

<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<p><b>AD No.: 2012-0121</b></p> <p><b>Date: 06 July 2012</b></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>
<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].</p>	
<p><b>Design Approval Holder's Name :</b></p> <p>Learjet, Inc.</p>	<p><b>Type/Model designation(s) :</b></p> <p>Model 45 aeroplanes</p>
TCDS Number :	EASA.IM.A.020
Foreign AD:	FAA <a href="#">AD 2012-08-08</a> dated 24 April 2012.
Supersedure:	None. This AD deviates from, and thereby replaces, State of Design FAA AD 2012-08-08 for the affected aeroplanes registered in an EU Member State or associated country.
<b>ATA 05</b>	<b>Time Limits / Maintenance Checks – Airworthiness Limitations Section – Implementation</b>
Manufacturer(s):	Learjet, Inc.
Applicability:	Model 45 aeroplanes, including those with commercial designation Learjet 40, all serial numbers.
Reason:	<p>FAA AD 2012-08-08 was prompted by changes to the Airworthiness Limitations Section (ALS) of the maintenance manual (MM), which adds life-limits, revises life-limits, or adds inspections not previously identified. FAA issued this AD to limit exposure of flight critical components to corrosion, cracking, or failure due to life-limits, which if not corrected, could result in loss of roll control, fatigue cracking, or loss of structural components.</p> <p>During the validation of the Learjet 45 in Europe, finalised by the JAA in 1998, another methodology (different scatter factor) was used, which resulted in a life limit for certain components, lower than those required by the FAA. The same principle has been applied for some of the reduced life limits that were approved to address the potential unsafe condition, as described above.</p> <p>For the reasons described above, this EASA AD requires the same actions as required by FAA AD 2012-08-08, but deviates from that AD by requiring the implementation of a lower life limit for three specific Inspection Reference Number (IRN) tasks, N3220103, N3220104 and N3220106, at 13 700 flight cycles (FC) instead of 17 000 FC. For EASA purposes, IRN tasks Q3220065, Q3220066 and Q3220068 must be applied. All other requirements of FAA AD 2012-08-08 have been retained in this AD.</p>
Effective Date:	20 July 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> <li>(1) After the effective date of this AD, accomplish the following actions, as specified in Appendix 1 and/or Appendix 2 of this AD, as applicable to aeroplane configuration, in accordance with the instructions of Chapter 04 of Bombardier Learjet 45 Maintenance Manual (MM) MM-104, Revision 53, dated January 10, 2011 and Bombardier Learjet 45 MM JAA Supplement MM-104-JAA, Revision 9, dated 05 September, 2011; or in accordance with the instructions of Chapter 04 of Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011, and Bombardier Learjet 40 MM EASA Supplement MM-105-EASA, Revision 5, dated 05 September, 2011 (hereafter identified as the applicable MM), as applicable to aeroplane configuration. <ol style="list-style-type: none"> <li>(1.1) Replace each component before or upon reaching the applicable life limit, and</li> <li>(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.</li> </ol> </li> <li>(2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, within the applicable compliance time specified in the applicable MM, accomplish the applicable maintenance procedures for corrective actions in accordance with the approved maintenance documentation. If no compliance time is identified in the applicable MM, accomplish the applicable corrective actions before next flight. If a detected discrepancy is not identified in the applicable MM, before next flight, contact Learjet, Inc. for approved instructions and accomplish those instructions accordingly.</li> <li>(3) Compliance with the requirements of paragraphs (1) and (2) of this AD can be demonstrated by: <ol style="list-style-type: none"> <li>(3.1) Revising as follows the approved Aircraft Maintenance Programme (AMP) and standard practices on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane: <p>Incorporate the limitations, tasks and associated thresholds and intervals specified in the applicable MM, and particularly those listed in Appendix 1 and/or Appendix 2 of this AD, as applicable to aeroplane configuration,</p> <p>and</p> </li> <li>(3.2) Complying with the approved AMP described in paragraph (3.1) of this AD.</li> </ol> </li> </ol>
<p>Ref. Publications:</p>	<p>Bombardier Learjet 45 Maintenance Manual MM-104, Revision 53, dated January 10, 2011, or Bombardier Learjet 40 Maintenance Manual MM-105, Revision 21, dated January 10, 2011.</p> <p>Learjet Inc. Model 45 Maintenance Manual JAA Supplement MM-104-JAA, revision 9, dated 05 September 2011, or Model 45 (commercial designation Learjet 40) Maintenance Manual EASA Supplement MM-105-EASA, revision 5, dated 05 September 2011.</p> <p>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"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 06 June 2012 as PAD 12-062 for consultation until 04 July 2012. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Safety Information</li> </ol>

	<p>Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</p> <p>4. For any question concerning the technical content of the requirements in this AD, please contact:  Learjet, Inc., One Learjet Way, Wichita, Kansas 67209-2942,  United States of America,  telephone + 1 316-946-2000; fax + 1 316-946-2220  email <a href="mailto:ac.ict@aero.bombardier.com">ac.ict@aero.bombardier.com</a>  Internet <a href="http://www.bombardier.com">http://www.bombardier.com</a>.</p>
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Appendix 1 – IRN Task Revision – Model 45,  
including those with commercial designation Learjet 40

IRN Task #	Initial Compliance Time
R2710041	Within 10 years after the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 10 years after the most recent replacement, whichever occurs later.
Q5510091	Within 600 flight hours (FH) after the most recent inspection done in accordance with IRN # Q5510091.
Q5530011	Before accumulating 9 600 FH
P3220007	Within 48 months after the most recent inspection done in accordance with IRN # P3220007.
P3220146	Before accumulating 4 800 flight cycles (FC)
N3220012, N3220023, N3220035, N3220036 and N3220037	Before accumulating 10 000 FC since first installation of the component on an aeroplane
Q3220065, Q3220066 and Q3220068	Before accumulating 13 700 FC since first installation of the component on an aeroplane

Appendix 2 – IRN Task Revision – Model 45,  
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N5710147, N5710171 and N5710173	Before accumulating 6 500 FH
N5710175	Before accumulating 6 900 FH
N5710177	Before accumulating 7 000 FH