AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/61 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 146/61 Amdt 2 — Top Skin Stress Corrosion Cracking — 10/2003

Applicability: All BAe 146 Series 100 aircraft No. E1144 and subsequent.

All BAe 146 Series 200 aircraft No. E2148 and subsequent.

All BAe 146 Series 300 aircraft No. E3141 and subsequent.

All Avro 146-RJ70 Series aircraft No. E1223 through to E1267.

All Avro 146-RJ85 Series aircraft No. E2208 through to E2277, and E2288.

All Avro 146-RJ100 Series aircraft No. E3221 through to E3276, and E3282, E3283, E3284, and E3286.

Requirement: Inspect in accordance with BAE Systems Mandatory Service Bulletin 57-49 Revision 2.

Note: UK CAA AD 005-06-96 refers.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 2 October 2003.

Background: The manufacturer received reports of stress corrosion cracking on the top wing skin of several aircraft, which was found during routine inspections.

Amendment 1 clarified aircraft applicability.

Amendment 2 is issued in response to a revision of the Requirement document, which incorporates Service Bulletin 57-56 and changes compliance text, with no change in compliance times.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/61 Amdt 2 (continued)

The original issue of this airworthiness directive became effective on 12 September 1996.

Amendment 1 of this Airworthiness Directive became effective on 9 October 1997.

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.