


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No : 2007-0304</p> <p>Date: 14 December 2007</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.	
Type Approval Holder's Name : BAE SYSTEMS (OPERATIONS) LTD	Type/Model designation(s) : BAe 146 and AVRO 146-RJ aircraft
TCDS Number: United Kingdom BA16	
Foreign AD: Not applicable	
Supersedure: This Airworthiness Directive (AD) supersedes EASA Emergency AD 2006-0091-E dated 20 April 2006.	
ATA 57	Wings – Top Skin under Rib 0 Joint Strap – 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:	<ul style="list-style-type: none"> - BAe 146 100 Series aircraft, serial number (s/n) E1144 and subsequent; - BAe 146 200 Series aircraft, s/n E2148 and subsequent; - BAe 146 300 Series aircraft, s/n E3141 and subsequent; - AVRO 146-RJ70 Series aircraft, s/n E1223 up to and including E1267; - AVRO 146-RJ85 Series aircraft, s/n E2208 up to and including E2277, and s/n E2288; and - AVRO 146-RJ100 Series aircraft, s/n E3221 up to and including E3276, and s/n E3282, E3283, E3284 and E3286.
Reason:	<p>At the Initial Issue of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 57-a071, which was mandated by EASA AD 2006-0091-E, inspections for possible cracks were required on the wing top skin under the rib 0 joint strap. This ISB has now been revised, adding specific instructions for aircraft which have embodied a centre wing overwing refuel aperture repair. Changes consist of a revision of Appendix 1 (ultrasonic inspection) to define the extent of wing top skin inspection and the inclusion of Appendix 2 (radiographic inspection) to inspect further areas of the wing top skin at the outboard fastener row overlapped by the repair plate.</p> <p>This AD supersedes EASA Emergency AD 2006-0091-E and requires accomplishment of inspections and repair, as necessary, of the wing top skin under the rib 0 joint strap as specified in the revised ISB 57-a071.</p>
Effective Date:	28 December 2007

Compliance:	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From the effective date of this AD, perform the inspections specified in paragraph 2.C(1) and 2.C(2) of BAE Systems (Operations) Ltd ISB 57-a071 Revision 1, at the thresholds specified in paragraphs 1.D(1) to 1.D(4) of the ISB, as applicable, except that the inspection thresholds are defined from the effective date of this AD and not from the date of receipt of the revised service bulletin; (2) If any defects are found, carry out additional inspections in accordance with paragraph 2.C(3) of the ISB and, if cracks or corrosion are found, before next flight, either repair any damage in accordance with Structural Repair Manual task 57-10-15-001 or in accordance with a BAE Systems (Operations) Ltd and/or EASA approved repair scheme; (3) Repeat the inspections and repair, as necessary, at the intervals specified in paragraph 1.D(5) and 1.D(6) of the ISB. <p>Note: For aircraft without overwing refuel aperture repairs, the inspection tasks are unaffected by Revision 1 to BAE Systems (Operations) Ltd ISB 57-a071. Previous compliance with the initial issue of this service bulletin will therefore satisfy the initial inspection requirements of this AD.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited Inspection Service Bulletin 57-a071 Revision 1.</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"> 1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD. 2. This AD was posted on 12 November 2007 as PAD 07-200 for consultation until 10 December 2007. The Comment response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the AD Focal Point – 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) Ltd, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 1292 675207, Fax: +44 1292 675704, E-mail: RApublications@baesystems.com