



**United Kingdom
Civil Aviation Authority**

**AIRWORTHINESS
DIRECTIVE**

AD No: G-2004-0031

Issue Date: 22 December 2004

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 2004-12208 on 14 December 2004.

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

Supersedes AD: G-2004-0007

ATA 49 - AUXILIARY POWER UNIT - INTRODUCTION OF INSULATION BLANKETS AND EXHAUST DRAIN BLANK TO THE SUNDSTRAND APU EXHAUST

Manufacturer(s): British Aerospace plc, British (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft Avro International Aerospace.

Applicability: All BAe 146 and AVRO 146-RJ series aircraft with Sundstrand APU installed (Modification HCM30373A) or Sundstrand APU installed with optional duct (Modification HCM30373A and HCM36166C).

Reason: APU exhaust duct temperatures within the ECS bay have been found to be higher than the certificated maximum. The ECS bay is not a designated fire zone hence there is no fire detection or suppression system and ventilation airflow around the APU exhaust is low.

As fuel and hydraulic pipe work pass through the ECS bay a risk of flammable fluid ignition exists if leaking fluid contacts the APU exhaust duct skin.

AD G-2004-0007 required incorporation of modification HCM36240A in accordance with Service Bulletin 49-068-36240A. In-service experience has indicated a problem with the thermal blanket retention method that could compromise the effectiveness of the blanket.

This AD requires the installation of an improved thermal blanket and retention method to address this unsafe condition.

Effective Date: 4 January 2005

Compliance/Action: Within six months of the effective date of this Airworthiness Directive, install modification HCM36244A that introduces insulation blankets and exhaust drain pipe blank to the Sundstrand APU exhaust in accordance with BAE Systems (Operations) Service Bulletin 49-072-36244A initial issue or later EASA approved revision.

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Reference Publications: BAE Systems (Operations) Service Bulletin SB 49-072-36244A at 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 Fax: +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 Fax: +44 (0) 1293 573976 E-mail: Department.Certification@srg.caa.co.uk