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 146 Series Aeroplanes

AD/BAe 146/109 — Thales Avionics Distance Bearing Indicator — 5/2004

Applicability: Model Avro 146-RJ Series RJ70, RJ85 and RJ100 aeroplanes fitted with Thales Avionics Distance Bearing Indicator (DBI) part number (P/N) 63543-280-1 with the following serial numbers:

3084	3551 to 3554	3687	3955 to 3958
3171	3576	3697 to 3700	3986 to 3989
3442	3577	3717 to 3719	4017 to 4020
3443	3602 to 3605	3762 to 3765	4042 to 4045
3485 to 3488	3624 to 3627	3787 to 3790	4070
3504	3664	3830 to 3833	4071
3505	3665	3858 to 3861	4099 to 4104
3518 to 3521	3672	3901	4137
3528 to 3531	3673	3902	4138
3544 to 3547	3686	3912 to 3915	

Requirement: Determine the part number and serial number of the DBI in accordance with BAE Systems (Operations) Service Bulletin SB 34-371-70671A dated 19 September 2003. If the DBI is found to be one of those identified in the above Applicability Statement, remove the DBI from the aeroplane and replace it with a modified Thales DBI P/N 63543-280-2 or a DBI P/N 63543-280-1, whose serial number is not listed in the Applicability Statement, in accordance with SB 34-371-70671A.

Note: CAA(UK) AD G-2004-0006 refers.

Compliance: Within four calendar months after the effective date of this Directive.

This Airworthiness Directive becomes effective on 13 May 2004.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/109 (continued)

Background: A manufacturing fault with the DBI PSU transformer could result in the propagation of the aircraft 115VAC input power supply through the instrument onto the DBI ARINC 429 Input/Output interfaces. An analysis of this failure concluded that at the aircraft level the failure effect could be loss of all aircraft primary navigation instruments.

James Coyne
Delegate of the Civil Aviation Safety Authority

1 April 2004

The above AD is notified in the *Commonwealth of Australia Gazette* on 21 April 2004.