



Civil Aviation Authority

# AIRWORTHINESS DIRECTIVE

Number: **G-2023-0002**

Issue date: 19 April 2023



Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

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:**

BAE SYSTEMS (OPERATIONS) LTD

**Type/Model Designation(s):**

ATP aeroplanes

Effective Date:	03 May 2023
TCDS:	EASA.A.192
Foreign AD (if applicable):	Not applicable
Superseding AD:	Not applicable

## ATA 34 - Navigation – Radio Altimeter Antenna Installation – Modification

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**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 Antennas and the fuselage which have resulted in 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:**

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 AD was posted on 27 February 2023 as PAD 2005 for consultation until 27 March 2023. No comments were received during the consultation period.
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance 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 | 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 Airworthiness Directive should be referred to: [Continued.Airworthiness@caa.co.uk](mailto: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 Technical Support Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, The United Kingdom, E-mail: [raenqliaison@baesystems.com](mailto:raenqliaison@baesystems.com)