

Datum der Bekanntgabe: 08.10.2009

Muster: BAE Systems (Operations) Ltd.
BAe 146

AD der ausländischen Behörde:
EASA AD 2009-0206 vom 30.09.2009

Geräte-Nr.:
2852, EASA.A.182

Technische Mitteilungen des Herstellers:
British Aerospace Service Bulletin SB.27-73-00889A&B Revision 4
vom 15.06.1990

Betroffenes Luftfahrtgerät:

BAE Systems (Operations) Ltd.
BAe 146

- **Baureihen:** BAe 146-100, BAe 146-100A, BAe 146-200 und BAe 146-200A
- **Werk-Nrn.:** Gemäß British Aerospace Service Bulletin SB.27-73-00889A&B Revision 4

Betrifft:

(ATA 27) Flight Controls - Airbrake Lever Detent Mechanism - Modification

Maßnahmen:

Detaillierte Informationen über die durchzuführenden Maßnahmen sind der oben genannten EASA Airworthiness Directive und der genannten technischen Mitteilung des Herstellers zu entnehmen. Alle erforderlichen Maßnahmen zur Abstellung des technischen Mangels müssen ordnungsgemäß, vollständig und innerhalb der vorgesehenen Fristen auf Basis der genannten Bezugsdokumente durchgeführt werden. Alle Abweichungen von den Maßnahmen und Fristen dieser Lufttüchtigkeitsanweisung bedürfen der vorherigen Zustimmung durch das Luftfahrt-Bundesamt.

Fristen:

Alle anzuwendenden Fristen sind der oben genannten EASA Airworthiness Directive zu entnehmen. Die Laufzeit aller anzuwendenden Fristen beginnt mit dem Datum der Inkraftsetzung der genannten EASA Airworthiness Directive.


Diese Lufttüchtigkeitsanweisung entspricht hinsichtlich der durchzuführenden Maßnahmen und Fristen der EASA AD 2009-0206 vom 30.09.2009

Durch die vorgenannten Mängel ist die Lufttüchtigkeit des Luftfahrtgerätes derart beeinträchtigt, daß es nach Ablauf der genannten Fristen nur in Betrieb genommen werden darf, wenn die angeordneten Maßnahmen ordnungsgemäß durchgeführt worden sind. Im Interesse der Sicherheit des Luftverkehrs, das in diesem Fall das Interesse des Adressaten am Aufschub der angeordneten Maßnahmen überwiegt, ist es erforderlich, die sofortige Vollziehung dieser LTA anzuordnen.

Rechtsbehelfsbelehrung:

Gegen diese Verfügung kann innerhalb eines Monats nach Bekanntgabe Widerspruch eingelegt werden. Der Widerspruch ist schriftlich oder zur Niederschrift beim Luftfahrt-Bundesamt, Hermann-Blenk-Str. 26, 38108 Braunschweig einzulegen.

LTA's werden auch im Internet unter <http://www.lba.de> publiziert

EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2009-0206 Date: 30 September 2009 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 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].		
Type Approval Holder's Name : BAE Systems (Operations) Ltd	Type/Model designation(s) : BAe 146 aeroplanes	
TCDS Number:	EASA.A.182	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 27	Flight Controls – Airbrake Lever Detent Mechanism – Modification	
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 Series 100, 100A, 200 and 200A aeroplanes, serial numbers as listed in British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B, Revision 4 dated 15 June 1990. Note: BAe 146 Series 100A and 200A aeroplanes have been manufactured to the United States (FAA) certification standard.	
Reason:	<p>The operation of the airbrake lever in the “airbrakes out” to “lift spoiler” range has been the subject of two occurrence reports. The lift spoilers on the BAe 146 and Avro 146-RJ aeroplanes have been designed to deploy on landing to provide aerodynamic braking and to dump lift to ensure that the wheel brakes can provide the necessary speed reduction.</p> <p>A review of the changing operational profile of the aeroplane type concluded that its proven short field performance has increasingly been exploited in recent years by a number of operators worldwide. Frequently, these short field operations are conducted from airports that are located in mountainous terrain or in close proximity to bodies of water, leaving fewer margins for error, e.g. landing long or at (too) high speed.</p> <p>The effects of deceleration and landing inertia loads can cause uncommanded movement of the airbrake selector lever from the “lift spoiler” position to the “airbrakes out” position, causing the lift spoilers to retract during the landing roll.</p>	

	<p>This condition, if not corrected, would increase the landing distance, possibly resulting in a runway overrun and consequent injury to aeroplane occupants.</p> <p>On certain BAe 146 aeroplanes, without modifications HCM00889A and B or modifications HCM00889A and C incorporated, negligible force is required to move the airbrake lever back to the "airbrakes out" position. From 1988 onwards, modifications were introduced on the production line to incorporate a modified friction baulking device such that a force of 12 lbs must be applied to move the airbrake lever from the "lift spoiler" position to the "airbrakes out" position. These modifications were also made available as an optional in-service retrofit.</p> <p>For the reasons described above, this AD requires the modification of the airbrake lever detent mechanism.</p>
Effective Date:	14 October 2009
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 12 months after the effective date of this AD, modify the airbrake lever detent mechanism in accordance with the instructions of British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B, currently at Revision 4 dated 15 June 1990. (2) Modification of an aeroplane, prior to the effective date of this AD, in accordance with the instructions of British Aerospace (Commercial Aircraft) Ltd Service Bulletin SB.27-73-00889A&B at original issue, Revision 1, Revision 2 or Revision 3 is an acceptable method to comply with the modification requirements of this AD.
Ref. Publications:	<p>British Aerospace (Commercial Aircraft) Ltd Modification Service Bulletin SB.27-73-00889A&B.Revision 4 dated 15 June 1990.</p> <p>The use of later approved revisions of this document 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 27 August 2009 as PAD 09-107 for consultation until 24 September 2009. The Comment Response Document can be found at http://ad.easa.europa.eu. 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 questions 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