


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No. : 2006 - 0132</b>  <b>Date: 18 May 2006</b>	
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 (All Series)
TCDS Number : UK BA16		
Foreign AD : None		
Supersedure : None		
<b>ATA 24</b>	<b>Electrical Systems – Inspection of Three-Phase Circuit Breakers</b>	
<b>Manufacturer(s):</b>	British Aerospace plc, British Aerospace Regional Aircraft Ltd, British Aerospace (Commercial Aircraft) Ltd.	
<b>Applicability:</b>	All BAe 146 series aircraft.	
<b>Reason:</b>	<p>Investigation into the cause of overheating of three-phase circuit breakers, used at various locations throughout the aircraft (but predominantly in the under floor electrical bay and the flightdeck), has identified a possible age related deterioration of the units. Failure of a circuit breaker will result in the generation of smoke or flames, and prevent the electrical load from being isolated from its electrical supply. The likelihood of an event, the subsequent; adverse operating conditions, reduced functional capability and potential for fire are unsafe conditions and generate the need for mandatory action.</p> <p>Inspection SB 24-141 has therefore been prepared to inspect all three-phase circuit breakers and wiring for cracking, discoloration, corrosion, security or burning. The bulletin is a one-time inspection targeted at aircraft, which are considered to be most at risk from an age related defect.</p>	
<b>Effective Date:</b>	01 June 2006	

Compliance:	<p>Within 12 months from the effective date of this Airworthiness Directive inspect and test all three-phase circuit breakers, terminal leads, wire looming and circuit breaker panels in accordance with Paragraph 2.C. of Service Bulletin 24-141 Revision 0 or later approved revision.</p> <p>Rectify any damage found and replace unserviceable units prior to further flight.</p>
Ref. Publications:	BAE SYSTEMS (Operations) Limited Service Bulletin 24-141 Original issue or later approved revisions.
Remarks :	<ol style="list-style-type: none"> <li>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.</li> <li>2. This AD was posted as PAD 06-088 for consultation on 05 April 2006 with a comment period until 01 May 2006. No comment was raised during the consultation period.</li> <li>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.europa.eu">ADs@easa.europa.eu</a> .</li> <li>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></li> </ol>