AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/105 and issues the following AD under subregulation 39.001(1) of CASR 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.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/105 APU - Air Inlet Duct - Modification 4/2005 Amdt 1

Applicability: BAe 146 and AVRO -RJ series aeroplanes as identified in the requirement document.

Requirement: Carry out modification per BAE Systems SB. 49-036-36019E, Rev 5, Dated 27 July 2004.

Note 1: This service bulletin has been classified as mandatory by UK-CAA.

Note 2: Aeroplanes that are in compliance with Rev 4 of the reference document only need to complete the additional items added by Rev 5 of the reference document.

Compliance: Unless previously accomplished, at the next scheduled APU removal or at the next aircraft C-Check whichever is earlier after the effective date of this Directive.

This Amendment becomes effective on 14 April 2005.

Background: Contamination of cabin air due to the ingestion of oil from the APU bay is found to occur on the affected aircraft. This modification provides an improved seal at the aircraft - APU interface to prevent this.

Rev 5 of the reference document introduces replacement of the bellows attachment hardware.

The original issue of this Directive became effective on 10 July 2003.

James Coyne
Delegate of the Civil Aviation Safety Authority

2 March 2005