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 146/91 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 146/91 Amdt 3 — Flap Structure and Machined Ribs — 10/2005

Applicability: All Models BAe 146 and AVRO RJ series aircraft.

Requirement: Inspect in accordance with BAE Systems Service Bulletin ISB. 57-066 Revision 2, or later EASA approved revision.

Note: UK CAA AD G-2005-0018 refers.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 29 September 2005.

Background: Evidence of corrosion has been found at various locations within the flap structure and machined ribs.

Amendment 1 amended an Appendix 1 Procedure instruction.

Amendment 2 introduced the latest revision of the Requirement document.

Amendment 3 is issued to introduce a new CAA AD issue, with no change to the technical content of this Directive.

The original issue of this Airworthiness Directive became effective on 9 August 2001.

David Villiers
Delegate of the Civil Aviation Safety Authority

9 August 2005