



## Airworthiness Directive

**AD No.:** 2019-0262

**Issued:** 22 October 2019

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

### Design Approval Holder's Name:

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

### Type/Model designation(s):

ATR 42-500 aeroplanes

**Effective Date:** 05 November 2019

**TCDS Number(s):** EASA.A.084

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 27 – Flight Controls – Bonding Braid Screw and Pitch Tab Control Rod – Inspection / Repair

#### Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale – Aeritalia.

#### Applicability:

ATR 42-500 aeroplanes, manufacturer serial numbers 1216 to 1219 inclusive, 1401, 1402 and 1404.

#### Definitions:

For the purpose of this AD, the following definition applies:

**The SB:** ATR Service Bulletin (SB) ATR42-27-0112.

#### Reason:

An occurrence was reported of finding interference between bonding braid screw and pitch tab control rod on the ATR final assembly line, which can only occur when the tab is in full-up position. Investigation results revealed that this was due to incorrect installation of the bonding braid.

This condition, if not corrected, could lead to failure of the pitch tab control rod and tab disconnection, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, ATR identified the aeroplanes that could possibly be affected by this incorrect installation, and issued the SB to provide inspection instructions.

For the reasons described above, this AD requires a one-time inspection of the bonding braid screw installation, and depending on finding, applicable corrective actions.

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

Required as indicated, unless accomplished previously:

#### Inspection:

- (1) Within 6 months or 750 flight hours (FH), whichever occurs first after the effective date of this AD, inspect the bonding braid installation in accordance with instructions of the SB.

#### Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, the bonding braid is found incorrectly installed, before next flight, accomplish the actions as specified in paragraphs (2.1) and (2.2) of this AD.
  - (2.1) Contact ATR for approved repair instructions and, within the compliance time(s) specified in the repair instructions, accomplish those instructions accordingly.
  - (2.2) Accomplish a detailed visual inspection of the left-hand (LH) and right-hand (RH) pitch tab control rods and, depending on the size (depth) of damage found on the rods, within the compliance time as defined in Table 1 of this AD, as applicable, replace the LH and/or the RH pitch tab control rod(s) in accordance with the instructions of the SB.

Table 1 – Tab Control Rod(s) Replacement

Depth of Damage	Compliance Time
0.5 mm or less	Within 750 FH after the inspection of the rod as required by paragraph (2.2) of this AD
more than 0.5 mm	Before next flight after the inspection of the rod as required by paragraph (2.2) of this AD

### Ref. Publications:

ATR Service Bulletin ATR42-27-0112 original issue dated 06 August 2019.

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

### Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 27 August 2019 as PAD 19-161 for consultation until 24 September 2019. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. 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 [EU aviation safety reporting system](#).
5. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18; E-mail: [continued.airworthiness@atr-aircraft.com](mailto:continued.airworthiness@atr-aircraft.com).

