



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2021-0011

Issue date: 08 October 2021



Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Type Approval Holder's Name:

Type/Model Designation(s):

BAE SYSTEMS (OPERATIONS) Ltd

BAe 146 and AVRO 146-RJ Aeroplanes

Effective Date:	22 October 2021
TCDS:	(UK) EASA.A.182, issue 03 dated 15 January 2015
Foreign AD (if applicable):	Not Applicable
Superseding AD:	CAA AD G-2021-0009 dated 09 September 2021

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Amendment

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 aeroplanes, all models, all serial numbers:

Definitions:

For the purpose of this AD, the following definitions apply:

- The ALS: BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ Aircraft Maintenance Manual (AMM) Revision 130 (23 March 2021) and the following BAE Systems (Operations) Ltd Documents Chapters as defined in Appendix 1 of this AD:
 - Corrosion Prevention and Control Programme (CPCP) Doc No. CPCP-146-01 Revision 7 (15 June 2019).
 - Supplemental Structural Inspections (SSID) Doc No. SSID-146-01 Revision 7 (20 May 2020).

- Maintenance Review Board Report (MRBR) Doc. No. MRB 146-01 Issue 2 Revision 27 (December 2020).
 - Structural Repair Manual (SRM) Doc No. SRM 146.01A Revision 70 (4 November 2019) and Doc No. SRM 146.03A Revision 48 (5 November 2019).
 - ISB 53-237 Revision 2 (10 June 2014).
- The AMP. The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or owner ensures the continuing airworthiness of each aeroplane. For affected BAe 146 and AVRO 146-RJ aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK Regulation (EU) No.1321/2014, Part M.A.301 paragraph 3.
 - New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The airworthiness limitations and/or certification maintenance instructions for BAe 146 & AVRO 146-RJ aeroplanes, which are approved by EASA (prior to 31/12/20), are currently defined and published in the BAE Systems (Operations) Ltd AMM and certain associated document(s). These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

Previously EASA issued AD-2020-0254 to require accomplishment of the maintenance tasks as described in BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ AMM at Revision 127.

Since that AD was issued, BAE Systems (Operations) Ltd published the ALS, as defined in this AD, including new and/or more restrictive tasks and limitations.

As a consequence, CAA issued AD G-2021-0009 dated 09 September 2021. Since publication an error has been identified in AD G-2021-0009 dated 09 September 2021. Within, Required Action(s) and Compliance Time(s), Section (1.3) 'FSSI 55-11-115' is an incorrect reference. This superseding AD corrects this to read 'FSII 55-11-112'. As a task with reference 55-11-115 exists and to avoid misinterpretation of mandated requirements, this AD supersedes the respective CAA UK and EASA ADs.

For the reasons described above, this AD retains the requirements of G-2021-0009 dated 09 September 2021, except for the error noted above. G-2021-0009 dated 09 September 2021, which is superseded and requires accomplishment of the actions specified in the ALS.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Maintenance Tasks and Replacement of Life Limited Parts:

- (1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:
 - (1.1) Replace each component before exceeding the applicable life limit and
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks and ensure the continuing airworthiness of the aeroplane by compliance with each Critical Design Configuration Control Limitation (CDCCL) – Fuel System item.