AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/77 Amdt 2 and issues the following 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.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/77 Amdt 3 Pylon to Wing Forward Attachment Bolts 11/2002

Applicability: All BAe 146 series and Avro 146-RJ aircraft.

Note: Check the Aircraft Technical Records for embodiment of modifications HCM01649A and HMC01649B before actioning the Requirement document.

Requirement: Action in accordance with BAe Systems Mandatory Service Bulletin (SB) 54-010 Revision 1 or SB 54-010 Revision 2.

Compliance: For aircraft that have achieved 4 years total time in service:

Before accumulating 2,000 flights after 15 June 2000.

For aircraft that have not achieved 4 years total time in service:

Before accumulating 2,000 flights after 15 June 2000 or before achieving 4 years total time in service, whichever occurs later.

The compliance times remain unchanged by this issue.

This Amendment becomes effective on 31 October 2002.

Background: The manufacturer received reports of in-service failures of engine pylon to wing forward attachment bolts. Investigation revealed the failures were due to corrosion in the bolt head undercut.

Amendment 1 allowed the inspection procedure to be carried out with the engines installed.

Amendment 2 introduced to the accomplishment instructions an alternative method to re-protect bolt non-threaded areas previously cadmium plated.

Amendment 3 is issued to re-instate SB 54-010 Revision 1 as an equivalent Requirement document of this Directive.

Amendment 2 of this Airworthiness Directive became effective on 16 May 2002.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/77 Amdt 3 (Continued)

Amendment 1 of this Airworthiness Directive became effective on 15 June 2000.

The original issue of this Airworthiness Directive became effective on 30 December 1999.

James Coyne
Delegate of the Civil Aviation Safety Authority

20 September 2002

The above AD is notified in the *Commonwealth of Australia Gazette* on 9 October 2002.