

EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	PAD No. : 06 - 091	
	Date: 06 April 2006	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name: BAE SYSTEMS (OPERATIONS) LTD		Type/Model designation(s): BAe 146 and AVRO 146-RJ (All Series)
TCDS Number: UK BA16		
Foreign AD: None		
Supersedure: None		
ATA 32	Landing Gear – Nose Landing Gear- Introduction of a Revised Axle Spacer	
Manufacturer(s):	BAE Systems (Operations) Ltd, British Aerospace plc, British (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.	
Applicability:	All Models BAe 146 and AVRO 146-RJ series aeroplanes.	
Reason:	<p>The BAE146 nose wheel assembly abutment ring is manufactured with an internal chamfer on one side, so when correctly installed, the wheel clamping loads are not applied to the machined radius at the root of the stub axle. If installed incorrectly, i.e. the wrong way round, the abutment ring is displaced outboard from the correct position. This configuration allows the wheel to be installed but the wheel nut locking bolts will not be fully engaged. Normal operational forces can then act to cause the wheel nut to loosen and the wheel assembly to detach from the aircraft. In addition, the wheel clamping loads are applied to the stub axle radius, which may result in damage.</p> <p>The hazard to the aircraft and third parties due to wheel detachment is not adequately addressed by the probability of occurrence. It is therefore necessary to require corrective action.</p> <p>This Airworthiness Directive requires the replacement of the existing nose wheel abutment rings with revised nose wheel abutment rings that ensures that if during any subsequent wheel change, the abutment ring is fitted the wrong way round, the newly design abutment ring prevents the nose wheel retaining nut from engaging with the axle threads.</p>	

	Note: BAE Systems Service Bulletin 32-174-70676A refers to the abutment ring as a spacer. AMM 32-42-17 401 identifies this part as an abutment ring (item 4). Item 3 of the AMM is identified as a spacer but this is not the part so described in the BAE SB.
Effective Date:	Proposed 31 May 2006
Compliance:	After the effective date it is mandatory to modify the nose landing gear per SB 32-174-70676A Initial issue or later approved revision prior to 31 May 2007.
Ref. Publications:	BAE Systems Service Bulletin 32-174-70676A Initial issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. Closing date for comment is 1 May 2006. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA, E-mail: ADs@easa.eu.int. 4. For any questions concerning the technical content of the requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (OPERATIONS), Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Ph: +44 1292 675207, Fax: +44 1292 675704, E-mail: RApublications@baesystems.com