



Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE



Number: 2005

Issue date: 27 February 2023

In accordance with the CAA Continuing Airworthiness Procedures, the issuance of an Airworthiness Directive (AD) is proposed which will be applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Type Approval Holder's Name:

Type/Model Designation(s):

BAE SYSTEMS (OPERATIONS) LTD

ATP aeroplanes

Effective Date:	[TBD upon issue of final AD]
TCDS:	EASA.A.192
Foreign AD (if applicable):	Not applicable
Supersedure:	Not applicable

ATA 34 - Navigation – Radio Altimeter Antenna Installation – Modification

Manufacturer(s):

British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd

Applicability:

BAe ATP aeroplanes, all manufacturer serial numbers

Definitions:

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

The SB: BAE Systems (Operations) Ltd Service Bulletin ATP-53-053

Reason:

Cases have been experienced in service of poor electrical bonding between the Radio Altimeter Antenna and the fuselage which have resulted false Radio Altimeter indications leading to false TAWS callouts. These electrical bonding problems have been attributed to corrosion being present on metal-to-metal joints caused by moisture ingress. It is considered that frequent spurious false callouts could cause flight crews to react differently to a genuine TAWS callout and that this effect could be exacerbated during a high workload phase of flight, such as during an approach in poor visibility. Consequently, this failure condition has the potential to contribute to an Unsafe Condition.

To address this potential unsafe condition, BAE Systems have developed Modification JDM20036A to replace bare metal packers, used between the Radio Altimeter Antennas and local fuselage skin reinforcing plates, with a conductive gel gasket and issued the SB, providing modification instructions for in-service aeroplanes.

For the reasons described above, this AD requires modification of the aeroplane.

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

Required as indicated, unless accomplished previously:

Modification:

- (1) Within 12 months of the effective date of the AD, modify the aeroplane in accordance with the instructions of the SB.

Reference Publications:

BAE System (Operations) Ltd Service Bulletin ATP-53-053 original issue, dated 7 December 2022.

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

Remarks:

- (1) This PAD will be closed for consultation on 27 March 2023.
- (2) Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the CAA aviation safety reporting system [Occurrence reporting | Civil Aviation Authority](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
- (3) Enquiries regarding this PAD should be referred to: Continued.Airworthiness@caa.co.uk
- (4) For any questions concerning the technical content of the requirements in this PAD, please contact: BAE Systems (Operations) Ltd, Customer Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom, E-mail: raengliaison@baesystems.com