



Notification of a proposal to issue an Airworthiness Directive

PAD No.: 15-146

Issued: 26 November 2015

Note: This Proposed Airworthiness Directive (PAD) 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.

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:

EADS-CASA

Type/Model designation(s):

CN-235 and C-295 aeroplanes

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

TCDS Number(s): EASA.A.186

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Rudder Pedal Control System – Inspection

Manufacturer(s):

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

Applicability:

CN-235, CN-235-100, CN-235-200, CN-235-300 and C-295 aeroplanes, all manufacturer serial numbers.

Reason:

An occurrence was reported involving disconnection of the kinematic chain from the co-pilot rudder pedals to the rudder control bars located under the cockpit floor. Subsequent investigation revealed that the failure was caused by disconnection of the pedal adjustment device from the adjustment actuator.

This condition, if not detected and corrected, could lead to loss of the rudder control from the affected side, possibly resulting in reduced control of the aeroplane.



To address this potential unsafe condition, Airbus Defence and Space (Airbus D&S) issued Alert Operators Transmission (AOT) AOT-CN235-27-0002 and AOT-C295-27-0001, as applicable to aeroplane model, to provide inspection instructions.

For the reasons described above, this AD requires a one-time general visual inspection (GVI) of the rudder control system and correctness of the installation connection between the adjustment actuators and the adjustment devices of the rudder pedals and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Within 30 days after the effective date of this AD, accomplish a GVI of the rudder control system in accordance with the instructions of Airbus D&S AOT-CN235-27-0002 or AOT-C295-27-0001, as applicable to aeroplane model.
- (2) If, during the GVI as required by paragraph (1) of this AD, any discrepancy is detected, as defined in Airbus D&S AOT-CN235-27-0002 or AOT-C295-27-0001, as applicable to aeroplane model, before next flight, contact Airbus D&S to obtain approved repair and/or maintenance instructions and accomplish those instructions accordingly.

Ref. Publications:

Airbus D&S AOT-CN235-27-0002 original issue, dated 23 October 2014.

Airbus D&S AOT-C295-27-0001 original issue, dated 23 October 2014.

The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 24 December 2015.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of the requirements in this PAD, please contact:
Airbus D&S
Services / Engineering Support
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For US operators, contact alternatively:
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