



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE



Number: G-2021-0006

Issue date: 09 August 2021

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].

Type Approval Holder's Name:

BAE SYSTEMS (OPERATIONS) LTD

Type/Model Designation(s):

BAe ATP

Effective Date:	23 August 2021
TCDS:	EASA.A.192, Issue 2, 15 January 2015
Foreign AD (if applicable):	Not applicable
Superseding AD:	None

ATA: 76 - Engine Controls – Power Control – Engine Power Control Cables - Replacement

Manufacturer(s):

BAe Systems (Operations) Ltd

Applicability:

Models BAe ATP aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

- Affected part: engine power control-cable assemblies, having Part Number JD760J0020-020, JD760J0020-024 or JD760J0020-026.
- AMM: Aircraft Maintenance Manual
- The SB: unless otherwise specified, refers to Service Bulletin ATP-76-023 – Engine Controls – Introduction of replacement ATP Engine Power Control-cable with outer sleeving and rubber end gaiters. Revision 02 dated 06 July 2020.

Reason:

BAe ATP operators have reported a number of events where a single engine power control lever was found to be stiff or jammed. These events occurred both in-flight and on the ground during cold temperatures.

If the power cables of both engines were to freeze, or one power cable was to freeze in combination with a malfunction of the other engine, the crew would not be able to control engine power and, therefore, aircraft controllability could be affected. The investigation determined this condition was caused by the ingress of moisture into the power control "Flexball" cable, which can then freeze, affecting the associated power control lever.

This condition, if not prevented, could lead to partial or total loss of aircraft control.

To address this potential unsafe condition, BAe Systems (Operations) Ltd published the SB providing instructions for the installation of replacement engine power control-cables. The new cable design features cable sleeving along the length of the cable and end gaiters that provide a watertight barrier around the felt ends seals. These improvements to the part will prevent moisture ingress and thus prevent the freezing of the control cable's internal moving parts.

Note: The new cable has a manufacturer's life limit of 6000 flight hours. A new entry is being created in Chapter 05 of the AMM to include a life limit of 6000 flight hours for the new part number JD760J0020-030.

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

Required as indicated, unless accomplished previously:

Replacement:

The SB is written in two parts in order to allow the operator to embody one engine control-cable at a time. Part A replaces the left-hand engine power control cable and Part B replaces the right-hand engine power control cable. The new part number JD760J0020-030 has been assigned to the improved part, which will supersede all previous design standards.

In accordance with the SB, the following tasks are required as indicated, unless accomplished previously:

Part A – replace the affected part on the left-hand engine with part number *JD760J0020-030* no later than the 30 September 2021.

Part B – replace the affected part on the right-hand engine with part number *JD760J0020-030* no later than the 30 September 2021.

Note: The replacement of the engine power control-cable(s), should be considered a critical maintenance task.

Reference Publications:

- BAe ATP Aircraft Maintenance Manual, Chapters 76-10-11, 76-11-00, 76-13-00
- BAe ATP Aircraft Illustrated Parts Catalogue, Chapters 76-10-00

- BAe Systems (Operations) Ltd Service Bulletin ATP-76-023 – Engine Controls – Introduction of replacement ATP Engine Power Control-cable with outer sleeving and rubber end gaiters, Revision 02, dated 06 July 2020.

The use of latter approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This AD was posted on 1 June 2021 as PAD 1979 for consultation until 30 June 2021. The Comment Response Document (CRD) has been published at the same time as the AD, on our website page [List of UK Airworthiness Directives \(caa.co.uk\)](https://www.caa.co.uk/airworthiness-directives). Once the AD is incorporated into the CAA's [CAP 747: Mandatory Requirements for Airworthiness \(caa.co.uk\)](https://www.caa.co.uk/cap747), the CRD can be requested via email Continued.Airworthiness@caa.co.uk
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. 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
5. For any questions concerning the technical content of the requirements in this PAD, 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