



## Airworthiness Directive

**AD No.:** 2017-0218

**Issued:** 08 November 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

EADS-CASA

### Type/Model designation(s):

CN-235 and C-295 aeroplanes

**Effective Date:** 22 November 2017

**TCDS Number(s):** EASA.A.186

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 55 – Horizontal Stabilizer – Rear Attachment Fitting – Inspection

#### Manufacturer(s):

EADS-CASA, formerly Construcciones Aeronáuticas S.A. (CASA)

#### Applicability:

CN-235, CN-235-100, CN-235-200, CN-235-300 aeroplanes, all manufacturer serial numbers (MSN), and C-295 aeroplanes, MSN 001 through 148 inclusive.

#### Reason:

Cracks were reportedly found on the stabilizer-to-fuselage rear attachment fitting of a CN-235 aeroplane. Subsequent investigation determined that the affected horizontal attachment fitting was a reworked part.

This condition, if not detected and corrected, could lead to reduced structural integrity of lugs of the stabilizer-to-fuselage rear attachment fittings and consequent lug or fitting failure, possibly resulting in reduced control of the aeroplane.

To address this potentially unsafe condition, Airbus Defence and Space (D&S) issued Alert Operators Transmission (AOT) AOT-C295-55-0005 and AOT-CN235-55-0004 to provide inspection instructions.

For the reasons described above, this AD requires a one-time detailed inspection (DET) of the upper and lower lugs of the horizontal stabilizer-to-fuselage rear attachment fittings on the left hand (LH)



and right hand (RH) sides and, depending on findings, accomplishment of applicable corrective action(s). This AD also requires reporting of all findings, including none.

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

Required as indicated, unless accomplished previously:

Note 1: Airbus D&S AOT-C295-55-0005 and AOT-CN235-55-0004, as applicable, both Revision 1 and both dated 24 October 2016, are hereafter collectively referred to as 'the applicable AOT' in this AD.

#### Inspection(s):

- (1) Within the compliance time specified in Table 1 or Table 2 of this AD, as applicable, accomplish a DET of the upper and lower lugs of each horizontal stabilizer-to-fuselage rear attachment fittings, LH and RH sides, in accordance with the instructions of the applicable AOT.

Table 1 – DET of C-295 aeroplanes

| Compliance Time (A or B, whichever occurs later) |   |
|--|---|
| <b>A</b>   | Before exceeding 7 400 flight cycles (FC) or 7 400 flight hours (FH), whichever occurs first since aeroplane first flight |
| <b>B</b>   | Within 50 FC or 50 FH, whichever occurs first after the effective date of this AD   |

Table 2 – DET of CN-235 aeroplanes

| Compliance Time (A or B, whichever occurs later) |   |   |
|--|---|---|
| <b>A</b>   | Aeroplanes engaged in Maritime Patrol Operations                                  | MSN 235, 239 and 241:<br>Before exceeding 1 500 FC or 1 500 FH, whichever occurs first since aeroplane first flight                           |
|  | Aeroplanes engaged in Logistic Transport Operations                               | MSN 001 to 154 inclusive:<br>Before exceeding 5 500 FC or 5 500 FH, whichever occurs first since aeroplane first flight                       |
|  |   | MSN 155 and up, excluding MSN 235, 239 and 241:<br>Before exceeding 4 500 FC or 4 500 FH, whichever occurs first since aeroplane first flight |
| <b>B</b>   | Within 50 FC or 50 FH, whichever occurs first after the effective date of this AD |   |

#### Corrective Action(s):

- (2) If, during the DET as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the applicable AOT, before next flight, contact Airbus D&S for approved repair instructions and, within the compliance time indicated in those instructions, accomplish the repair accordingly, including any repetitive post-repair inspections, if applicable.

#### Reporting:

- (3) Within 60 days after accomplishment of the DET as required by paragraph (1) of this AD, submit a report (including no findings) to Airbus D&S in accordance with the instructions of the applicable AOT.



**Credit:**

- (4) Accomplishment of a DET of upper and lower lugs of each horizontal stabilizer-to-fuselage rear attachment fittings, LH and RH sides, in accordance with the instructions of the original issue of Airbus D&S AOT-C295-55-0005 and AOT-CN235-55-0004, as applicable, and depending on findings, corrective action(s) and reporting, before the effective date of this AD, is an acceptable method to comply with the requirements of paragraphs (1), (2) and (3) of this AD.

**Part Installation:**

- (5) From the effective date of this AD, installation of a stabilizer on an aeroplane is allowed, provided, the part is new or before installation passed an inspection in accordance with the instructions of the applicable AOT. Before installation of a stabiliser contact Airbus D&S for approved instructions and accomplish those instructions accordingly.

**Ref. Publications:**

Airbus D&S AOT-CN235-55-0004 original issue dated 22 December 2015, or Revision 1 dated 24 October 2016.

Airbus D&S AOT-C295-55-0005 original issue dated 22 December 2015, or Revision 1 dated 24 October 2016.

The use of later approved revisions of these documents 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 05 October 2017 as PAD 17-139 for consultation until 02 November 2017. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Defence and Space, Services / Engineering Support, Fax: +34 91 585 3127, E-mail: [MTA.TechnicalService@airbus.com](mailto:MTA.TechnicalService@airbus.com).

For US operators, contact alternatively: E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

