

# EASA PART 21 J & G repair solutions

from BAE Systems Regional Aircraft



## Case study 2 – BAe 146 suspected push-back damage repair

### The Scenario

A BAe 146-200 suffered suspected push-back damage at an European airport. After discussions with the airline's management, it was agreed that a three man BAE Systems Regional Aircraft team would be deployed to complete an assessment on repairing the damaged aircraft.

### Project Scope

The damage assessment identified several areas of dents and buckling. These would require replacement skin sections around the area drum keel skin and port keel skin.

During the repair the customer advised of similar damage to a second aircraft which BAE Systems also repaired and returned to service on time and within budget.

### The Project

The replacement of two major skin sections removed the need for a number of smaller repairs and enhanced the overall repair and appearance of the finished job.

Working in close conjunction with the customer, smaller items such as doublers and plates and all of the Aircraft General Spares (AGS) were ordered and used to complete the repair.

### The Schedule

- An electrical and mechanical fitter arrived Sunday to carry out preparation work for the following day.
- Regional Aircraft's Field Support Rep (FSR) joined them to complete the

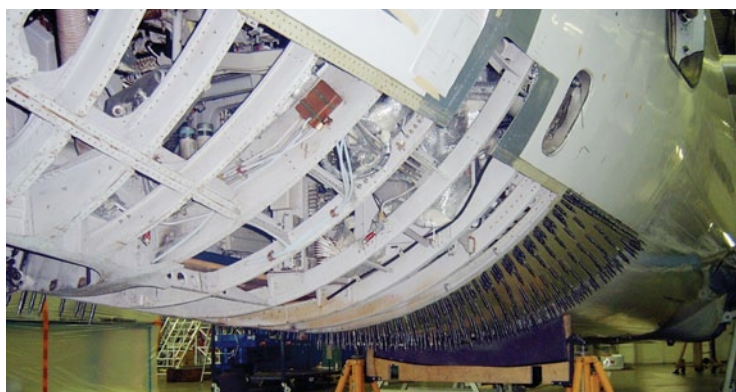
assessment, estimate the price and forecast the expected downtime.

- Assessment completed after one week. Extent of the repair identified, estimate confirmed, any implications discussed.
- Two days later authorisation to proceed was received.
- The repair was completed on-time and within the original cost estimate.

Aircraft inspected, repaired and made available for service in 23 days.

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