British Aerospace BAe 146 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

AD/BAe 146/82 Rib 2 Lower Wing Skin Joint 13/2000

Applicability: Model BAe 146 Series 200 aircraft, constructors numbers E2188 and E2192.

Model BAe 146 Series 300 aircraft, constructors numbers E3190 and E3194.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin 57-40 revision 3.

Compliance: As specified in the Requirement document for the initial and repeat inspection requirements.

This Airworthiness Directive becomes effective on 28 December 2000.

Background: Certain wing-sets, delivered from the vendor, had a marked reduction in the amount of landing between four particular fastener hole centres and the edge of the butt strap at Rib 2 lower wing skin joint. A reduced hole landing could lead to a decrease in the long term damage tolerance residual strength. Four specified fasteners are removed from the right hand wing and an inspection of the holes is accomplished using eddy current techniques.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

7 November 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 22 November 2000.