



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.:** 24-007

**Issued:** 19 January 2024

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:**

AIRBUS DEFENCE AND SPACE S.A.

**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:** This AD supersedes EASA AD 2017-0218 dated 08 November 2017.

## ATA 55 – Horizontal Stabilizer – Rear Attachment Fittings – Inspection

### 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, CN-235-300 and C-295 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-CN235-55-0009 Revision 2 and AOT-C295-55-0008 Revision 2, as applicable.

**Affected part:** Rear attachment fitting of the horizontal stabilizer to fuselage.

### Reason:

Cracks were found on certain CN-235 aeroplanes, on the upper corner of the rear attachment fitting lug (horizontal stabilizer side). Due to the similarity of design, C-295 aeroplanes may also be affected.



This condition, if not detected and corrected, could lead to reduced structural integrity of lugs of the affected part, as defined in this AD, and consequent lug or fitting failure, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, Airbus DS issued AOT-C295-55-0005 and AOT-CN235-55-0004 to provide instructions for one-time visual inspections of upper and lower lugs of each affected part (left-hand (LH) and right-hand (RH) sides) of certain aeroplanes and EASA issued AD 2017-0218 to require those inspections.

Since that AD was issued, new occurrences of cracking were reported and Airbus DS issued the AOT, as defined in this AD, to provide instructions for repetitive High Frequency Eddy Current (HFEC) inspections of the affected part for all aeroplanes.

For the reasons described above, this AD supersedes EASA AD 2017-0218, requires repetitive HFEC inspections of the affected part and, depending on findings, contacting Airbus DS.

#### **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 times and, thereafter, at intervals as defined in paragraph 3.1.1 of the AOT, accomplish HFEC inspections of each affected part (on LH and RH sides) 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, discrepancies are detected, as defined in the AOT, before next flight, contact Airbus DS for approved corrective action instructions and accomplish those instructions accordingly.

#### **Terminating Action:**

- (3) None.

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

Airbus DS AOT-CN235-55-0009 Revision 2 dated 29 September 2023.

Airbus DS AOT-C295-55-0008 Revision 2 dated 29 September 2023.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation on 16 February 2024.



2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](#). This may include reporting on the same or similar components, other than those covered by the design to which this PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, please contact:  
Airbus DS Services / Engineering Support, Fax: +34 91 585 3127,  
E-mail: [MTA.TechnicalService@airbus.com](mailto:MTA.TechnicalService@airbus.com).

For North American operators, contact alternatively  
E-mail: [TechnicalSupport@airbusmilitaryna.com](mailto:TechnicalSupport@airbusmilitaryna.com).

