EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0249 **Date: 26 November 2010** 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.

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].

Type Approval Holder's Name:	**Type/Model designation(s):**
BAE SYSTEMS (OPERATIONS) LTD	ATP and HS 748 aeroplanes

TCDS Number:	EASA.A.192 and EASA.A.397
Foreign AD:	Not applicable
Supersedure:	None

ATA 27	**Flight Controls - Control Column Lower Aileron Chain Drives - Modification**

Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd, Hawker Siddeley Aviation Ltd
Applicability:	ATP aeroplanes, all serial numbers. HS 748 aeroplanes, all model, all serial numbers.
Reason:	BAE Systems (Operations) Limited has been informed by an ATP operator of a loss of roll control from one control column. This incident was discovered whilst the aircraft was on the ground. The investigation has shown that the aileron sprocket and pulley in the lower part of the control column separated, thus losing drive to the ailerons from that control column. This separation occurred because the wirelocking arrangement on the shaft at the base of the control column did not prevent the locknut from loosening allowing the control chain sprocket to migrate out of engagement with the output quadrant. The design of this circuit is common to both the HS 748 and the ATP aeroplanes. This condition if not corrected, could result in the loss of the pilot's and/or co-pilot's aileron control system and consequently reduce the controllability of the aeroplane. For the reasons described above, this AD requires a modification of the lower aileron chain drive sprocket to both left and right control columns.

Effective Date:	10 December 2010.
Required action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: Within 6 months after the effective date of this AD, install the new distance tubes, retainers and washers to both left and right spindles of the control column lower aileron chain drives in accordance with paragraph 2. of BAE Systems (Operations) Limited (SB) ATP-27-091 or BAE SYSTEMS HS748-27-137, as applicable to aeroplane type.
Ref. Publications:	BAE Systems (Operations) Limited Service Bulletin ATP-27-091 Original Issue dated 6 January 2010. BAE SYSTEMS Service Bulletin HS748-27-137 Original Issue dated 3 May 2010. 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 22 October 2010 as PAD 10-111 for consultation until 19 November 2010. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail ADs@easa.europa.eu. 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: RApublications@baesystems.com.