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| EASA | EMERGENCY AIRWORTHINESS DIRECTIVE | |
|  | AD No. : 2006 - 0091 – E Date: 20 April 2006 | |
| No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry. | | |
| Type Approval Holder's Name: | | Type/Model designation(s): |
| BAE SYSTEMS (OPERATIONS) LTD | | BAe 146 and AVRO 146-RJ |
| TCDS Number: UK BA16 | | |
| Foreign AD: None | | |
| Supersedure: None | | |
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| ATA 57 | Wings - Inspection of the Wing Top Skin Under Rib 0 Joint Strap | |
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| Manufacturer(s): | BAE Systems (Operations) Ltd, British Aerospace plc, British (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft Trading As Avro International Aerospace | |
| Applicability: | BAe 146 100 Series aircraft E1144 and subsequent BAe 146 200 Series aircraft E2148 and subsequent BAe 146 300 Series aircraft E3141 and subsequent AVRO 146-RJ70 Series aircraft E1223 up to and including E1267 AVRO 146-RJ85 Series aircraft E2208 up to and including E2277 and in addition E2288 AVRO 146-RJ100 Series aircraft E3221 up to and including E3276 and in addition E3282, E3283, E3284 and E3286 | |
| Reason: | A significant crack has been found in the wing top skin under the Rib 0 joint strap during a scheduled inspection of the adjacent structure. The possibility exists of similar cracks on other aircraft with top wing skins made from the same aluminium alloy as the subject aircraft. Inspections are required on these affected aircraft to maintain the structural integrity of the wing. | |
| Effective Date: | 21 April 2006 | |
| Compliance: | From the effective date of the AD, establish if the aircraft has existing repairs to cracks on the wing top skin and whether the area has been inspected in accordance with radiographic technique NTM Part 2, 57-10-12 at revision 23 or later and perform the following: | |

1. For aircraft with repairs and where the NTM Part 2, 57-10-12 rev 23 or later inspection has not been performed: within 500 flights or within 3 months of the effective date of the AD, whichever is the sooner; inspect the wing top skin beneath the Rib '0' in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(1).
2. (a) For BAe 146 Series 100, 200 & 300 series aircraft without repairs and where the NTM Part 2, 57-10-12 rev 23 or later inspection has not been performed: within 1000 flights or within 6 months of the effective date of the AD, whichever is the sooner; inspect the wing top skin beneath the Rib '0' in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(1).

(b) For AVRO RJ-70, -85 and -100 series aircraft without repairs and where the NTM Part 2, 57-10-12 rev 23 or later inspection has not been performed: within 1500 flights or within 1 year of the effective date of the AD, whichever is the sooner; inspect the wing top skin beneath the Rib '0' in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(1).
3. For aircraft where the NTM Part 2, 57-10-12 rev 23 or later inspection has been performed: within 4000 flights or within 2 years of the effective date of the AD, whichever is the sooner; inspect the wing top skin beneath the Rib '0' in accordance BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per paragraph 2.C.(1).

AND

4. Repeat the inspection of the wing top skin beneath the Rib '0' in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(1) every 4000 flights or 2 years, whichever is sooner.

AND

5. Where the inspection carried out in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(1) identifies a defect in the wing top skin, conduct a further inspection of the wing top skin and stringers in accordance with BAe 146 Series/AVRO 146-RJ ISB 57-a071 initial issue or later approved revisions per para.2.C.(2) before further flight.

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| Ref. Publications: | BAe 146 and AVRO 146-RJ Service Bulletin, ISB 57-a071 initial issue or later approved revisions. |
| Remarks : | <ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOC) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Mr M.Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.eu.int. 4. For any questions concerning the technical content of the requirements in this AD, please contact Project Management Group, Customer Information Department, BAE SYSTEMS (OPERATIONS), Prestwick International Airport Ayrshire, KA9 2RW, Scotland – (Ph: +44 1292 675207, Fax: +44 1292 675704) E-mail: Rpublications@baesystems.com. |

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