



Airworthiness Directive

AD No.: 2024-0054

Issued: 26 February 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

AIRBUS DEFENCE AND SPACE S.A.

Type/Model designation(s):

CN-235 aeroplanes

Effective Date: 11 March 2024

TCDS Number(s): EASA.A.186

Foreign AD: Not applicable

Supersedure: None

ATA 32 – Landing Gear – Landing Gear Unlock Emergency Cable Assembly Seals and Retainer Rings – Inspection / Replacement

Manufacturer(s):

Airbus Defence and Space, S.A.U., EADS Construcciones Aeronáuticas, S.A.U. (EADS-CASA), Construcciones Aeronáuticas S.A. (CASA)

Applicability:

CN-235, CN-235-200 and CN-235-300 aeroplanes, all manufacturer serial numbers.

Definitions:

For the purpose of this AD, the following definitions apply:

The AOT: Airbus Defence and Space (DS) Alert Operators Transmission (AOT) AOT-CN235-32-0003 Revision 1.

Affected part: Bulkhead seal having Part Number (P/N) CAN64254-2143B (for nose landing gear (NLG) release system) or P/N AN64254-3AR (for main landing gear (MLG) release system); retainer ring having P/N CAN64255-1 (for NLG and MLG release system) or P/N CAN64255-2 (for MLG release system).



Reason:

A torn bulkhead seal was found jamming the NLG emergency cable pulley. Due to the similarity of design, the MLG emergency cable pulley could be exposed to the same failure mode.

This condition, if not detected and corrected, could prevent the emergency extension of the landing gears when required, with consequent damage to the aeroplane and possible injury to occupants.

To address this potential unsafe condition, Airbus DS issued the AOT to provide inspection and replacement instructions.

For the reasons described above, this AD requires repetitive inspections of the bulkhead seals and the retainer rings, and, depending on findings, replacement. This AD also requires implementing a life limit for the affected parts.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Inspection(s):

- (1) Within the compliance time and, thereafter, at intervals as defined in the paragraph 3.1.1. of the AOT, inspect each affected part in accordance with the instructions of the AOT.

Where the AOT specifies a compliance time 'since the publication date of this AOT', this AD requires compliance within the specified compliance time after the effective date of this AD.

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any damage, as defined in the AOT, is detected on an affected part, before next flight, replace that affected part in accordance with the instructions of the AOT.

Replacement:

- (3) Unless accomplished previously, as required by paragraph (2) of this AD, before an affected part exceeds 10 years since new or since last replacement, or within 12 months after the effective date of this AD, whichever occurs later, and, thereafter, at intervals not exceeding 10 years, replace that affected part with a new part (not previously installed on any aeroplane) in accordance with the instructions of the AOT.

Terminating Action:

- (4) None.

Ref. Publications:

Airbus DS AOT-CN235-32-0003 Revision 1 dated 27 October 2023, or Revision 2 dated 29 January 2024.

The use of later approved revisions of this 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 26 January 2024 as PAD 24-012 for consultation until 23 February 2024. 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.
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](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact:
Airbus DS Services / Engineering Support, Fax: +34 91 585 3127,
E-mail: MTA.TechnicalService@airbus.com.

For North American operators, contact alternatively
E-mail: TechnicalSupport@airbusmilitaryna.com.

