


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008-0092 R1</p> <p>Date: 15 May 2008</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>
TCDS Number:	United Kingdom (UK) BA16	
Foreign AD:	Not applicable	
Revision:	This AD revises and replaces EASA AD 2008-0092 dated 13 May 2008.	
ATA 53		
Fuselage – Frames 15, 18, 41 and 43 Web/Flange and Door Hinge Bosses – Inspection / Repair / Rework		
Manufacturer(s):	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.	
Applicability:	BAe 146 and AVRO 146-RJ series aircraft, all models, all serial numbers.	
Reason:	<p>Following the discovery of corrosion on areas of fuselage frames that were not required to be inspected by UK CAA AD G-2005-0019, BAE Systems (Operations) Ltd has determined that in order to assure the continued structural integrity of the fuselage frames 15, 18, 41 and 43 of the BAe 146 and AVRO 146-RJ series aircraft, a revised inspection programme for this area is considered necessary. Cracking, if undetected, could lead to catastrophic structural failure. Consequently, Inspection Service Bulletin (ISB) 53-182 has been revised to add an eddy current inspection of the frame outer flanges and door hinge bosses which have also been found to be susceptible to corrosion.</p> <p>For the reasons described above, this EASA AD retains the inspections, repair and rework requirements of UK CAA AD G-2005-0019 (EASA Approval 2005-6048), which is superseded, and requires the accomplishment of inspections, repair and rework, as necessary, of the fuselage structure in accordance with BAE Systems (Operations) Ltd ISB 53-182 at Revision 1.</p> <p>This AD has been revised to clarify paragraph (3) of the Compliance.</p>	
Effective Date:	27 May 2008	

<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>(1) From the effective date of this directive, at the thresholds specified in paragraph 1D of BAE Systems (Operations) Ltd ISB 53-182 Revision 1, perform the inspections in accordance with the instructions of paragraph 2C of the ISB;</p> <p>Note 1: Aircraft that have already been inspected in accordance with UK CAA AD G-2005-0019 (using the original issue of ISB 53-182) are considered compliant with the inspection requirements of paragraph (1) of this AD.</p> <p>(2) Thereafter, at intervals determined by paragraph 1D (8) Table 2 of the ISB, repeat the inspections in accordance with the instructions of paragraph 2C of the ISB;</p> <p>Note 2: As specified in Table 2 of the ISB, extended intervals may be applied for the repeat inspections if optional improved corrosion protection has been applied in accordance with paragraph 1D (7) of the ISB.</p> <p>(3) If defects are found during any inspection as required by paragraph (1) and (2) of this AD, before next flight, repair the defects in accordance with paragraph 1D (6) of the ISB.</p>
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited ISB 53-182 original issue dated 16 March 2005 and Revision 1 dated 06 August 2007.</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>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 10 April 2008 as PAD 08-050 for consultation until 08 May 2008. No comments were received during the consultation period. 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 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, United Kingdom. Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: Rpublications@baesystems.com