



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-161

Issued: 27 August 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below.

All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

Type/Model designation(s):

ATR 42-500 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

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 definitions apply:

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, 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. This Proposed AD will be closed for consultation 24 September 2019.



2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the [EU aviation safety reporting system](#).
4. For any question concerning the technical content of the requirements in this PAD, 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.

