



Civil Aviation Authority

AIRWORTHINESS DIRECTIVE

Number: G-2022-0003

Issue date: 11 February 2022



Note: In this Airworthiness Directive, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced as "UK Regulation (EU) year/number or UK Regulation (EU) No. number/year".

This Airworthiness Directive (AD) is issued by the UK CAA in accordance with UK Regulation (EU) No. 748/2012 Part 21.A.3B, acting as the Authority of the State of Design for the affected product(s), under Article 34 of the Air Navigation Order 2016 (ANO) and UK Regulation (EU) 2018/1139.

In accordance with UK Regulation (EU) No. 1321/2014 Annex I (Part-M), M.A.301 / Annex VB (Part-ML), ML.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 or agreed by the CAA [Part-M, M.A.303 / Part-ML, ML.A.303].

Type Approval Holder's Name:

BAE SYSTEMS (OPERATIONS) Ltd

Type/Model Designation(s):

HS 748 aeroplanes

Effective Date:	25 February 2022
TCDS:	EASA.A.397
Foreign AD (if applicable):	Not applicable
Supersedure:	This AD supersedes AD G-002-04-96 dated 07 June 1996

ATA 05 - Time Limits / Maintenance Checks - Environmental Damage Corrosion Prevention and Control Programme - Amendment

Manufacturer(s):

A.V.Roe and Company, Hawker Siddeley Aviation Ltd, British Aerospace plc

Applicability:

HS 748 aeroplanes, all models, all serial numbers

Definitions:

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

The Corrosion Prevention and Control Programme requirements: BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Revision 4.

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 HS 748 aeroplanes operated under UK regulation, compliance with the approved AMP is required by UK regulation (EU) No.1321/2014 Part M.A.301, para (c).

Reason:

The Corrosion Prevention and Control Programme (CPCP) is one element of the Airworthiness Limitations applicable to the HS 748 aeroplane. In 1996, prior to the establishment of EASA, the CAA mandated the CPCP requirements, applicable at that time and allocated the number, 002-04-96. EASA adopted the historic CAA mandatory requirement, EASA referencing the requirement as, G-002-04-96 on its AD publication website. The CPCP is defined in BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP. This document has been revised to Revision 4. Changes include the way CPCP Level 1 findings are to be addressed and subsequent changes made to the CPCP requirements, applicable to the operator's aircraft. Failure to comply with these new requirements could result in an unsafe condition. For this reason, the requirements previously defined in BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Initial Issue (mandated by the historic requirement G-002-04-96) and Revisions 1, 2, 3 are superseded by BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Revision 4 and are mandated by this AD.

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

Required as indicated, unless accomplished previously:

Maintenance Tasks:

- (1) From the effective date of this AD, accomplish the following actions in accordance with the instructions as specified in BAE Systems (Operations) Ltd document, HS748 CPCP Revision 4.
 - (1.1) Within the thresholds and repeat intervals, accomplish all applicable maintenance tasks (See Note), and
 - (1.2) Assess the inspection findings and make any necessary changes to the operator's specific inspection requirements, and
 - (1.3) Comply with the requirements covering the reporting of inspection findings to appropriate organisations. (These being the: Type Certificate holder, BAE Systems (Operations) Ltd and the applicable National Airworthiness Authority).

Note: If the operator has reduced the thresholds and/or repeat inspection requirements of any CPCP tasks, as specified in BAE Systems (Operations) Ltd document, HS748 CPCP (all published versions), as a result of the review of findings of previously carried out CPCP inspections, these parameters must be retained and cannot be escalated back to those defined within BAE Systems (Operations) Ltd document, HS748 CPCP Revision 4.

Corrective Action(s):

- (2) In case of finding discrepancies during accomplishment of any task, as required by paragraph (1) 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 flight, contact BAE Systems (Operations) Ltd for approved instructions and accomplish those instructions accordingly.

Aircraft Maintenance Programme (AMP) Revision:

- (3) Within 12 months after the effective date of this AD, revise the approved AMP, by incorporating all applicable requirements defined within BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Revision 4. Noting the requirements given in the Note within paragraph (1).

Credit:

- (4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance requirements defined within BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Revision 4, 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 requirements defined within BAE SYSTEMS (Operations) Ltd document, HS 748 CPCP Revision 4 to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new requirements, as specified, into the AMP to comply with paragraph (3) of this AD.

Noting the requirements given in the Note within paragraph (1).

Recording AD Compliance:

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) 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) Ltd document, HS 748 CPCP Revision 4, dated 15 November 2016.

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

Remarks:

1. This AD was posted on 21 December 2021 as PAD 1989 for consultation until 18 January 2022. No comments were received during the consultation period.
2. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this AD.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
4. Enquiries regarding this Airworthiness Directive should be referred to:
Continued.Airworthiness@caa.co.uk
5. For any questions concerning the technical content of the requirements in this AD, 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