


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2009-0046</p> <p>Date: 02 March 2009</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 aeroplanes</p>	
<p>TCDS Number : EASA.A.182</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 53</p>	<p>Fuselage – Frame 29 Wing-to-Fuselage Lug Plate Attachment Joint – Inspection / Repair</p>	
<p>Manufacturer(s):</p>	<p>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.</p>	
<p>Applicability:</p>	<p>BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers.</p>	
<p>Reason:</p>	<p>Reports have been received of finding corrosion at the Frame 29 wing-to-fuselage attachment lug plate joint. This condition, if not detected and corrected, could result in a degradation of the structural integrity of Frame 29 and the wing-to-fuselage attachment.</p> <p>The current method of inspecting the Frame 29 wing-to-fuselage attachment lug plate joint for corrosion is not considered adequate for finding corrosion in this particular area.</p> <p>To address this concern, BAE Systems (Operations) Limited has published Inspection Service Bulletin ISB.53-213, which replaces current Maintenance Review Board Report Structurally Significant Items Task 53-20-103 (equal to Maintenance Planning Document Tasks 532003-DVI-10000-1, 532003-DVI-10000-2 and 532003-DVI-10000-3) and Corrosion Prevention and Control Programme Task C53-230-02-01.</p> <p>For the reason described above, this AD requires repetitive inspections of the Frame 29 wing-to-fuselage attachment lug plate joint and repair(s), as necessary.</p>	
<p>Effective Date:</p>	<p>16 March 2009</p>	

<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 2 years after the effective date of this AD, accomplish the initial inspections of the Frame 29 wing-to-fuselage attachment lug plate joint in accordance with paragraphs 2.C. and 2.D. of BAE Systems (Operations) Limited ISB.53-213 (the ISB). This initial compliance time period replaces the one stated in paragraph 1.D.(2) of the ISB. (2) Thereafter, within the intervals defined in paragraph 1.D.(3) of the ISB, repeat the inspections of the Frame 29 wing-to-fuselage attachment lug plate joint in accordance with paragraphs 2.C. and 2.D of the ISB. (3) When, during any inspection as required by this AD, it is not possible to replace a removed bolt with a same part number replacement item, it is acceptable to replace it with an alternative bolt in accordance with an approved BAE Systems repair scheme. (4) When, during any inspection as required by this AD, defects are found, before further flight, accomplish the appropriate repair(s) in accordance with paragraph 2.C. of the ISB. (5) Repair of the aeroplane in accordance with paragraph 2.C. of the ISB does not constitute terminating action for the repetitive inspection requirements of this AD. (6) Within 30 days after each inspection as required by paragraphs (1) and (2) of this AD, send an Inspection Report to BAE Systems in accordance with paragraph 2.G of the ISB.
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Limited Inspection Service Bulletin ISB.53-213 Initial Issue dated 21 May 2008.</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 published on 22 January 2009 as PAD 09-020 for consultation until 05 February 2009. 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