EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2014-0008 **Date: 07 January 2014** 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 EU 748/2012, Part 21.A.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].

Design Approval Holder's Name :	**Type/Model designation(s) :**
BAE SYSTEMS (OPERATIONS) Ltd	ATP aeroplanes

TCDS Number :	EASA.A.192
Foreign AD :	Not applicable
Supersedure :	This AD supersedes UK CAA AD 008-02-2000, dated 21 February 2000.

ATA 32	**Landing Gear – Main Landing Gear Torque Link Apex Assembly – Inspection**
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd
Applicability:	ATP aeroplanes, all serial numbers.
Reason:	An incident was reported involving an ATP aeroplane, where a failure of the right main landing gear (MLG) torque link freed the axle to oscillate around a vertical axis, leading to severe damage and deflation of both tyres. Subsequent investigation revealed that the torque link joint had been weakened by corrosion of the threads of the apex pin and nut, allowing axial movement of the nut, which transferred load to the locking bolt. This loading lead to the eventual failure of the locking bolt, and allowed the apex nut to be driven out of position, which in turn allowed the apex pin to migrate out of the joint. The torque link joint failure causes the main wheels to be free to swivel, inducing an unwanted steering input to the aeroplane. This condition, if not detected and corrected, could lead to damage to the MLG and loss of aeroplane directional control on the ground, possibly resulting in damage to the aeroplane and injury to the occupants. To address this potential unsafe condition, The United Kingdom Civil Aviation Authority (UK CAA) issued UK CAA AD 008-02-2000 to require inspections of the torque link apex joint. This AD mandated BAE Systems (Operations) Ltd Service Bulletin (SB) ATP-32-99 at original issue and Revision 1 and referenced Messier-Dowty Ltd Service Bulletin 200-32-263.

	Since that AD was issued, prompted by a new MLG incident, Messier-Dowty Ltd issued SB 200-32-400, which superseded Messier-Dowty Ltd SB 200-32-263. To reflect this updated service information, BAE Systems (Operations) Ltd issued SB ATP-32-99 at Revision 2, providing revised inspection instructions. For the reasons described above, this new AD retains the requirements of UK CAA AD 008-02-2000, which is superseded, but requires accomplishment of MLG apex joint inspections, and, depending on findings, corrective actions, in accordance with updated service instructions.
Effective Date:	21 January 2014
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 800 flight cycles (FC) or 16 weeks, whichever occurs first after 21 February 2000 [the effective date of UK CAA AD 008-02-2000] and, thereafter, at intervals not to exceed 1 000 FC, inspect the apex joint on left hand and right hand MLG torque links in accordance with BAE Systems (Operations) Ltd SB ATP-32-99 at Revision 2. (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, as described in BAE Systems (Operations) Ltd SB ATP-32-99 at Revision 2, and as referenced in Messier-Dowty Ltd SB 200-32-400, before next flight, accomplish all the applicable corrective actions in accordance with BAE Systems (Operations) Ltd SB ATP-32-99 at Revision 2 and as referenced in Messier-Dowty Ltd SB 200-32-400. (3) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with BAE Systems (Operations) Ltd SB ATP-32-99 at original issue or Revision 1, or Messier-Dowty Ltd SB 200-32-263 at initial issue, dated 1 February 2000, are acceptable to comply with the initial and repetitive inspections as required by paragraphs (1) and (2) of this AD. From the effective date of this AD, BAE Systems (Operations) Ltd SB ATP-32-99 at Revision 2 and related Messier-Dowty Ltd SB 200-32-400, dated 1 June 2012 (or later approved revisions), have to be used.
Ref. Publications:	BAE Systems (Operations) Limited SB ATP-32-99 original issue, dated 21 February 2000, or Revision 1 dated 02 November 2000, or Revision 2 dated 10 April 2012. Messier-Dowty Ltd SB No. 200-32-263 initial issue dated 1 February 2000. Messier-Dowty Ltd SB No. 200-32-400 initial issue dated 1 June 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks :	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 02 December 2013 as PAD 13-178 for consultation until 30 December 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any questions 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.