



FAA
Aviation Safety

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: NM-11-19

SUBJ: Instruments: Indicating/Recording System – Angle of Attack Sensors

Date: February 3, 2011

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises registered owners and operators of **ATR - GIE Avions de Transport Regional Model ATR42 and ATR72 airplanes** of an airworthiness concern regarding incorrect calibration of certain angle of attack (AOA) sensors.

Background

Thales Avionics has issued service information to provide operators with guidelines for test and adjustment of AOA sensors identified therein by part number and serial number. In addition, the European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued a Safety Information Bulletin titled “Thales Angle of Attack Sensors, No. 2010-29,” dated October 7, 2010.

The affected AOA sensors were repaired at a North American repair station and the bench used for the final acceptance test was not properly controlled and calibrated; therefore, the accuracy of the AOA vanes could not be guaranteed. Subsequent data received from ATR - GIE and EASA indicate the maximum inaccuracy of an AOA sensor to be +0.7 degrees, this calibration is greater than that specified in the component maintenance manual; therefore, this inaccuracy would result in a conservative early indication of stall warning.

At this time, the airworthiness concern is not an unsafe condition that would warrant Airworthiness Directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) Part 39.

Recommendations

The FAA recommends that all owners and operators of ATR - GIE Avions de Transport Regional Model ATR42 and ATR72 airplanes comply with the actions outlined in Thales Service Bulletins C16363A-31-002, 45150560-31-003, 45150561-31-003, and 45150563-31-002, all dated June 22, 2009.

For Further Information Contact

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