Airworthiness Directive

AD No.: 2020-0227

Issued: 19 October 2020

Note: This 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:
ATR-GIE AVIONS de TRANSPORT RÉGIONAL

Type/Model designation(s):
ATR 72 aeroplanes

Effective Date: 02 November 2020

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 92 – Electrical Routing – Electrical Harness Routes 1M and 1S-1V – Modification

---

Manufacturer(s):
ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale – Aeritalia

Applicability:
ATR 72-212A aeroplanes, manufacturer serial numbers (MSN) 1165 to 1627 inclusive, except MSN 1561, 1589, 1591, 1592, 1595, 1600, 1620 and 1623.

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

The SB: ATR Service Bulletin (SB) ATR72-92-1051.

Reason:
An occurrence has been reported of Engine Electrical Control # 1 fault in flight. During subsequent trouble-shooting, it was determined that this event was caused by damage on an electrical harness bundle (route 1 M), due to chafing with an air duct clamp located behind overhead bins in fuselage zone 253. Investigation results revealed that the interference was due to insufficient length between the air duct clamp and the harness bundle, leading to tension in the wire sheath.

This condition, if not corrected, may lead to wire failure (damage or short circuit) and uncontrolled fire, with potential loss of multiple systems, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, ATR issued the SB to provide modification instructions.

For the reasons described above, this AD requires modification of electrical wiring routings 1M and 1S-1V, and rotation of the de-icing pipe coupling.

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

Required as indicated, unless accomplished previously:

Modification:
Within 5 000 flight hours or 24 months, whichever occurs later after the effective date of this AD, modify the installation of the electrical harness routes 1M and 1S-1V and the de-icing pipe coupling in accordance with the instructions of the SB.

Ref. Publications:

ATR SB ATR72-92-1051 original issue dated 27 July 2020.

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. This AD was posted on 15 September 2020 as PAD 20-141 for consultation until 13 October 2020. No comments were received during the consultation period.

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. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18;
E-mail: continued.airworthiness@atr-aircraft.com.