



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 19-191**

**Issued: 21 October 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 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 – Electrical Routing – Electrical Harness under Panel 295CL – Modification

### Manufacturer(s):

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

### Applicability:

ATR 72 aeroplanes, all manufacturer serial numbers (MSN), except those on which ATR modification 07988 was embodied in production, and excluding MSN 1456, 1463, 1485, 1512, 1514, 1517, 1520, 1526, 1528, 1529, 1531, 1532, 1534, 1536, 1538 to 1552 inclusive, 1554 to 1567 inclusive and 1570 to 1588 inclusive.

### Definitions:

For the purpose of this AD, the following definition applies:

**The SB:** ATR Service Bulletin (SB) ATR72-92-1049.

### Reason:

Occurrences have been reported of smoke in the cockpit and of flap extension difficulties. During subsequent trouble-shooting, it was determined that these events were due to wire chafing on the electrical harness under panel 295CL, on Rib 4 of the wing rear spar, left hand side only.



This condition, if not corrected, may lead to wire failure (cut or shorted) and uncontrolled fire with potential loss of multiple systems, possibly resulting in reduced control of the aeroplane.

To address this potential unsafe condition, ATR issued the SB to provide modification instructions.

For the reasons described above, this AD requires modification of the affected electrical wiring routing clamp installation.

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

Required as indicated, unless accomplished previously:

#### **Modification:**

Within 1 000 flight hours or 8 months, whichever occurs later after the effective date of this AD, modify the clamp installation of the electrical routing in accordance with the instructions of the SB.

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

ATR SB ATR72-92-1049 original issue dated 28 August 2019.

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

#### **Remarks:**

1. This Proposed AD will be closed for consultation 18 November 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](mailto: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](mailto:continued.airworthiness@atr-aircraft.com).

