


<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>	
	<p><b>PAD No : 06 - 092</b></p> <p><b>Date: 06 April 2006</b></p>	
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
<b>Type Approval Holder's Name:</b>		<b>Type/Model designation(s):</b>
BAE SYSTEMS (OPERATIONS) LTD		BAe 146 and AVRO 146-RJ
TCDS Number : UK BA16		
Foreign AD: None		
Supersedure: None		
<b>ATA 27</b>	<b>Flight Controls – Life Limitation of Lift Spoiler Actuators, Part Numbers P308-45-0002, P308-45-0102 and P308-45-0202</b>	
Manufacturer(s):	BAE Systems (Operations) Ltd, British Aerospace plc, British (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.	
Applicability:	All models BAe 146 and AVRO 146-RJ series aeroplanes.	
Reason:	<p>The life limitation relating to the P308-45 series of lift spoiler jacks was originally qualified to 55,000 flight cycles and there is no new data to support an increase to this figure.</p> <p>The aircraft life is currently defined in Chapter 5 of the aircraft Maintenance Manual as 40,000, 43,000 or 50,000 cycles depending on variant. The life limit of the lift spoiler jack is not defined as this is in excess of the stated aircraft life.</p> <p>The lift spoiler jack life limitation has been reviewed as part of the BAe 146 and AVRO RJ aircraft (systems) Life Extension Programme. The lift spoiler actuator is most highly loaded at high flap angles with the aircraft operating near to the maximum permitted speed for that flap angle. The most likely flight phase for this failure to occur is therefore approach or take-off; the low altitude of these flight phases provides less time in which to safely control the increased roll rate. The unit life must remain at 55,000 cycles.</p> <p>A number of aircraft are approaching the applicable life limitation. Also, where accurate records are not available for individual units the calculated theoretical life may exceed 55,000 cycles. This has been determined as acceptable for the limited period defined within the AD compliance requirement.</p>	

Effective Date:	Proposed 31 May 2006
Compliance:	<p>After the effective date of this Airworthiness Directive</p> <p>a) Determine the life of each lift spoiler actuator/jack, part number P308-45-0002, P308-45-0102 or P308-45-0202, in accordance with Paragraph 1.D of Service Bulletin 27-178 Revision 0 or later approved revision.</p> <p>and</p> <p>b) Replace each lift spoiler actuator/jack part number P308-45-0002, P308-45-0102 or P308-45-0202, in accordance with Paragraph 2.A of Service Bulletin 27-178 Revision 0 or later approved revision prior to the part accumulating 55,000 flight cycles or before 1 September 2008, whichever occurs later.</p>
Ref. Publications:	BAE SYSTEMS (Operations) Limited Service Bulletin 27-178 Revision 0 or later approved revisions.
Remarks :	<p>1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD.</p> <p>2. Closing date for comment is 1 May 2006.</p> <p>3. Enquiries regarding this Airworthiness Directive should be referred to Mr M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA, E-mail: <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a>.</p> <p>4. For any questions concerning the technical content of the requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (OPERATIONS), Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Ph: +44 1292 675207, Fax: +44 1292 675704, E-mail: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a></p>