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 146/83 Fuselage Underhead Radiused Rivets 13/2000

Applicability: Model BAe 146 Series 200 aircraft, constructors numbers:

E2022, E2023, E2024, E2025, E2028, E2030, E2031, E2034, E2036, E2039, E2040, E2041, E2042, E2043, E2044, E2045, E2046, E2047, E2048.

Requirement: Inspect in accordance with BAe Systems Mandatory Service Bulletin 53-087 Revision 1 or Revision 2.

Compliance: As specified in the Requirement document.

This Airworthiness Directive becomes effective on 28 December 2000.

Background: The manufacturer has received reports of abraded underhead radiused rivets, found during fuselage skin polishing operations following paint removal. An inspection of all underhead radiused rivets on any part of the fuselage which has undergone skin polishing, and an inspection of the skin thickness adjacent to severely abraded rivets, is required.

David Alan Villiers
Delegate of the Civil Aviation Safety Authority

10 November 2000

The above AD is notified in the *Commonwealth of Australia Gazette* on 22 November 2000.