British Aerospace BAe 146 Series Aeroplanes

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 CAR 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.

AD/BAe 146/90 TCAS and GPWS Aural Warning 7/2001

Applicability: All BAe 146-100, -200 and -300 series aeroplanes, with modifications HCM50261X and (HCM01077L or HCM50273B) and (HCM50040E or HCM50040N) embodied.

Requirement: Incorporate modification HCM50261Y in accordance with BAe Systems (Operations) Ltd, Modification Service Bulletin SB.34-339-50261Y dated 11 April 2001.

Note: This Modification Service Bulletin has been classified as mandatory by the CAA(UK).

Compliance: Before 1 March 2002.

This Airworthiness Directive becomes effective on 12 July 2001.

Background: Action specified by this Directive will prevent Traffic Collision and Avoidance System aural warnings being inhibited after a Ground Proximity Warning System (GPWS) aural warning or a GPWS test.

Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

28 May 2001

The above AD is notified in the *Commonwealth of Australia Gazette* on 13 June 2001.