Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2026-0006

Issue date: 10 November 2026

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Design Approval Holder's Name:

STC TWENTY ONE LIMITED

Modification(s):

Installation of TCAS Provisions (wiring) with GPS Antenna

Effective Date:	24 November 2026
STC Number:	EASA STC EASA.A.S.02766 (accepted as an UK State of Design STC, in accordance with UK-EU Trade and Cooperation Agreement, Annex 30, Article 15(a))
Foreign AD (if applicable):	Not Applicable
Supersedure:	Not Applicable

ATA 34 – Navigation – Traffic Collision Avoidance System – Modification

Manufacturer(s):

STC Twenty One Ltd

Applicability:

This AD applies to the following BAE AVRO 146-RJ85A aircraft:

E2307, E2310, E2311, E2326, E2329, E2330, E2333, E2334, E2335, E2337, E2344, E2345, E2346, E2347, E2348, E2349, E2350, E2351, E2352, E2363, E2364, E2365, E2366, E2367, E2370, E2371, E2372, E2386

This AD is not applicable to aircraft which have STC UK.STC.00319 embodied.

Definitions:

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

STC21: Refers to the organisation STC Twenty One Limited
SB: STC21 Service Bulletin S21.SB.0239, Issue 2
ALI: Airworthiness Limitation Item
HFEC: High Frequency Eddy Current
TCAS: Traffic Collision Avoidance System
AMP: The approved Aircraft Maintenance Programme

Reason:

EASA STC, EASA.A.S.02766, provides approval of a TCAS combined airborne collision avoidance and terrain awareness warning system installed.

EASA STC, EASA.A.S.02766, is considered accepted by the CAA following the UK leaving the European Union aviation system on 31 December 2020 and is considered a UK State of Design STC, in accordance with UK-EU Trade and Cooperation Agreement, Annex 30, Article 15(a).

It has become evident that following transfer from the US register to EASA registers several aircraft with EASA STC EASA.A.S.02766 embodied were found with detailed inspections omitted from the applicable Supplement Manual (S21.TEC-0072 issue 7 or earlier).

Without performing these detailed inspections cracking or signs of distress may be unnoticed leading to an unsafe condition.

To address this potential unsafe condition STC21 have issued the SB providing instructions for performing the detailed inspections of the GPS antenna.

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

Required as indicated, unless accomplished previously:

(1) Within 2500 flight cycles or 12 months from the effective date of this AD, whichever occurs first:

a) Accomplish the instructions as specified in STC21 SB, S21.SB-0239, Issue 2, or later.

b) Comply with the requirements covering the reporting of inspection findings to appropriate organisations. (These being the: Supplemental Type Certificate holder, STC21 and the applicable National Airworthiness Authority).

c) Within 12 months from the effective date of this AD, revise the Approved Maintenance Programme, by incorporating all additional DTI(s) identified in the SB.

Corrective Action(s):

(2) If defects are identified as part of accomplishment of the inspection in paragraph (1) of this AD, before next flight, contact STC21 and accomplish all corrective action(s) as detailed by STC21.

Recording AD Compliance:

When the AMP of an aeroplane has been revised, that action ensures continued accomplishment of tasks as required by paragraph (1) of this AD for that aeroplane. Consequently, after revising the AMP, it is not necessary to continue to record accomplishment of individual actions for demonstration of AD compliance.

Reference Publications:

STC21 SB, S21.SB-0239, Issue 2, dated July 22, 2026

The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.

Remarks:

1. This AD was posted on 02 October 2026 as PAD 2017 for consultation until 30 October 2026. No comments were received during the consultation period.

2. 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. 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.

3. Enquiries regarding this Airworthiness Directive should be referred to:
   Continued.Airworthiness@caa.co.uk

4. For any questions concerning the technical content of the requirements in this AD, please contact:
   STC Twenty One Limited, 100 Nottingham Road, Spondon, Derby, DE21 7NP.
   Tel: +44 (0) 1332 576830
   Email: info@stc21.co.uk