

KU-KEN- 12

No.TCD-2238-83

Date Jan. 21, 1983

Japan Civil Aviation Bureau
TAIKUSEI-KAIZEN-TSUHO
Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: NAMC Model YS-11/-11A series airplanes equipped with the nose landing gear upper strut welded assy-left side, P/N 01-42320.

2. Compliance required as indicated

To prevent the failure of the nose landing gear upper strut welded assy-left side, accomplish the following unless already accomplished.

2.1 For the nose landing gear with 45,500 landings or less on the effective date of this AD, remove the nose landing gear upper strut welded assy-left side, P/N 01-42320 within 46,000 landings.

2.2 For the nose landing gear with more than 45,500 landings on the effective date of this AD, accomplish paragraph 2.2.1 or 2.2.2 of this AD.

2.2.1 Remove the nose landing gear upper strut welded assy-left side, P/N 01-42320 within 46,000 landings.

2.2.2

(1) Inspect for any cracks at the location shown in Figure 1 of NAMC

Service Bulletin No.32-213, by magnetic particle inspection (MIL-I-6868) or dye penetrant inspection within 50 landings after the effective date of this AD.

- (2) If any cracks are found during the inspection, replace the strut with the serviceable one before the next flight.
- (3) If no cracks are found during the inspection, replace the strut with the serviceable one within the next 450 landings after the inspection. But no strut may exceed 46,000 landings on and after May 1, 1983.

3. Remarks

3.1 Effective date: February 1, 1983

3.2 NAMC Service Bulletin No.32-213 (dated Dec. 28, 1982) pertains to this AD.