

British Aerospace BAe 146 Series Aeroplanes

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**AD/BAe 146/64**

**Pitot-Static System - True  
Airspeed Computer No.2**

**10/96**

**Applicability:** This Directive is applicable to BAe 146 Series 100, 100A, 200, 200A, 300 and 300A aeroplanes equipped with a True Airspeed (TAS) Computer No 2 installed in accordance with BAe Avro modification HCM40160C (SB.34-52-40160C) or HCM40298G and where a Dual Mode 'S' Transponder has been installed in accordance with BAe Avro modification HCM30118B (SB.34-90-30118B) or HCM40277A (SB.34-91-40277A).

*Note: The requirements of this Directive were incorporated prior to delivery on constructors number E3198 and subsequent aeroplanes, if the modifications referenced above were also incorporated.*

**Requirement:** Install new pitot and static lines between the TAS 2 unit and the drain valve in accordance with either British Aerospace (Commercial Aircraft) Limited, Modification Service Bulletin SB.34-132-46042A dated 24 June 1991 or British Aerospace, Regional Aircraft Limited, Avro International Division, Modification Service Bulletin SB.34-132-46042A Revision 2 dated 1 July 1996.

*Note: Both Service Bulletins have been classified as mandatory by the CAA(UK).*

**Compliance:** Unless previously accomplished, then prior to 31 December 1996.

This directive becomes effective on 12 September 1996.

**Background:** The introduction of the Mode 'S' transponder resulted in the TAS 2 unit being moved from its position on the avionics rack. This resulted in the pitot and static flexible hoses between the TAS 2 unit and the drain valve forming an unacceptable water trap. This Directive introduces new shorter flexible hoses designed to minimise the likelihood of water being trapped.