


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0206</p> <p>Date: 30 September 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name :</p> <p>BAE Systems (Operations) Ltd</p>		<p>Type/Model designation(s) :</p> <p>BAe 146 aeroplanes</p>
<p>TCDS Number: EASA.A.182</p>		
<p>Foreign AD: Not applicable</p>		
<p>Supersedure: None</p>		
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ATA 27	Flight Controls – Airbrake Lever Detent Mechanism – Modification	
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<p>Manufacturer(s):</p>	<p>BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.</p>	
<p>Applicability:</p>	<p>BAe 146 Series 100, 100A, 200 and 200A aeroplanes, serial numbers as listed in British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B, Revision 4 dated 15 June 1990.</p> <p>Note: BAe 146 Series 100A and 200A aeroplanes have been manufactured to the United States (FAA) certification standard.</p>	
<p>Reason:</p>	<p>The operation of the airbrake lever in the “airbrakes out” to “lift spoiler” range has been the subject of two occurrence reports. The lift spoilers on the BAe 146 and Avro 146-RJ aeroplanes have been designed to deploy on landing to provide aerodynamic braking and to dump lift to ensure that the wheel brakes can provide the necessary speed reduction.</p> <p>A review of the changing operational profile of the aeroplane type concluded that its proven short field performance has increasingly been exploited in recent years by a number of operators worldwide. Frequently, these short field operations are conducted from airports that are located in mountainous terrain or in close proximity to bodies of water, leaving fewer margins for error, e.g. landing long or at (too) high speed.</p> <p>The effects of deceleration and landing inertia loads can cause uncommanded movement of the airbrake selector lever from the “lift spoiler” position to the “airbrakes out” position, causing the lift spoilers to retract during the landing roll.</p>	

	<p>This condition, if not corrected, would increase the landing distance, possibly resulting in a runway overrun and consequent injury to aeroplane occupants.</p> <p>On certain BAe 146 aeroplanes, without modifications HCM00889A and B or modifications HCM00889A and C incorporated, negligible force is required to move the airbrake lever back to the "airbrakes out" position. From 1988 onwards, modifications were introduced on the production line to incorporate a modified friction baulking device such that a force of 12 lbs must be applied to move the airbrake lever from the "lift spoiler" position to the "airbrakes out" position. These modifications were also made available as an optional in-service retrofit.</p> <p>For the reasons described above, this AD requires the modification of the airbrake lever detent mechanism.</p>
Effective Date:	14 October 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 12 months after the effective date of this AD, modify the airbrake lever detent mechanism in accordance with the instructions of British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B, currently at Revision 4 dated 15 June 1990. (2) Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of British Aerospace (Commercial Aircraft) Ltd Service Bulletin SB.27-73-00889A&B at original issue, Revision 1, Revision 2 or Revision 3 is an acceptable method to comply with the modification requirements of this AD.
Ref. Publications:	<p>British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B.Revision 4 dated 15 June 1990.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 27 August 2009 as PAD 09-107 for consultation until 24 September 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any questions concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com