


EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	AD No : 2006-0061 – E [Corrected] Date: 17 March 2006	
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.		
Type Approval Holder's Name:	Type/Model designation(s):	
BAE SYSTEMS (OPERATIONS) LTD	BAe 146 and AVRO 146-RJ (All series)	
TCDS Number : UK BA4 & BA16		
Foreign AD : - None		
Supersedure : None		
ATA 29	Hydraulic System – Removal from service of accumulators with suspect defect introduced at manufacture.	
Manufacturer(s):	BAE SYSTEMS (OPERATIONS) LTD.	
Applicability:	BAe 146 and AVRO 146-RJ (ALL SERIES)	
Reason:	[Correction: TCDS was BA15 is BA16] Following an in-service failure of a hydraulic accumulator, the manufacturer has identified two suspect batches of accumulator cylinders. Suspect hydraulic accumulators are identified in BAE Systems ISB29-A046. These accumulators may burst in service with the potential to cause a hazardous event on the aircraft, with an unacceptable probability of occurrence. Hazardous event being the resultant flight crew workload associated with the loss of one or more hydraulic circuits, combined with possible fuselage pressure vessel rupture and possible cabin contamination with hydraulic mist.	
Effective Date:	20 March 2006	
Compliance:	From the effective date of this AD, it is mandatory to comply with the requirements of BAe 146 series / Avro 146-RJ series aircraft ISB29-A046 - Removal from service of accumulators with suspect defect introduced at manufacture, at initial issue or later approved revisions. Note: The identification of suspect (batch number) accumulators must be accomplished within 48 hours of the effective date of the AD and where such an accumulator is identified it must be replaced or inspected within 48 hours of the effective date of the AD. Required inspections are mandated at 48 hour intervals thereafter, until terminated, as detailed in the Service Bulletin.	

	<p>Additionally:</p> <ol style="list-style-type: none"> 1. After 1 April 2006 only one suspect accumulator is allowed to be installed on an individual aircraft. 2. Replace all suspect accumulators with serviceable units in accordance with BAe ISB29-A046 paragraph 2.D. not later than 31 May 2006.
Ref. Publications:	BAe 146 and AVRO 146-RJ Service Bulletin, ISB29-A046 initial issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> 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. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Mr M.Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.eu.int. 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: Rapublications@baesystems.com.