



## Airworthiness Directive

**AD No.:** 2017-0118

**Issued:** 07 July 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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 (EC) 216/2008, Article 14(4) exemption].

### Design Approval Holder's Name:

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

### Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

**Effective Date:** 21 July 2017

**TCDS Number(s):** EASA.A.084

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 92 – Electric / Electronic Common Installation – Wire Chafing Behind Cabin Sidewall – Inspection

### Manufacturer(s):

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

### Applicability:

ATR 42-500 aeroplanes, manufacturer serial numbers (MSN) 1014, 1016 to 1019 inclusive and 1201 to 1212 inclusive, and

ATR 72-212A aeroplanes, MSN 1165 to 1200 inclusive, 1220 to 1340 inclusive, 1342 to 1353 inclusive, 1355 to 1366 inclusive, 1368 to 1376 inclusive, 1378 to 1380 inclusive, 1382, 1385 and 1388.

### Reason:

An event was reported of several spurious alarms on a recently delivered ATR 72 aeroplane. During troubleshooting, damage was evidenced on the electrical harness bundle (Route 1M) due to chafing with a window blinding panel located on the left hand of the fuselage, zone 231. A bracket, necessary to maintain the harness bundle close to the structure of the fuselage and avoid chafing, was missing.

Same bracket has also been found missing on the other side of the fuselage (symmetrical location, Right Hand side, zone 232, route 2M) with no damage on the harness bundle.



A quality investigation revealed another aeroplane on the production line, where same brackets were not installed.

This condition, if not detected and corrected, may lead to wire failure (cut or shorted) and, in case of several failures in combination, the loss of systems, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, ATR published Service Bulletin (SB) ATR 42-92-0033 and SB ATR 72-92-1044 to provide instructions to verify the installation of the brackets and to inspect the wire bundles.

For the reasons described above, this AD requires a one-time inspection of the routing attachments and, depending on findings, installation of the brackets and, as necessary, wire repair.

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

Required as indicated, unless accomplished previously:

Note: ATR SB ATR 42-92-0033 and SB ATR 72-92-1044, both original issue, are hereafter collectively referred to as 'the applicable SB' in this AD.

- (1) Within 6 months or 500 flight hours, whichever occurs first after the effective date of this AD, inspect the brackets and the wires bundles of the Route 1M and Route 2M electrical harness in accordance with the instructions of the applicable SB.
- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy is detected as defined in the applicable SB, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

#### **Ref. Publications:**

ATR SB ATR 42-92-0033 original issue dated 03 May 2017.

ATR SB ATR 72-92-1044 original issue dated 03 May 2017.

The use of later approved revisions of these documents 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 22 May 2017 as PAD 17-063 for consultation until 19 June 2017. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the compressed (zipped) file attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18; E-mail: [continued.airworthiness@atr-aircraft.com](mailto:continued.airworthiness@atr-aircraft.com).

