

British Aerospace BAe 125 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

AD/HS 125/160

Flight Control Cables and Pitot Pipes

2/2000

Applicability: All Model BAe 125 series 1000A and 1000B, and Model Hawker 1000 series aeroplanes.

Requirement: 1. Perform a one-time general visual inspection to detect chafing or damage of the P1 pitot pipes, in accordance with Raytheon Service Bulletin SB.34-3028, dated January 1998.

Note 1: For the purposes of this directive, a general visual inspection is defined as: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or drop-light, and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

2. If no chafing or damage is found during the Requirement 1 inspection, ensure a clearance of 0.25 inch or more exists between the P1 pitot pipes and flight control cables. If clearance is less than 0.25 inch, reposition the P1 pitot pipes to achieve 0.25 inch clearance, in accordance with the service bulletin.
3. If a pitot pipe is found to be chafed or damaged during the Requirement 1 inspection, accomplish the following:
 - a. Replace the discrepant pitot pipe with a new pipe, and ensure that a clearance of 0.25 inch or more exists between the flight control cables and the new pitot pipe, in accordance with the service bulletin. If clearance is less than 0.25 inch, reposition the P1 pitot pipes to achieve 0.25 inch clearance, in accordance with the service bulletin.
 - b. Perform a general visual inspection for damage of the flight control cables adjacent to the area of chafing or damage of the P1 pitot pipes, in accordance with the service bulletin. If damage is found, replace the damaged flight control cables with new cables in accordance with Chapter 20-10-31 of the Aircraft Maintenance Manual.

COMMONWEALTH OF AUSTRALIA
CIVIL AVIATION SAFETY AUTHORITY
SCHEDULE OF AIRWORTHINESS DIRECTIVES

(Civil Aviation Regulations 1998), PART 39 - 105

AD/HS 125/160 (Continued)

- c. Perform a test of the P1 pitot system to ensure proper function, in accordance with the service bulletin. If the P1 pitot system fails the test, perform the corrective actions specified in Chapter 34-11-00 of the Aircraft Maintenance Manual.

Note 2: FAA AD 99-25-01 Amdt 39-11444 refers.

Compliance: For Requirement 1- Within 150 hours time in service from the effective date of this directive.

For Requirements 2 and 3 - Before further flight.

This Airworthiness Directive becomes effective on 24 February 2000.

Background: The FAA has received reports of P1 pitot pipes chafing against adjacent flight control cables. The actions specified by this directive are intended to prevent a hole in the P1 pitot pipes, which would lead to erroneous input to the instrumentation and warning systems associated with the pilot's instruments.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

11 January 2000