


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2010-0138</p> <p>Date: 01 July 2010</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>Type Approval Holder's Name :</p> <p>ATR-GIE Avions de Transport Régional</p>	<p>Type/Model designation(s) :</p> <p>ATR 42 and ATR 72 aeroplanes</p>	
<p>TCDS Number : EASA.A.084</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure : None</p>		
<p>ATA 55</p>	<p>Stabilizers – Elevator Inboard Hinge Fitting Lower Stop Angles – Inspection / Replacement</p>	
<p>Manufacturer(s):</p>	<p>ATR-GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR- ALENIA, EADS ATR – ALENIA)</p>	
<p>Applicability:</p>	<p>Models ATR 42-200, 42-300, 42-320, 42-400 and 42-500 aeroplanes, all Manufacturer Serial Number (MSN) up to MSN 643 inclusive, and</p> <p>Models ATR 72-101, 72-102, 72-201, 72-202, 72-211, 72-212 and 72-212A aeroplanes, all MSN up to MSN 728 inclusive.</p>	
<p>Reason:</p>	<p>One ATR operator has experienced in-flight elevator travel limitations with unusual effort being necessary on pitch axis to control the aeroplane, while the “pitch mistrim” message appeared on the ADU display. The elevators seemed to be jammed.</p> <p>During the post-flight Inspection, it was discovered that the LH elevator lower stop assembly was broken at the level of the angles, which may have prevented the elevator to respond normally to the flight control input.</p> <p>This condition, if not detected and corrected, could lead to reduced control of the aeroplane.</p> <p>For the reasons described above, and as a precautionary measure, this AD requires a one-time inspection of the elevator hinge fittings and the reporting of all findings. Depending on the results, further action may be considered.</p>	
<p>Effective Date:</p>	<p>15 July 2010</p>	

<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 the next 6 months after the effective date of this AD, perform a general visual inspection of the inboard hinge fitting area and a detailed visual inspection (DVI) of lower stop angles of the inboard hinge fittings on both LH and RH elevators in accordance with the instructions of ATR Service Bulletin (SB) ATR42-55-0014 or ATR72-55-1006, as applicable to aeroplane model. (2) If, during the inspection required by paragraph (1) of this AD, any damaged angles are found, before next flight, replace the damaged angles with serviceable parts and accomplish a DVI of adjacent areas to detect any damage, in accordance with the instructions of SB ATR42-55-0014 or ATR72-55-1006, as applicable to aeroplane model. (3) If, during the DVI as required by paragraph (2) of this AD, any damage is detected in adjacent areas, before next flight, contact ATR to obtain approved repair instructions and accomplish those instructions accordingly. (4) Within 20 days after accomplishment of the inspections as required by paragraphs (1) and (2) of this AD, fill the accomplishment report on the SB ATR42-55-0014 or ATR72-55-1006, as applicable to aeroplane model, and submit it to ATR. In addition, return any damaged lower stop angles to ATR.
<p>Ref. Publications:</p>	<p>ATR SB ATR42-55-0014, and ATR SB ATR72-55-1006, both at original issue, dated 11 May 2010.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 28 May 2010 as PAD 10-053 for consultation until 25 June 2010. The Comment Response Document can be found at http://ad.easa.europa.eu/. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA; E-mail ADs@easa.europa.eu 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 8 E-mail: continued.airworthiness@atr.fr