

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 15-069 Date: 27 May 2015 Note: This Proposed Airworthiness Directive (PAD) is issued by EASA, acting in accordance with Regulation (EC) No 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation.
In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.	
Design Approval Holder's Name: ATR-GIE AVIONS DE TRANSPORT RÉGIONAL	Type/Model designation(s): ATR 72 and 42 aeroplanes
TCDS Number: EASA.A.084	
Foreign AD: Not applicable	
Supersedure: This AD supersedes EASA AD 2014-0052R1 dated 07 April 2014.	
ATA 92	Electrical Routing – Electronic Rack 90 VU Shelf / Electrical Harness – Inspection
Manufacturer(s):	ATR-GIE Avions de Transport Régional (ATR), formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – ALENIA, EADS ATR – Alenia.
Applicability:	Group A aeroplanes: ATR 42-400 and ATR 42-500 aeroplanes, Manufacturer Serial Numbers (MSN) 443 to 1006 inclusive, except MSN 811, 1002 and 1005. ATR 72-102, ATR 72-202, ATR 72-212 and ATR 72-212A aeroplane models, MSN as listed below, except MSN 872, 887, 893, 956 and 1042: MSN 475 to 969 inclusive, MSN 971 to 988 inclusive, MSN 1025, MSN 1028 to 1069 inclusive, and MSN 1072. Group B aeroplanes: ATR 42-500 MSN 1014 ATR 72-102, ATR 72-202, ATR 72-212 and ATR 72-212A aeroplanes, MSN 1089 to 1175 inclusive, except MSN 1162.
Reason:	An erroneous cockpit indication has been reported on an in-service aeroplane. Subsequent investigation identified chafed wiring between harnesses (2M-2S-6M) and the metallic structure of the cargo lining panel above the electronic

	rack 90VU shelf. The chafing was most likely the result of incorrect harness installation. In some cases, the bracket, which supports the harnesses, could be incorrectly positioned. Consequently, the wiring harnesses, and in certain configurations, the adjacent air duct, could be incorrectly routed. This condition, if not detected and corrected, could lead to wiring harness chafing and arcing, possibly resulting in an on-board fire. Prompted by this unsafe condition, EASA issued AD 2014-0052 (later revised) to require a one-time visual inspection of the affected area including a bracket position check and, depending on findings, accomplishment of applicable corrective actions. Since EASA AD 2014-0052R1 was issued, ATR determined that more aeroplanes are potentially affected (referred as Group B aeroplanes) than originally identified. It was also determined that some aeroplanes, originally addressed by AD 2014-0052, are not affected due to their specific configuration. Taking into account these findings, ATR issued Revision 03 of Service Bulletin (SB) ATR42-92-0024 and SB ATR72-92-1032 to reflect the re-identified population of affected aeroplanes. For the reasons described above, this AD retains the requirements of EASA AD 2014-0052R1, which is superseded, and requires inspection, and, depending on findings, applicable corrective action(s), on the adjusted range of aeroplanes.						
Effective Date:	[TBD: 14 days after final AD issue date]						
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within the compliance time as defined in Table 1 of this AD, accomplish concurrently the actions as specified in paragraphs (1.1) and (1.2) of this AD in the area above the electronic rack 90VU shelf, in accordance with the instructions of ATR SB ATR42-92-0024 Revision 03, or ATR SB ATR72-92-1032 Revision 03, as applicable to aeroplane model: (1.1) Perform a visual inspection of the condition of the electrical wires of harnesses 2M-2S-6M, (1.2) Perform a visual inspection of the routing of electrical bundle 2M-2S-6M and the routing of the air duct. Table 1 – Visual Inspections <table border="1"> <thead> <tr> <th>Aeroplanes</th><th>Compliance Time</th></tr> </thead> <tbody> <tr> <td>Group A</td><td>Within 500 flight hours (FH) after 20 March 2014 [the effective date of EASA AD 2014-0052 at original issue]</td></tr> <tr> <td>Group B</td><td>Within 500 FH after the effective date of this AD</td></tr> </tbody> </table> (2) If, during the visual inspection as required by paragraph (1.1) of this AD, any damage is found on the electrical wire, before next flight, repair the wire in accordance with the instructions of ATR SB ATR42-92-0024 Revision 03 or ATR SB ATR72-92-1032 Revision 03, as applicable to aeroplane model. (3) If, during the visual inspection as required by paragraph (1.2) of this AD, the electrical bundle 2M-2S-6M and/or the air duct is found to be incorrectly routed, as defined in ATR SB ATR42-92-0024 Revision 03 or ATR SB ATR72-92-1032 Revision 03, as applicable to aeroplane model, within the compliance time as specified in Table 1 of this AD, perform a visual inspection of the bracket position in accordance with the instructions of ATR SB ATR42-92-0024 Revision 03 or ATR SB ATR72-92-1032 Revision 03, as applicable to aeroplane model.	Aeroplanes	Compliance Time	Group A	Within 500 flight hours (FH) after 20 March 2014 [the effective date of EASA AD 2014-0052 at original issue]	Group B	Within 500 FH after the effective date of this AD
Aeroplanes	Compliance Time						
Group A	Within 500 flight hours (FH) after 20 March 2014 [the effective date of EASA AD 2014-0052 at original issue]						
Group B	Within 500 FH after the effective date of this AD						

	(4) Depending on findings detected during the visual inspections as required by paragraphs (1.2) and (3) of this AD: (4.1) In case the bracket is found correctly positioned, within the compliance time as specified in Table 1 of this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 at Revision 03 or ATR SB ATR72-92-1032 at Revision 03, as applicable to aeroplane model. (4.2) In case the bracket is found missing or not correctly positioned, within 500 FH after the inspection as required by paragraph (3) of this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 Revision 03 or ATR SB ATR72-92-1032 Revision 03, as applicable to aeroplane model. (5) Inspections and corrective actions, accomplished on a Group A aeroplane before the effective date of this AD in accordance with the instructions of ATR SB ATR42-92-0024 original issue or Revision 01 or Revision 02, or ATR SB ATR72-92-1032 original issue or Revision 01 or Revision 02, as applicable to aeroplane model, are acceptable to comply with the requirements of this AD for that Group A aeroplane.
Ref. Publications:	ATR SB ATR42-92-0024 original issue dated 06 June 2013, Revision 01 dated 16 January 2014, Revision 02 dated 17 April 2014 or Revision 03 dated 21 January 2015. ATR SB ATR72-92-1032 original issue dated 06 June 2013, Revision 01 dated 16 January 2014, Revision 02 dated 17 April 2014 or Revision 03 dated 21 January 2015 The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 24 June 2015. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu. 3. For any question concerning the technical content of the requirements in this PAD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr.fr.