

KU-KEN- 946

No.TCD-452B-1-81

Date December 25, 1981

Japan Civil Aviation Bureau
TAIKUSEI-KAIZEN-TSUHO
Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

1. Applies to: NAMC YS-11

2. Compliance required as indicated:

As the malfunction of the main landing gear door actuating mechanism has happened because of interference of the guide and the hook with the roller, accomplish the following, unless already accomplished.

2.1 Inspect the main landing gear door actuating mechanism for compliance with the following requirements immediately.

- (1) The gap between the main landing gear roller and the main landing gear door actuating mechanism guide shall be more than 0.5 millimetre (0.02 inch).
- (2) At the position where rollers of the main landing gear just begin to enter between guides, the gaps between the main landing gear roller and the main landing gear door actuating mechanism guide shall differ less than 0.5 millimetre (0.02 inch) between left-hand one and right-hand one.
- (3) At the position of "door full open", the hook shall stand back more than 0.5 millimetre (0.02 inch) but less than 1.0 millimetre (0.04 inch) from the guide. More than 1.0 millimetre (0.04 inch) may be allowed, provided it does comply with E (1) and (2) of paragraph 2 of NAMC Service Bulletin 32-63 (Rev. 6), or later JCAB-approved revision.
- (4) The stop bolt of the door shall have no play on shaking the door by hands.

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<p data-bbox="231 468 1491 530">2.2 If any requirement under 2.1 shall not be complied with, make adjustment prior to further flight.</p> <p data-bbox="231 564 1480 821">2.3 For the aeroplanes to which the modification of the main landing gear door actuating mechanism was accomplished in accordance with NAMC Service Bulletin No. 32-68, repeat the inspection required under 2.1 and adjustment required under 2.2 in every "D" check (4,000 hrs). For the aeroplanes to which the above modification was not yet accomplished, repeat them in every "2C" check (800 hrs). And whenever something has been made to the main landing gear and the door actuating mechanism, accomplish the above inspection and adjustment.</p> <p data-bbox="231 886 409 920">3. Remarks</p> <p data-bbox="231 950 757 984">3.1 Effective date: Feb 2, 1982</p> <p data-bbox="231 1014 1429 1111">3.2 NAMC Alert Service Bulletin No. 32-63 (Rev. 6), or later JCAB-approved revision and No. 32-68, or later JCAB-approved revision cover this subject.</p> <p data-bbox="231 1141 1199 1175">3.3 This supersedes TCD-452A and partially revises TCD-452B.</p> <p data-bbox="231 1205 930 1239">3.4 The sideline shows the revised portion.</p>		