


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0246</p> <p>Date: 12 November 2014</p> <p>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.</p>	
<p>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].</p>		
<p>Design Approval Holder's Name: SHORT BROTHERS PLC</p>	<p>Type/Model designation(s): SC7 Skyvan Series 3 aeroplanes</p>	
<p>Certification Ref.: United Kingdom Airworthiness Approval Number 9877, Addendum 1</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
ATA 32	Landing Gear – Nose Landing Gear – Inspection	
<p>Manufacturer(s):</p>	<p>Short Brothers PLC (formerly Short Brothers Ltd; Short Brothers & Harland Ltd.)</p>	
<p>Applicability:</p>	<p>SC7 Skyvan Series 3 aeroplanes, all variants, all serial numbers.</p>	
<p>Reason:</p>	<p>A fracture of the nose landing gear (NLG) sliding tube was reported. The subsequent investigation determined fatigue cracking as possible cause of the failure.</p> <p>This condition, if not detected and corrected, could lead to structural failure of the NLG, possibly resulting in loss of control of the aeroplane during take-off or landing.</p> <p>To address this unsafe condition, the Messier-Dowty Ltd, the NLG manufacturer, issued Service Bulletin (SB) 32-17M to provide inspection instructions. Consequently Short Brothers PLC issued SB 32-74 which references Messier-Dowty Ltd SB 32-17M.</p> <p>For the reasons described above, this AD requires one-time visual and fluorescent penetrant inspections and, depending on findings, accomplishment of applicable corrective action(s).</p>	
<p>Effective Date:</p>	<p>26 November 2014</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Note: Instructions provided by Messier-Dowty Ltd SB 32-17M are referenced in Short Brothers PLC SB 32-74.</p> <ol style="list-style-type: none"> (1) Within 30 days after the effective date of this AD, accomplish a visual inspection of the NLG sliding tube in accordance with the instructions of paragraph 3.A of Messier-Dowty Ltd SB 32-17M. (2) Within 90 days after the effective date of this AD, accomplish a fluorescent penetrant inspection of the sliding tube in accordance with the instructions of paragraph 3.B of Messier-Dowty Ltd SB 32-17M. (3) If, during the inspection as required by paragraph (1), or that required by paragraph (2) of this AD, as applicable, any crack is detected, before next flight, report the findings to Short Brothers PLC to obtain approved repair instructions and accomplish the repair accordingly. (4) Within 30 days after accomplishment of each inspection as required by paragraphs (1) and (2) of this AD, report the inspection results to Short Brothers PLC (see contact details in Remarks section) by completing the Inspection Results Proforma in accordance with the instructions of paragraph 3.C.(2) of Messier-Dowty Ltd SB 32-17M. (5) From the effective date of this AD, installation of a sliding tube on an NLG or an NLG on an aeroplane, as applicable, is allowed, provided that, before next flight after installation, the NLG sliding tube passes the inspections in accordance with the instructions of paragraph 3 of Messier-Dowty Ltd SB 32-17M.
<p>Ref. Publications:</p>	<p>Short Brothers PLC SB 32-74 original issue dated 01 November 2014, Messier-Dowty Ltd SB 32-17M original issue dated 01 November 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, please contact: Airworthiness, Short Brothers PLC, P.O. Box 241, Airport Road, Belfast, BT3 9DZ Northern Ireland, United Kingdom; Telephone +44(0)2890462469; E-mail Michael.mulholland@aero.bombardier.com.