


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2011-0099</p> <p>Date: 26 May 2011</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 and AVRO 146-RJ aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA.A.182</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 21</p>	<p>Air Conditioning - Front and Rear Discharge Valves Fuselage Skin – Inspection / Repair</p>	
<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 and AVRO 146-RJ aeroplanes, all models, all serial numbers, except aeroplanes that have incorporated auto-pressurisation modification No. HCM50259A during production.</p>	
<p>Reason:</p>	<p>An operator has reported the cracking and surface anomalies (bulges and/or dents) of the fuselage skin at the water trap/air drier unit of the forward discharge valve located between Frames 22 and 23 and between stringers 22 and 23.</p> <p>Further investigation established that these surface anomalies (bulges and/or dents) were due to corrosion beneath the water trap/air drier unit that has resulted in cracking of the fuselage skin. A crack at the subject location could propagate towards the forward discharge valve outlet and result in the failure of the fuselage skin leading to a possible sudden loss of cabin pressure.</p> <p>For the reasons described above, this AD mandates an initial and repetitive inspections of the fuselage skin adjacent to the front and rear discharge valves, the accomplishment of the associated correctives actions if applicable and the application of an additional sealant in the affected area.</p>	
<p>Effective Date:</p>	<p>09 June 2011</p>	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 12 months after the effective date of this AD and thereafter at intervals not exceeding 24 months, perform a Detailed Visual Inspection (DVI) of the external fuselage skin adjacent to the discharge valve outlets (one frame bay fore and aft, one stringer above and below) to check for bulging, surface anomalies and cracking in accordance with the accomplishment instructions of paragraph 2.C. of BAE Systems (Operations) Ltd. ISB 21-162 Revision 1.</p> <p>(2) If, during a DVI as required by paragraph (1) of this AD, any damage (bulging and/or surface anomalies and/or cracking) is found, before next flight, accomplish the associated corrective action defined in Table 1 of this AD:</p> <p style="text-align: center;">Table 1</p> <table border="1" data-bbox="584 629 1422 1021"> <thead> <tr> <th>Damage found:</th> <th>Corrective action</th> </tr> </thead> <tbody> <tr> <td>within the criteria as specified in Structural Repair Manual (SRM) 53-00-00</td> <td>Repair in accordance with the accomplishment instructions of paragraph 2.G. of BAE Systems (Operations) Ltd. ISB 21-162 Revision 1.</td> </tr> <tr> <td>exceeds the criteria as specified in SRM 53-00-00</td> <td>Contact BAE Systems (Operations) Ltd. for approved repair instructions and accomplish those instructions accordingly.</td> </tr> </tbody> </table> <p>(3) At the next maintenance opportunity, or within 24 months after the effective date of this AD, whichever occurs first, unless a repair has already been accomplished as required by paragraph (2) of this AD, apply additional sealant in accordance with paragraph 2.C.(2) of BAE systems (Operations) Ltd. ISB 21-162 revision 1. Application of additional sealant does not constitute terminating actions for the repetitive DVI required by paragraph (1) of this AD.</p> <p>(4) Accomplishment of a repair as required by paragraph (2) of this AD terminates the repetitive inspection requirements of paragraph (1) of this AD.</p> <p>(5) Accomplishment of any DVI before the effective date of this AD, in accordance with BAE Systems (Operations) Ltd. ISB 21-162 at initial issue is acceptable to comply with the initial requirement of paragraph (1) of this AD.</p> <p>(6) Accomplishment of a repair before the effective date of this AD in accordance with the instructions of BAE Systems (Operations) Ltd. ISB 21-162 at initial issue is acceptable to comply with the requirements of paragraphs (2) and (4) of this AD.</p>	Damage found:	Corrective action	within the criteria as specified in Structural Repair Manual (SRM) 53-00-00	Repair in accordance with the accomplishment instructions of paragraph 2.G. of BAE Systems (Operations) Ltd. ISB 21-162 Revision 1.	exceeds the criteria as specified in SRM 53-00-00	Contact BAE Systems (Operations) Ltd. for approved repair instructions and accomplish those instructions accordingly.
Damage found:	Corrective action						
within the criteria as specified in Structural Repair Manual (SRM) 53-00-00	Repair in accordance with the accomplishment instructions of paragraph 2.G. of BAE Systems (Operations) Ltd. ISB 21-162 Revision 1.						
exceeds the criteria as specified in SRM 53-00-00	Contact BAE Systems (Operations) Ltd. for approved repair instructions and accomplish those instructions accordingly.						
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin No. 21-162 Revision 1 dated 16 September 2010.</p> <p>BAe 146 Series 100/200 and AVRO 146 Series RJ70/RJ85 Structural Repair Manual Revision 65 dated 15 September 2010.</p> <p>BAe 146-300 and AVRO 146-RJ100 Structural Repair Manual Revision 43 dated 15 September 2010.</p> <p>The use of later approved revisions of these documents 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 04 April 2011 as PAD 11-035 for consultation until 02 May 2011. No comments were received during the consultation period.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 question 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.
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