


EASA	AIRWORTHINESS DIRECTIVE	
	AD No.: 2008-0168	
	Date: 02 September 2008 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.	
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].		
Type Approval Holder's Name : BAE Systems (Operations) Ltd	Type/Model designation(s) : BAe 146 and AVRO 146-RJ aircraft	
TCDS Number : EASA.A.182		
Foreign AD : Not applicable		
Supersedure : This AD supersedes United Kingdom (UK) CAA AD 015-08-91		
ATA 57	Wings – Wing Centre Section Top Skin and Joint Strap at Rib 0 – 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 and AVRO 146-RJ aircraft, all models, all serial numbers, except aircraft for which the instructions contained in the applicable BAE Systems (Operations) Ltd Supplemental Structural Inspection Document (SSID) have been incorporated into the approved aircraft maintenance programme.	
Reason:	In 1991, the UK Civil Aviation Authority (CAA) issued AD 015-08-91, requiring the accomplishment of inspections of, and in case of crack findings, corrective actions on, the wing top skin at rib '0' of pre-modification HCM00851C BAe 146 series aircraft in accordance with British Aerospace Service Bulletin (SB) 57-41 dated 26 July 1991. Recently, BAE Systems (Operations) Ltd has determined that a revised inspection programme for the wing top skin and joint strap at rib '0' on all BAe 146 and AVRO 146-RJ aircraft is necessary to assure the continued structural integrity of this area. Cracking of the wing centre section top skin, if undetected, could lead to structural failure and consequent loss of the aircraft. For the reasons described above, this new EASA AD supersedes UK CAA AD 015-08-91 and requires repetitive high-frequency eddy current (HFEC), radiographic, ultrasonic, and detailed visual inspections of the wing top skin and joint strap at rib '0', the reporting of all inspection results to BAE Systems and, in case of findings, the accomplishment of corrective actions.	
Effective Date:	16 September 2008	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Note: The instructions of BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-070 (the ISB), which is the subject of this AD, are divided in two parts; consequently, the statement in paragraph 1.C. of the ISB that there are three parts is incorrect and can be disregarded.</p> <ol style="list-style-type: none"> (1) Within the threshold and intervals defined in paragraph 1.D.(1) of the ISB, accomplish the initial and repetitive inspections, in accordance with paragraph 2.C. (Part 1) of the ISB, except that for the purpose of this AD, where paragraph 1.D.(1)(b) of the ISB specifies to inspect within 4 000 flights of receipt of the ISB, that instruction must be read as "within 3 000 flights after the effective date of this AD". (2) Within the threshold and intervals defined in paragraph 1.D.(2) of the ISB, accomplish the initial and repeat inspections in accordance with paragraph 2.C. (Part 2) of the ISB. (3) Within 30 days after each inspection as required by paragraph (1) and (2) of this AD, report the inspection results to BAE Systems (Operations) Ltd in accordance with paragraph 2.F. of the ISB. (4) When cracks or corrosion are found during any inspection as required by this AD, before next flight, repair any damage, either in accordance with the applicable Structural Repair Manual or in accordance with an approved BAE Systems repair. (5) Accomplishment of any repair does not constitute terminating action for the inspection requirements of this AD.
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin ISB.57-070 Initial Issue dated 15 October 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. This AD was posted on 31 July 2008 as PAD 08-088 for consultation until 28 August 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: 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: Rpublications@baesystems.com