AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/76 Amdt 1 and issues the following AD under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/76 Amdt 2 — Jo-Bolts and Crown Fittings at Wing Rib 0 and Rib 2 LH & RH — 10/2003

Applicability: All BAe 146 Series 100, 200, and 300 aircraft, except for aircraft with Modification HCM01307A or HCM01307B embodied or aircraft with RIL HC571H9033 embodied; and Avro 146-RJ70, -RJ85, and -RJ100 Series aircraft as specified in the Requirement document.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin 57-056 Revision 2.

Compliance: As specified in the Requirement document.

This Airworthiness Directive becomes effective on 2 October 2003.

Background: The manufacturer received reports where in-service inspections inside the upper part of the centre and outer wing fuel tanks at rib 0 and 2, left and right hand, revealed loose jo-bolts and movement at stringer crown ‘dagger’ fittings. Due to loose ‘dagger’ fittings the upper wing skin will attract increased loads, which, if left uncorrected, will result in a reduction in fatigue life.

Amendment 1 introduced a change to the initial compliance threshold requirement in order to align more closely with the Requirement document compliance.

Amendment 2 is issued in response to the latest revision of the Requirement document, which incorporates additional information.

Amendment 1 of this Airworthiness Directive became effective on 1 December 1999.

The original issue of this Airworthiness Directive was to become effective on 2 December 1999.

David Villiers
Delegate of the Civil Aviation Safety Authority

19 August 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 10 September 2003.