
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

British Aerospace BAe 125 Series Aeroplanes**AD/HS 125/171****Engine Fire Extinguishing Wiring****8/2004
DM**

Applicability: Model BAe.125 series 800A (including C-29A and U- 125 variant) and 800B aeroplanes and Model Hawker 800 (including U- 125A variant) and 800XP aeroplanes, as listed in Raytheon Service Bulletin SB 26-3610, Revision 1, dated September 2003.

Requirement:

1. Carry out the following in accordance with the Accomplishment Instructions of SB 26-3610, Revision 1:
 - a. Perform a functional test of the engine fire extinguishing wiring for appropriate installation and verify the correct wiring connector installation, and
 - b. Install the new marker bands.
2. If any connector is found wired incorrectly during the Requirement 1 verification, correct the wiring.

Note: FAA AD 2004-11-01 Amdt 39-13646 refers.

Compliance: For Requirement 1 - Within 70 hours time in service or 30 days after the effective date of this Directive, whichever occurs first.

For Requirement 2 - Prior to further flight after Requirement 1 is accomplished.

This Airworthiness Directive becomes effective on 7 July 2004.

British Aerospace BAe 125 Series Aeroplanes

AD/HS 125/171 (continued)

Background: This Directive requires a functional test of the engine fire extinguishing wiring for the appropriate installation; verification of the correct wiring connector installation; correction of wiring if necessary and installation of new marker bands. This action is necessary to prevent incorrect wiring of the engine fire extinguisher bottles, which could result in one or both fire extinguisher bottles being discharged into the wrong engine nacelle.



James Coyne
Delegate of the Civil Aviation Safety Authority

18 June 2004