

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2015-0073</p> <p>Date: 30 April 2015</p> <p>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.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 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>Design Approval Holder's Name: BAE SYSTEMS (Operations) Ltd</p>	<p>Type/Model designation(s): BAe 146 and AVRO 146-RJ aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.182</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
ATA 32	Landing Gear – Main Landing Gear Hinged Fairing Attachment Brackets – Inspection	
<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.</p>	
<p>Reason:</p>	<p>Occurrences were reported where, during a walk-around inspection, brackets Part Number (P/N) HC528B0052, which attach each corner of the main landing gear (MLG) hinged fairing to the MLG, were found failed. In each case, 2 of the 4 brackets had failed, due to cracking, and the fairing had become partially detached from the MLG. Upon removal of the cracked brackets, severe corrosion was observed on some of the plain shanks of the bolts attaching the brackets. The cracking appears to have been initiated by corrosion, resulting from degraded surface protection.</p> <p>This condition, if not detected and corrected, could lead to failure of all 4 brackets and consequent detachment of the fairing from the aeroplane, possibly resulting in injury to persons on the ground.</p> <p>Although no fairing detachments have been reported, to address this potential unsafe condition, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (ISB) 32-187 (hereafter referred to in this AD as 'the SB') to provide instructions to inspect the brackets for cracking and corrosion.</p> <p>For the reasons described above, this AD requires repetitive inspections of the MLG hinged fairing attachment brackets and, depending on findings, applicable corrective action(s).</p>	
<p>Effective Date:</p>	<p>14 May 2015</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the compliance time specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 48 months, accomplish a general visual inspection (GVI) of each MLG hinged fairing attachment bracket, P/N HC528B0052-000 or P/N HC528B0052-002, as applicable, in accordance with paragraph 2.C.(3) of the SB and an eddy current (EC) inspection of the lug of each bracket, in accordance with paragraph 2.C.(4) of the SB.</p> <p style="text-align: center;">Table 1 – Inspection</p> <table border="1" data-bbox="571 495 1406 667"> <thead> <tr> <th colspan="2" style="text-align: center;">Compliance Time (whichever occurs later, A or B)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">A</td> <td>Before exceeding 48 months since first installation of a bracket on an aeroplane</td> </tr> <tr> <td style="text-align: center;">B</td> <td>Within 12 months after the effective date of this AD</td> </tr> </tbody> </table> <p>(2) If, during any GVI or EC inspection as required by paragraph (1) of this AD, corrosion on the attachment bracket, or cracks on the lug of an attachment bracket, are found, before next flight, replace each cracked or corroded bracket with a P/N HC528B0052-002 bracket, in accordance with the instructions of paragraph 2.C.(5) of the SB.</p> <p>(3) If, during any GVI or EC inspection as required by paragraph (1) of this AD, any other structural defect is detected as defined in the SB, before next flight, contact BAE Systems (Operations) Ltd for an approved repair instructions and accomplish that repair accordingly.</p> <p>(4) Replacement of brackets on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive GVI and EC inspections as required by paragraph (1) of this AD for that aeroplane.</p> <p>(5) Repair of an aeroplane, as required by paragraph (3) of this AD, does not constitute terminating action for the repetitive GVI and EC inspections as required by paragraph (1) of this AD for that aeroplane, unless the approved repair instructions specify otherwise.</p> <p>(6) Do not install on any aeroplane a MLG hinged fairing attachment bracket P/N HC528B0052-000, as required by paragraph (6.1) or (6.2) of this AD, as applicable.</p> <p>(6.1) For an aeroplane that, on the effective date of this AD, has P/N HC528B0052-000 MLG hinged fairing attachment brackets installed: After modification of the aeroplane by replacing all P/N HC528B0052-000 MLG hinged fairing attachment brackets with P/N HC528B0052-002 brackets.</p> <p>(6.2) For an aeroplane that, on the effective date of this AD, does not have P/N HC528B0052-000 MLG hinged fairing attachment brackets installed: From the effective date of this AD.</p>	Compliance Time (whichever occurs later, A or B)		A	Before exceeding 48 months since first installation of a bracket on an aeroplane	B	Within 12 months after the effective date of this AD
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<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Ltd ISB 32-187 original issue dated 18 December 2013.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 19 March 2015 as PAD 15-026 for consultation until 16 April 2015. The Comment Response Document can be found at http://ad.easa.europa.eu.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information</p>						

	<p>Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>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: RApublications@baesystems.com.</p>
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