


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0205R1</p> <p>Date: 12 January 2010</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 EC 1702/2003, Part 21A.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>Type Approval Holder's Name :</p> <p>BAE Systems (Operations) Ltd</p>	<p>Type/Model designation(s) :</p> <p>BAe 146 and AVRO 146-RJ aeroplanes</p>	
<p>TCDS Number : EASA.A.182</p>		
<p>Foreign AD : Not applicable</p>		
<p>Revision : This AD revises and replaces EASA AD 2009-0205 dated 30 September 2009.</p>		
<p>ATA 27</p>	<p>Flight Controls – Aileron Interconnect Cable Pulley Guards – Installation</p>	
<p>Manufacturer(s):</p>	<p>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.</p>	
<p>Applicability:</p>	<p>BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers, except those modified to freighter configuration in accordance with BAE Systems modification No. HCM50200B.</p>	
<p>Reason:</p>	<p>Three events have been reported where insulation material was found to be fouling pulleys in the aileron interconnect circuit in the cabin roof area. The insulation material is contained in a bag, the material of which tends to become brittle with age. During the production life of the aeroplane type, several methods of bag retention were applied, all of which involved puncturing the bag. This puncture tends to result in a tear, which, if detected in time, can be repaired with tape; however, the affected cabin roof area is not frequently accessed for inspection. Over time, the weight of the bag also tends to cause tears in the material, making the insulation material sag, thereby causing interference with the cable and pulley.</p> <p>Interference between the cable and the insulation bag causes the material to be drawn into the gap between the pulley and the pulley guard. This condition, if not detected and corrected, could lead to restricted aileron movement and consequently, reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the installation of additional guards, bolts and nuts on the aileron interconnect cable pulleys at</p>	

	<p>frame 29 (left and right).</p> <p>This AD has been revised to exclude aeroplanes from the Applicability that have been modified to freighter configuration in accordance with BAE Systems modification No. HCM50200B. As this modification includes the removal of the insulation bags, the unsafe condition that is addressed by this AD cannot exist or develop on those aeroplanes.</p>
Effective Date:	<p>Revision 1 : 26 January 2010</p> <p>Original : 14 October 2009</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Within the next 6 months after 14 October 2009, the effective date of the original issue of this AD, install new aileron interconnect cable pulley guards in accordance with Section 2 Accomplishment Instructions of BAE Systems Modification Service Bulletin SB.27-183-36246A.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited Modification Service Bulletin SB.27-183-36246A dated 09 December 2008 (Initial Issue).</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 27 August 2009 as PAD 09-106 for consultation until 24 September 2009. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research 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: 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: Rpublications@baesystems.com