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 146/66 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 146/66 Amdt 3 — Wing Top Skin Panels — 9/2005

Applicability: All BAe 146 Series aircraft.

Avro 146-RJ70 aircraft from E1223 through E1260.

Avro 146-RJ85 aircraft from E2208 through E2266.

Avro 146-RJ100 aircraft from E3221 through E3265.

Requirement: Action in accordance with BAE Systems Mandatory Service Bulletin (MSB) 57-057 Revision 2.

Note: UK CAA AD 009-02-2000 refers.

Compliance: As specified in the Requirement document.

This Amendment becomes effective on 1 September 2005.

Background: The manufacturer found on a number of production aircraft, that during assembly of the Stringer Crown Dagger fittings at Rib 0 and Rib 2, “drill marks“ have been produced on the underside of the wing top skin. These small marks have impaired the protective treatment.

Amendment 1 was prompted by the discovery, that, following the closing action in accordance with R.I.L. HC573H9014, paint debris had been found within the fuel tanks.

Amendment 2 is issued to introduce the latest revision of the Requirement document, which does not require rework of the modification(s) embodied by previous Requirement document issues.

David Villiers
Delegate of the Civil Aviation Safety Authority

21 July 2005