


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No : 2007-0303</b></p> <p><b>Date: 14 December 2007</b></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.	
<b>Type Approval Holder's Name :</b> BAE SYSTEMS (OPERATIONS) LTD	<b>Type/Model designation(s) :</b> BAe 146 and AVRO 146-RJ aircraft
TCDS Number : United Kingdom BA16	
Foreign AD : Not applicable	
Supersedure : None	
<b>ATA 53</b>	<b>Fuselage – Forward and Aft Wing Links at Frames 26 and 29 – Inspection/Repair</b>
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.
Reason:	<p>During removal of forward and aft wing links, corrosion has been found on the wing links and the wing link attachment bolts in areas that are not readily accessible during the currently required Maintenance Review Board Report (MRBR) zonal inspections or Corrosion Prevention and Control Programme (CPCP) inspections. If left uncorrected, such corrosion could adversely affect the structural integrity of the wing to fuselage joint.</p> <p>For this reason, this Airworthiness Directive (AD) requires repetitive detailed visual inspections at the forward and aft wing links and wing link attachment bolts for signs of corrosion, replacement of corroded nuts and bolts and repair of any defects.</p> <p>The MRBR and CPCP will be amended to include the repeat inspections.</p>
Effective Date:	28 December 2007
Compliance:	(1) Before accumulating 4 years Time Since New (TSN) or within 4 years of a wing link being repaired in accordance with a BAE Systems (Operations) Ltd and/or EASA approved repair scheme or within 2 years from the effective date of this AD, whichever occurs later, and

	<p>thereafter at intervals not to exceed 4 years, inspect the wing links in accordance with paragraph 2.C of BAE Systems (Operations) Ltd Inspection Service Bulletin 53-203;</p> <p>(2) If any corrosion is found on bolts or nuts, before next flight, replace the affected bolts and nuts with airworthy parts;</p> <p>(3) If any defects to the wing links are found during an inspection, before next flight, accomplish the necessary repairs in accordance with a BAE Systems (Operations) Ltd and/or EASA approved repair scheme.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited Service Bulletin 53-203 Initial Issue.</p> <p>The use of later approved revisions is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 12 November 2007 as PAD 07-199 for consultation until 10 December 2007. The Comment response Document can be found at <a href="http://ad.easa.europa.eu/">http://ad.easa.europa.eu/</a>.</li> <li>3. Enquiries regarding this AD should be referred to the AD Focal Point – Certification Directorate, EASA, E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>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) Ltd, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 1292 675207, Fax: +44 1292 675704, E-mail: <a href="mailto:RApublications@baesystems.com">RApublications@baesystems.com</a></li> </ol>