



Notification of a Proposal to revise an Airworthiness Directive

PAD No.: 19-122

Issued: 11 July 2019

Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), 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.

Design Change Approval Holder's Name:	Modification Description:
CRANFIELD AEROSPACE SOLUTIONS Ltd.	Installation of Tamarack ATLAS Winglets

Effective Date: [TBD - standard: 14 days after AD issue date]

STC Number(s): EASA Supplemental Type Certificate (STC) 10056170

Foreign AD: Not applicable

Revision: This AD proposes to revise EASA Emergency AD 2019-0086-E dated 19 April 2019.

ATA 27 – Flight Controls – Active Technology Load Alleviating System – Deactivation / Modification

ATA – Airplane Flight Manual Supplement – Amendment

Manufacturer(s):

Tamarack Aerospace Group

Applicability:

Textron Aviation Inc. (formerly Cessna Aircraft Company) Model 525, 525A and 525B aeroplanes, all serial numbers, if modified to have Tamarack ATLAS winglets installed in accordance with EASA STC 10056170 (any revision up to Revision 5).

Definitions:

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

The SB: Cranfield Aerospace Solutions Ltd. Service Bulletin (SB) CAS/M0132.

The modification SB: Cranfield Aerospace Solutions Ltd. SB CAS/SB1480.



The applicable AFMS: Cranfield Aerospace Solutions Ltd. Airplane Flight Manual Supplement (AFMS), as identified in Appendix 1 of this AD.

The applicable MMEL Supplement: Cranfield Aerospace Solutions Ltd. Master Minimum Equipment List (MMEL) Supplement, as identified in Appendix 1 of this AD.

Reason:

The active load alleviation system (ATLAS), when operational, deflects the Tamarack active control surfaces (TACS) on the outboard wings. Recently, occurrences have been reported in which ATLAS appears to have malfunctioned, causing upset events where, in some cases, the pilots had difficulty to recover the aeroplane to safe flight. Investigation continues to determine the cause(s) for the reported events.

This condition, if not corrected, could lead to loss of control of the aeroplane.

To address this potential unsafe condition, Cranfield Aerospace Solutions have issued the SB, providing instructions to pull and collar the ATLAS circuit breaker, to make TACS immovable and to amend the applicable AFMS. Consequently, EASA issued AD 2019-0086-E to require the Tamarack ATLAS to be deactivated and the TACS to be fixed in place. That AD also required implementation of operational limitations and repetitive pre-flight inspections by amending the applicable AFMS. Finally, that AD required a modification of the ATLAS, to provide relief for the deactivation, limitations and repetitive inspections as required by that AD.

After that AD was issued, Cranfield Aerospace Solutions issued the modification SB providing instructions to restore the safety of the ATLAS design.

This AD is revised to introduce reference to the modification SB.

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

Required as indicated, unless accomplished previously:

Deactivation / Modification / AFMS Update:

- (1) Before next flight after 19 April 2019 [the effective date of EASA AD 2019-0086-E], deactivate the ATLAS and modify the TACS to restrict their movement in accordance with the instructions of the SB, amend the applicable AFMS to include the applicable operational limitations and pre-flight inspection instructions by inserting a copy of the SB, inform all flight crews and, thereafter, operate the aeroplane accordingly.

AFMS Update:

- (2) Introducing a later revision of the applicable AFMS, which includes the operational limitations and pre-flight inspection instructions of the SB, is an acceptable method to comply with the requirements of AFMS amendment as required by paragraph (1) of this AD.



MMEL Supplement Update:

- (3) Concurrent with the AFMS update as required by paragraph (1) of this AD, amend Item 27-60-01 “ATLAS inoperative” of the MMEL Supplement to remove the 10 flight hours (FH) time limit, inform all flight crews and, thereafter, operate the aeroplane accordingly.

Modification:

- (4) Within 100 FH after 19 April 2019 [the effective date of EASA AD 2019-0086-E], modify the aeroplane in accordance with the instructions of section 7 of the modification SB.

Terminating Action:

- (5) Modification of an aeroplane as required by paragraph (4) of this AD constitutes terminating action for the deactivation, limitations and repetitive pre-flight inspections as required by this AD for that aeroplane.

Following modification of an aeroplane, the ATLAS can be activated again, the TACS modified to allow unrestricted movement, and the limitations as required by paragraph (1) of this AD can be removed from the applicable AFMS of that aeroplane.

Concurrent with reactivation of the ATLAS on an aeroplane, restore the ‘inoperative’ time limit of 10 FH for item 27-60-01 of the applicable MMEL Supplement of that aeroplane.

Parts Installation:

- (6) From 19 April 2019 [the effective date of EASA AD 2019-0086-E], is it allowed to modify an aeroplane by installing the Tamarack ATLAS (STC 10056170 up to Revision 5), provided that, following that modification, the aeroplane complies with the requirements of this AD.

Ref. Publications:

Cranfield Aerospace Solutions Ltd. SB CAS/M0132 original issue (issue A) dated 18 April 2019.

Cranfield Aerospace Solutions Ltd. SB CAS/SB1480 original issue (issue A) dated July 2019.

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

Remarks:

1. This Proposed AD will be closed for consultation on 08 August 2019.
2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. 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 [EU aviation safety reporting system](#).



4. For any question concerning the technical content of the requirements in this PAD, please contact: Cranfield Aerospace Solutions Ltd., Cranfield, Bedford MK43 0AL, United Kingdom, Telephone: +44 1234 754 166, Fax: +44 1234 752375, E-mail: g.mitchell@cranfieldaerospace.com.



Appendix 1 – Applicable AFMS and MMEL Supplements

Aeroplane Model	Serial Numbers	Applicable AFMS	Applicable MMEL Supplement
525	525-0001 to 525-0359 inclusive	CA/DD/M023, Issue B, dated 26 October 2017	CA/DD/M020, Issue C, dated October 2017
	525-0360 to 525-0599 inclusive	CA/DD/M037, Issue B, dated 26 October 2017	
	525-0600 to 525-0684 inclusive, 525-0686 to 525-0701 inclusive	CA/DD/M038, Issue B, dated 26 October 2017	
	525-0685; 525-0800 and higher	CA/DD/M088, Issue B, dated 26 October 2017	
525A	525A-0001 to 525A-0299 inclusive	CAS/AFM0003, issue A, dated 28 February 2018	CAS/MMEL1452, Issue A, dated January 2018
	525A-0300 and higher	CAS/AFM0004, issue A (R1), dated 28 February 2018	
525B	525B-0001 to 525B-0056 inclusive, 525B-0058 to 525B-0450 inclusive	CAS/AFM0001, issue A (R1), dated 28 February 2018	CAS/MMEL1440, Issue B, dated November 2017
	525B-0057; and 525B-0451 and higher	CAS/AFM0002, issue B, dated 19 December 2017	

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

