Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 19-164R1

Issued: 06 September 2019

Note: This Proposed Airworthiness Directive (PAD) 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.

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 date indicated.

Design Approval Holder's Name:
ATR-GIE AVIONS de TRANSPORT RÉGIONAL

Type/Model designation(s):
ATR 42 and ATR 72 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 92 – Electronic Common Installation – Engine Nacelle Electrical Wiring – Modification
ATA 29 – Hydraulic Power – Underwing Box Hydraulic Pipe – Inspection / Replacement

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

Applicability:
ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN) on which ATR modification (mod) 01872 has been embodied in production and on which mod 07953 has not been embodied in production; except MSN 1405 to 1408 inclusive 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 on which ATR mod 01872 has been embodied in production and on which mod 07953 has not been embodied in production; except MSN 1513 to 1515 inclusive, 1527, and 1530 to 1553 inclusive.

Definitions:

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

The AOM: ATR Airworthiness Operator Message (AOM) 2019/05.

The applicable SB: ATR Service Bulletin (SB) ATR42-92-0037 and SB ATR72-92-1048, as applicable.

Reason:

Several occurrences were reported of finding interference and chafing between a propeller brake hydraulic pipe and an electrical wire bundle bracket screw installed in the underwing box of the right-hand (RH) engine nacelle.

This condition, if not detected and corrected, could lead to hydraulic pipe damage, possibly resulting in a hydraulic leakage and, possibly, a fire in a non-fire resistant area of the RH engine nacelle, which could occur on ground during propeller brake activation or deactivation.

To address this potential unsafe condition, ATR issued the applicable SB to provide electrical wiring modification instructions and the AOM to provide post-mod inspection instructions.

For the reasons described above, this AD requires a modification of the electrical wiring routing in the engine nacelles, followed by a one-time detailed visual inspection (DVI) of the hydraulic pipe and screw head on the RH underwing box of the engine nacelle and, depending on findings, accomplishment of applicable corrective action(s).

This PAD is revised to correct the applicability.

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

Required as indicated, unless accomplished previously:

Modification:

(1) Within 24 months or 5 000 flight hours, whichever occurs later after the effective date of this AD, modify the electrical wiring routing installation on both engine nacelles in accordance with the instructions of the applicable SB.

Inspection(s):

(2) Before next flight after the modification as required by paragraph (1) of this AD, accomplish a DVI of the propeller brake hydraulic pipe for chafing with the screw head on RH underwing box of the engine nacelle, in accordance with the instructions of the AOM.

Corrective Action(s):

(3) If, during the inspection as required by paragraph (2) of this AD, the hydraulic pipe is found damaged, before next flight, replace the hydraulic pipe with a new one in accordance with the instructions of the AOM.

(4) If, during the inspection as required by paragraph (2) of this AD, the gap between hydraulic pipe and screw is found to be less than 6 mm, before next flight, contact ATR for approved repair

instructions and, within the compliance time(s) specified therein, accomplish those instructions accordingly.

Ref. Publications:

ATR AOM 2019/05 original issue dated 08 August 2019 and Issue 2 dated 21 August 2019.

ATR Service Bulletin ATR42-92-0037 original issue dated 18 July 2019.

ATR Service Bulletin ATR72-92-1048 original issue dated 18 July 2019.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation 02 October 2019.

2. Enquiries regarding this PAD should be referred to the EASA Programming and Continued Airworthiness Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, can be reported to the EU aviation safety reporting system.

4. For any question concerning the technical content of the requirements in this PAD, 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.