


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2012-0003</p> <p>Date: 06 January 2012</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>		
Type Approval Holder's Name :		Type/Model designation(s) :
BAE SYSTEMS (OPERATIONS) LTD		BAe 146 and AVRO 146-RJ aeroplanes
TCDS Number :	EASA.A.182	
Foreign AD :	Not applicable	
Supersedure :	None	
ATA 30	Ice and Rain Protection – Wing Leading Edge Anti-Icing Piccolo Tube End Cap – Inspection	
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 series aeroplanes, all models, all serial numbers.	
Reason:	<p>An operator reported the loss of the wing leading edge anti-icing piccolo tube end caps on two aircraft. This was discovered during routine zonal inspections when the wing tips were removed. The loss of the end cap would result in a reduction in anti-icing efficiency, over the outboard portion of the leading edge of that wing, affecting approximately 25% of the wingspan towards the wing tip.</p> <p>The System Safety Analysis (SSA) classifies the loss of anti-icing of both of the outer wings as hazardous if the loss is not indicated to the crew. The loss of a piccolo tube end cap would not be indicated to the flight crew and, therefore, this reduction in anti-icing capability on one wing must also be classified as hazardous.</p> <p>This condition, if not detected and corrected, could result in ice accretion on the wing leading edge, or run-back ice and could lead to a reduction in the stall margin on approach together with a reduction in roll control authority.</p> <p>For the reasons described above, this AD requires a one-off inspection of the piccolo tube end caps. The results of this inspection will be used to establish a suitable repeat inspection period, which will be introduced through the Maintenance Review Board (MRB) process.</p>	
Effective Date:	20 January 2012	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 12 months after the effective date of this AD, inspect the anti-icing piccolo tube end caps in accordance with paragraph 2.C of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB).30-025 at Initial Issue. (2) If, during the inspection as required by paragraph (1) of this AD, a lost or damaged anti-icing piccolo tube end cap is detected, before next flight, replace the tube assembly or repair it in accordance with an approved repair scheme. (3) Within 14 days after accomplishment of the inspection as required by paragraph (1) of this AD, submit a report of findings to BAE Systems (Operations) Ltd, in accordance with the instructions of paragraph 2.F of the ISB.30-025, using the inspection report form in the Appendix 1 of BAE Systems (Operations) Ltd ISB.30-025.
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin ISB.30-025 at Initial Issue, dated 19 April 2011.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</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 29 November 2011 as PAD 11-127 for consultation until 27 December 2011. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive 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, The United Kingdom Telephone +44 1292 675207, Facsimile +44 1292 675704, E-mail: RApublications@baesystems.com.