

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-085/2002**

Datum vydání: 04. září 2002

## LETOUN - SYSTÉM PODÉLNÉHO ŘÍZENÍ - MODIFIKACE

**Týká se:** letadel ATR 42-400 a -500, na kterých nebyla provedena ATR modifikace 5385 (Service Bulletin ATR 42-55-0009).

**Datum účinnosti:** 31. října 2002

**Provést v termínech:** Jak je popsáno v DGAC AD 2002-431(B), od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle v DGAC AD 2002-431(B) (příloha tohoto PZZ).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě DGAC AD 2002-431(B).

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**DGAC AD No.: 2002-431(B)**

ATR

ATR 42 aircraft

Flight controls - Pitch control interference (ATA 27, 55)

### 1. APPLICABILITY:

ATR 42-400, and -500 series aircraft models on which ATR modification 5385 (Service Bulletin ATR 42-55-0009) has not been embodied.

### 2. REASONS:

During functional test, it was found that in a full up elevator condition with tab fully down, interference could arise between tab rod and forward edge of the elevator lower skin.

This particular condition of elevator and tab is not usually utilized and is unlikely. Nevertheless, it cannot be completely excluded that both LH and RH elevators can reach the upper stop and, because of the interference, remain in this position.

In order to avoid this occurrence the ATR modification 5385 has been developed and introduced in production aircraft. This modification requires the increase of the cut out of the elevator skin in order to recover acceptable clearances that permit a fully free travel of the pitch tab rod.

In addition, a possible contact between the tab rod and the clamping of an electrical bonding lead, installed on elevator lower skin, was also found. This contact could prevent the elevator from reaching the upper stop and leading to a potential tab rod damage. This interference results from a mislocated fastener.

In order to avoid this occurrence, an inspection Service Bulletin (SB) has been issued in order to recover a correct installation of the fastener when necessary.

The actions rendered mandatory by this Airworthiness Directive (AD) are intended to prevent the unlikely interference between the elevator and the tab rod, which could result in reduced controllability of the aircraft.

### **3. COMPLIANCE:**

At the first opportunity and within 2 years from the effective date of this AD:

- inspect and, if necessary, correct the installation of mislocated fastener according to instructions of SB ATR 42-55-0010,
- increase the gap between the elevator skin and the tab rod according to the instructions of SB ATR 42-55-0009.

REF.:

Service Bulletin ATR 42-55-0009

Service Bulletin ATR 42-55-0010

Any later approved revision of these SB's is acceptable.

**EFFECTIVE DATE: AUGUST 31, 2002**