Civil Aviation Authority

PROPOSED AIRWORTHINESS DIRECTIVE

Number: 1999

Issue date: 14 June 2022

In accordance with 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) Ltd	ATP aeroplanes

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 2015-0107 dated 11 June 2015

ATA 05 - Time Limits / Maintenance Checks – Airworthiness Limitations – Amendment / Implementation

---

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:

ATP aeroplanes, all serial numbers

Definitions:

The ALS: BAE Systems (Operations) Ltd ATP Aircraft Maintenance Manual Revision 95, dated 15 March 2022 05 Chapters as listed in Table 1 of this AD.

The AMP: The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or owner ensures the continuing airworthiness of each operated aeroplane. For ATP aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK regulation (EU)1321/2014 Part M.A.301, para (c).

Reason:

The ATP Aircraft Maintenance Manual (AMM), includes the following chapters:

05-10-11 Mandatory Life Limitations (Airframe – Systems)

05-10-12 Mandatory Life Limitations (Airframe – Structures)

05-10-14 Mandatory Life Limitations (Powerplant/Engine/APU – Systems)

05-10-15 Mandatory Life Limitations (Powerplant/Engine/APU – Structures)

05-10-17 Structurally Significant Items (SSIs)

05-20-00 Critical Design Configuration Control Limitations (CDCCL) – Fuel System

05-23-00 Certification Maintenance Requirements

The above are the Airworthiness Limitation Section (ALS) requirements applicable to the ATP. (see Definitions section).

The maintenance tasks and limitations contained in these chapters have been identified as mandatory actions for continued airworthiness. EASA issued AD 2015-0107, (which superseded earlier AD 2011-0052), to require operators to comply with the instructions.

Since EASA AD 2015-0107 was issued, BAE Systems (Operations) Ltd amended the AMM, including Chapter 05 to Revision 95. Note: SSI 52-33-101C is new. The following SSIs have been updated and reissued to include more restrictive inspection requirements: 57-20-229A, 57-20-231A, 57-20-233, 57-20-233A, 57-20-234A, 57-20-237A, 57-20-239A, 57-20-241 and 57-20-241A. (See Appendix 1 Table A).

Failure to comply with these new requirements (as listed above) could result in an unsafe condition.

For the reason described above, this CAA AD retains the requirements of EASA AD 2015-0107, which is superseded and requires the implementation of new ALS, SSI maintenance requirements, referenced above and specified in the defined parts of Chapter 05 (as listed above and in Table 1 below) of the AMM at Revision 95.

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

Required as indicated, unless previously accomplished;

(1) For all tasks, **excluding** those listed in Appendix 1 Table A and SSI 52-33-101C:

From the effective date of this AD, accomplish the following actions, in accordance with the instructions as specified in BAE Systems (Operations) Ltd ATP AMM Revision 95, as listed in Table 1 of this AD:

(1.1) Replace each component before exceeding the applicable life limit, and

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks, and

(1.3) Ensure the continuing airworthiness of the aeroplane by compliance with each CDCCL – Fuel System Item, and

(2) For all tasks, **listed** in Appendix 1 Table A:

Within 28 days of the effective date of the AD. Perform a maintenance records review of tasks identified in Appendix 1 Table A. Establish whether the tasks have been performed in accordance with AMM requirements defined in AMM Revision 95. (EASA AMOCs may have been adopted with tasks being performed in accordance with the requirements of AMM Chapter 5 Revision 95, prior to the publication of AMM Revision 95). and

(2.1) Where records identify tasks that have been performed in accordance with AMM requirements defined in AMM Revision 95, no further action is required until the next scheduled repeat inspection as specified in BAE Systems (Operations) Ltd ATP AMM 05-10-17 Revision 95.

(2.2) Where records identify tasks that have not been performed in accordance with AMM requirements defined in AMM Revision 95, then within 54 days of the effective date of the AD, accomplish the following actions; within the thresholds and intervals defined within, BAE Systems (Operations) Ltd ATP AMM 05-10-17 Revision 95, accomplish all applicable maintenance tasks in accordance with the instructions as specified in BAE Systems (Operations) Ltd ATP AMM 05-10-17 Revision 95.

and

(3) For SSI 52-33-101C:

Within 3 months of the effective date of the AD accomplish the following actions; within the thresholds and intervals, accomplish all applicable maintenance tasks (relevant to SSI 52-33-101C) in accordance with the instructions as specified in BAE Systems (Operations) Ltd ATP AMM 05-10-17 Revision 95.

Table 1 - AMM chapters:

Chapter No	Chapter name
05-10-11	Mandatory Life Limitations (Airframe – Systems)
05-10-12	Mandatory Life Limitations (Airframe – Structures)
05-10-14	Mandatory Life Limitations (Powerplant/Engine/APU – Systems)
05-10-15	Mandatory Life Limitations (Powerplant/Engine/APU – Structures)
05-10-17	Structurally Significant Items (SSIs)
05-20-00	Critical Design Configuration Control Limitations (CDCCL) – Fuel System
05-23-00	Certification Maintenance Requirements

Corrective Action(s)

(4) In the case of discrepancies found during accomplishment of any task as required by paragraph (1), (2) & (3) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable BAE Systems (Operations) Ltd maintenance documentation. If a detected discrepancy cannot be corrected by using existing BAE Systems (Operations) Ltd instructions, then before next flight, contact BAE Systems (Operations) Ltd for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision

(5) Within 12 months after the effective date of this AD, revise the approved AMP, by incorporating all applicable maintenance tasks, airworthiness limitations and CDCCL – Fuel System items

included in the chapters of BAE Systems (Operations) Ltd ATP AMM at Revision 95, as listed in Table 1 of this AD, as applicable to aeroplane model.

Credit:

(6) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks as specified in BAE Systems (Operations) Ltd ATP Revision 95, as identified in Table 1 of this AD, that action ensures the continued accomplishment of these requirements.

Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive requirements as specified in BAE Systems (Operations) Ltd ATP Revision 95, as listed in Table 1 of this AD, applicable to aeroplane model and depending on aeroplane configuration, within compliance times as specified in BAE Systems (Operations) Ltd ATP AMM Revision 95, to comply with paragraph (1), (2) & (3) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive requirements and limitations, as specified, into the AMP to comply with paragraph (5) of this AD.

Recording AD Compliance:

(7) When the AMP of an aeroplane has been revised as required by paragraph (5) or previously performed as described in paragraph (6) of this AD, as applicable, that action ensures continued accomplishment of tasks as required by paragraphs (1), (2) & (3) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (5) or previously performed as described in paragraph (6) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continuing basis.

Reference Publications:

BAE Systems (Operations) Limited ATP AMM, at Revision 95, dated 15 March 2022.

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 12 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. 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

Appendix 1

Table A – New tasks introduced by this AD and cross references between task number and description of the task, as contained within the AMM.

Note: This is to be used as part of the maintenance records review, as defined in Required Action(s) and Compliance Time(s) paragraph 2, to determine if the aircraft has already been inspected in accordance with the AMM Chapter 5 Revision 95 requirements, prior to publication of AMM Revision 95.

MRBR ITEM No	MRBR SSI No	AMM Chapter 05-10-17 Task Number Revision 94 and earlier	AMM Chapter 05-10-17 Task Number Revision 95	Notes
5720-118A	57-20-229A	57-20-75-210-860	57-20-75-280-801	See Note 1
5720-124A	57-20-237A	57-20-80-210-810	57-20-80-280-801	See Note 2
5720-126A	57-20-239A	57-20-80-210-850	57-20-80-280-802	See Note 3
5720-127	57-20-241	57-20-80-250-825	57-20-80-250-825	See Note 4
5720-127A	57-20-241A	57-20-80-210-855	57-20-80-280-803	See Note 5
5720-120A	57-20-231A	57-20-75-210-865	57-20-75-280-802	See Note 6
5720-121A	57-20-233	57-20-75-250-815	57-20-75-280-803	See Note 7
5720-121B	57-20-233A	57-20-75-210-870	57-20-75-250-852	See Note 8
5720-122A	57-20-234A	57-20-75-210-875	57-20-75-280-804	See Note 9

Note 1 - New AMM Task Number 57-20-75-280-801 to perform new NDT procedures replaces existing AMM Task Number 57-20-75-210-860 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...”.

Note 2 - New AMM Task Number 57-20-80-280-801 to perform new NDT procedures replaces existing AMM Task Number 57-20-80-210-810 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...”.

Note 3 - New AMM Task Number 57-20-80-280-802 to perform new NDT procedures replaces existing AMM Task Number 57-20-80-210-850 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...”.

Note 4 - AMM Task Number 57-20-80-250-825 already exists but has incorrect title of DVI. The task title becomes “Do an eddy current inspection of...” and “... flaps detected .. .“is amended to “... flaps deflected... “.

Note 5 - New AMM Task Number 57-20-80-280-803 to perform new NDT procedures replaces existing AMM Task Number 57-20-80-210-855 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...” and “... flaps detected .. .“ is amended to “... flaps deflected...“.

Note 6 - New AMM Task Number 5 7-20-75-280-802 to perform new NDT procedures replaces existing AMM Task Number 57-20-75-210-865 (was LVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...”.

Note 7 - New AMM Task Number 57-20-75-280-803 to perform new NDT procedures replaces existing AMM Task Number 57-20-75-250-815 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...”.

Note 8 - New AMM Task Number 57-20-75-250-852 to perform new NDT procedure replaces existing AMM Task Number 57-20-75-210-870 (was DVI) and the task title becomes “Do an eddy current inspection of...”.

Note 9 - New AMM Task Number 57-20-75-280-804 to perform new NDT procedures replaces existing AMM Task Number 57-20-75-210-875 (was DVI) and the task title becomes “Do an eddy current inspection and an ultrasonic inspection of...“.