EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0040 **Date: 13 March 2012** Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.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 by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

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:	27 March 2012
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 result 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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 07 February 2012 as PAD 12-008 for consultation until 06 March 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail ADs@easa.europa.eu. 4. For any question 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.