


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 12-108</b></p> <p><b>Date: 14 August 2012</b></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>	
<p><b>Design Approval Holder's Name:</b> BAE SYSTEMS (OPERATIONS) LTD</p>	<p><b>Type/Model designation(s):</b> BAe 146 and AVRO 146-RJ aeroplanes</p>
TCDS Number:	EASA.A.182
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 05</b>	<b>Time Limits/Maintenance Checks –Nose Landing Gear Main Fittings Life Limitation – Implementation</b>
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 and AVRO 146-RJ aeroplanes, all models, all serial numbers.
Reason:	<p>Several occurrences of the aeroplane`s Nose Landing Gear (NLG) Main Fitting cracking have been reported. Subsequently in different cases, NLG Main Fitting crack lead to collapsed NLG, locked NLG steering and an aeroplane`s un-commanded steering to the left.</p> <p>Cracks in the NLG Bell Housing are not detectable with the NLG fitted to the aeroplane and are difficult to detect during overhaul without substantial disassembly of the gear.</p> <p>This condition, if not corrected, could lead to degradation of directional control on the ground or an un-commanded turn to the left and a consequent loss of the control of the aeroplane on the ground, possibly resulting in damage to the aeroplane and injury to occupants.</p> <p>To address this unsafe condition, BAE Systems (Operations) Ltd issued Inspection Service Bulletin (ISB) 32-186 (hereafter referred to as the ISB) to introduce a new safe life of 16 000 flight cycles (FC) for certain NLG main fittings, having a Part Number (P/N) as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB.</p> <p>For the reasons described above, this AD requires implementation of the new safe-life limitation for the affected NLG main fittings and replacement of fittings</p>

	that have already exceeded the new limit.										
Effective Date:	[TBD: 14 days after final AD issue date]										
Required Action(s) and Compliance Time(s):	<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 16 000 FC, replace each affected NLG main fitting, having a P/N as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB, in accordance with accomplishment instruction of the ISB.</p> <p style="text-align: center;">Table 1 – Replacement thresholds</p> <table border="1"> <tr> <th>FC accumulated by the NLG Main Fitting since first installation on an aeroplane</th><th>Compliance Time</th></tr> <tr> <td>Equal to or more than 29 000 FC</td><td>Within 12 months after the effective date of this AD</td></tr> <tr> <td>Equal to or more than 20 000 FC but less than 29 000 FC</td><td>Within 24 months after the effective date of this AD</td></tr> <tr> <td>Equal to or more than 16 000 FC but less than 20 000 FC</td><td>Within 36 months after the effective date of this AD</td></tr> <tr> <td>Less than 16 000 FC</td><td>Before accumulating 16 000 FC or within 36 months after the effective date of this AD, whichever occurs later.</td></tr> </table> <p>(2) From the effective date of this AD, do not install a NLG main fitting, having a P/N as identified in Paragraph 1A, tables 1, 2 and 3 of the ISB, on an aeroplane, unless in compliance with the requirements of this AD.</p> <p>(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by:</p> <p>(3.1) Revising as follows, the approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane:</p> <p style="padding-left: 40px;">Incorporate the NLG Main Fitting life limitation as specified in the ISB,</p> <p style="padding-left: 40px;">and</p> <p>(3.2) Complying with the approved AMP as described in paragraph (3.1) of this AD.</p>	FC accumulated by the NLG Main Fitting since first installation on an aeroplane	Compliance Time	Equal to or more than 29 000 FC	Within 12 months after the effective date of this AD	Equal to or more than 20 000 FC but less than 29 000 FC	Within 24 months after the effective date of this AD	Equal to or more than 16 000 FC but less than 20 000 FC	Within 36 months after the effective date of this AD	Less than 16 000 FC	Before accumulating 16 000 FC or within 36 months after the effective date of this AD, whichever occurs later.
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Ref. Publications:	<p>BAE Systems (Operations) Limited ISB.32-186 initial issue dated 12 April 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>										
Remarks:	<p>1. This Proposed AD will be closed for consultation on 11 September 2012.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact:</p> <p style="padding-left: 40px;">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: <a href="mailto:RAPublications@baesystems.com">RAPublications@baesystems.com</a>.</p>										