



# Civil Aviation Authority

## AIRWORTHINESS DIRECTIVE



**Number: G-2022-0015**

Issue date: 01 August 2022

Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

**Design Approval Holder's Name:**

**Type/Model Designation(s):**

BAE SYSTEMS (OPERATIONS) LTD

BAe ATP

Effective Date:	15 August 2022
TCDS:	EASA.A.192
Foreign AD (if applicable):	Not applicable
Supersedure:	Not applicable

### **ATA 32 - Undercarriage – Main Landing Gear Shock Absorber Bolts – Inspection (Records)/Replacement**

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**Manufacturer(s):**

British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd

**Applicability:**

BAe ATP aeroplanes, all manufacturer serial numbers

**Definitions:**

For the purposes of this AD, the following definitions apply:

**The SB:** BAE Systems (Operations) Ltd Service Bulletin ATP-32-109

**Reason:**

A number of Main Landing Gear shock absorber bolts have failed in service. Investigations concluded the cause was fatigue cracking. Such failure can result in the shock absorber gas charge depleting. Such a condition, combined with high landing weights and high descent rates, will result in the shock absorber bottoming out. Bottoming out of the shock absorber in such situations will result in structural failure of the main landing gear. Such an event is considered as an unsafe condition. This AD is issued to address this potential unsafe condition.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

- (1) Inspection(s) – (records) and replacement
  - (1.1) Within 30 days of the effective date of this AD, accomplish the records review, as detailed in BAE Systems (Operations) Ltd Service Bulletin ATP-32-109 Revision 1 Section “2. Accomplishment instructions” paragraph “A. Inspection of Aircraft/MLG records”. Update aircraft and undercarriage records if required as detailed, and
  - (1.2) Where it has been determined that bolts have not exceeded 5750 landings then such bolts are to be replaced before 6000 landings, and
  - (1.3) Where it has been determined that bolts have exceeded 5750 landings then such bolts are to be replaced within 250 landings after the effective date of this AD, (counting of landings accumulated at the effective date of this AD).

Note 1: all references to bolts landings, refer to the landings the bolts have sustained since entry into service of the bolts or subsequently accumulated after the effective date of this AD.

Note 2: replacement of bolts to be performed in accordance with BAE Systems (Operations) Ltd Service Bulletin ATP-32-109 Revision 1 Section “2. Accomplishment Instructions” paragraph “B Replacement of bolts on shock absorber – left and right MLG (Refer to Figure 1 and 2)”.

**Reference Publications:**

BAE System (Operations) Ltd Service Bulletin ATP-32-109 Revision 1 dated 10 May 2022.

The use of later approved revisions of the above-mentioned document are acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This AD was posted on 15 June 2022 as PAD 2000 for consultation until 13 July 2022. No comments were received during the consultation period.
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this AD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system [Occurrence reporting | Civil Aviation Authority](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if

the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

4. Enquiries regarding this Airworthiness Directive should be referred to:  
[Continued.Airworthiness@caa.co.uk](mailto:Continued.Airworthiness@caa.co.uk)
5. For any questions concerning the technical content of the requirements in this AD, please contact:  
BAE Systems (Operations) Ltd, Customer Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom, E-mail:  
[raenqliaison@baesystems.com](mailto:raenqliaison@baesystems.com)