EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2015-0053 **Date: 27 March 2015** 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.

This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EU 1321/2014 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 [EU 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:	**Type/Model designation(s):**
BAE SYSTEMS (OPERATIONS) Ltd	ATP aeroplanes

TCDS Number:	EASA.A.192
Foreign AD:	Not applicable
Supersedure:	None

ATA 28	**Fuel – Rigid Fuel Pipes – Replacement**
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd.
Applicability:	ATP aeroplanes, all serial numbers.
Reason:	During 2013 and 2014, BAE Systems received three reports concerning pipes of the fuel float switch test system that had failed prior to reaching their life limit of 12 000 landings or 10 000 flight hours. The failures are believed to be caused by one or both of the following factors: • poor fitting of the pipes, due to aeroplane design variations and restricted access areas, and • acoustic vibration of the solenoid valves, to which the pipes are attached. The affected pipes are located in dry bay zones which also contain electrical equipment. This condition, if not corrected, could lead to a fuel leak in the affected zone, which, in case the electrical equipment provides an ignition source, could possibly result in a fuel fire or explosion and consequent loss of the aeroplane. To address this potential unsafe condition, BAE Systems (Operations) Ltd issued Service Bulletin (SB) ATP 28-024 to provide replacement instructions. For the reasons described above, this AD requires the replacement of rigid fuel pipes in fuel float switch test system with flexible hoses.
Effective Date:	10 April 2015

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Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 6 months after the effective date of this AD, replace each fuel pipe, having a Part Number (P/N) identified as 'old' in Table 1 of this AD, with an applicable P/N fuel hose identified as 'new' in Table 1 of this AD, in accordance with the instructions of paragraph 2.B of BAE Systems (Operations) Ltd SB ATP-28-024. Table 1 – Fuel Pipes and Hoses **Rigid Fuel Pipes** (old) / **Flexible Fuel Hoses** (new) P/N JD280J0032-000 / P/N JD280J0151-002 P/N JD280J0032-001 / P/N JD280J0151-002 P/N JD280J0095-000 / P/N JD280J0151-000 (2) Before next flight after replacement of the fuel pipes as required by paragraph (1) of this AD, accomplish the actions specified in paragraphs (2.1), (2.2) and (2.3) of this AD. (2.1) Do an operational test of the refuel/defuel system. This can be accomplished in accordance with the instructions of the applicable Aircraft Maintenance Manual (AMM), Chapter 28-20-00. (2.2) Inspect the hose assembly connections for fuel leaks. (2.3) If, during the test or inspection as required by paragraph (2.1) or (2.2) of this AD, as applicable, discrepancies are detected, accomplish all applicable corrective actions. (3) Within 60 days after accomplishment of the actions as required by paragraph (2) of this AD, report the test/inspection results to BAE Systems (Operations) Ltd in accordance with BAE Systems (Operations) Ltd SB ATP-28-024. (4) Do not install on any aeroplane a fuel pipe having a P/N identified as 'old' in Table 1 of this AD, as required by paragraph (4.1) or (4.2) of this AD, as applicable. (4.1) For an aeroplane that, on the effective date of this AD, has a fuel pipe installed having a P/N identified as 'old' in Table 1 of this AD: After modification of the aeroplane as required by paragraph (1) of this AD. (4.2) For an aeroplane that, on the effective date of this AD, does not have a fuel pipe installed having a P/N identified as 'old' in Table 1 of this AD: From the effective date of this AD.
Ref. Publications:	BAE Systems (Operations) Ltd SB ATP-28-024 original issue dated 5 December 2014, or Revision 1 dated 12 January 2015. The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.
Remarks:	1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 25 February 2015 as PAD 15-016 for consultation until 25 March 2015 No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in

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	this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: RApublications@baesystems.com.

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