AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/36 and issues the following AD under subregulation 39.001(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 146/36 Wing to Fuselage Fairings 10/2005 Amdt 1

Applicability: All Model BAe 146 series aircraft with modification HCM00301A or B incorporated and without modification HCM01698A (SB 53-162-01698A Protective Tape and Sealant) incorporated.

Requirement:

1. For aircraft not previously inspected in accordance with BAE Systems Operations Ltd Service Bulletin (SB) ISB 53-005 and/or ISB 53-067: Perform the inspection detailed in SB ISB 53-005 Revision 2 and ISB 53-067 Revision 3, or later EASA approved revisions.

2. For aircraft previously inspected in accordance with SB ISB 53-005 and ISB 53-067: Perform the inspections detailed in SB ISB 53-005 Revision 2 and ISB 53-067 Revision 3, or later EASA approved revisions.

Note: UK CAA AD G-2005-0020 refers.

Compliance:

1. Before the accumulation of 1,000 landings since new, or 500 landings after 29 September 2005, whichever occurs later. Thereafter, repeat the inspections at the intervals specified in the requirement document.

2. Before the accumulation of 4,000 landings since the last inspection. Thereafter, repeat the inspections at the intervals specified in the requirement document.

This Amendment becomes effective on 29 September 2005.

Background: Chafing of the fuselage skin has been reported.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/36 Amdt 1 (continued)

Amendment 1 is issued in response to a new CAA AD, which introduces the latest revisions of SB ISB 53-005 and ISB 53-067. Inspection of the affected chafing areas was originally mandated by CAA ADs 002-09-84 (AD/BAe 146/1) and 009-12-87 (this Directive). In order to ensure the continued airworthiness for life extension it was necessary to review the corrective actions required by the above CAA ADs. As a result of this review it has been determined that the related service bulletins needed to be revised to assure the continued structural integrity of the fuselage.

David Villiers
Delegate of the Civil Aviation Safety Authority

8 August 2005