Emergency Airworthiness Directive

AD No.: 2019-0284-E

Issued: 20 November 2019

Note: This Emergency Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 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 [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
AIRBUS DEFENCE AND SPACE GMBH	SIAT 223 aeroplanes

Effective Date:	22 November 2019
TCDS Number(s):	EASA.A.554
Foreign AD:	Not applicable
Supersedure:	None

ATA 57 – Wings – Inner Flap Fitting Bearing Bolts – Inspection

---

Manufacturer(s):
Waggon- und Maschinenbau AG, Siebelwerke ATG GmbH, La Hispano Aviacion S.A.

Applicability:
SIAT 223 aeroplanes, all serial numbers (s/n).

Definitions:
For the purpose of this AD, the following definitions apply:

The ASB: Airbus Defence and Space (Airbus D&S) Alert Service Bulletin (ASB) SIAT223-SB-001/19 issue 2.

Affected part: Bearing bolts, which are part of the inner flap fitting having Part Number (P/N) 223-20-13003 or P/N 223-20-13053.

Serviceable part: Any inner flap fitting, having P/N 223-20-13003 or P/N 223-20-13053, which is new (never previously installed) or which, before installation, has passed an inspection (no defects found) in accordance with the instructions of the ASB.

Reason:

Occurrences have been reported of finding cracks on the weld between affected parts and the inner flap fitting.

This condition, if not detected and corrected, could lead to complete fracture of the bearing bolt, possibly resulting in loss of control of the aeroplane.

To address this unsafe condition, Airbus D&S issued the ASB, providing inspection instructions.

For the reason described above, this AD requires repetitive inspections of affected parts and, depending on findings, accomplishment of applicable corrective action(s).

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) Before next flight after the effective date of this AD and, thereafter, at intervals not exceeding 12 months, inspect each affected part in accordance with the instructions of the ASB.

Corrective Action(s):

(2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is found, as identified in the ASB, before next flight, contact Airbus D&S for approved instructions and accomplish those instructions accordingly.

Alternative Method(s):

(3) Repairing an inner flap fitting on an aeroplane in accordance with the instructions of the applicable Aircraft Maintenance Manual is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

(4) Replacing an inner flap fitting on an aeroplane with a serviceable part, as defined in this AD, is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

(5) Replacing the flap on an aeroplane with a flap having a serviceable part installed is an acceptable alternative method to comply with the requirements of paragraph (2) of this AD for that aeroplane.

Credit:

(6) Inspections on an aeroplane, accomplished before the effective date of this AD in accordance with Airbus D&S Service Bulletin (SB) SIAT223-SB-001/19 issue 1, are acceptable for compliance with the initial requirement of paragraph (1) of this AD for that aeroplane.

Terminating Action:

(7) None.

Parts Installation:

(8) From the effective date of this AD, it is allowed to install an inner flap fitting on an aeroplane, provided it is a serviceable part, as defined in this AD.

(9) From the effective date of this AD, it is allowed to install a flap on an aeroplane, provided the inner flap fitting installed on that flap is a serviceable part, as defined in this AD.

Ref. Publications:

Airbus D&S SB SIAT223-SB-001/19 issue 1 dated 18 October 2019, or issue 2 dated 30 October 2019.

The use of later approved revisions of the above-mentioned 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 results of the safety assessment have indicated the need for immediate publication and notification, without the full consultation process.

3. Enquiries regarding this AD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system.

5. For any question concerning the technical content of the requirements in this AD, please contact: Airbus Defence and Space GmbH (Technical Support), 82024 Taufkirchen, Germany, E-mail robert.reutter@airbus.com.