EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2010-0263 **Date: 17 December 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 AD applies, except in accordance with the requirements of that AD 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 aeroplanes

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

ATA 55	**Stabilisers – Elevator Clearance – Inspection / Measurement / Report**
Manufacturer(s):	British Aerospace plc, British Aerospace (Commercial Aircraft) Ltd
Applicability:	ATP aeroplanes, all serial numbers.
Reason:	Incidents have been reported concerning ATP aeroplanes where, after the application of thickened anti-icing fluids, increased elevator control forces were experienced during take-off. The ATP elevator has an elliptical nose balance over part of the span (from the root to mid-span and out towards the tip). Investigation of these occurrences showed that thickened anti-icing fluid may close the gap between the leading edge of the elevator and the horizontal stabilizer and contaminate the lower surface of the elevator. This condition, if not detected and corrected, could lead to loss of the aerodynamic balance over the affected elevator section, changing the elevator and tab hinge moments and increasing the necessary control forces to achieve rotation. In turn, this may prompt the flight crew to reject take-off, possibly resulting in a runway excursion, consequent damage to the aeroplane and/or injury to the occupants. For the reasons described above, this EASA AD requires an inspection of both elevators for evidence of rubbing, measurement of the gap between elevator and horizontal stabilizer, the reporting of findings to BAE Systems (Operations) Ltd. and, depending on findings, repair actions.
Effective Date:	31 December 2010.

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 30 days after the effective date of this AD, inspect the left (LH) and right (RH) elevators for evidence of rubbing and measure the gaps between the leading edge of the LH and RH elevators and the horizontal stabilizer in each of the three defined elevator positions in accordance with the instructions of paragraph 2.B (1) of BAE Systems Service Bulletin (SB) ATP-55-012 Revision 1. (2) Within 2 days after the inspection and measurement as required by paragraph (1) of this AD, record the results on Appendix 1 of BAE Systems SB ATP-55-012 Revision 1 and send a copy of the completed Appendix 1 to BAE Systems (Operations) Ltd, address indicated in the Remarks section of this AD. (3) For aeroplanes previously inspected in accordance with BAE Systems SB ATP-55-012 at original issue dated 24 June 2010 and declared by BAE Systems in their Technical Operational Response (TOR) 2381 to be approved for continued operation without restrictions, only the inspection and measurement for the elevator trailing edge on chord case are required by paragraph (1) of this AD. (4) If, during the measurement as required by paragraph (1) of this AD, any gap is found that exceeds the maximum limit as specified in the Aircraft Maintenance Manual (AMM), within 2 days, contact BAE Systems for approved repair instructions and, within the time period specified in those instructions, accomplish the repair accordingly. **Note 1:** The aeroplane may be returned to service with no restrictions while waiting for BAE Systems response. (5) If, during the measurement as required by paragraph (1) of this AD, any gap is found that is below the minimum limit as specified in the AMM, within 2 days, contact BAE Systems for approved repair instructions and, within the time period specified in those instructions, accomplish the repair accordingly. (6) Before next flight after finding a gap that is below the minimum limit as specified in the AMM, and detailed in paragraph (5) of this AD, install a placard in the cockpit, in full view of the pilots, having the following statement: **THIS AEROPLANE IS NOT APPROVED FOR OPERATIONS THAT REQUIRE THE APPLICATION OF THICKENED DE-ICING FLUIDS OR THICKENED ANTI-ICING FLUIDS.** REFERENCE EASA AD 2010-0263 and insert a copy of this AD into the Limitations section of the Aeroplane Flight Manual (AFM). **Note 2:** This AD does not restrict the use of **un-**thickened Type 1 **de-**icing fluids. (7) After modification of an aeroplane as required by paragraph (5) of this AD, the operational limitation regarding application of thickened anti-icing fluids is no longer required. The placard may be removed from the cockpit and the copy of this AD may be removed from the AFM.

Ref. Publications:	BAE Systems (Operations) Limited ATP SB ATP-55-012 Revision 1, dated 11 November 2010. The use of later approved revisions of this document 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. The required actions and the risk allowance have granted the issuance of a Final AD with Request for Comments, postponing the public consultation process after publication. 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.