control Limitations (CDCCL) - Fuel System Description and Operation
	05-20-00	Scheduled Maintenance, paragraphs 5 and 6 only, on the Corrosion Prevention and Control Programme (CPCP) and the Supplemental Structural Inspection Document (SSID)
	05-20-01	Airframe Scheduled Maintenance – Before Life Extension Programme (MRBR Section 6)
S	05-20-05 *	Airframe Scheduled Maintenance, Life Extension Programme Landings Life Extended
	05-20-10 **	Airframe Scheduled Maintenance, Life Extension Programme Calendar Life Extended
	05-20-15	Aircraft Equipment Scheduled Maintenance
	* Applicable only to aircraft post-modification HCM20011A or HCM20012A or HCM20013A.	
	** Applicable only to aircraft post-modification HCM20010A.	
	<ul> <li>(2) Thereafter, within the thresholds and intervals indicated in that document, accomplish the tasks described in the above referenced parts of the AMM, except:</li> </ul>	
	- The initial accomplishment for the CPCP TR 2.1 task must be done	

and       - The initial accomplishment for the MRBR TR 6.8 task must be done within 2 years after 19 February 2009 [the effective date of AD 2009-0020].         Note: When a Temporary Revision is superseded by the inclusion of the information in a permanent update of the applicable document, the requirements of this AD still apply.         (3)       For AVRO 146-RJ85 aeroplanes with Messier-Dowty Main Landing Gear (MLG) units installed that have been modified in accordance with the instructions of Messier-Dowty Service Bulletin (SB) 146-32-171, the life limit for the MLG main fittings may be extended from 32 000 landings to 50 000 landings. It is expected that these revised life limit on the full Grant fittings may be extended from 32 000 landings to 50 000 landings. It is expected that these revised life limit on the full-RJAMM at a next revision.         Ref. Publications:       BAE Systems (Operations) Limited BAe 146/AVR 146-PJ AML Grapters 05-10, 05-15 and 05-20 at Revision 96, dated 11 August 208.         The use of later approved revisions of these doctoenters, acceptable for compliance with the requirements of the AD.       1. If requested and appropriately substant for EASA can approve Alternative Methods of G mpliance for the AD.         2.       This AD was posted: 27 A was 2009. The up ment Response Document can be found at http://at.easa.comp.ac.         8.       Enquiries, Star y Mach on an end the Research Section, Certification Directive, Sai y Mach on approve Alternative Methods of G mpliance for the AD.         8.       If requested and appropriately substant for the AD.         9.       Enquiries, Star y Mach on enert Response Document can be found at http://at.easa.comp.ac. <th></th> <th></th>		
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Remarks :       The use of later approved revisions of these documents acceptable for compliance with the requirements of the AD.         1. If requested and appropriately substantates EASA can approve Alternative Methods of Compliance for the AD.         2. This AD was posted a 27 A dust 20.9 as PAD 09-105 for consultation until 24 September 2009. The comment Response Document can be found at <a href="http://auteasacare.a.eu">http://auteasacare.a.eu</a> .         3. Enquiries recording this AD nould be referred to the Airworthiness Directive, Sainty Machinent & Research Section, Certification Directive, Sainty Machinent & Research Section, Certification Directive, EASA E-mail ADs@easa.europa.eu         4. For any question concerning the technical content of the requirements in mis AD, please contact:         BAE bystems (Operations) Ltd, Customer Information Department, 20 stwick International Airport, Ayrshire, KA9 2RW, Scotland, United		
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