



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 17-139

Issued: 05 October 2017

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 – standard: 14 days after AD issue date]

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 aeroplane, 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)	
A	Before exceeding 7 400 flight cycles (FC) or 7 400 flight hours (FH), whichever occurs first since aeroplane first flight
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)		
A	Aeroplanes engaged in Maritime Patrol Operations	MSN 235, 239 and 241: 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: 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: Before exceeding 4 500 FC or 4 500 FH, whichever occurs first since aeroplane first flight
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 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. This Proposed AD will be closed for consultation on 02 November 2017.
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 Defence and Space, Services / Engineering Support, Fax: +34 91 585 3127, E-mail: MTA.TechnicalService@airbus.com.

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

