



## Airworthiness Directive

**AD No.:** 2016-0075

**Issued:** 19 April 2016

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:** 03 May 2016

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

**Foreign AD:** Not applicable

**Supersedure:** None

### ATA 55 – Stabilizers – Elevator Hinge Fittings – 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:

Excessive play between bushings and their respective fitting housing was reported at Stabilizer Station (STA) 4850, affecting the outboard and inboard elevator hinge fittings and attachment fittings; and the horizontal stabilizer elevator linkage. Additionally, excessive misalignment was detected between the elevator hinge fittings and the elevator brackets during further analysis of the reported cases. Furthermore, an occurrence of an elevator hinge fitting crack was reported.

This condition, if not detected and corrected, could lead to failure or detachment of any of the affected structural parts, possibly resulting in reduced control of the aeroplane.

To address this potentially unsafe condition, Airbus Defence & Space (D&S) issued Alert Operator Transmissions (AOT) AOT-CN235-55-0001 Revision 2 and AOT-C295-55-0001 Revision 2 to provide inspection instructions to detect misalignment between the elevator hinge fittings and the elevator brackets. Additionally, Airbus D&S issued AOT-CN235-55-0003 and AOT-C295-55-0003 to provide inspection instructions to detect cracking of elevator hinge fitting and attachment fitting.



For the reasons described above, this AD requires a one-time inspection of the elevator hinge fittings and the elevator brackets, repetitive inspections of elevator hinge fittings and attachment fittings, and depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

- (1) Before exceeding 600 flight hours (FH) since first flight of the aeroplane, or within 300 FH after the effective date of this AD, whichever occurs later, but not before exceeding 300 FH since first flight of the aeroplane, inspect the elevator hinge fitting and bracket assembly in accordance with the instructions of Airbus D&S AOT-CN235-55-0001 Revision 2 or AOT-C295-55-0001 Revision 2, as applicable to aeroplane model.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected, as defined in the instructions of Airbus D&S AOT-CN235-55-0001 Revision 2 or AOT-C295-55-0001 Revision 2, as applicable to aeroplane model, before next flight, accomplish all the applicable corrective actions in accordance with the instructions of Airbus D&S AOT-CN235-55-0001 Revision 2 or AOT-C295-55-0001 Revision 2, as applicable to aeroplane model.
- (3) Accomplishment of an inspection on an aeroplane, before the effective date of this AD, in accordance with the instructions of Airbus D&S AOT-CN235-55-0001 original issue or Revision 1 or AOT-C295-55-0001 original issue or Revision 1, is acceptable to comply with the requirements of paragraph (1) of this AD, provided that the aeroplane has embodied an additional repair approved by Airbus D&S on the affected elevator hinge fittings.
- (4) Within the compliance defined in Table 1 of Airbus D&S AOT-CN235-55-0003 or AOT-C295-55-0003, as applicable to aeroplane model and, thereafter, at intervals not to exceed the value defined in Table 3 of Airbus D&S AOT-CN235-55-0003 or Table 2 of Airbus D&S AOT-C295-55-0003, as applicable to aeroplane model, inspect the elevator hinge fitting and attachment fitting in accordance with the instructions of Airbus D&S AOT-CN235-55-0003 or AOT-C295-55-0003, as applicable to aeroplane model.
- (5) If, during any inspection, as required by paragraph (4) of this AD, any discrepancy is detected, as defined in Airbus D&S AOT-CN235-55-0003 or AOT-C295-55-0003, as applicable to aeroplane model, before next flight, contact Airbus D&S for approved repair instructions and within the compliance time specified in those repair instructions, accomplish the repair accordingly.
- (6) Accomplishment of a repair, as required by paragraph (5) of this AD, does not constitute a terminating action for repetitive inspections, as required by paragraph (4) of this AD, unless explicitly stated in those repair instructions.

#### **Ref. Publications:**

Airbus D&S AOT-CN235-55-0001 original issue, dated 16 December 2014 or Revision 1, dated 06 March 2015 or Revision 2, dated 10 March 2015.



Airbus D&S AOT-C295-55-0001 original issue, dated 06 December 2014 or Revision 1, dated 18 March 2015 or Revision 2, dated 09 April 2015.

Airbus D&S AOT-CN235-55-0003 original issue, dated 22 December 2015.

Airbus D&S AOT-C295-55-0003 original issue, dated 22 December 2015.

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 10 February 2016 as PAD 16-023 for consultation until 09 March 2016. 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 E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

