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 146/120 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 146/120 Amdt 1 — Wing Top Skin under Rib 0 Joint Strap — 2/2008 DM

Applicability: BAe 146 100 Series aircraft , S/N E1144 and subsequent;

BAe 146 200 Series aircraft, S/N E2148 and subsequent;

BAe 146 300 Series aircraft, S/N E3141 and subsequent;

AVRO 146-RJ70 Series aircraft, S/N E1223 up to and including E1267;

AVRO 146-RJ85 Series aircraft, S/N E2208 up to and including E2277, and S/N E2288; and

AVRO 146-RJ100 Series aircraft, S/N E3221 up to and including E3276, and S/N E3282, E3283, E3284 and E3286.

Requirement: Action in accordance with the technical requirements of EASA Airworthiness Directive (AD) 2007-0304.

Compliance: As per the requirements document with an effective date of the 28 December 2007.

This Amendment becomes effective on 28 December 2007.

Background: At the initial issue of BAE Systems (operations) Ltd Inspection Service Bulletin (ISB) 57-a071, which was mandated by EASA AD 2006-0091-E, inspection for possible cracks were required on the wing top skin under the rib 0 joint strap. This ISB has now been revised, adding specific instructions for aircraft which have embodied a centre wing overwing refuel aperture repair. Changes consist of a revision of Appendix 1 (ultrasonic inspection) to define the extent of wing top skin inspection and the inclusion of Appendix 2 (radiographic inspection) to inspect further areas of the wing top skin at the outboard fastener row overlapped by the repair plate.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/120 Amdt 1 (continued)

The original issue of this AD became effective on 26 April 2006.

David Villiers
Delegate of the Civil Aviation Safety Authority

17 December 2007