


EASA	PROPOSED AIRWORTHINESS DIRECTIVE	
	<p>PAD No : 07-198</p> <p>Date: 12 November 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 aircraft
TCDS Number: United Kingdom BA16		
Foreign AD: Not applicable		
Supersedure: None		
ATA 53	Fuselage – Airbrake Upper Crossbeam – 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 aircraft, all Models, all serial numbers.	
Reason:	<p>The airbrake upper crossbeam on an aircraft failed in-flight. The crossbeam failure caused damage to the rudder control system, resulting in loss of rudder control. Loss of rudder control will cause handling difficulties particularly during take-off, approach and landing phases in cross winds.</p> <p>BAE Systems (Operations) Ltd has published Inspection Service Bulletin (ISB 53-200) that revises and supersedes the inspection requirements which are currently defined in the Maintenance Review Board Report SSI Task 53-40-125, Maintenance Planning Document Task Reference 534025-DVI-10000-1 and Supplemental Structural Inspections Document Tasks 53-40-125.1 and 53-40-125.2. These revised inspection requirements and reduced inspection periods are to ensure that any fatigue damage is detected before it causes upper airbrake crossbeam failure.</p> <p>For the reasons stated above, this Airworthiness Directive (AD) requires the inspection and, as necessary, repair of the airbrake upper crossbeam.</p>	
Effective Date:	[TBD: 14 days after Final AD issue date]	

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this directive, perform the initial inspection at the threshold specified in paragraph 1.D.(1) or 1.D.(2), as applicable, and in accordance with the instructions of paragraph 2.B, 2.C and 2.D of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 53-200, except that the calendar inspection threshold in paragraph 1.D.(2) is defined from the effective date of the AD and not from the date of receipt of the service bulletin. The initial inspection includes the replacement of three rivets by three Hi-Lok Pins; (2) Thereafter, repeat the inspections at the intervals specified in paragraph 1.D.(3) and in accordance with the instructions of paragraph 2.B, 2.C and 2.D of BAE Systems (Operations) Ltd ISB 53-200; (3) If damage is found during any inspection, before next flight, accomplish the necessary repairs in accordance with the Structural Repair Manual. If the damage is outside allowed repair criteria, embody a BAE SYSTEMS (Operations) Ltd and/or EASA approved repair scheme.
Ref. Publications:	BAE SYSTEMS (Operations) Limited Inspection Service Bulletin ISB 53-200 Initial Issue; the use of later approved revisions is acceptable for compliance with the requirements of this AD.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. Closing date for comments is 10 December 2007. 3. Enquiries regarding this AD should be referred to the AD 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) Ltd, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 1292 675207, Fax: +44 1292 675704, E-mail: RApublications@baesystems.com