


EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2007-0305 Date: 20 December 2007
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 aircraft
TCDS Number : United Kingdom (UK) BA16	
Foreign AD : Not applicable	
Supersedure : CAA UK Airworthiness Directive (AD) 015-10-98	
ATA 53	Fuselage – LH Nose Landing Gear Well Sidewall & Retraction Jack Attachment – Inspection/Repair
Manufacturer(s):	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.
Applicability:	BAe 146 series aircraft, all Models, all serial numbers (s/n), except those subject to the Supplementary Structural Inspection Document (SSID) programme; and AVRO 146-RJ70 aircraft, all s/n up to and including s/n E1267; AVRO 146-RJ85 aircraft, all s/n up to and including s/n E2333; AVRO 146-RJ100 aircraft, all s/n up to and including s/n E3332.
Reason:	Evidence of cracking has been found on several in-service aircraft in the bore and along the face of the retraction jack attachment boss on the left hand nose landing gear (NLG) sidewall which in some circumstances has led to the replacement of the sidewall. BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 53-152 has been extensively revised (now at Revision 3) since the Initial Issue was mandated by CAA UK AD 015-10-98. These are considered substantive changes. For the reason stated above, the present EASA AD, which supersedes CAA UK AD 015-10-98, requires the implementation of inspections in accordance with revision 3 of BAE Systems (Operations) Ltd ISB 53-152.
Effective Date:	03 January 2008

Compliance:	<p>Required as indicated, unless previously accomplished:</p> <p>From the effective date of this Directive, accomplish the inspections and follow-up corrective actions, as necessary, at the thresholds and intervals specified in BAE Systems (Operations) Ltd ISB 53-152 Revision 3;</p> <p>Note 1: Inspections and rectification actions previously carried out in accordance with BAE Systems (Operations) Ltd ISB 53-152 Revision 2 or earlier also satisfy the requirements of this AD.</p> <p>Note 2: Carrying out any of the three closing actions in the ISB at Revision 3, Option B, C or F in Table 1, means that no further inspections are required until the aircraft enters the SSID programme. Previous accomplishment of Option B, C or F, using an earlier revision of the ISB, is also considered acceptable.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited ISB 53-152 Revision 3.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 13 November 2007 as PAD 07-205 for consultation until 11 December 2007. The Comment response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA; E-mail: ADs@easa.europa.eu. 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. Telephone: +44 1292 675207, Fax: +44 1292 675704, E-mail: RApublications@baesystems.com