British Aerospace BAe 146 Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

AD/BAe 146/94 Fuselage Skin Chafing 13/2001

Applicability: All BAe 146 Series and all Avro 146 aircraft with modification HCM01037A embodied, and without modification HCM01698A embodied.

Requirement: Inspect in accordance with BAe Systems Mandatory Service Bulletin ISB.53-162.

Compliance: Initially inspect before 8,000 total landings or within 500 landings after 27 December 2001, whichever occurs later. Repeat thereafter at intervals not to exceed 4,000 landings (if no damage or if allowable damage is present) until compliance with Service Bulletin 53-162-01698A (modification HCM01698A).

This Airworthiness Directive becomes effective on 27 December 2001.

Background: Reports were received of chafing of the fuselage skin and reinforcing plates along the seal/fuselage contact area.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

30 October 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 5 December 2001.