

AIRWORTHINESS DIRECTIVE

released by DIRECTION GENERALE DE L'AVIATION CIVILE

*Inspection and/or modifications described below are mandatory. No person may operate a product to which this**Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive*

Translation of 'Consigne de Navigabilité'
 ref.: 86-130-003(B)R1
 In case of any difficulty, reference should
 be made to the French original issue.

ATRATR 42 - Aircraft

Flaps 45° Configuration

This Airworthiness Directive is applicable to ATR 42-300 and -320 models ; it restates the terms of the telegraphic Airworthiness Directive issued by the DGAC on 27 August 1986.

Further to an incident during a training flight, when a temporary loss of aircraft pitch control occurred, the present dispositions are rendered mandatory :

1. Within three days after the effective date of this Airworthiness Directive, modify the Limitations Section of the Airplane Flight Manual by adding the following limitation :

The Flaps 45° configuration is prohibited for all normal use of the aircraft. It can only be used for emergency operations by decision of the captain.

This modification to the Airplane Flight Manual can be made by inserting in the manual a copy of this Airworthiness Directive.

2. Within 60 days after the effective date of this Airworthiness Directive, install, in compliance with the instructions provided in Service Bulletin ATR 42-27-0004, temporary self-adhesive labels on the cockpit speed limits placard and flaps control positions marking to show that the flaps 45° configuration is prohibited in normal use.

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March 26, 1997

ATR
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3. Before 30 June 1987, replace the self-adhesive labels installed previously by engraved labels with the same markings, and install a mechanical stop on the flaps control to prohibit the Flaps 45° position, following the instructions given in Service Bulletin ATR 42-27-0008 Revision 1.
4. Use of the Flaps 45° configuration can nevertheless be authorized for operators whose network is located, throughout the year, in zones in which the risk of icing in the low atmosphere is small. This authorization will form the subject of a DGAC/SFACT decision for each operator who requests it and submits a file about the risk of icing for his network.

Aircraft on which Modification 1314 or SB ATR 42-27-0080 has been embodied must be restored to the configuration defined in § 3 of this Airworthiness Directive when their operating network changes if the concession granted previously does not apply to the new network.

Ref. : Service Bulletin ATR 42-27-0004, original edition
or any further approved revision
Service Bulletin ATR 42-27-0008, Revision 1
or any further approved revision

This Revision 1 replaces original Airworthiness Directive 86-130-003(B) dated 03/09/1986.

EFFECTIVE DATES :

Original AD : SEPTEMBER 01, 1986
(that of the Telegraphic AD)
Revision 1 : APRIL 05, 1997