

EASA PART 21 J & G repair solutions

from BAE Systems Regional Aircraft



Case study 4 – Avro RJ ground taxiing incident repair

The Scenario

Following a ground taxiing incident an Avro RJ85 sustained damage to both the front and rear of the fuselage.

The aircraft left the hard standing crossed a drainage culvert and impacted a brick wall before coming to rest on its nose keel structure.

Project Scope

At the request of the Operator, a structural survey of the aircraft was carried out by members of the Repair Design Office at Prestwick.

The Aircraft sustained significant damage to the forward fuselage which extended from frame 1 through to frame 15 with a total of six forward skins and for the first time a complete frame 9 having to be changed.

Rear fuselage frames 37, 37X, 37Y and 38 were damaged and the rear keel skin and strike indicator was replaced.

The Project

From the damage report a complete repair scheme was designed for both the front and rear fuselage.

The Bill of Materials was produced and the numerous parts were ordered via the Regional Aircraft Logistics centre at Weybridge. Many more parts had to be manufactured to the original Loft drawing specifications.

The Operator handed the aircraft over to the repair team, the work was completed and the aircraft towed out of the hangar for the paint shop on schedule, after 70 days and a total of 7,800 man/hrs.

“With the aircraft now back in service and operating without fault, I am pleased to say that my faith in BAE Systems was justified. Repairs were completed to the day, costs remained as quoted even though additional work was carried out. The challenges that inevitably arise during the course of such a repair never became issues and the behind the scenes effort that made this possible is appreciated.

It has been a rare pleasure dealing with such a professional company.”

Quote from the Airline’s Insurance Assessor

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