


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 15-059</p> <p>Date: 08 May 2015</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: BAE SYSTEMS (OPERATIONS) Ltd	Type/Model designation(s): HS 748 aeroplanes
TCDS Number:	EASA.A.397
Foreign AD:	Not applicable
Supersedure:	None
ATA 57	Wings – Lower Wing Skin – Inspection / Repair
Manufacturer(s):	A.V. Roe and Company, Hawker Siddeley Aviation Ltd, British Aerospace plc
Applicability:	HS 748 aeroplanes, all models, all serial numbers.
Reason:	<p>During an unscheduled removal of the right-hand (RH) main landing gear (MLG) pivot bracket, significant corrosion was found on the wing lower skin in the area behind the MLG inboard pivot bracket. Corrosion was also reportedly found on the left-hand (LH) wing lower skin, albeit to a lesser extent. The reported corrosion on the RH wing lower skin was determined to have been caused by ingress of moisture between the ends of the inboard pivot bracket and the MLG retraction jack bracket. Currently there is no scheduled inspection of the wing lower skin in the area behind the MLG inboard pivot bracket.</p> <p>This condition, if not detected and corrected, could lead to a high level of corrosion that would compromise the structural integrity of the wing.</p> <p>To address this unsafe condition, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (ISB) HS748-57-88 to provide instructions for close visual inspections.</p> <p>For the reason described above, this AD requires repetitive close visual inspections of the wing lower skin under the MLG inboard pivot bracket, both RH and LH sides, and, depending on findings, the accomplishment of applicable corrective action(s).</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously.</p> <p>(1) Within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 8 years, accomplish a close visual inspection of the wing lower skin under the MLG inboard pivot bracket, both RH and LH sides, in accordance with the instructions of BAE Systems (Operations) Ltd ISB HS748-57-88.</p> <p style="text-align: center;">Table 1 – Inspection Threshold</p> <table border="1" data-bbox="571 479 1461 806"> <thead> <tr> <th>Condition</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>MLG inboard pivot bracket never removed in-service, or no records available</td><td>Within 6 months after the effective date of this AD</td></tr> <tr> <td>MLG inboard pivot bracket previously removed and re-installed or replaced in-service</td><td>Before exceeding 8 years since (re)installation of the pivot bracket, or within 12 months after the effective date of this AD, whichever occurs later</td></tr> </tbody> </table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any corrosion is found, before next flight, contact BAE Systems (Operations) Ltd for approved repair instructions and accomplish those instructions accordingly.</p> <p>(3) Repair of an aeroplane as required by paragraph (2) of this AD does not constitute terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, unless the approved repair instructions state otherwise.</p>	Condition	Compliance Time	MLG inboard pivot bracket never removed in-service, or no records available	Within 6 months after the effective date of this AD	MLG inboard pivot bracket previously removed and re-installed or replaced in-service	Before exceeding 8 years since (re)installation of the pivot bracket, or within 12 months after the effective date of this AD, whichever occurs later
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<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Ltd ISB HS748-57-88, original issue, dated 27 June 2014.</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>	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 05 June 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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. 						