



Airworthiness Directive Cancellation Notice

AD No.: 2020-0249R1-CN

Issued: 23 February 2024

Note: This Airworthiness Directive (AD) Cancellation Notice (CN) 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.

Design Approval Holder's Name: ATR-GIE AVIONS DE TRANSPORT REGIONAL
Type/Model designation(s): ATR 42 and ATR 72 aeroplanes

Effective Date: 08 March 2024

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Cancellation: This Notice cancels EASA AD 2020-0249R1 dated 30 November 2021.

ATA 31 – CANCELLED: Instruments – Angle of Attack Probe and Multi-Function Computers Electrical Routing – Operational Test / Inspection

Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale - Aeritalia

Applicability:

ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN); and

ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all MSN.

Definitions:

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

The AOM: ATR Airworthiness Operators Message (AOM) 2020/14 Issue 1.

Affected wiring: Electrical wire routing between left-hand and right-hand side Angle of Attack (AOA) probes and Multi-Function Computers (MFC).



Reason:

The results of tests performed on an aeroplane on the ATR final assembly line (FAL) showed that damage on a wire bundle between an AOA probe and an MFC can inhibit the activation of the stick pusher without any indication to the flight crew.

This condition, if not detected and corrected, could possibly result in loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM to provide instructions for operational testing and inspection of the affected wiring. Consequently, EASA published AD 2020-0249 to require repetitive operational testing of the stall warning system and a one-time visual inspection of the affected wiring, and, depending on findings, accomplishment of applicable corrective action(s). That AD also required reporting of the inspection results to ATR.

After that AD was issued, it was determined that the one-time inspection was required only for certain aeroplanes that had left the ATR FAL before a specific procedure had been introduced in the production quality process to address the reason for the inspection, and EASA AD 2020-0249 was revised accordingly.

Since that AD was issued, required actions have been incorporated in the ATR 42 Time Limits Document (TLD) Revision 18 and ATR 72 TLD Revision 22, and EASA issued AD 2024-0052 and 2024-0053 to require accomplishment of the actions specified in the TLD, as applicable.

For the reason described above, this Notice cancels EASA AD 2020-0249R1.

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

None.

Ref. Publications:

ATR AOM 2020/14 Issue 1 dated 05 November 2020.

Remarks:

1. Advance notification about this AD-CN was provided by PAD 24-009 and PAD 24-010, published on 24 January 2024 for consultation until 21 February 2024, anticipating the issuance of EASA AD 2024-0052 and AD 2024-0053. No comments were received during the consultation period.
2. Enquiries regarding this AD-CN should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this AD-CN, 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.

