

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0136R1 Date: 08 April 2014 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.
This AD is issued in accordance with EU 748/2012, Part 21.A.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].	
Design Approval Holder's Name : BAE SYSTEMS (OPERATIONS) LTD	Type/Model designation(s) : BAe 146 and AVRO 146-RJ aeroplanes
TCDS Number:	EASA.A.182
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2012-0136 dated 20 July 2012.
ATA 57	Wings – Forward Engine Pylon Pick-up Brackets – Inspection / Repair
Manufacturer(s):	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.
Applicability:	BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers.
Reason:	While carrying out a scheduled environmental inspection, an operator found a cracked number 1 engine forward outboard pylon pick-up bracket. Cracks were present on the upper flange of the bracket running between all 3 attachment bolt holes. Subsequent investigation revealed that the cause of cracking was stress corrosion. Cracking of the pylon pick-up brackets at the top and bottom flanges could reduce the capability of the brackets to support the ultimate side-load, particularly if cracking is present on more than one flange. This condition, if not detected and corrected, could result in the engine pylon separation from the wing, likely resulting in damage to the aeroplane and possible injury to persons on the ground. To address this concern, BAE Systems (Operations) Limited published Inspection Service Bulletin (ISB) 57-073, currently at Revision 1. For reasons described above, EASA issued AD 2012-0136 to require repetitive inspections of the affected pylon pick-up brackets and, depending on findings, accomplishment of a repair.

	This AD is revised to clarify that the required inspection is applicable for outboard engine pylons only.						
Effective Date:	Revision 1: 08 April 2014 Original issue: 03 August 2012						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Initially within the compliance time as specified in Table 1 of this AD, as applicable, and, thereafter, at intervals not to exceed 24 months, inspect the flanges of the Rib 10 forward pylon pick-up bracket of each outboard engine pylon, in accordance with the instructions of paragraph 2C of BAE Systems(Operations) Limited ISB 57-073 Revision 1. Table 1 <table border="1"> <thead> <tr> <th>Engine Pylon Configuration</th><th>Compliance Time – after 03 August 2012 [the effective date of original issue of this AD]</th></tr> </thead> <tbody> <tr> <td>No forward pylon pick-up bracket replaced since first flight of the aeroplane</td><td>6 months</td></tr> <tr> <td>Forward pylon pick-up bracket replaced</td><td>20 months</td></tr> </tbody> </table> (2) If, during any inspection as required by paragraph (1) of this AD, any cracking, corrosion or other defects of a Rib 10 forward pylon pick-up bracket are detected, before next flight, accomplish a repair in accordance with the instructions of paragraph 2C of BAE Systems(Operations) Limited ISB 57-073 Revision 1. (3) Inspections and corrective actions, accomplished before 03 August 2012 [the effective date of original issue of this AD] in accordance with the instructions of BAE Systems(Operations) Limited ISB 57-073 at initial issue constitutes an acceptable method of compliance with initial requirements of paragraphs (1) and (2) of this AD. After 03 August 2012 [the effective date of the original issue of this AD], ISB 57-073 at Revision 1 (or later revision) must be used. (4) Repair of a Rib 10 forward pylon pick-up bracket on an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive inspections required by paragraph (1) of this AD for that aeroplane.	Engine Pylon Configuration	Compliance Time – after 03 August 2012 [the effective date of original issue of this AD]	No forward pylon pick-up bracket replaced since first flight of the aeroplane	6 months	Forward pylon pick-up bracket replaced	20 months
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Ref. Publications:	BAE Systems (Operations) Limited ISB 57-073 initial issue 06 September 2010 and Revision 1 dated 27 January 2012. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.						
Remarks :	- If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. - The original issue of this AD was posted on 14 June 2012 as PAD 12-063 for consultation until 12 July 2012. No comments were received during the consultation period. - Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA; E-mail: ADs@easa.europa.eu. - For any question concerning the technical content of the requirements in this AD, please contact:						

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