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| EASA | AIRWORTHINESS DIRECTIVE |
|  | <p>AD No.: 2009-0074</p> <p>Date: 31 March 2009</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> |
| This AD is issued in accordance with EC 1702/2003, Part 21A.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]. | |
| Type Approval Holder's Name : BAE Systems (Operations) Ltd | Type/Model designation(s) : ATP aeroplanes |
| TCDS Number : United Kingdom BA23 | |
| Foreign AD : Not applicable | |
| Supersedure : This AD supersedes EASA AD 2006-0090 dated 20 April 2006. | |
| ATA 51 | Structures – New and Revised Inspections for Fatigue and Environmental Damage – Implementation |
| Manufacturer(s): | British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd |
| Applicability: | ATP aeroplanes, all serial numbers. |
| Reason: | <p>A review of the results of the final fuselage fatigue test identified the need for additional and revised safety-related fatigue- and environmental inspections for the fuselage. These additional tasks were introduced by Service Bulletin (SB) ATP-51-002, which supplemented and in some cases revised those previously published in the Aircraft Maintenance Manual (AMM) Chapter 05-10-17 and the Maintenance Review Board Report (MRBR).</p> <p>As it was determined that these inspections were necessary to maintain the structural integrity of the aeroplane, EASA AD 2006-0090 was issued to require the inspections and, depending on findings, corrective actions as defined in BAE Systems (Operations) Limited SB ATP-51-002 (the SB) at original issue.</p> <p>Since the original Issue of the SB, three revisions have been published. Revision 1 of the SB included only editorial changes. Revision 2 of the SB corrected the fuselage frame designations in Parts 50 and 50A and extended the allowable time before initial inspection. In addition, the repeat inspection interval in Part 43 of the SB was reduced. In the latest Revision 3 of the SB, the grace period for the initial inspection in Part 50 has been clarified.</p> <p>Fatigue tasks in Parts 1 through 50 of the SB, i.e. those without an "A" suffix, have now been replicated in AMM Chapter 05-10-17 and MRBR Section 6. In addition, environmental tasks, those identified with an "A" suffix, have now</p> |

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| | <p>been replicated in MRBR Section 6.</p> <p>For the reasons described above, this AD retains the requirements of EASA AD 2006-0090, which is superseded, and requires the accomplishment of the inspections and, depending on findings, corrective actions as defined in BAE Systems (Operations) Limited SB ATP-51-002 at Revision 3.</p> |
| Effective Date: | 14 April 2009 |
| Required Action(s) and Compliance Time(s): | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) From 04 May 2006 [the effective date of EASA AD 2006-0090], accomplish the inspections and, depending on findings, corrective actions described in BAE Systems (Operations) Limited SB ATP-51-002. (2) Inspections and corrective actions accomplished prior to the effective date of this AD in accordance with BAE Systems (Operations) Limited SB ATP-51-002 at original issue or Revision 1 or Revision 2 are acceptable to comply with the requirements of paragraph (1) of this AD. (3) Within 30 days after the effective date of this AD, amend the approved aircraft maintenance schedule to incorporate the inspections as defined in BAE Systems (Operations) Limited SB ATP-51-002 at Revision 3. (4) Thereafter, within the thresholds and intervals indicated in the SB, accomplish the inspections and, depending on findings, corrective actions in accordance with the instructions of BAE Systems (Operations) Limited SB ATP-51-002 at Revision 3. Accomplishment of corrective actions in accordance with the SB does not constitute terminating action for the repetitive inspection requirements of this AD. (5) Within 30 days after each inspection as required by paragraph (4) of this AD, send an Inspection Report to BAE Systems in accordance with the instructions of paragraph 2 of the SB. |
| Ref. Publications: | <p>BAE Systems (Operations) Limited SB ATP-51-002 original issue dated 20 December 2005, Revision 1 dated 26 February 2007, Revision 2 dated 19 November 2007, and Revision 3 dated 3 April 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 published on 26 February 2009 as PAD 09-047 for consultation until 26 March 2009. 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. |