


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2008-0167</p> <p>Date: 02 September 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 aircraft</p>
TCDS Number:	EASA.A.182
Foreign AD:	Not applicable
Supersedure:	None
ATA 55	Stabilisers – Horizontal Stabiliser Lower Skin & Joint Plates – Inspection / Repair
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 Series 100 and 200 aircraft, serial numbers as identified in BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020.
Reason:	<p>BAE Systems (Operations) Ltd has determined that in order to assure the continued structural integrity of the horizontal stabilizer lower skin and joint plates in the rib 1 area of certain BAe 146 aircraft, a revised inspection programme for this area is considered necessary. The disbonding of joints can lead to corrosion which, if undetected, could result in degradation of the structural integrity of the horizontal stabilizer.</p> <p>For the reasons described above, this EASA AD requires the implementation of repetitive inspections and corrective actions, depending on findings. It also provides an approved repair as optional terminating action for the repetitive inspections.</p>
Effective Date:	16 September 2008

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within the next 6 months after the effective date of this AD, inspect the horizontal stabilizer lower skin and joint plates in accordance with paragraphs 2.C.(1) through 2.C.(3) of BAE Systems (Operations) Limited ISB.55-020 (the ISB) and, if no damage is found, drill and ream four holes in accordance with paragraph 2.C.(4)(a) of the ISB and inspect the holes in accordance with paragraph 2.C.(4)(b) of the ISB. <ol style="list-style-type: none"> (a) If distortion or corrosion is found in the rivet holes, before further flight, contact BAE Systems (address indicated in the Remarks section of this AD) for approved repair instructions, to be accomplished prior to the fitment of the rivets. (b) If no distortion or corrosion is found, before next flight, install the four rivets in accordance with paragraph 2.C.(4)(c) of the ISB. (2) Thereafter, at intervals not exceeding 24 months, repeat the inspection in accordance with paragraphs 2.C.(1) through 2.C.(3) of the ISB. (3) If damage is found during any inspection as required by this AD, before next flight, contact BAE Systems in accordance with paragraph 2.C.(5) of the ISB and accomplish an approved repair in accordance with paragraph 2.C.(6) of the ISB. (4) After accomplishment of the repair in accordance with BAE Systems Repair Information Leaflet (RIL) HC551H9061 (at issue 2 or higher) on the left and right sides of the horizontal stabilizer, the repetitive inspections of paragraph (2) of this AD are no longer required.
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin ISB.55-020 Initial Issue dated 11 December 2007.</p> <p>BAE Systems Repair Information Leaflet (RIL) HC551H9061, issue 2 dated 16 November 2007, or issue 3 dated 31 January 2008.</p> <p>The use of later approved revisions of these documents 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. This AD was posted on 28 July 2008 as PAD 08-085 for consultation until 25 August 2008. The Comment Response Document can be found at http://ad.easa.europa.eu. 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 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 1292 675207, Facsimile +44 1292 675704 E-mail: RApublications@baesystems.com