

**Aviation Safety Investigation Report
199402115**

**British Aerospace Plc
BAe 146-300**

31 July 1994

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199402115 **Occurrence Type:** Incident
Location: Melbourne
State: VIC **Inv Category:** 4
Date: Sunday 31 July 1994
Time: 0600 hours **Time Zone** EST
Highest Injury Level: None

Aircraft British Aerospace Plc
Manufacturer:
Aircraft Model: BAe 146-300
Aircraft Registration: VH-EWR **Serial Number:** E3195
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Nil
Departure Point: Melbourne VIC
Departure Time:
Destination: Sydney NSW

Approved for Release: Tuesday, February 14, 1995

When the aircraft encountered icing conditions at 3000 feet on climb the following annunciator lights illuminated

- #2 INTAKE LOW PRESSURE
- #2 AIR FAULT
- #4 AIR FAULT
- #2 AIR VALVE
- #4 AIR VALVE

The aircraft returned to Melbourne for a normal landing. Maintenance replaced the #2 engine intake low pressure switch and carried out satisfactory ground runs. During later testing the intake low pressure switch was found to be servicable.

Further checks were carried out on the performance of the number 2 and 4 engines during the overnight service but the fault was unable to be reproduced. The flight data recorder was not examined to ascertain the flight and engine parameters at the time of the incident.

Maintenance noted that low duct temperatures will give an AIR LOW TEMP warning which will cause the air AIR FAULT and AIR VALVE lights to come on. Maintenance advised that it was necessary to maintain 90% N2 to obtain satisfactory airframe anti-ice performance thereby maintaining adequate intake duct temperatures.

Maintenance asked that if the fault reappeared the pilots should supply the N2 figures. The fault has not reappeared.

Significant Factors

The following factors were considered relevant to the development of the incident.

1. The aircraft was flown in icing conditions with thrust settings below those required to maintain adequate anti-ice performance.
2. The reason why this occurred was not established.

