



Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE



Number: 1998

Issue date: 10 June 2022

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) LIMITED

BAe ATP

Effective Date:	[TBD – standard: 14 days after AD issue date]
TCDS:	EASA.A.192
Foreign AD (if applicable):	Not Applicable
Supersedure:	This AD supersedes EASA AD 2014-0007 dated 07 January 2014

ATA 76 - Engine Controls – Flight Idle Baulk Actuator and Rollover Lever Pawl - Inspection / Replacement

Manufacturer(s):

British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, Jetstream Aircraft Ltd, British Aerospace Regional Aircraft, British Aerospace (Operations) Ltd and BAE Systems (Operations) Ltd

Applicability:

BAe ATP aeroplanes, all manufacturer serial numbers (MSN)

Definitions:

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

BAE: BAE Systems (Operations) Ltd

The ISB: Inspection Service Bulletin (ISB) ATP-76-021

Reason:

An occurrence was reported which resulted in the power controls going into the ground range during flight. Subsequent investigation revealed that the flight idle baulk clutch was slipping at a lower torque than the applicable design specification, allowing the standby power control system to reduce the engine power setting in flight to values corresponding to ground range.

To address this unsafe condition, BAE issued original issue of Inspection Service Bulletin (ISB) ATP-76-021 to provide details for inspection of the flight idle baulk actuator and rollover lever pawl for each engine for wear. Consequently, EASA issued AD 2014-0007 to require a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD also required reporting of findings to BAE.

This condition, if not detected and corrected, could lead to unexpected engine power reduction which could in turn result in an unintentional stall and reduced control of the aeroplane.

In 2018, UKAIB carried out an investigation into an unrelated event involving frozen flight controls and power levers on an ATP aircraft. During the investigation it was found that the left roll-over lever did not always lock down as intended. Following these findings, BAE reissued the ISB to introduce instructions for repetitive inspections.

For the reasons described above, this AD supersedes EASA AD 2014-0007.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) Within 2 months from the effective date of this AD, and thereafter every 300 flight hours, perform a functional check and inspection of the flight idle baulk actuator and rollover lever pawl for each engine, in accordance with paragraph 2.B. Part A of the ISB.

Corrective Action(s):

- (2) If any defects are found during the functional check / inspection required in (1), above, then within the next 30 flight hours, they must be rectified in accordance with the rectification instructions defined in paragraph 2.B. Part B of the ISB. If defects are found on both engines at the same time, then rectification action must be performed before further flight. Contact BAE Systems if performing the ISB instructions has not successfully rectified any identified defects.

Operator Feedback

- (3) After each inspection, the results of the inspection must be reported using the report form provided in Figure 4 of the ISB.

Reference Publications:

BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) ATP-76-021 Revision 2, dated 6 July 2020.

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

Remarks:

1. This PAD will be closed for consultation on 08 July 2022.
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