


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0014</p> <p>Date: 21 January 2009</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Type Approval Holder's Name:</p> <p>BAE Systems (Operations) Ltd</p>	<p>Type/Model designation(s):</p> <p>BAe 146 and AVRO 146-RJ aircraft</p>	
<p>TCDS Number:</p>	<p>EASA.A.182</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Supersedure:</p>	<p>None</p>	
<p>ATA 57</p>	<p>Wings – Fixed Wing Leading Edge and Front Spar Structure – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.</p>	
<p>Applicability:</p>	<p>BAe 146 and AVRO 146-RJ aircraft, all models, all serial numbers.</p>	
<p>Reason:</p>	<p>During the removal of the wing removable leading edge on a BAe 146 aircraft for a repair (not related to the subject addressed by this AD), corrosion was found on the wing fixed leading edge structure. The investigation determined that the existing scheduled environmental and fatigue inspections would not have detected the corrosion or fatigue damage.</p> <p>Corrosion or fatigue damage in this area, if not detected and corrected, could lead to degradation of the structural integrity of the wing.</p> <p>For the reason described above, this AD requires repetitive inspections of the wing fixed leading edge and front spar structure for corrosion and/or fatigue damage and repair, depending on findings.</p>	
<p>Effective Date:</p>	<p>04 February 2009</p>	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the thresholds defined in paragraph 1.D.(1) of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-072 (the ISB), except where modified by this paragraph, accomplish the initial environmental/fatigue inspections, in accordance with paragraph 2.C. (Method 1) or paragraph 2.D. (Method 2) of the ISB. Where paragraph 1.D.(1) of the ISB states "within 2 years from the initial issue of this inspection service bulletin" this shall be read as "within 18 months from the effective date of this AD". Similarly, where paragraph 1.D.(1) of the ISB states "within 1 year from the initial issue of this inspection service bulletin" this shall be read as "within 6 months from the effective date of this AD".</p> <p>Note 1: At the discretion of the aircraft owner/operator, enhanced corrosion protection may then be embodied on those areas subject to a detailed visual inspection (DVI) in accordance with paragraph 2.E. or paragraph 2.F. of the ISB. Embodiment of enhanced corrosion protection in accordance with paragraph 2.E. of the ISB allows the interval of the repetitive inspection (as required by paragraph (2) of this AD) to be extended in the area(s) of application.</p> <p>(2) After the initial inspection as required by paragraph (1) of this AD, within the intervals defined in paragraph 1.D.(2)(a) of the ISB, accomplish the repetitive environmental inspections in accordance with paragraph 2.C. (Method 1) or paragraph 2.D. (Method 2) of the ISB. Where previously applied, enhanced corrosion protection may then be re-applied, as desired, in accordance with paragraph 2.E. of the ISB. Re-application (or not) determines the interval for the next repetitive inspection.</p> <p>(3) After the initial inspection as required by paragraph (1) of this AD, within the intervals defined in paragraph 1.D.(2)(b) of the ISB, accomplish the repetitive fatigue inspections in accordance with paragraph 2.C. (Method 1) or paragraph 2.D. (Method 2) of the ISB.</p> <p>(4) When defects are found during any inspection as required by this AD, before next flight, repair any damage, either in accordance with the applicable Structural Repair Manual or in accordance with an approved BAE Systems repair.</p> <p>(5) Accomplishment of any repair does not constitute terminating action for the inspection requirements of this AD.</p> <p>Note 2: The inspections required by this AD supersede the Maintenance Review Board Report (MRBR), Maintenance Planning Document (MPD), Corrosion Prevention and Control Programme (CPCP) and Supplemental Structural Inspection Document (SSID) inspections defined in paragraph 1.C.(3) of the ISB.</p> <p>Note 3: Where the ISB refers to a Visual Inspection (VI), this term describes an inspection using visual inspection equipment as defined in Appendix 3 of the ISB. In other BAE Systems instructions for continued airworthiness, including the Maintenance Planning Document and the Corrosion Protection & Control Programme, such an inspection is referred to as a 'Special Detailed Inspection' (SDI). Later Revisions of the ISB will refer to SDIs where applicable.</p>
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-072 Initial Issue dated 22 February 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD</p> <p>2. This AD was published on 05 January 2009 as PAD 09-002 for consultation until 19 January 2009. The Comment Response Document can be found at http://ad.easa.europa.eu/.</p>

	<p>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW Scotland, United Kingdom Telephone +44 (0)1292 675207, Facsimile +44 (0)1292 675704 E-mail: RApublications@baesystems.com</p>
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