AD/BEA 121/31 Amdt 1 — Main Spar Doubler at Main Landing Gear Attachment and Wing to Fuselage Main Spar Attachment Nuts — 6/98

Applicability: Beagle B121 Series 1, 2, and 3 aircraft.

Requirement: Action in accordance with British Aerospace Regional Aircraft Service Bulletin (SB) B121/105 and B121/106.

Note: UK CAA AD 005-01-98 and AD 006-01-98 refer.

Compliance: For SB B121/105:

Initial Inspection- Aircraft that have recorded less than 1950 flying hours; accomplish before 2000 flying hours. Aircraft that have recorded 1950 flying hours or more, accomplish within 50 flying hours after 21 May 1998.

Repeat Inspection - At intervals not to exceed 800 flying hours from initial accomplishment of SB B121/102, at Original issue or Revision 1.

Note: Aircraft that have accomplished SB B121/102 at Original issue or Revision 1, comply with Repeat Inspection timescale only.

For SB B121/106: Within 100 flying hours after 21 May 1998.

This amendment becomes effective on 21 May 1998.

Background: The UK CAA requires the actions specified in this Directive to determine the continuing airworthiness of the aircraft.

Amendment 1 is issued in response to new CAA ADs which introduce structural inspections of the main spar doubler at the main landing gear attachment points and replacement nuts at the fuselage main spar fittings that have better torque retention.

The original issue of this Airworthiness Directive became effective on 27 March 1997.