AD/BAe 146/72 — Fire Protection and Smoke Detection - Freight Compartment — 1/99 DM

Applicability: All BAe 146 series aeroplanes fitted with L'Hotellier smoke detectors part number FR2113 or FR2121 and FR2213 or FR2226.

Note: These smoke detectors are known to be fitted to, but not limited to, the following BAe 146 series aeroplanes:

Model	***Constructor Numbers***
BAe 146-100 Series aircraft -	*E1002*
BAe 146-200 Series aircraft -	*E2056, E2067, E2078, E2086, E2089, E2100, E2102, E2105, E2109, E2112, E2113, E2114, E2117,*
BAe 146-300 Series aircraft -	*E3150, E3151, E3153, E3154, E3166, E3168, E3182, E3186, E3194, E3198.*

And

All BAe 146 Series 200 with Mod HCM50201C embodied.

All BAe 146 Series 300 with Mod HCM50214C embodied.

Requirement:

1. Test the smoke detectors for serviceability in accordance with British Aerospace, Regional Aircraft Limited, Service Bulletin SB.26-A38 Revision 1 dated 20 October 1998.

Note: This Inspection Service Bulletin has been classified Mandatory by the CAA(UK).

Compliance:

1. Prior to the 18 December 1998 and thereafter at intervals not to exceed 48 hours.

Incorporation of Mod No HCM56094A, B and C (SB 26-38-56094A, B and C) is terminating action for these repetitive inspections.

This Airworthiness Directive becomes effective on 16 December 1998.

Background: During in-service trouble shooting of the smoke detectors it was found that operation of the flight deck smoke detection test switch can give a serviceable indication, even though the detector light source filament is blown. This directive introduces terminating action and supersedes AD/BAe 146/62 which is cancelled.