



Civil Aviation Authority

# AIRWORTHINESS DIRECTIVE

Number: **G-2022-0014**

Issue date: 26 July 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].

**Design Approval Holder's Name:**

**Type/Model Designation(s):**

BAE SYSTEMS (OPERATIONS) LIMITED

BAe ATP

Effective Date:	09 August 2022
TCDS:	EASA.A.192
Foreign AD (if applicable):	Not Applicable
Supersedure:	This AD supersedes EASA AD 2014-0007 dated 07 January 2014

## ATA 76 – Engine Controls – Flight Idle Baulk Actuator and Rollover Lever Pawl – Inspection / Replacement

---

### Manufacturer(s):

British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, Jetstream Aircraft Ltd, British Aerospace Regional Aircraft, British Aerospace (Operations) Ltd and BAE Systems (Operations) Ltd

### Applicability:

BAe ATP aeroplanes, all manufacturer serial numbers (MSN)

### Definitions:

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

**BAE:** BAE Systems (Operations) Ltd

**The ISB:** Inspection Service Bulletin (ISB) ATP-76-021

**Reason:**

An occurrence was reported which resulted in the power controls going into the ground range during flight. Subsequent investigation revealed that the flight idle baulk clutch was slipping at a lower torque than the applicable design specification, allowing the standby power control system to reduce the engine power setting in flight to values corresponding to ground range.

To address this unsafe condition, BAE issued original issue of Inspection Service Bulletin (ISB) ATP-76-021 to provide details for inspection of the flight idle baulk actuator and rollover lever pawl for each engine for wear. Consequently, EASA issued AD 2014-0007 to require a one-time inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s). That AD also required reporting of findings to BAE.

This condition, if not detected and corrected, could lead to unexpected engine power reduction which could in turn result in an unintentional stall and reduced control of the aeroplane.

In 2018, UKAIB carried out an investigation into an unrelated event involving frozen flight controls and power levers on an ATP aircraft. During the investigation it was found that the left roll-over lever did not always lock down as intended. Following these findings, BAE reissued the ISB to introduce instructions for repetitive inspections.

For the reasons described above, this AD supersedes EASA AD 2014-0007.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks:**

- (1) Within 2 months from the effective date of this AD, and thereafter at intervals not exceeding 300 flight hours, perform a functional check and inspection of the flight idle baulk actuator and rollover lever pawl for each engine, in accordance with paragraph 2.B. Part A of the ISB.

**Corrective Action(s):**

- (2) If any defects are found during the functional check / inspection required in (1), above, then within the next 30 flight hours, they must be corrected in accordance with the instructions defined in paragraph 2.B. Part B of the ISB. If defects are found on both engines at the same time, then corrective action must be performed before further flight. Contact BAE Systems if performing the ISB instructions has not successfully corrected any identified defects.

**Operator Feedback:**

- (3) Within 7 days after each inspection, as required by paragraph (1) of this AD, the results must be reported to BAE Systems. This can be done by using the report form provided in Figure 4 of the ISB.

**Reference Publications:**

BAE Systems (Operations) Ltd Inspection Service Bulletin (ISB) ATP-76-021 Revision 2, dated 6 July 2020.

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

**Remarks:**

1. This AD was posted on 10 June 2022 as PAD 1998 for consultation until 08 July 2022. The Comment Response Document (CRD) has been published at the same time as the AD, on our website page [List of UK Airworthiness Directives \(caa.co.uk\)](https://www.caa.co.uk/airworthiness-directives). Once the AD is incorporated into the CAA's [CAP 747: Mandatory Requirements for Airworthiness \(caa.co.uk\)](https://www.caa.co.uk/cap-747), the CRD can be requested via email [Continued.Airworthiness@caa.co.uk](mailto:Continued.Airworthiness@caa.co.uk)
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 [Occurrence reporting | Civil Aviation Authority](https://www.caa.co.uk/occurrence-reporting). 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](mailto: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: [raenqliaison@baesystems.com](mailto:raenqliaison@baesystems.com)