



**United Kingdom  
Civil Aviation Authority**

**AIRWORTHINESS  
DIRECTIVE**

**AD No: G-2005-0026**

Issue Date: 21 September 2005

This AD is issued by the UK CAA acting for and on behalf of the European Aviation Safety Agency as the Primary Aviation Authority (ICAO Annex 8 Authority of State of Design) for the affected product(s).

**Approved by the European Aviation Safety Agency under approval number 2005-6198 on 24 August 2005.**

In accordance with Article 9(7)(b) of the Air Navigation Order 2000 as amended the following action required by this Airworthiness Directive (AD) is mandatory for applicable aircraft registered in the United Kingdom.

No person may operate an aircraft to which an AD applies except in accordance with the requirements of that AD unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holders Name:

Type/Model Designation(s):

**BAE SYSTEMS (OPERATIONS) LIMITED**

**BAE 146 AND AVRO 146-RJ**

Type Certificate Data Sheet No: BA16

Superseded/ Revised ADs: None

**ATA 25- EQUIPMENT AND FURNISHINGS -  
INSTALLATION OF STRENGTHENED STRUCTURE FOR THE LEFT CONTROL CABLE DUCT AT  
FRAME 12 AND INSTALLATION OF A SUPPORT PLATE TO REINFORCE TOILET BULKHEAD  
STRUCTURE**

**Manufacturer(s):** BAE Systems (Operations) Ltd, British Aerospace plc, British (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft Trading As Avro International Aerospace

**Applicability:** All Models BAe 146 and AVRO 146-RJ series aeroplanes on which Service Bulletin 25-436-50303C has been installed.

**Reason:** Under certain conditions, if a Windscreen A Panel were to fail causing a rapid decompression and the flight deck door were in a closed position, the resultant differential pressure between the flight deck and cabin could result in deformation of the flight deck bulkhead at Frame 12 and the cable duct that is attached to it. This duct protects the primary flying control cables that run in this area and any deformation could result in the duct contacting these cables leading to restriction of the primary flying controls.

The work required to address the critical case involves the strengthening of the LH flying controls duct and re-qualification of the strength of the inboard partition of the 1L module.

**Effective Date:** 30 September 2005

**Compliance/Action:**

- A.) For aircraft on which Service Bulletin 25-436-50303C has been installed, before 30 June 2006, carry out the modification to control cable duct in accordance with Paragraph 2 – Part 1 of Service Bulletin 25-459-36241A Initial Issue or later EASA approved revision.
- B.) For aircraft on which Service Bulletin 25-436-50303C has been installed and which also have a toilet unit installed under modification HCM30033E or HCM30033F or HCM30033G or HCM30033N at the forward left position, before 30 June 2006, carry out the modifications to control cable duct and toilet bulkhead structure in accordance with Paragraph 2 – Part 1 and Part 2 of Service Bulletin 25-459-36241A Initial Issue or later EASA approved revision.

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**Reference Publications:** BAE SYSTEMS (Operations) Limited Service Bulletin 25-459-36241A, Initial Issue, may be obtained from Project Management Group, Customer Information Department, BAE SYSTEMS (Operations) Limited, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland. Telephone: +44 (0) 1292 675207, Facsimile: +44 (0) 1292 675704, E-mail: RApublications@baesystems.com

**Remarks:** Enquiries regarding this Directive should be referred to Certification and Approvals Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR, United Kingdom. Telephone: +44 (0) 1293 573315 Facsimile: +44 (0) 1293 573976 E-mail: Department.Certification@srg.caa.co.uk