


EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2008-0141 Date: 28 July 2008 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 EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 Annex I, Part M.A.303, 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 21(4) exemption].	
Type Approval Holder's Name :	Type/Model designation(s) :
BAE Systems (Operations) Ltd	ATP aircraft
TCDS Number :	United Kingdom BA23
Foreign AD :	Not applicable
Supersedure :	This AD supersedes EASA AD 2007-0251 dated 11 September 2007.
ATA 05	Time Limits – Maintenance Checks – Airworthiness Limitations – Amendment
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd.
Applicability:	ATP aircraft, all serial numbers
Reason:	<p>The ATP Aircraft Maintenance Manual (AMM) includes 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 (SSI's)" and 05-23-00 "Certification Maintenance Requirements" which have been identified as mandatory actions for continued airworthiness.</p> <p>BAE Systems (Operations) Limited has amended the AMM to revise Chapters 05-10-11, 05-10-14 and 05-10-17. Chapter 05 of the AMM was restructured several years ago and subsequently Chapters 05-10-12, 05-10-15 and 05-10-17 were classified as mandatory by CAA United Kingdom AD G-2005-0031, which was later superseded by EASA AD 2007-0251. It has only recently been realised that some other parts of the AMM, Chapters 05-10-11, 05-10-14 and 05-23-00, should have been similarly classified.</p> <p>As a consequence of the assessment of fuel tank wiring installations required by SFAR 88 and equivalent JAA/EASA policy, BAE Systems (Operations) Limited has amended the ATP AMM to include a new Chapter 05-20-00 "Critical Design Configuration Control Limitations (CDCCL) – Fuel System". The CDCCLs provide instructions to retain critical ignition source prevention features during configuration changes that may be caused by modification, repair or maintenance actions. CDCCLs have been identified as requirements for continued airworthiness to address the risk of fuel vapour ignition sources</p>

	<p>remaining undetected. This condition, if not corrected, could result in an explosion and consequent loss of the aircraft.</p> <p>For the reasons described above, this EASA AD retains the requirements of EASA AD 2007-0251, which is superseded, and requires the implementation of the inspections and corrective measures as specified in ATP AMM at Revision 81, Chapters 05-10-11, 05-10-12, 05-10-14, 05-10-15, 05-10-17, 05-20-00 and 05-23-00.</p>
Effective Date:	11 August 2008
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next 3 months after the effective date of this AD, and the approved aircraft maintenance schedule to incorporate the instructions of ATP AMM at Revision 81, 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 (SSI's)", 05-20-00 "Critical Design Configuration Control Limitations (CDCCL) – Fuel System" and 05-23-00 "Certification Maintenance Requirements".</p> <p>(2) Thereafter, within the threshold and intervals indicated in that document, accomplish the tasks described in ATP AMM, Chapters 05-10-11, 05-10-12, 05-10-14, 05-10-15, 05-10-17, 05-20-00 and 05-23-00.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited ATP AMM, Chapters 05-10-11, 05-10-12, 05-10-14, 05-10-15, 05-10-17, 05-10-19 and 05-23-00 at Revision 81 dated 15 January 2008.</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<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 25 June 2008 as PAD 08-076 for consultation until 12 July 2008. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification 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, United Kingdom; Telephone +44 1292 675207; Facsimile +44 1292 675704; E-mail: RAPublications@baesystems.com