

EASA PART 21 J & G repair solutions

from BAE Systems Regional Aircraft



Case study 5 – Avro RJ tail strike repair

The Scenario

An operator reported a tail strike incident, on an AOG basis for one of their Avro RJ100 aircraft whilst landing at an inner city airport.

The operator advised that they would position the aircraft in a temporary hangar facility in the inner city airport area and requested Regional Aircraft to propose a permanent repair.

Project Scope

A team from Regional Aircraft's Repair Design Office provided a detailed damage report which detailed significant structural damage between Frames 35 and 42 inclusive.

Damage was identified on all main and sub frames, stringers 25P&S – 34P&S, keel skins, ECS mounting tray support structure, ground strike indicator and drain mast.

The Project

- Design of a Permanent EASA Certified Repair to all structure detailed in damaged report.
- Manufacture or procurement of structure and consumable items identified in the BAE Systems permanent certified repair instruction.
- Rework of existing airframe to allow fitment of new structural components.
- Re-protection of new internal structure.
- Documentation certifying the completion of the repair to EASA 145.
- Approval in accordance with the Type Certificate holders repair documentation.
- BAE Systems EASA paperwork (No Technical Objection/Repair Instruction) to support the operators application for a Permit to Fly if required.

Project Integration

Regional Aircraft brought together a variety of skills and elements and worked closely with the customer on the logistical aspects.

A Bill of Material was prepared against an EASA approved repair scheme and survey report. Managed through Regional aircraft Logistics centre at Weybridge it evolved into 324 line items, 601 individual items and 50 line items for new manufacture.

The customer was delighted with the repair, achieved ahead of timescale and within budget.

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