EASA	AIRWORTHINESS DIRECTIVE
	AD No : 2006 - 0215 **Date: 14 July 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 (All Series)

TCDS Number : UK BA16

Foreign AD : None

Supersedure : None

ATA 53	**Fuselage – Inspection of Longeron at Rib '0'**
Manufacturer(s):	British Aerospace plc, British Aerospace Regional Aircraft Ltd, British Aerospace (Commercial Aircraft) Ltd.
Applicability:	All BAe 146 series aircraft.
Reason:	Cracking has been found on the centre fuselage top aft longeron at Rib '0' on an in-service aircraft. Subsequent investigation has indicated that the currently defined threshold and repeat inspection period must be reduced, and the area of inspection expanded for the BAe146 series 100 and 200. For the BAe146 series 300, only the repeat inspection period must be reduced, and the area of inspection expanded.
Effective Date:	31 July 2006
Compliance:	The following measures are mandatory from the effective date of this AD:- **(1) <u>All</u> BAe 146 Series 100 and BAe 146 Series 200 aircraft pre-mod HCM01709B or HCM01709C:-** **(a)** For aircraft that have <u>not</u> been inspected in accordance with MRBR SSI/SII Task No.53-20-140A (MPD task 532040-SDI-10000-3) or ISB.53-173 Revision 1.

	Inspect and repair the forward six bolts in accordance with para.2.B of service bulletin 53-173 revision 2 prior to whichever condition occurs later: Accumulating 17000 total flights OR Within 500 flights, but not exceeding 24000 total flights. Inspect and repair the fasteners between the subframe and frame 30 in accordance with para.2.B of service bulletin 53-173 revision 2 prior to whichever condition occurs later: Accumulating 17000 total flights OR Within 4000 flights. Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 5000 flights for the forward six bolts and 11900 flights for fasteners between the subframe and frame 30, until the aircraft enters the Life Extension Programme (LEP). **(b)** For aircraft that have been inspected in accordance with MRBR SSI/SII Task No.53-20-140A (MPD task 532040-SDI-10000-3) or ISB.53-173 Revision 1. Inspect and repair the forward six bolts in accordance with para.2.B of service bulletin 53-173 revision 2 prior to whichever condition occurs later: Accumulating 5400 total flights since last inspection OR Within 500 flights, but not exceeding 12000 total flights. Inspect and repair the fasteners between the subframe and frame 30 in accordance with para.2.B of service bulletin 53-173 revision 2 within 4000 flights . Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 5000 flights for the forward six bolts and 11900 flights for fasteners between the subframe and frame 30, until the aircraft enters the LEP. **(c)** For aircraft that have had a replacement aft longeron installed, inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 prior to achieving 17000 flights following replacement. Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 5000 flights for the forward six bolts and 11900 flights for fasteners between the subframe and frame 30, until the aircraft enters the LEP.

NOTE: The threshold for an aircraft is reset if a replacement longeron is fitted.

(d) Where ISB 53-173 revision 1 has been accomplished, inspect the aircraft in accordance with para.2.B of service bulletin 53-173 revision 2, and do a high frequency eddy current inspection in accordance with Appendix 3 and a rotating eddy current inspection in accordance with NTM Part 6 20-00-03, within 4000 flights.

(2) BAe 146 Series 300 aircraft pre-mod HCM01709A:-

(a) For aircraft that have not been inspected in accordance with MRBR SSI/SII Task No.53-20-140A (MPD task 532040-SDI-10000-3) or ISB.53-173 Revision 1.

Inspect and repair the forward six bolts in accordance with para.2.B of service bulletin 53-173 revision 2 prior to accumulating 24000 flights.

Inspect and repair the fasteners between the subframe and frame 30 in accordance with para.2.B of service bulletin 53-173 revision 2 prior to whichever condition occurs later:

Accumulating 24000 total flights

OR

Within 4000 flights.

Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 4000 flights for the forward six bolts and 11900 flights for fasteners between the subframe and frame 30, until the aircraft enters the LEP.

(b) For aircraft that have been inspected in accordance with MRBR SSI/SII Task No.53-20-140A (MPD task 532040-SDI-10000-3) or ISB.53-173 Revision 1.

Inspect and repair the forward six bolts in accordance with para.2.B of service bulletin 53-173 revision 2 prior to whichever condition occurs later:

Accumulating 4000 total flights since last inspection

OR

Within 500 flights, but not exceeding 12000 flights.

Inspect and repair the fasteners between the subframe and frame 30 in accordance with para.2.B of service bulletin 53-173 revision 2, within 4000 flights.

	Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 4000 flights for the forward six bolts and 11900 flights for fasteners between the subframe and frame 30, until the aircraft enters the LEP. **(c)** For aircraft that have had a replacement aft longeron installed, inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 prior to achieving 24000 flights following replacement. Thereafter inspect and repair in accordance with para.2.B of service bulletin 53-173 revision 2 at intervals not to exceed 4000 flights for the forward six bolts and 11900 flights for the fasteners between the subframe and frame 30, until the aircraft enters the LEP. NOTE: The threshold for an aircraft is reset if a replacement longeron is fitted. **(d)** Where ISB 53-173 revision 1 has been accomplished, inspect the aircraft in accordance with para.2.B of service bulletin 53-173 revision 2 and do a high frequency eddy current inspection in accordance with Appendix 3 and a rotating eddy current inspection in accordance with NTM Part 6 20-00-03, within 4000 flights.
Ref. Publications:	BAE SYSTEMS (Operations) Limited Inspection Service Bulletin 53-173 Rev 2 or later approved revisions.
Remarks :	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. This AD was posted as PAD 06-137 for consultation on 01 June 2006 with a comment period until 30 June 2006. No comment was received during consultation period. 3. Enquiries regarding this Airworthiness Directive should be referred to Mr M. Capaccio, Airworthiness Directive Focal Point – Certification Directorate, EASA, E-mail: ADs@easa.europa.eu. 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: RApublications@baesystems.com