


EASA	NOTIFICATION OF A PROPOSAL TO CANCEL AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 10-057-CN</p> <p>Date: 10 June 2010</p> <p>Note: This Proposed Airworthiness Directive (PAD) Cancellation Notice 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</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>Cancellation: Cancellation of UK CAA AD 014-01-92 dated January 1992.</p>	
ATA 11	<p>Placards & Markings - N2 limitations for anti-ice selection - To introduce a placard on the flight deck overhead panel and wiring to inhibit the airbrake auto-retract function.</p>
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:	<p>BAe 146 Series 100, 100A, 200, 200A, 300 and 300A aeroplanes fitted with Honeywell ALF502R engines.</p> <p>Note 1: BAe 146 Series 100A, 200A and 300A aeroplanes have been manufactured to the United States (FAA) certification standard.</p>
Reason:	<p>When problems were experienced with uncommanded thrust reductions on BAe 146 aeroplanes fitted with Honeywell ALF502R engines, BAE Systems (Operations) Ltd issued a modification Service Bulletin (SB) SB 11-097-01285A that introduced the installation of a placard on the flight deck overhead panel with a new N2 limitation when engine anti-ice protection was selected on. Electrical wiring changes were also introduced to inhibit the thrust lever actuated airbrake auto-retract function. This enabled the airbrake to be operated at high altitude to assist in descent when thrust levers were forward in compliance with the placard. The SB.11-097-01285A was mandated by United Kingdom (UK) Civil Aviation Authority (CAA) AD 014-01-92.</p> <p>Subsequently, the placard introduced by the SB 11-097-01285A was superseded by another placard introduced by BAE Systems SB 11-137-30405A which was mandated by UK CAA AD 004-03-98.</p>

	<p>Later on, engine modifications, which removed the need for the inhibition of the thrust lever actuated airbrake auto-retract function, were introduced by Honeywell SB ALF/LF 72-1020 and mandated by (Federal Aviation Administration) FAA AD 99-15-06.</p> <p>The actions introduced by UK CAA AD 014-01-92 have therefore now been superseded by later actions which in turn have been mandated by other ADs.</p> <p>For the reasons described above, UK CAA AD 014-01-92 is cancelled.</p>
Effective Date:	[same as publication date of the final notice]
Compliance	Not applicable.
Ref. Publications:	<p>BAE Systems (Operations) Ltd Modification Service Bulletin SB.11-097-01285A Revision 1 dated 3 April 1992.</p> <p>BAE Systems (Operations) Ltd Modification Service Bulletin SB. 11-137-30405A dated 26 March 1998.</p> <p>Honeywell (formerly AlliedSignal Engines) Service Bulletin ALF/LF 72-1020 dated 30 September 2010.</p> <p>Note 2: Referenced UK CAA ADs are in CAP 476 "Mandatory Aircraft Modifications and Inspections Summary".</p>
Remarks :	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 01 July 2010. 2. Enquiries regarding this PAD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any questions concerning the technical content of the requirements in this PAD, 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.