



Airworthiness Directive

AD No.: 2024-0049

Issued: 20 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 and C-295 aeroplanes

Effective Date: 05 March 2024

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. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.



2. This AD was posted on 19 January 2024 as PAD 24-007 for consultation until 16 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.

