

Proposed Temporary Deviation on engine installation (potential ITT exceedance) Gulfstream Aerospace LP Model G280.

Introductory note:

The hereby presented Temporary Deviation has been classified as important and as such shall be subject to public consultation, in accordance with EASA Management Board decision 12/2007 dated 11 September 2007, Article 3 (2.) of which states: "2. Deviations from the applicable airworthiness codes, environmental protection certification specifications and/or acceptable means of compliance with Part 21, as well as important special conditions and equivalent safety findings, shall be submitted to the panel of experts and be subject to a public consultation of at least 3 weeks, except if they have been previously agreed and published in the Official Publication of the Agency. The final decision shall be published in the Official Publication of the Agency."

STATEMENT OF ISSUE:

Late in the certification testing programme for the G280 TC it was found that operation of the Wing Ant-Ice system (WAI) in certain scenarios could lead to an engine ITT exceedance. The applicant has requested from EASA a time-limited deviation of two years from compliance to Certification Specifications (CS) 25.901(b)(1)&(2), 25.903(d)(2), 25.939(a), 25.1301(c)&(d), 25.1309(c), 25.1322(a) and 25.1549(a) at amendment 2. This would allow the applicant time to make the required design changes to the system.

EASA has agreed to this deviation request with the following conditions:-

- The applicant must provide a recovery plan presenting the necessary design changes and proposed timescales for fleet retrofit to eliminate this design deficiency that is acceptable to EASA. This deviation would be time-limited to a maximum of two (2) years after Type Certification.
- EASA has reviewed and agrees that the potential for an engine ITT exceedance warning indication due to WAI selection has a probability of "remote" and that the ITT exceedance leading to a catastrophic event is "Extremely Improbable".
- EASA has reviewed and agrees with the revised Flight Manual Procedures.
- Clear placarded information will be present in the cockpit to prohibit operation of the WAI System in auto-mode.
- The condition of this deviation will be also be appropriately stressed during pilot type rating and training activities in the Gulfstream G280 so as to ensure crew awareness of the potential for an ITT exceedance warning on WAI selection.
- That an interim power assurance check be performed at "A check" at 500 hours, or "C check" at 12 months, whichever comes first. This is to ensure that appropriate ITT margins are maintained in-service.
- The MMEL will prohibit single bleed source dispatch or other dispatch configuration limitations which are fundamental to the deviation being requested.