

EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No : 07-022</p> <p>Date: 16 February 2007</p>
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 : BAe Systems (Operations) Ltd	Type/Model designation(s) : BAe 146 and AVRO 146-RJ
TCDS Number : United Kingdom BA16	
Foreign AD : Not applicable	
Supersedure : Not applicable	
ATA 29	Hydraulic Power – Accumulators – Inspection/Replacement
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:	An accumulator cylinder had material defects and suffered an in-flight burst failure causing damage to the aircraft structure. This resulted in the issue of EASA Emergency AD 2006-0061-E that required the identification and check of cylinders from known suspect batches. Further investigations and checks by the accumulator manufacturer have concluded that all cylinders from a particular supplier may not have been correctly inspected at manufacture. To prevent the risk of further failures, this Airworthiness Directive (AD) requires all accumulators with cylinders from this supplier to be identified and inspected prior to re-installation.
Effective Date:	[TBD – 14 days after final AD issue date]
Compliance:	<p>(1) Within 6 weeks after the effective date of this AD, identify the installed accumulator in accordance with paragraph 2C of BAE Systems ISB 29-047 dated 03 October 2006, which makes reference to APPH Ltd. Service Bulletin AIR91666-29-03;</p> <p>(2) When an accumulator is identified as being affected by this directive, not later than 31 October 2009, remove the accumulator in accordance with paragraph 2D of BAE Systems ISB 29-047 dated 03 October 2006 and</p>

	<p>magnetic particle inspect the cylinder in accordance with APPH Ltd. Service Bulletin AIR91666-29-03;</p> <p>(3) When any defects are found, before next flight, replace the accumulator with a serviceable unit;</p> <p>(4) After 31 October 2009, no person may install a spare accumulator identified by APPH Ltd. Service Bulletin AIR91666-29-03 as a replacement part, unless it has been inspected in accordance with APPH Ltd. Service Bulletin AIR91666-29-03.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited ISB 29-047 dated 03 October 2006; and APPH Ltd. Service Bulletin AIR91666-29-03 dated July 2006, or later approved revisions of these documents.</p>
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. Closing date for comments is 16 March 2007. 3. Enquiries regarding this AD should be referred to the Airworthiness Directive Focal Point – 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: 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