



Civil Aviation Authority

# AIRWORTHINESS DIRECTIVE

Number: **G-2022-0005**

Issue date: 24 February 2022



Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

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].

**Type Approval Holder's Name:**

BAE SYSTEMS (OPERATIONS) LTD

**Type/Model Designation(s):**

AVRO 146-RJ aeroplanes

Effective Date:	10 March 2022
TCDS:	EASA.A.182
Foreign AD (if applicable):	Not Applicable
Supersedure:	Not Applicable

## ATA 34 - Navigation – Inertial Reference Units Magnetic Variation - Inspection

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**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:**

AVRO 146-RJ aeroplanes, all models, all serial numbers (s/n), if equipped with Honeywell Inertial Reference Unit (IRU) Part Number (P/N) HG2001BC02, or P/N HG2001BC04

**Definitions:**

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

- **Affected IRU:** A Honeywell IRU having P/N HG2001BC02 using a magnetic variation (MagVar) lookup table from 1990, or P/N HG2001BC04 using a MagVar lookup table from 1995.
- **MagVar:** Magnetic Variation.
- **WMM:** World Magnetic Model, which is a joint product of the United States' National Geospatial-Intelligence Agency (NGA) and the United Kingdom's Defence Geographic Centre (DGC).

**Reason:**

The navigation system for the AVRO 146-RJ has an Inertial Reference System (IRS) that uses true north to calculate magnetic heading and track. The IRS contains MagVar data tables that correct the heading/track for the effects of magnetic variation. Due to the change in the location of magnetic north over time, the level of IRS accuracy diminishes in certain geographical locations if MagVar lookup tables are not kept up to date. Consequently, certain aeroplanes may have navigation units with MagVar tables that are out of date and which can lead to inaccurate heading, course and bearing calculations. This could contribute to an unsafe condition if the following conditions are met;

- The flight is using compass navigation
- the IRUs contain out-of-date magnetic variation data tables
- the aircraft is operating in an area of significant magnetic variation
- the aircraft's TAWS and/or TCAS is inoperative

This condition, if not corrected, may result in an increased risk of controlled flight into terrain (CFIT), or collision with another aircraft, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, BAE Systems (Operations) Ltd issued AOM 21-011V-1 to provide instructions for carrying out an assessment of magnetic variation, define actions if the change in MagVar exceeds 2 degrees and to raise awareness among flight crews on the issues surrounding magnetic variation.

For the reason described above, this AD is issued to require an assessment of the difference between current MagVar values and those contained in the IRS MagVar data tables, to define actions if the change in MagVar exceeds 2 degrees and also to raise awareness among flight crews on the issues surrounding magnetic variation.

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

Operators of affected aircraft are required to comply with paragraph (1), (2), (3), and (4) below;

**(1) Magnetic Variation Assessment:**

Within 3 months of the effective date of this AD and thereafter, on issue of a new WMM or at intervals not to exceed 5 calendar years, whichever occurs soonest, assess the accuracy of the aircraft's IRU MagVar data tables in accordance with the instructions of AOM 21-011V-1.

Note 1: Having assessed the accuracy of the installed MagVar data tables, if the difference identified between the installed MagVar data table and the present-day MagVar values is determined to be less than 2 degrees, for the routes that the aircraft may operate, then no further action is necessary.

Note 2: Should the operator of an affected aircraft change, either by sale or by lease arrangements in excess of 3 months, then the operator should comply with paragraphs (1), (2), (3), and (4) of this AD, or be updated with present-day MagVar values, before further flight.

Note 3: The last release of the WMM was on 10 December 2019 and is referred to as "WMM20". The model is produced at 5-year intervals, with the current model expiring on 31 December 2024.

**(2) Prohibition of Operation Without Serviceable TAWS and TCAS**

Within 3 months of the effective date of this AD and thereafter, on issue of a new World Magnetic Model or at intervals not to exceed 5 calendar years, whichever occurs soonest, having assessed the accuracy of the installed MagVar data tables, if the difference identified between the installed MagVar data table and the present-day MagVar values is determined to be greater than 2 degrees for the routes that the aircraft may operate, then from the date of completing the magnetic variation assessment, do not operate the aeroplane in areas where the difference between the installed and the present day MagVar values exceeds the 2 degree tolerance, unless both TAWS and TCAS are installed and operative.

Note: Normal aircraft operation, (i.e. removing the need to prohibit dispatch without serviceable TAWS and TCAS), can be resumed if the MagVar data table of both IRUs are updated with the present-day values.

**(3) Amendment of MEL:**

Within 3 months of the effective date of this AD and thereafter, on issue of a new World Magnetic Model or at intervals not to exceed 5 calendar years, whichever occurs soonest, having assessed the accuracy of the installed MagVar data tables, if the difference identified between the installed MagVar data table and the present-day MagVar values is determined to be greater than 2 degrees for the routes that the aircraft may operate, then, within 3 months of the effective date of this AD, Operators are required to remove from their MEL the ability to operate without functioning TAWS and TCAS.

Note: Restoration of MEL (i.e. removing the need to prohibit dispatch without serviceable TAWS and TCAS), can be accomplished if the MagVar data table of both IRUs are updated with the present-day values.

**(4) Information for Flight Crew**

Operators are required to provide flight crews with procedures for operating in areas with known or suspected significant magnetic variation. Information provided by operators to flight crews should include a list of locations known to be affected by significant magnetic variation and a means for flight crews to report other suspected affected locations. If heading abnormalities are noticed the flight crew should alert ATC. All procedures are required to be approved by the operators' National Aviation Authority.

**Reference Publications:**

BAE Systems (Operations) Ltd AOM 21-011V-1, Issue 1, dated 27 September 2021.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This AD was originally posted on 22 December 2021 as PAD 1991 for consultation until 19 January 2022. A Comment Response Document (CRD) has been published at the same time as the AD, on our website page [List of UK Airworthiness Directives](#). Once the AD is incorporated into the [CAP 747: Mandatory Requirements for Airworthiness](#), the CRD can be requested via email [Continued.Airworthiness@caa.co.uk](mailto:Continued.Airworthiness@caa.co.uk)
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance (AMOC) 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 [Occurrence reporting | UK Civil Aviation Authority](#) 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](mailto:Continued.Airworthiness@caa.co.uk)
5. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd Customer Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom or E-mail: [RaEnqliaison@baesystems.com](mailto:RaEnqliaison@baesystems.com)