British Aerospace BAe 146 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 aircraft or 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/BAe 146/87 Pitot Static System 5/2001

Applicability: All Avro 146-RJ70, RJ85 and RJ100 series aeroplanes with modification HCM01080W embodied.

Requirement:

1. **Operators who have not inspected their aircraft as a result of BAe Systems All Operator Message (AOM) 00/029V** – Action in accordance with BAe Systems Inspection Service Bulletin ISB.34-338 dated 14 February 2001.

2. **Operators who have inspected their aircraft as a result of AOM 00/029V and can confirm that chafing was not present but cannot demonstrate full compliance with of ISB.34-338** – Complete the outstanding ISB.34-338 actions in accordance with the ISB.

3. **Operators who have inspected their aircraft as a result of AOM 00/029V and can demonstrate full compliance with the contents of ISB.34-338** – No further action is necessary.

Note: These actions have been classified as Mandatory by the CAA(UK).

Compliance: For Requirement 1 – Within three months after the effective date of this Directive.

For Requirement 2 – Within two years after the effective date of this Directive.

This Airworthiness Directive becomes effective on 17 May 2001.

Background: Operators have reported chafing of the S4 and S5 static pipes against the avionics rack frame 18 starboard outboard pipe clamp position. Loss of integrity of both the S4 and S5 static pipes could result in loss of maximum differential pressure protection for the aircraft.

This Directive requires inspection of pipes for chafing and to ensure adequate clearance. If necessary, the Directive also provides for repositioning of pipes and/or repair of any chafed areas.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

6 April 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 18 April 2001.