


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0007</p> <p>Date: 07 January 2014</p> <p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 Annex I, Part M.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 by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: BAE SYSTEMS (OPERATIONS) LTD</p>	<p>Type/Model designation(s): ATP aeroplanes</p>	
TCDS Number:	EASA.A.192	
Foreign AD:	Not applicable	
Supersedure:	None	
ATA 76	Engine Controls – Flight Idle Baulk Actuator and Rollover Lever Pawl – Inspection	
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd.	
Applicability:	All ATP aeroplanes, all serial numbers	
Reason:	<p>An occurrence was reported involving in-flight operation of standby power controls (switches) reducing the engine residual power setting at flight idle. Engagement of the engine standby power control resulted in positioning of the power controls to a range corresponding to ground power setting.</p> <p>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. Furthermore, a worn rollover lever pawl was found which could potentially lead to a similar situation.</p> <p>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.</p> <p>To address this potential unsafe condition, BAE systems (Operations) Ltd issued Service Bulletin (SB) ATP-76-021 to provide inspection instructions.</p> <p>For the reasons described above, this AD requires a one-time functional check of the flight idle baulk actuator and rollover lever pawl.</p>	
Effective Date:	21 January 2014	

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 3 months after the effective date of this AD, accomplish a functional check of the cockpit power rollover lever pawl and flight idle baulk clutch on both engines in accordance with paragraph 2.B. Part A of BAE Systems (Operations) Ltd SB ATP-76-021. (2) If, during the functional check as required by paragraph (1) of this AD, any defect is detected, as specified in BAE Systems (Operations) Ltd SB ATP-76-021, before next flight, accomplish the applicable corrective action(s) in accordance with paragraph 2.B Part B of BAE Systems (Operations) Ltd SB ATP-76-021. (3) Within 10 days after the functional check as required by paragraph (1) of this AD, report the inspection results, including no findings, to BAE Systems (Operations) Ltd in accordance with BAE Systems (Operations) Ltd SB ATP-76-021.
<p>Ref. Publications:</p>	<p>BAE Systems (Operations) Ltd SB ATP-76-021 original issue, dated 11 January 2012.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
<p>Remarks:</p>	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 28 November 2013 as PAD 13-177 for consultation until 26 December 2013. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in this AD, 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.