

<b>EASA</b>	<b>PROPOSED AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No : 07-202</b></p> <p><b>Date: 12 November 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 – Wing Links – Identification / Inspection / Replacement</b>
<b>Manufacturer(s):</b>	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.
<b>Applicability:</b>	BAe 146 and AVRO 146-RJ series aircraft, all Models and serial numbers as identified in paragraph 1.A(1) of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 53-175 Revision 1.
<b>Reason:</b>	<p>A potential fleet wide problem has been identified regarding the interchanging of wing links on all BAe 146 &amp; AVRO 146-RJ aircraft during scheduled maintenance. Some operators erroneously believed that these parts were interchangeable. The effects of changing winglinks has resulted in either a shorter or longer wing link being fitted, which introduces local stresses in the wing top and bottom surfaces local to rib 2, wing links and wing link fitting attachment and the fuselage local to Frames 26 and 29. This condition, if not corrected, could result in a reduction of structural integrity of the fuselage/wing attachment with possible catastrophic consequences.</p> <p>For the reasons described above, the present Airworthiness Directives (AD) requires the accomplishment of inspections and rectification actions, as necessary.</p>
<b>Effective Date:</b>	[TBD: 14 days after Final AD issue date]

Compliance:	<p>Required from the effective date of this AD, perform the following actions referenced in BAE Systems (Operations) Ltd ISB 53-175 Revision 1:</p> <p><b>Note:</b> Where the actions required by this AD are different from those stated in the ISB, the AD actions take precedence.</p> <ol style="list-style-type: none"> <li>1. For aircraft subject to MRBR requirements, within 30 days of the effective date of this AD, revise the SSI portion of the aircraft inspection schedule in accordance with paragraph 1D(2) of the ISB;</li> <li>2. For aircraft subject to MRBR requirements, the revisions to the SSI portion of the aircraft inspection schedule can be terminated by performing the actions in paragraph 1D(3) of the ISB;</li> <li>3. With reference to paragraph 1D(4) of the ISB, for operational aircraft subject to MRBR to SSID transition requirements or SSID requirements, determine the status of the wing links in accordance with paragraph 2C of the ISB and replace all the wing links which are not within tolerance. This action must be carried out prior to the aircraft reaching its airframe life limit;</li> <li>4. When inspection to paragraph 2C of the ISB is required, Part A of the ISB must be accomplished initially and the relevant Inspection Reports completed and returned to BAE Systems per paragraph 2E of the ISB. For those links that cannot be confirmed as original by Part A (if for example the part number is missing or unreadable) then the documentation check of Part B may be done. If the check of the aircraft technical records does not positively identify the subject wing links as original, Part C or Part D, as applicable, must be carried out and the relevant Inspection Reports completed and returned to BAE Systems per paragraph 2E of the ISB;</li> <li>5. With reference to paragraph 1D(5) of the ISB, for non-operational aircraft (e.g. in storage) subject to MRBR to SSID transition requirements or SSID requirements, prior to return to service, determine the status of the wing links in accordance with paragraph 2C of the ISB and replace all the wing links which are not within tolerance.</li> </ol>
Ref. Publications:	<p>BAE SYSTEMS (Operations) Limited Inspection Service Bulletin 53-175 Revision 1; 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. Closing date for comment is 10 December 2007.</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), 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>