



Airworthiness Directive

AD No.: 2016-0070

[Correction: 12 April 2016]

Issued: 11 April 2016

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: 25 April 2016

TCDS Number(s): EASA A.084

Foreign AD: Not applicable

Supersedure: None

ATA 33 – Lights – Emergency Exit – Emergency Power Supply Unit – Inspection / Replacement

Manufacturer(s):

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

Applicability:

ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN), except those on which ATR modification (mod) 6780 has been embodied in production.

ATR 72-102, ATR 72-202, ATR 72-212 and ATR 72-212A aeroplanes, all MSN on which ATR mod 3715 has been embodied in production, except those on which ATR mod 6780 has been embodied in production.

Reason:

Some failure cases have been reported of emergency power supply units (EPSU), Part Number (P/N) 301-3100 Amdt A, both on the production line and in service. The results of the technical investigations revealed that these failures could have been caused by a defective internal electronic component, which could affect the EPSU internal battery charge.

This condition, if not detected and corrected, could result in a partial or total (depending on number of affected EPSUs installed) loss of emergency lighting, possibly affecting passenger evacuation during an emergency situation.



To address this potential unsafe condition, ATR issued Service Bulletin (SB) ATR42-33-0050 and SB ATR72-33-1043 to provide instructions to inspect EPSU's.

For the reason described above, this AD requires identification and replacement of the affected EPSUs with serviceable units.

This AD was republished to correct two typographical errors in paragraph (3) of the AD and to specify the correct Revision (3) of the Cobham SB 301-3100-33-002.

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

Required as indicated, unless accomplished previously:

Note 1: For the purpose of this AD, an affected EPSU has a P/N 301-3100 Amdt A and a Serial Number (S/N) that is listed in Appendix 1 of this AD, except those that have a control sticker marked with "SIL 301-3100-33-001". The SIL 301-3100-33-001 is a working document only used by the EPSU manufacturer, COBHAM, and is not available for in-service action.

- (1) Within 12 months after the effective date of this AD, accomplish the actions as required by paragraphs (1.1) and (1.2) of this AD, in accordance with the instructions of SB ATR42-33-0050 Revision 1 or SB ATR72-33-1043 Revision 1, as applicable:

- (1.1) Inspect each EPSU on the aeroplane to identify the P/N and the S/N.

A review of the aeroplane documentation is acceptable to accomplish this identification in lieu of this inspection, provided the P/N and the S/N of each installed EPSU can be conclusively determined from that review.

- (1.2) For each affected EPSU (as defined in Note 1 of this AD), identified as required by paragraph (1.1) of this AD, replace that EPSU with a serviceable part, as defined in Note 2 of this AD.

Note 2: For the purpose of this AD, a serviceable EPSU has a P/N 301-3100 Amdt A and a S/N that is NOT listed in Appendix 1 of this AD; or has a P/N 301-3100 Amdt B (or subsequent Amdt); or has a P/N 301-3100 Amdt A and a S/N that is listed in Appendix 1 of this AD, but has a control sticker marked with "SIL 301-3100-33-001".

Conditional Credit for Previous Action(s):

- (2) Inspections and corrective actions on an aeroplane accomplished before the effective date of this AD in accordance with the instructions of the original issue of SB ATR42-33-0050, or SB ATR72-33-1043, as applicable, are acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane, provided it is determined that no EPSU having a S/N as listed in Appendix 1 of this AD has been installed on that aeroplane since accomplishment of the applicable SB.



Alternative Methods of compliance:

- (3) As an alternative for the actions required by paragraph (1.2) of the AD, modification of an affected EPSU in accordance with the instructions of Cobham SB 301-3100-33-002 Revision 3, is an acceptable method.

Parts installation prohibition:

- (4) From the effective date of this AD, do not install on any aeroplane an affected EPSU as defined in Note 1 of this AD.

Ref. Publications:

ATR-GIE Avions de Transport Régional SB ATR42-33-0050 original issue dated 11 December 2015, or Revision 1 dated 26 January 2016.

ATR-GIE Avions de Transport Régional SB ATR72-33-1043 original issue dated 11 December 2015, or Revision 1 dated 26 January 2016.

Cobham SB 301-3100-33-002 Revision 3 dated 30 July 2015.

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 03 February 2016 as PAD 16-020 for consultation until 02 March 2016. The Comment Response Document can be found at <http://ad.easa.europa.eu>.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: 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.



Appendix 1 – S/N of Affected EPSU P/N 301-3100 Amdt A

2905	4929	4960	4994	5025	5077	5113	5156
2906	4930	4961	4995	5026	5079	5114	5157
3401	4931	4962	4996	5027	5080	5115	5158
3697	4932	4963	4997	5028	5081	5116	5159
3825	4933	4964	4998	5029	5082	5117	5160
4343	4934	4965	4999	5031	5083	5118	5161
4420	4935	4966	5000	5032	5084	5119	5162
4634	4936	4967	5001	5033	5085	5120	5163
4706	4937	4968	5002	5034	5086	5121	5164
4707	4938	4969	5003	5038	5087	5122	5166
4708	4939	4970	5004	5041	5088	5123	5171
4709	4940	4971	5005	5042	5089	5124	5172
4710	4941	4972	5006	5046	5090	5125	5173
4711	4942	4973	5007	5047	5091	5126	5174
4712	4943	4976	5008	5050	5092	5127	5175
4713	4944	4977	5009	5052	5096	5128	5176
4714	4945	4978	5010	5054	5097	5129	5177
4715	4946	4979	5011	5055	5098	5130	5178
4716	4947	4980	5012	5056	5099	5131	5179
4717	4948	4981	5013	5058	5100	5132	5180
4718	4949	4982	5014	5059	5101	5133	5181
4719	4950	4983	5015	5065	5103	5134	5182
4720	4951	4984	5016	5067	5104	5135	5183
4721	4952	4985	5017	5068	5105	5136	5184
4722	4953	4986	5018	5069	5106	5138	5185
4723	4954	4987	5019	5070	5107	5139	5186
4724	4955	4988	5020	5071	5108	5140	5187
4745	4956	4989	5021	5072	5109	5147	
4926	4957	4990	5022	5073	5110	5153	
4927	4958	4991	5023	5075	5111	5154	
4928	4959	4993	5024	5076	5112	5155	

