
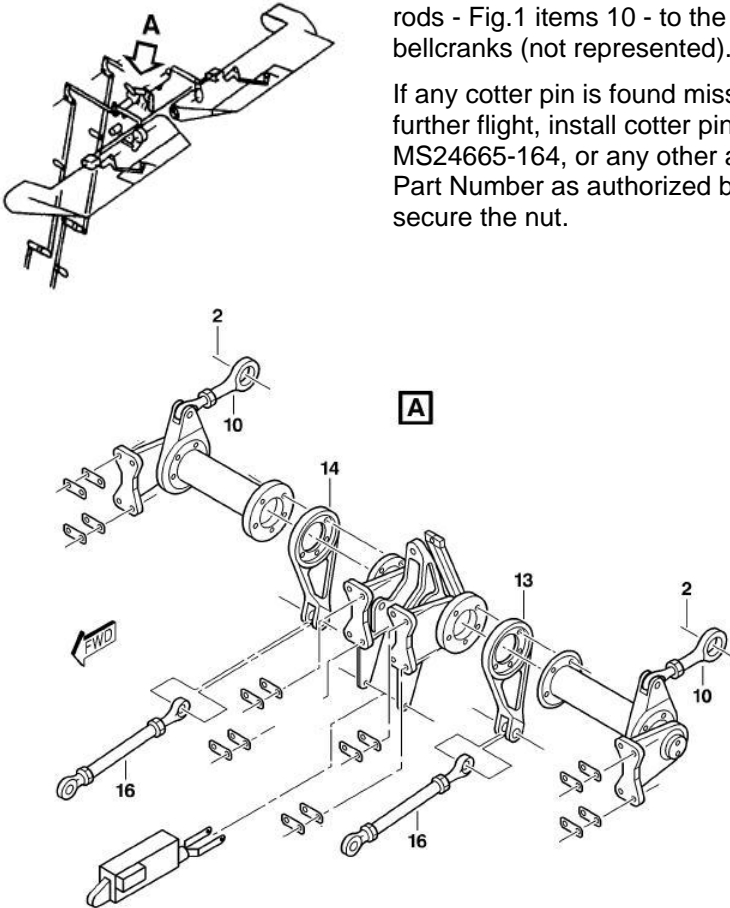


<b>EASA</b>	<b>EMERGENCY AIRWORTHINESS DIRECTIVE</b>	
	<p><b>AD No.: 2008-0137-E</b></p> <p><b>Date: 23 July 2008</b></p> <p>Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive 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>Type Approval Holder's Name :</b></p> <p>ATR-GIE Avions de Transport Régional</p>		<p><b>Type/Model designation(s) :</b></p> <p>ATR 72 aircraft</p>
<p>TCDS Number : EASA.A.084</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<b>ATA 27</b>	<b>Flight controls - Cotter Pins and Pitch Uncoupling Mechanism (PUM) - Inspection / Installation</b>	
<p>Manufacturer(s): ATR-GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR – ALENIA, EADS ATR – ALENIA)</p>		
<p>Applicability: ATR 72-101, 72-102, 72-201, 72-202, 72-211, 72-212, and 72-212A aircraft models, all serial numbers, which have received in service ATR Service Bulletin (SB) ATR72-27-1059 at original issue or Revision 1.</p> <p>NOTE: This AD does not apply to aircraft that have embodied Revision 2 of SB ATR72-27-1059 in service, or ATR Modification (Mod.) No.05572 in production. The Mod.05572 is factory-incorporated on ATR 72-212A from MSN 730.</p>		
<p>Reason: Incomplete accomplishment instructions in SB ATR72-27-1059 original issue and Revision 1, failed to mention installation of cotter pins to secure the self locking nuts after re-installation of the modified Pitch Uncoupling Mechanism (PUM), when connecting the elevator control linkage rods to the PUM input levers and the PUM output rods to the elevator bellcranks (on both sides).</p> <p>Because of the non-installation of these four cotter pins, the fail-safe criteria of the design requirements on the pitch control are no longer met. Such a failure could cause the loss of one self locking nut and would result in the loss of pitch control on one side - Captain or First Officer - or the loss of control of one elevator surface. The symmetrical loss of two concerned self-locking nuts could lead to a complete loss of the pitch</p>		

	<p>control.</p> <p>For the reasons stated above, this AD requires you to check the presence of the four cotter pins and their installation if they are found to be missing.</p>
<p>Effective Date:</p>	<p>25 July 2008</p>
<p>Required action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless previously accomplished.</p> <p>(1) Within 10 days after the effective date of this AD, verify the installation of the four cotter pins securing the nuts of the fastener assemblies connecting the elevator control rods - Fig.1 items 16 - to the PUM input levers - Fig.1 item 13 and 14 - and the PUM output rods - Fig.1 items 10 - to the elevator bellcranks (not represented).</p>  <p>If any cotter pin is found missing, before further flight, install cotter pin P/N MS24665-164, or any other alternative Part Number as authorized by ATR to secure the nut.</p> <p style="text-align: center;">Figure 1</p> <p>NOTE: For accessing the zone to be inspected, panels 325BL, 325BR, 327HL, 327KL, 327KR, 327JR, 327 JL, 333BB, 334BB may need to be removed per AMM 06-41-30.</p> <p>(2) After accomplishment of paragraph (1) of this AD; before further flight, perform an operational test of the elevator control in accordance with the current revision of ATR 72 Job Instruction Card (JIC) 27-30-00 OPT 10000, OPERATIONAL TEST OF ELEVATOR CONTROL AND TABS.</p> <p>All actions for accomplishing the requirements of this AD must be done in accordance with current applicable service instructions published by ATR, and if during the inspection and corrective actions required by this AD, any damage to airplanes that is found and that is not covered in any of the ATR 72 service publications, thus prohibiting the release of the airplane in a serviceable condition, contact ATR to obtain the procedure in order to restore the aircraft to an approved configuration and implement the procedure accordingly.</p>

Ref. Publications:	ATR 72 Job Instruction Card 27-30-00 OPT 10000
Remarks :	<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. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification.</li><li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li><li>4. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: <a href="mailto:continued.airworthiness@atr.fr">continued.airworthiness@atr.fr</a></li></ol>