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| EASA | AIRWORTHINESS DIRECTIVE | |
|  | AD No.: 2014-0032 | |
| | Date: 04 February 2014 | |
| <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> | | |
| <p>This AD is issued in accordance with EU 748/2012, Part 21.A.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].</p> | | |
| 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 71 | Powerplant – Engine Side Aft Isolators – Inspection / Replacement | |
| Manufacturer(s): | British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd. | |
| Applicability: | ATP aeroplanes, all serial numbers. | |
| Reason: | <p>A service bulletin was published by Barry Controls, the manufacturer of engine side aft isolators, as installed on ATP aeroplanes, to inform about the release to service after overhaul of a specific number of engine side aft isolators, equipped with unserviceable housings. The affected housings are exposed to crack damage and may fail if operated beyond their established life limit.</p> <p>This condition, if not detected and corrected, in case of failure of both side aft isolators, could lead to engine aft mounting failure and reduced control of the aeroplane.</p> <p>To address this potential unsafe condition, BAE Systems (Operations) Ltd issued Service Bulletin (SB) ATP-71-017 to provide instructions for engine side aft isolator inspection.</p> <p>For the reasons described above, this AD requires identification and replacement of the affected isolators with serviceable parts. This AD also prohibits installation of affected parts removed from an aeroplane, or that may be held as spares. This AD also allows operation of affected parts, under certain conditions, for 6 months provided they are inspected.</p> | |
| Effective Date: | 18 February 2014 | |

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| <p>Required Action(s) and Compliance Time(s):</p> | <p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 3 months after the effective date of this AD, inspect each engine isolator to determine the part number (P/N) and serial number (S/N) installed on left hand (LH) and right hand (RH) engines. A review of aeroplane maintenance records, in lieu of an inspection, is an acceptable method to make this determination, provided those records can be relied upon for that purpose. (2) If, during the inspection as required by paragraph (1) of this AD, an engine isolator is found to be installed, as listed in Table 1 or Table 2 of Barry Controls SB 93955-71-01, and referenced in paragraph 2.B. of BAE Systems (Operations) Ltd SB ATP-71-017, within 3 months after the effective date of this AD, and, thereafter, at intervals not to exceed 200 flight hours, inspect the affected engine isolator in accordance with the instructions of paragraph 2.C of BAE Systems (Operations) Ltd SB ATP-71-017. (3) If, during the inspection as required by paragraph (1) of this AD, both engine isolators installed on one engine are found to be listed in Table 1 or Table 2 of Barry Controls SB 93955-71-01, and referenced in paragraph 2.B. of BAE Systems (Operations) Ltd SB ATP-71-017, before next flight, replace at least one of the affected engine isolators with a serviceable part in accordance with the instructions of paragraph 2D of BAE Systems (Operations) Ltd SB ATP-71-017. (4) If, during any inspection, as required by paragraph (2) of this AD, a cracked isolator is detected, before next flight, replace the affected isolator with a serviceable part in accordance with the instructions of paragraph 2D of BAE Systems (Operations) Ltd SB ATP-71-017. (5) Within 6 months after the effective date of this AD, unless already accomplished as required by paragraph (3) or (4) of this AD, as applicable, replace all remaining affected engine isolators, as listed in Table 1 or Table 2 of Barry Controls SB 93955-71-01, with a serviceable part in accordance with the instructions of paragraph 2D of BAE Systems (Operations) Ltd SB ATP-71-017. (6) Replacement on an aeroplane of all affected engine isolators with serviceable parts, as required by paragraph (3), or (4), or (5) of this AD, as applicable, constitutes terminating action for the repetitive inspections as required by paragraph (2) of this AD for that aeroplane. (7) From the effective date of this AD, installation of an engine isolator on an aeroplane is allowed, provided that it has been determined that the part is not listed in Table 1 or Table 2 of Barry Controls SB 93955-71-01. |
| <p>Ref. Publications:</p> | <p>BAE Systems (Operations) Ltd SB ATP-71-017, original issue dated 03 October 2012. Barry Controls SB 93955-71-01, original issue dated 06 September 2012. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> |
| <p>Remarks:</p> | <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 06 January 2014 as PAD 14-001 for consultation until 03 February 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 4. For any question concerning the technical content of the requirements in |

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