



Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE



Number: 2015

Issue date: 10 July 2026

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.

Design Approval Holder's Name:

BAE SYSTEMS (OPERATIONS) Ltd

Type/Model/Designation(s):

BAe 146 and AVRO 146-RJ Aeroplanes

Effective Date:	[TBD - standard: 14 days after AD issue date]
UKTSO Authorisations:	UK.TC.A.00134 Issue 01 dated 26 September 2025 UK CAA BA29, Issue 1 dated May 2004
Foreign AD (if applicable):	Not Applicable
Supersedure:	This AD supersedes UK AD G-2025-0003 dated 22 May 2025

ATA 05 – Time Limits / Maintenance Checks – Airworthiness Limitations Section Amendment (Including Mandatory Modification Requirements)

Manufacturer(s):

BAE Systems (Operations) Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, British Aerospace (Operations) Ltd, British Aerospace Regional Aircraft Ltd, British Aerospace Regional Aircraft trading as Avro International Aerospace.

Applicability:

BAe 146 and AVRO 146-RJ aeroplanes, all models, all serial numbers.

NOTE: Additional Specific Information for the BAe 146-301 is separated out in Appendix II.

Definitions:

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

The Airworthiness Limitations Section (ALS): BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ Aircraft Maintenance Manual (AMM) Revision 135 (04 September 2024 including Supplement BAE-SUPP-0013 including the following BAE Systems (Operations) Ltd Documents Chapters as defined in Appendix 1 of this AD:

- Corrosion Prevention and Control Programme (CPCP) Doc No. CPCP-146-01 Revision 7 (15 June 2019).
- Supplemental Structural Inspections Document (SSID) Doc No. SSID-146-01 Revision 7 (30 June 2018).
- Maintenance Review Board Report (MRBR) Doc. No. MRB 146-01 Issue 2 Revision 28 (August 2020).
- Structural Repair Manual (SRM) Doc No. SRM 146.01A Revision 73 (18 September 2024) and Doc No. SRM 146.03A Revision 50 (18 September 2024).
- ISB 53-237 Revision 2 (10 June 2014).

Coincident with the publication of this AD, the following additional documents now form part of the ALS:

- * ISB 05-011 Initial issue - Assessment of impact of revised overall compliance document and repair evaluation guidelines.
- * SB 05-012-20322A Revision 1 – UK Part 26.303 Detailed Inspections
- * SB 05-013-20322A Initial issue – UK Part 26.303 Non-Destructive Testing Inspections
- * SB 05-014-20322A Initial issue – UK Part 26.303 Structural Modification points.
- * BAE-SUPP-0089 – Changes to BAe 146/RJ Aircraft Maintenance Manual (AMM) Chapter 5 to incorporate Limit of validity resultant from compliance with UK Part 26.303.

Note: * Not applicable to BAE 146-301

- The approved Aircraft Maintenance Programme (AMP) is the basis of which the operator or owner ensures the continuing airworthiness of each aeroplane. For affected BAe 146 and AVRO 146-RJ aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK Regulation (EU) No.1321/2014, Part M.A.301 paragraph (c).
- New and/or more restrictive tasks: This includes all tasks that are new and all tasks for which a threshold or interval was reduced, which were introduced into the ALS (as defined in this AD) since the previous ALS Revision that is currently incorporated in the AMP.

Reason:

The BAe 146/AVRO 146-RJ AMM previously included all the ALS requirements. The maintenance tasks and limitations contained in these chapters have been identified as mandatory actions for continued airworthiness. Additional documents, in the form of four Service Bulletins and an AMM Supplement (BAE-SUPP-0089) have now been added to the ALS.

Failure to accomplish these instructions could result in an unsafe condition.

UK AD G-2025-0003 required the accomplishment of the maintenance tasks as described in BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ AMM at Revision 35. Since that AD was issued BAE Systems (Operations) have amended their ALS as described in this AD.

CAA UK Regulation 2015/640 Part 26 (Additional Airworthiness Specifications) mandate safety improvements for ageing aircraft, including structural integrity programmes requiring mandatory maintenance updates and modification scheduling, such as ageing aircraft structural integrity.

BAE Systems previously demonstrated compliance with FAR regulation 14 CFR 26.43(e). The compliance and evidence included the publishing of the Overall Compliance Document (OCD, STR/146/206, Issue 3) and Repair Evaluation Guidelines (REG, STR/146/205, Issue 2).

The compliance evidence in the revised documents (OCD, STR/146/206, Issue 9 and REG, STR/146/205 Issue 7) have produced a package of Service Bulletins (which introduce more restrictive inspection tasks into the Airworthiness Limitation Section of the AMM).

BAE Systems have published updates to their additional Airworthiness Specification meeting the requirements of UK Regulation 2015/640 (Part 26) with updates to their MRBR / SSID, SRM and AMM with the introduction of the following Service Bulletins and AMM Supplement:

- * ISB 05-011 – Assessment of impact of revised overall compliance document and repair evaluation guidelines.
- * SB 05-012-20322A – UK Part 26.303 Detailed Inspections
- * SB 05-013-20322A – Non-Destructive Testing Inspections
- * SB 05-014-20322A – UK Part 26.303 Structural Modification points.
- * BAE-SUPP-0089 – Changes to BAe 146/RJ Aircraft Maintenance Manual Chapter 5 to incorporate Limit of validity resultant from compliance with UK Part 26.303.

Note (1): The pre-existing ALS requirement documents, listed in the Definitions section of this AD (the first 6 bullet point items), have not been amended through revisions to the actual documents, rather the package of SBs above describe revisions and new requirements to the ALS that are now applicable from the effective date of this AD.

Note (2): * The listed SBs do not apply to the aeroplane covered by UK TC CAA BA29 (Appendix II) and therefore the applicable ALS requirements are not revised by this AD.

For the reasons described above, this AD retains the requirements of UK AD G-2025-0003 which is superseded and requires review and action of the revised publications above which are included in the ALS.

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

Required as indicated, unless accomplished previously:

- (1) Maintenance Tasks and Replacement of Life Limited Parts:
 - (1.1) From the effective date of this AD, accomplish the following actions, as specified in the ALS, as applicable to aeroplane model and depending on aeroplane configuration:
 - (1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks and ensure the continuing airworthiness of the aeroplane by compliance with each Critical Design Configuration Limitation (CDCCL) – Fuel System Item.
 - (1.3) Reference to compliance periods (grace periods) within earlier superseded ADs remain valid.
- (2) The ALS requirements have been amended. The following documents describe the newly introduced requirements.
 - * ISB 05-011 Original issue – Assessment of impact of revised overall compliance document and repair evaluation guidelines.
 - * SB 05-012-20322A Initial issue – UK Part 26.303 Detailed Inspections
 - * SB 05-013-20322A – UK Part 26.303 Non-Destructive Testing Inspections
 - * SB 05-014-20322A Initial issue – UK Part 26.303 Structural Modification points.
 - * BAE-SUPP-0089 – Changes to BAe 146/RJ Aircraft Maintenance Manual Chapter 5 to incorporate Limit of validity resultant from compliance with UK Part 26.303.

Note: * Not applicable to BAE 146-301

Compliance notes:

Where the compliance times within the BAE Systems Service Bulletins refer to a time period from the publication date of the service Bulletin, this AD requires using the effective date of this AD.

Corrective Action(s):

- (3) In case of finding discrepancies (as defined in the ALS) during accomplishment of any task as required by paragraph (1) & (2) of this AD, prior to further flight (or if allowed, within the compliance time specified in the ALS), accomplish applicable corrective action(s) in accordance with the applicable BAE Systems (Operations) Ltd approved maintenance documentation. If a detected discrepancy is identified that is not one that the ALS instruction was designed to identify, prior to further flight, obtain approved repair instructions from BAE Systems (Operations) Ltd and accomplish those instructions accordingly.

AMP Revision:

- (4) Within 12 months of the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the ALS, as applicable to aeroplane model and depending on aeroplane configuration.

Credit:

- (5) Credit can be taken if before the effective date of this AD, the AMP has already been amended to incorporate revised maintenance tasks. Credit can be taken if before the effective date of this AD, the aircraft has been modified in accordance with the requirements of SB 05-014-20322A.

Recording AD compliance:

- (6) When the AMP of an aeroplane has been revised as required by para (1) and (2) or (3) of this AD, that action ensures continued accomplishment of the tasks. Consequently, after revising the AMP, it is not necessary that the continued accomplishment of an individual action is recorded for demonstration of AD compliance on a continuing basis.

Reference Publications:

The Airworthiness Limitations Section (ALS): BAE Systems (Operations) Ltd BAe 146/AVRO 146-RJ Aircraft Maintenance Manual (AMM) Revision 135 (04 September 2024) now including:

- ISB 05-011 – Assessment of impact of revised overall compliance document and repair evaluation guidelines.
- SB 05-012-20322A – UK Part 26.303 Detailed Inspections
- SB 05-013-20322A – UK Part 26.303 Non-Destructive Testing Inspections
- SB 05-014-20322A – UK Part 26.303 Structural Modification points.
- BAE-SUPP-0089 – Changes to BAe 146/RJ Aircraft Maintenance Manual Chapter 5 to incorporate Limit of validity resultant from compliance with UK Part 26.303.

The use of later approved revisions (including Supplements) of the above-mentioned documents are acceptable for compliance with this AD.

Remarks:

1. This PAD will be closed for consultation on 07 August 2026.
2. If requested and appropriately substantiated, the CAA can approve Alternative Methods of Compliance (AMOC) for this AD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the CAA aviation safety reporting system [Occurrence reporting | UK Civil Aviation Authority](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD 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.
4. Enquiries regarding this PAD should be referred to: Continued.Airworthiness@caa.co.uk.
5. For any questions concerning the technical content of the requirements in this AD, please contact BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom. Telephone: +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com

Appendix 1

ALS Chapters

Chapter	Subject
05-10-01	Airframe Airworthiness Limitations before Life Extension Programme
05-10-02	Airframe Airworthiness Limitations Landing - Calendar Life Extended
05-10-05 *	Airframe Airworthiness Limitations, Life Extension Programme - Landings Life Extended
05-10-07	Airframe Airworthiness Limitations – Limit of Validity
05-10-10 **	Airframe Airworthiness Limitations, Life Extension Programme - Calendar Life Extended
05-10-15	Aircraft Equipment - Airworthiness Limitations
05-10-17	Power Plant - Airworthiness Limitations
05-15-00	CDCCL - Fuel System Description and Operation
05-20-01	Airframe Scheduled Maintenance - Before Life Extension Programme (MRBR Appendix H only).
05-20-02	Airframe Scheduled Maintenance Landing - Calendar Life Extended
05-20-05 *	Airframe Scheduled Maintenance, Life Extension Programme - Landings Life Extended
05-20-07	Airframe Scheduled Maintenance - Published Repairs
05-20-09	Airframe Scheduled Maintenance – Widespread fatigue Damage
05-20-10 **	Airframe Scheduled Maintenance, Life Extension Programme - Calendar Life Extended
05-20-15	Aircraft Equipment Scheduled Maintenance

* Applicable only to aeroplanes post-modification HCM20011A or HCM20012A or HCM20013A or HCM20313A or HCM20314A or HCM20315A.

** Applicable only to aeroplanes post-modification HCM20010A.

Note 1: Within Chapter 05-20-XX, the current relevant issues of the supporting documents are:

- Chapters 05-20-02 & 05-20-10. CPCP Document No. CPCP-146-01 (Section 2 - Baseline programme) Revision 7 dated 15 June 2019.
- Chapters 05-20-02 & 05-20-05. SSID Document No. SSID-146-01 (Section 5 Structural Inspections) Revision 7 dated 30 June 2018.
- Chapter 05-20-07. SRM Document No. 146RJ-SRM-E12 Revision 73 dated 18 September 2024.
- Chapter 05-20-07. SRM Document No. 146RJ-SRM-E3 Revision 50 dated 18 September 2024.

Note 2: Within Chapter 05-20-01 & 05-20-02, the current relevant issue of the supporting document is MRBR Document No. MRB 146-01 Appendix H (Structural Airworthiness Limitations) Issue 2 Revision 27 dated August 2019.

Note 3: Within Chapters 05-20-01 & 05-20-02, ISB.53-237 Revision 2 dated June 2014 allows compliance periods for the implementation of some of the SIs in Section 6 of the MRBR. Note. These SIs were subsequently transferred from the MRBR Section 6 (Structures Programme) to the MRBR Appendix H (Structural Airworthiness Limitations).

Note 4: Chapters 05-10-07 & 05-20-09 introduced by BAE-SUPP-0089

Appendix II

This appendix has been included to separate references and material associated with TCDS: UK CAA BA29. This is applicable to the BAE 146-301 only.

Definitions

- Structural Inspection Manual Doc No. SIM-146-01 Revision 6 (28 February 2020).

AMP

- BAe 146-301 (ARA) only, the approved AMP is required by British Civil Airworthiness requirements (CAP 553) A8-25 Para 8.2.

Note 1: For the BAe 146-301 Series aircraft, the following additional requirement applies. Chapter 05-10-01. SIM Document No. SIM-146-01 (Section 2 Fatigue Structural Programme and Section 3 Scientific Inspection Programme) Revision 6 dated 28 February 2020.