



ÚŘAD PRO CIVILNÍ LETECTVÍ
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2008-0124

Datum účinnosti: 18. července 2008

ATR - GIE Avions de Transport Régional
ATR42-200, 42-300, 42-320


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU, na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2008 – 0124</p> <p>Date: 04 July 2008</p> <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>		
<p>Type Approval Holder's Name : ATR - GIE Avions de Transport Régional</p>	<p>Type/Model designation(s) : ATR 42-200, 42-300 and 42-320</p>	
<p>TCDS Number : EASA A.084</p>		
<p>Foreign AD : Not applicable</p>		
<p>Supersedure: This AD supersedes DGAC France AD F-1986-130-003R1 dated 22 March 1997.</p>		
ATA 27- 50	Flaps - Use of the 45° configuration - Prohibition / Modification	
<p>Manufacturer(s):</p>	<p>ATR - GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR– ALENIA, EADS ATR – ALENIA)</p>	
<p>Applicability:</p>	<p>ATR 42-200, 42-300 and 42-320 aircraft models, all serial numbers</p>	
<p>Reason:</p>	<p>DGAC France AD F-1986-130-003 was issued further to an incident during a training flight when a temporary loss of the aircraft pitch control occurred due to a suspected tailplane stall that would have been caused by the conjunction of ice accretion on tail surface, flaps extension at 45° and airplane by the approach speed.</p> <p>Revision 1 of AD F-1986-130-003, in April 1997, prohibited the use of flaps at the 45° configuration, except for emergency situations, and mandated the installation of a mechanical stop along with new markings through ATR modification (Mod) 01192 (ATR Service Bulletin (SB) ATR 42-27-0008).</p> <p>However the DGAC France AD let the possibility for some operators to request an operational exemption, based on the aircraft operating network, granted by their National Aviation Authority. For these specific cases, the mechanical stop could be removed and the markings modified, in accordance with Mod 01314 (SB ATR42-27-0080).</p> <p>These days, with second-hand aircraft movements worldwide, it is likely that some aircraft which were previously granted with an operational</p>	

	<p>exemption can be currently operated without the flaps 45° limitation in geographic locations where the use of the 45° configuration may represent an unsafe condition.</p> <p>The present EASA AD supersedes DGAC France AD F-1986-130-003R1 and mandates the Temporary Revision (TR) No.51 of the Airplane Flight Manual (AFM) with modification of the aircraft so as to restrict the maximum flaps extension to 30°.</p> <p>These actions are intended to prevent an uncontrollable nose pitch-down at low altitude resulting from a tail plane stall caused by ice accretions on tail surfaces in conjunction with full flaps down at 45° and the aircraft at approach speeds.</p>
Effective Date:	18 July 2008
Required action(s) and Compliance Time(s):	<p>REVISION OF THE AFM</p> <p>1. <u>For all airplanes</u>, within 7 days after the effective date of this AD, revise the Limitations and Performance Sections of the EASA-approved ATR42-200/300/320 AFM to include the ATR 42 AFM Temporary Revision No.51 and delete pages concerning Mod 01314.</p> <p>By means of this Temporary Revision No. 51, the 45° flaps configuration can only be used for emergency operations by decision of the captain provided that icing conditions have not been encountered during the flight and the aircraft is clear of ice.</p> <p>NOTE 1: When Changes introduced by TR No.51 have been incorporated into the Normal EASA-approved revisions of the AFM, the Normal revisions may be inserted into the AFM, provided that the information contained in the Normal revisions is identical to that specified in the TR No.51</p> <p>NOTE 2: The new Appendix 20 “Landing with Flaps 45°” provided into the AFM TR No.51 does NOT constitute any airworthiness approval to conduct Normal Operations with Flaps at 45° but is only ATR guidance and recommended information to be used in case any individual operational exemption is granted by a National Aviation Authority for using of the 45° Flaps setting on specific airfields where no icing conditions may be encountered and the aircraft is clear of ice.</p> <p>MODIFICATION OF THE AIRCRAFT</p> <p>2. For all ATR 42-200, 42-300 and 42-320 aircraft Pre Mod. 01192 or which have NOT embodied SB ATR42-27-0008 at any revision, in service:</p> <ul style="list-style-type: none"> - Within 6 months after the effective date of this AD, unless previously accomplished, restrict the maximum permissible flaps extension in normal operations to 30° and install new speed limits placards as instructed in the accomplishment instructions of SB ATR42-27-0008 Revision 6 and, after embodiment, send the accomplishment report back to ATR. <p>3. For ATR 42 with manufacturing serial numbers (MSN) 027,102, 106 and 214, and modified per SB ATR42-27-0080:</p> <ul style="list-style-type: none"> - Within 6 months after the effective date of this AD, unless accomplished previously, undo changes introduced by SB ATR42-27-0080 and restrict the maximum permissible flaps extension in normal operations to 30° and install new speed limits placards as instructed in the accomplishment

	<p>instructions of SB ATR42-27-0099 original issue and, after embodiment, send the accomplishment report back to ATR.</p> <p>4. For ATR 42 MSN 097, if not previously modified per SB ATR42-27-0008 at any revision:</p> <ul style="list-style-type: none"> - Within six months after the effective date of this AD, modify the aircraft per the instructions of SB ATR42-27-0099 original issue. <p>5. For ATR 42 MSN 403:</p> <ul style="list-style-type: none"> - Within six months after the effective date of this AD, modify the aircraft per the instructions of SB ATR42-27-0099 original issue. <p>6. For all other ATR 42 not addressed by paragraphs 2, 3, 4 & 5 of this AD, within six months after the effective date of this AD:</p> <ul style="list-style-type: none"> - Check that the red colour mechanical stop is installed on flaps control and that the following statement is written on the speed limits placard concerning the VFE limitations: "EMER: (45°). 130 kt". - If any discrepancy is found, contact ATR to obtain the procedure in order to restore the aircraft to the approved configuration and implement the procedure accordingly. <p>7. After the effective date of this AD, no person shall install ATR Mod. 01314 or implement SB ATR42-27-0080 on any airplane.</p>
Ref. Publications:	<ul style="list-style-type: none"> - Service Bulletin ATR42-27-0008 original issue up to Revision 6 - Service Bulletin ATR42-27-0099 original issue <p>The use of later approved revisions of these two aforementioned Service Bulletins is acceptable for compliance with the requirements of this AD.</p> <ul style="list-style-type: none"> - ATR 42 Airplane Flight Manual Temporary Revision No. 51 - Service Bulletin ATR42-27-0080 original issue and Revision 1
Remarks :	<ol style="list-style-type: none"> 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: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr.fr