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 146/78 Hella Passenger Service Units 7/2000

Applicability: Avro 146-RJ70, 146-RJ85 and 146-RJ100 aeroplanes with Hella Passenger Service Units (PSU) introduced by the following modifications:

HCM30404A	HCM60408D	HCM60415V
HCM40380A	HCM60411D	HCM60422C
HCM30381C	HCM60411N	HCM60422F
HCM40399E	HCM60415D	

Requirement: If not previously accomplished, modify the PSUs in accordance with BAe Systems (Operations) Limited, BAe 146 Series/Avro 146-RJ Series Aircraft Modification Service Bulletin SB.25-418-36215A dated 5 April 2000.

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

Compliance: Before 31 August 2000.

This Airworthiness Directive becomes effective on 13 July 2000.

Background: This Directive requires the replacement and relocation of the PSU support lanyard to prevent the lanyard restricting the operation of the oxygen generator drop down lid.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

19 May 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 14 June 2000.