


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0065</p> <p>Date: 07 April 2011</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>
TCDS Number:	EASA.A.182	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 26	Fire Protection - Baggage Bay Fire Bottles Wiring Looms – Inspection / Modification	
Manufacturer(s):	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.	
Applicability:	BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers if they embody modifications HCM30480A, HCM30480B, HCM30480C, HCM30480D, HCM30480E or HCM30480F.	
Reason:	<p>The baggage bay fire bottles of certain BAe 146 and AVRO 146-RJ aeroplanes can be misassembled such that two squib electrical connectors can be cross-connected. This has been caused by an error in the baggage bay fire bottle Component Manufacturer Manual (CMM) and by excessive wiring loom length.</p> <p>This condition, if not corrected and in conjunction with a fire in one of the baggage bays, could result in the fire extinguishant to be discharged into a wrong compartment and consequent potential damage to the aircraft and injury to its occupants.</p> <p>In addition to the CMM revision, to address this unsafe condition, BAE Systems developed modifications to reroute the baggage bay fire bottle wiring looms and prevent crossed electrical connections.</p> <p>For the reasons described above, this AD requires the implementation of modifications HCM36250A and HCM36250B to affected aeroplanes.</p>	

Effective Date:	21 April 2011
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>Note:</p> <p>If the instructions of BAE Systems (Operations) Ltd MSB 26-077-36250A at original issue or revision1 have been carried out before the effective date of this AD, refer to paragraph (11) of this AD.</p> <p>Within 3 months after the effective date of this AD, accomplish the following actions concurrently:</p> <ol style="list-style-type: none"> (1) Inspect the baggage bay fire bottle WB8 Part Number (P/N) 473997-1 for correct connection of the followings squib connectors in accordance with the accomplishment instructions of paragraph 2.C.(3) of BAE Systems (Operations) Ltd Modification Service Bulletin (MSB) 26-077-36250A.B Revision 2: <ul style="list-style-type: none"> - Squib connectors WB8P1 (S1446-004A) and cartridge P/N 446307, and - Squib connector and WB8P2 (S1446-004D) and squib P/N 446290. (2) If, during the inspection required by paragraph (1) of this AD, any items are improperly connected, reconnect the squib connectors properly in accordance with the accomplishment instructions of paragraph 2.C.(3) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2. (3) Inspect the length of wiring loom at the squib connector WB8P2 for any excessive length that could cause the connector to become cross connected with squib connector WB8P1 in accordance with the accomplishment instructions of paragraph 2.C.(4) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2. (4) If, during the inspection required by paragraph (3) of this AD, excessive length is found, modify the loom in accordance with the accomplishment instructions of paragraph 2.C.(4) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2. (5) Inspect the baggage bay fire bottle WB7 (P/N 473996-1) for correct connection of the followings squib connectors in accordance with the accomplishment instructions of paragraph 2.C.(5) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2: <ul style="list-style-type: none"> - Squib connectors WB7P1 (S1446-004A) and cartridge P/N 446307, and - Squib connectors WB7P2 (S1446-004D) and squib P/N 446290. (6) If, during the inspection required by paragraph (5) of this AD, any items are improperly connected, reconnect the squibs connectors properly in accordance with the accomplishment instructions of paragraph 2.C.(5) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2. (7) Modify the wiring loom to squib connector WB7P2 in accordance with the accomplishment instructions of paragraphs 2.C.(6) (a) and (c) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2. (8) Modify the wiring loom to squib connector WB7P1 in accordance with the accomplishment instructions of paragraph 2.C.(6)(b) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2.

	<p>(9) Install modification HCM36250B in accordance with the accomplishment instructions of paragraph 2.C.(7) of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2.</p> <p>(10) Test and close up in accordance with paragraphs 2.D.and 2.E of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2.</p> <p>(11) If modification HCM36250A has been embodied before the effective date of this AD through accomplishment of BAE Systems (Operations) Ltd MSB 26-077-36250A at original issue or at revision 1, compliance with instructions of paragraph 2.C. Part 1 of BAE Systems (Operations) Limited MSB 26-077-36250A.B at Revision 2 is demonstrated and existing spiral wrap binding at the connectors must be removed concurrently with the accomplishment instructions of Part 2 of BAE Systems (Operations) Limited MSB 26-077-36250A.B Revision 2 paragraph 2.F. Close up in accordance with accomplishment instructions of paragraph 2.G. of BAE Systems (Operations) Ltd MSB 26-077-36250A.B Revision 2.</p>
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Modification Service Bulletin SB.26-077-36250A.B Revision 2 dated 14 October 2010.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p> <p><u>Note:</u></p> <p>During the consultation period of this AD as Proposed AD (PAD) 11-026, BAE Systems (Operations) Ltd informed that Revisions 3 and 4 of Modification Service Bulletin SB.26-077-36250A.B introduced corrections related to a misquoted adhesive material specification number. Contact BAe Systems (Operations) Ltd to request the latest revision of the Modification Service Bulletin.</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. This AD was posted on 01 March 2011 as PAD 11-026 for consultation until 29 March 2011. 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: RApublications@baesystems.com.