


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2014-0005</b></p> <p><b>Date: 07 January 2014</b></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 EU 748/2012, Part 21.A.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><b>Design Approval Holder's Name:</b> BAE SYSTEMS (OPERATIONS) Ltd</p>		<p><b>Type/Model designation(s):</b> BAe 146 and AVRO 146-RJ aeroplanes</p>
TCDS Number:	EASA.A.182	
Foreign AD:	Not applicable	
Supersedure:	None	
<b>ATA 25</b>	<b>Equipment / Furnishings – Overhead Stowage Bin Latches and Striker Plates – Inspection / Replacement</b>	
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 fitted with overhead stowage bins with pull up to release type latches.	
Reason:	<p>An operator reported that the part number (P/N) of an overhead bin latch supplied by the BAE Systems as a spare part did not match the P/N they had ordered and was not listed in the applicable Component Maintenance Manual as an eligible part. The result of subsequent investigation revealed that the latch manufacturer had discontinued production of the original latch and had started to supply its own latch as a substitute.</p> <p>The new (substitute) latch has a longer hook, and in order to function correctly, it must be used with a matching striker plate, which differs from the striker plate that matches the original latch. Consequently, the substitute latch, used in conjunction with an original striker plate, causes the latch anti-burst pins not to engage properly in the bin receptacles .</p> <p>This condition if, not detected and corrected, could lead to an overhead bin door bursting open, e.g. prompted by aeroplane vibration or shock as experienced during take-off or landing or in turbulence, possibly resulting in stowed contents shifting and/or falling out of the bin, causing injury to cabin occupants.</p> <p>To address this potential unsafe condition, BAE Systems (Operations) Ltd</p>	

	<p>issued Inspection Service Bulletin ISB.25-562 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a visual inspection of all affected overhead stowage bins and, depending on findings, accomplishment of applicable corrective action(s).</p>
Effective Date:	21 January 2014
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) Within 6 months after the effective date of this AD, accomplish a visual inspection of each overhead stowage bin equipped with a "pull up to release" type latch in accordance with the instructions of paragraph 2.B of BAE Systems (Operations) Ltd ISB.25-562.</li> <li>(2) If, during the inspection as required by paragraph (1) of this AD, any incorrect combination of latch and striker plate is detected, within 3 months after the inspection as required by paragraph (1) of this AD, replace the striker plate in accordance with the instructions of BAE Systems (Operations) Ltd ISB.25-562.</li> <li>(3) From the effective date of this AD, installation or replacement of an overhead bin striker plate and/or latch is allowed, provided this is accomplished in accordance with the instructions of BAE Systems (Operations) Ltd ISB.25-562.</li> </ol>
Ref. Publications:	<p>BAE Systems (Operations) Ltd ISB.25-562 initial issue, dated 18 October 2012.</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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 26 November 2013 as PAD 13-175 for consultation until 24 December 2013. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>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: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a>.</li> </ol>