


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>	
	<b>AD No.: 2010-0035</b>	
	<b>Date: 04 March 2010</b>	
<p>Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.</p>		
<p>This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise specified by the Agency [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<b>Type Approval Holder's Name :</b>	<b>Type/Model designation(s) :</b>	
BAE Systems (Operations) Ltd	HS.748 and ATP aeroplanes	
TCDS Number : EASA.A.192 and EASA.A.397		
Foreign AD : Not applicable		
Supersedure : None		
<b>ATA 27</b>	<b>Flight Controls – Aileron and Rudder Tab Hinge Pins – Inspection</b>	
Manufacturer(s):	Hawker Siddeley Aviation Ltd, British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd	
Applicability:	HS.748 aeroplanes, all models, all serial numbers. ATP aeroplanes, all serial numbers.	
Reason:	<p>Early in the life of the ATP (circa 1989), a report was received that a control surface hinge pin had migrated out of position, causing a rubbing contact. BAE Systems responded by issuing SB ATP-27-11, describing a one-time inspection of the hinge pins, which was classified mandatory by UK CAA AD 006-06-89. Both SB and AD were subsequently cancelled in 1990. The HS.748 and the ATP secondary controls are similar in these areas, although no action was taken on the HS.748 fleet at that time.</p> <p>Recently, during a walk round check, an operator found an aileron trim tab hinge pin that had migrated sufficiently to cause a rubbing foul on the flap. Other reports indicate that, for the purposes of expediency, it has become common practice during maintenance when replacing a control tab, instead of unbolting the forward part of the piano hinge from the primary control surface, the hinge pins are punched out of the hinges. Investigations have concluded that, after reinserting the pins after maintenance, the ends of the hinges may not have been pinched, which is likely to have been the cause of the detected hinge pin migration.</p>	

	<p>This condition, if not detected and corrected, could lead to further incidents of migration of a tab hinge pin out of the hinge, likely resulting in restricted movement of the tab control and consequent reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires the inspection of aileron and rudder tab piano hinge pins and, depending on findings, the necessary corrective actions.</p>
Effective Date:	18 March 2010
Required action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within the next three (3) months after the effective date of this AD, inspect the aileron and rudder tab piano hinge pins in accordance with the instructions of paragraph 2 of BAE Systems (Operations) Ltd Service Bulletin (SB) HS748-27-136 or SB ATP-27-090, as applicable to aeroplane type.</p> <p>(2) If any incorrectly secured hinge pin is found during the inspection as required by paragraph (1) of this AD, before next flight, accomplish the necessary corrective actions in accordance with the instructions of paragraph 2 of BAE Systems (Operations) Ltd SB HS748-27-136 or SB ATP-27-090, as applicable to aeroplane type.</p>
Ref. Publications:	<p>BAE Systems (Operations) Limited SB HS748-27-136 dated 14 April 2009.</p> <p>BAE Systems (Operations) Limited SB ATP-27-090 dated 14 April 2009.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks :	<ol style="list-style-type: none"> <li>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</li> <li>2. This AD was posted on 26 January 2010 as PAD 10-015 for consultation until 23 February 2010. No comments were received during the consultation period.</li> <li>3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management &amp; Research Section, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a></li> <li>4. For any question concerning the technical content of the requirements in this AD, please contact: BAE Systems (Operations) Ltd, Customer Information Department, Prestwick International Airport, Ayrshire, KA9 2RW, Scotland, United Kingdom; Telephone +44 1292 675207, Facsimile +44 1292 675704; E-mail: <a href="mailto:Rpublications@baesystems.com">Rpublications@baesystems.com</a>.</li> </ol>