


EASA	AIRWORTHINESS DIRECTIVE
	<p style="text-align: center;">AD No : 2007-0270 R1</p> <p style="text-align: center;">Date: 07 November 2007</p>
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) Limited	BAe 146 and Avro 146-RJ aircraft
TCDS Number: United Kingdom BA16	
Foreign AD: Not applicable	
Revision: This Airworthiness Directive (AD) revises and replaces EASA AD 2007-0270 dated 16 October 2007.	
ATA 57	Wings – Rear Spar Root Joint Attachment Fittings at Wing Rib 2 – Inspection
Manufacturer(s):	BAE SYSTEMS (Operations) Ltd, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace plc, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft Ltd trading as Avro International Aerospace.
Applicability:	BAe 146 and AVRO 146-RJ aircraft, all models, all serial numbers
Reason:	<p>British Aerospace originally issued Service Bulletin (SB) 57-033 in 1989 to detect fuel leaks and failed fasteners in the region of the rear spar root joint attachment fitting at wing rib 2. Accomplishment of this SB was mandated by CAA United Kingdom AD 044-09-89. Revisions 1 through 7 of this SB were introduced to inspect pre mod HCM01447A standard installations for fuel leaks and loose or broken bolts. Modification HCM01447A introduced tension bolts in the attachment fitting instead of the previous Hi-Lok bolts. Revision 8 of the SB introduced inspection instructions for post modification HCM 01447A installations because fuel tank leaks and failed fasteners have subsequently been found on aircraft post modification HCM01447A. Inspections of the post-mod HCM01447A standard are required to maintain the structural integrity of the wing. BAE Systems has now published SB 57-033 Revision 9 that specifies additional, calendar-time based, inspection criteria to control the stress corrosion failures of the pre and post modification HCM01447A installations.</p> <p>EASA AD 2007-0270 supersedes CAA UK AD 044-09-89 and requires the accomplishment of inspections and corrective actions, as necessary, in accordance with BAE Systems SB 57-033 Revision 9.</p> <p>This AD is revised to clarify that the calendar compliance times are to be counted from the effective date, not from the SB issue date.</p>

Effective Date:	30 October 2007
Compliance:	<p>Required as indicated, unless previously accomplished:</p> <p>From the effective date of this directive, perform the inspections and corrective actions, as necessary, at the thresholds and intervals specified in BAE Systems (Operations) Ltd Service Bulletin ISB.57-033 Revision 9 or later approved revisions, except that the calendar thresholds for the inspections are defined from the effective date of the AD and not from the issue date of the service bulletin.</p>
Ref. Publications:	BAE SYSTEMS (Operations) Service Bulletin ISB 57-033 Revision 9, or later approved revisions.
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 11 September 2007 as PAD 07-165 for consultation until 09 October 2007. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the AD 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: BAE SYSTEMS (OPERATIONS), Project Management Group, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland; Telephone: +44 1292 675207, Fax: +44 1292 675704; E-mail: RApublications@baesystems.com