



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2025-0003

Issue date: 22 May 2025



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].

Design Approval Holder's Name:

Type / Model Designation(s):

BAE SYSTEMS (OPERATIONS) Ltd

BAe 146 and AVRO 146-RJ Aeroplanes

Effective Date:	05 June 2025
TCDS:	(UK) EASA.A.182, Issue 03 dated 15 January 2015 UK CAA BA29, Issue 1 dated May 2004
Foreign AD (if applicable):	Not applicable
Superseding:	This AD supersedes UK AD G-2021-0011 dated 08 October 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.

Additional Specific information for the BAe 146-301 has been separated out to Appendix II.

Definitions:

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

- The Airworthiness Limitations Section (ALS): BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ Aircraft Maintenance Manual (AMM) Revision 135 (04 September 2024 including supplement BAE-SUPP-0013 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 Document (SSID) Doc No. SSID-146-01 Revision 7 (30 June 2018).

- Maintenance Review Board Report (MRBR) Doc. No. MRB 146-01 Issue 2 Revision 28 (August 2020)
- Structural Repair Manual (SRM) Doc No. SRM 146.01A Revision 73 (18 September 2024) and Doc No. SRM 146.03A Revision 50 (18 September 2024).
- ISB 53-237 Revision 2 (10 June 2014).
- The approved Aircraft Maintenance Programme (AMP) is 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 BAe 146/AVRO 146-RJ AMM includes the ALS requirements. The maintenance tasks and limitations contained in these chapters have been identified as mandatory actions for continued airworthiness.

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

UK AD G-2021-0011 at initial issue required the accomplishment of the maintenance tasks as described in BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ AMM at Revision 130 and associated documents. Since that AD was issued BAE Systems (Operations) have amended their ALS as described in this AD.

Reasons for supersedure:

- (a) Since the initial issue of the AD was released, BAE Systems (Operations) Ltd have published AMM Supplement BAES-SUPP-0013 with a revised ALS, as defined in this AD which includes flexibility for operators to use less restrictive limitations for the Aileron and Elevator Gust Dampers as contained in the AMM.
- (b) Reference is additionally added to 'UK CAA BA29' under TCDS on the first page.
- (c) Addition of Doc No. SIM-146-01 to the list of certification documentation which is only applicable to the BAe 146-301 (ARA) aircraft. This has been separated to Appendix II.
- (d) Some dates to referenced documents within this AD have been corrected from the previous superseded AD.

For the reasons described above, this AD retains the requirements of UK AD G-2021-0011 at initial issue and is superseded and requires review of the revised publications and 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.
 - (1.3) Referenced grace periods within earlier superseded ADs remain valid.

Corrective Action(s):

- (2) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) of this AD, prior to further flight (or if allowed, within the compliance time specified in the ALS), accomplish applicable corrective action(s) in accordance with the applicable BAE Systems (Operations) Ltd approved maintenance documentation. If a detected discrepancy is identified that is not one that the ALS instruction was designed to identify, prior to further flight, obtain approved repair instructions from BAE Systems (Operations) Ltd and accomplish those instructions accordingly.

AMP Revision:

- (3) Within 12 months after the effective date of this AD revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (4) If before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ AMM at Revision 135 Including supplement BAE-SUPP-0013, that action ensures the continued accomplishment of tasks and limitations.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in the ALS to comply with paragraph (1) and (3) of this AD.

Recording AD compliance:

- (5) When the AMP of an aeroplane has been revised as required by para (3) or (4) of this AD as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP. As required by paragraphs (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continuing basis.

Reference Publications:

- The ALS: BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ Aircraft Maintenance Manual (AMM) Revision 135 Including supplement BAE-SUPP-0013 and the BAE Systems (Operations) Ltd Documents as defined in Appendix 1.

The use of later approved revisions (including supplements) of the above-mentioned documents are acceptable for compliance with this AD.

Remarks:

- (1) Due to the minor changes and additional error correction nature of this AD No PAD was posted.
- (2) If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this AD.
- (3) Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
- (4) Enquiries regarding this AD should be referred to: Continued.Airworthiness@caa.co.uk
- (5) For any questions concerning the technical content of the requirements in this AD, please contact BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom. Telephone: +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com

Appendix 1

Chapter	Subject
05-10-01	Airframe Airworthiness Limitations before Life Extension Programme
05-10-02	Airframe Airworthiness Limitations Landing - Calendar Life Extended
05-10-05 *	Airframe Airworthiness Limitations, Life Extension Programme - Landings Life Extended
05-10-10 **	Airframe Airworthiness Limitations, Life Extension Programme - Calendar Life Extended
05-10-15	Aircraft Equipment - Airworthiness Limitations
05-10-17	Power Plant - Airworthiness Limitations
05-15-00	CDCCL - Fuel System Description and Operation
05-20-01	Airframe Scheduled Maintenance - Before Life Extension Programme (MRBR Appendix H only).
05-20-02	Airframe Scheduled Maintenance Landing - Calendar Life Extended
05-20-05 *	Airframe Scheduled Maintenance, Life Extension Programme - Landings Life Extended
05-20-07	Airframe Scheduled Maintenance - Published Repairs
05-20-10 **	Airframe Scheduled Maintenance, Life Extension Programme - Calendar Life Extended
05-20-15	Aircraft Equipment Scheduled Maintenance

* Applicable only to aeroplanes post-modification HCM20011A or HCM20012A or HCM20013A or HCM20313A or HCM20314A or HCM20315A.ds

** Applicable only to aeroplanes post-modification HCM20010A.

Note 1: Within Chapter 05-20-XX, the current relevant issues of the supporting documents are:

- Chapters 05-20-02 & 05-20-10. CPCP Document No. CPCP-146-01 (Section 2 - Baseline programme) Revision 7 dated 15 June 2019.
- Chapters 05-20-02 & 05-20-05. SSID Document No. SSID-146-01 (Section 5 Structural Inspections) Revision 7 dated 30 June 2018.
- Chapter 05-20-07. SRM Document No. 146RJ-SRM-E12 Revision 73 dated 18 September 2024.
- Chapter 05-20-07. SRM Document No. 146RJ-SRM-E3 Revision 50 dated 18 September 2024.

Note 2: Within Chapter 05-20-01 & 05-20-02, the current relevant issue of the supporting document is MRBR Document No. MRB 146-01 Appendix H (Structural Airworthiness Limitations) Issue 2 Revision 27 dated August 2019.

Note 3: Within Chapters 05-20-01 & 05-20-02, ISB.53-237 Revision 2 dated June 2014 allows compliance periods for the implementation of some of the SIs in Section 6 of the MRBR. Note. These SIs were subsequently transferred from the MRBR Section 6 (Structures Programme) to the MRBR Appendix H (Structural Airworthiness Limitations).

Appendix II

This appendix has been included to separate references and material associated with TCDS: UK CAA BA29. This is applicable to the BAE 146-301 only.

Definitions

- Structural Inspection Manual Doc No. SIM-146-01 Revision 6 (28 February 2020).

AMP

- BAe 146-301 (ARA) only, the approved AMP is required by British Civil Airworthiness requirements (CAP 553) A8-25 Para 8.2.

Note 1: For the BAe 146-301 Series aircraft, the following additional requirement applies. Chapter 05-10-01. SIM Document No. SIM-146-01 (Section 2 Fatigue Structural Programme and Section 3 Scientific Inspection Programme) Revision 6 dated 28 February 2020.