EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-008 **Date: 07 February 2012** Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.
All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.

Type Approval Holder's Name :	**Type/Model designation(s) :**
BAE SYSTEMS (OPERATIONS) LTD	BAe 146 and AVRO 146-RJ aeroplanes

TCDS Number:	EASA.A.182
Foreign AD:	Not applicable
Supersedure:	None

ATA 24	**Electrical Power – Ceramic Terminal Blocks – Inspection / Replacement**
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 series aeroplanes, all models, all serial numbers.
Reason:	Moisture ingress has been discovered on certain ceramic terminal blocks, mounted on the engine cowlings, through which the wiring for the engine fire extinguishers, fire detection circuits and engine and intake anti ice system are routed. The affected terminal blocks were introduced through BAE Systems SB 71-077-01693A (modification HCM01693A) during the period 2002-2004, as this modification was mandated by CAA UK AD 005-10-2001. Moisture ingress has a detrimental effect on the insulation resistance of the ceramic terminal block with the resultant possibility of interconnections between all terminals. Most of the possible failure conditions in the terminal block should result in an evident warning or other indication. However, the functional loss of the number 2 fire bottle would be a dormant failure. This condition, if not corrected, could result in the failure of a fire bottle to discharge when activated, possibly preventing the flight crew in extinguishing an engine fire. For the reasons described above, this AD requires a one-time inspection of the ceramic terminal blocks to determine the insulation resistance and, depending on findings, replacement of terminal blocks, and the reporting of the results to the BAE Systems. These will be used to establish a suitable repetitive inspection interval, which is expected to be introduced through the Maintenance Review Board (MRB) process.

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 4 000 flight cycles or 18 months, whichever occurs first after the effective date of this AD, conduct an insulation resistance test on each terminal block in accordance with the accomplishment instructions, paragraphs 2.C, 2.D, 2.E and 2.F, of BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) 24-143 (the ISB). (2) If, during the inspection as required by paragraph (1) of this AD, any defective terminal block is identified, before next flight, replace it with a serviceable terminal block. (3) Within 30 days after the inspection as required by paragraph (1) of this AD, complete the test results sheets in Appendices 1, 2, 3 and 4 and the inspection report in Appendix 6 of the ISB and send this to BAE Systems (Operations) Ltd in accordance with the instructions of paragraph 2.I of the ISB.
Ref. Publications:	BAE Systems (Operations) Limited ISB.24-143 dated 26 September 2011. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks :	1. This Proposed AD will be closed for consultation on 06 March 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, 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.