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 146/52 Amdt 2 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 146/52 Amdt 3 — Fuselage Frame 29 — 2/2006

Applicability: All Model BAe 146 Series aircraft;

All BAe 146 RJ70 and RJ85 Series aircraft which do not have Modification HCM01411A, B, or C embodied, and All BAe 146 RJ100 Series aircraft which do not have Modification HCM01411A or B embodied.

Requirement: Inspect in accordance with BAE Systems Service Bulletin (SB) 53-130 or SB 53-131 Revision 1, as applicable; or later EASA approved service bulletin revision.

The polymer coating on Frame 29 may prevent a thorough visual inspection. In this case, operators must utilise the referenced surface eddy current inspection technique.

Note: UK CAA AD 012-05-94 and AD 013-03-95 refer.

Compliance: For BAe 146 aircraft:

Unless already accomplished, at or before the 'Threshold Inspection' period detailed in Table 'A' of SB 53-130; and thereafter at the 'Repeat Inspection' intervals specified in Table 'A' of the service bulletin.

For BAe 146 RJ aircraft:

Unless already accomplished, at or before the 'Threshold Inspection' period detailed in Table 2 of SB 53-131 Revision 1; and thereafter at the 'Repeat Inspection' intervals specified in Table 2 of the service bulletin.

The requirement for repeat inspections is cancelled if the work has been fully completed at each affected bolt position as detailed in Repair Instruction Leaflet HC536H9159 or HC536H9168, as applicable.

This Amendment becomes effective on 16 February 2006.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/52 Amdt 3 (continued)

Background: Cracking was experienced on the fatigue specimen in Frame 29 at the bolt holes in the web and inboard flange. The inspection will assist in finding the cracks before they develop to a critical length.

Amendment 1 included Avro 146 RJ aircraft in the inspection requirements of this Directive.

Amendment 2 responded to a revision of the BAe 146 (Avro) RJ aircraft Requirement document, which introduced the latest amendment of the Non-Destructive Testing Manual.

Amendment 3 is issued to emphasise the requirement to accomplish an eddy current inspection of Frame 29 if the polymer coating does not allow a thorough visual inspection.

The original issue of this airworthiness directive became effective on 22 June 1995.

David Villiers
Delegate of the Civil Aviation Safety Authority

22 December 2005