AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/BAe 146/104 and issues the following 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 146/104 Amdt 1 — APU and IDG In-Line Splices — 12/2004

Applicability: All BAe 146 100, 200, and 300 series aeroplanes with Erma/Sunleigh Splice part number 12197/2 (BAe Systems standard part S1212-106) installed in the auxiliary power unit (APU) generator feeder cables or the main engine integrated drive generator (IDG) feeder cables.

Note 1: This Directive is not applicable to aeroplanes with any of the following modifications incorporated:

Cable Type	***Modification Number***
APU Feeder	*HCM36097A, HCM36097B, HCM36089A, or HCM36089B.*
IDG Feeder	*HCM01253A, HCM01253B, HCM01203A, or HCM01203C.*

Requirement: Inspect all the APU generator feeder cable and the main engine IDG feeder cable in-line splices in accordance with BAe Systems (Operations) Limited Mandatory Inspection Bulletin ISB.24-139 dated 2 April 2003.

Note 2: CAA(UK) AD 005-04-2003 refers.

Compliance: Within twelve months after the last inspection of the in-line splices in accordance with AD/BAe 146/104 and thereafter at intervals of twelve months until each cable is modified in accordance with one of optional modification listed at Note 1.

This Amendment becomes effective on 25 November 2004.

Background: The original issue of this Directive superseded AD/BAe 146/23 Amdt 2 and AD/BAe 146/24 Amdt 2, which were cancelled. The Directive continued the repetitive inspection of the in-line splices and introduced optional terminating action.

British Aerospace BAe 146 Series Aeroplanes

AD/BAe 146/104 Amdt 1 (continued)

This Amendment changes Note 1 and the Compliance Statement to ensure that it is clear that any one of the listed modifications terminates the repetitive inspection of each cable in-line splices.

The original issue of this Airworthiness Directive became effective on 12 June 2003.

James Coyne
Delegate of the Civil Aviation Safety Authority

15 October 2004

The above AD is notified in the *Commonwealth of Australia Gazette* on 3 November 2004.