


EASA	AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2014-0052R1</p> <p>Date: 07 April 2014</p> <p>Note: This Airworthiness Directive (AD) 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.</p>	
<p>This AD is issued in accordance with EU 748/2012, Part 21.A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].</p>		
<p>Design Approval Holder's Name: ATR-GIE AVIONS de TRANSPORT RÉGIONAL</p>	<p>Type/Model designation(s): ATR 72 and ATR 42 aeroplanes</p>	
<p>TCDS Number:</p>	<p>EASA A.084</p>	
<p>Foreign AD:</p>	<p>Not applicable</p>	
<p>Revision:</p>	<p>This AD revises EASA AD 2014-0052 dated 06 March 2014.</p>	
<p>ATA 92</p>	<p>Electrical routing – Electronic Rack 90VU Shelf / Electrical Harness – Inspection</p>	
<p>Manufacturer(s):</p>	<p>ATR-GIE Avions de Transport Régional (formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – ALENIA, EADS ATR – Alenia).</p>	
<p>Applicability:</p>	<p>ATR 42-400 and ATR 42-500 aeroplanes models, from Manufacturer Serial Number (MSN) 443 up to 1006 inclusive, except MSN 811, 1002 and 1005.</p> <p>ATR 72-102, ATR 72-202, ATR 72-212 and ATR 72-212A aeroplanes models, MSN as listed below, except MSN 956 and 1042:</p> <ul style="list-style-type: none"> - from MSN 475 up to 969 inclusive, - from MSN 971 up to 988 inclusive, - MSN 1025, - from MSN 1028 to 1069 inclusive and MSN 1072. 	
<p>Reason:</p>	<p>An erroneous cockpit indication has been reported on an in-service aircraft. 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.</p> <p>This condition, if not detected and corrected, could lead to wiring harness chafing and arcing, possibly resulting in an on-board fire.</p>	

	<p>To address this potential unsafe condition, ATR issued Service Bulletin (SB) ATR42-92-0024 and SB ATR72-92-1032, as applicable to aeroplane model, to provide inspection instructions.</p> <p>For the reasons described above, EASA issued AD 2014-0052 to require a one-time visual inspection of the affected area including a systematic bracket position check and, depending on findings, accomplishment of applicable corrective actions.</p> <p>This AD is revised to make the bracket position check dependent on findings, determined during the inspection of the electrical bundle and air duct routing.</p>
Effective Date:	<p>Revision 1: 07 April 2014</p> <p>Original issue: 20 March 2014</p>
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <ol style="list-style-type: none"> (1) Within 500 flight hours (FH) after 20 March 2014 [the effective date of original issue of this AD], accomplish concurrently the actions of the paragraphs (1.1), (1.2) and (1.3), in the area above the electronic rack 90VU shelf, in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1, or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model: <ol style="list-style-type: none"> (1.1) Visually inspect the condition of the electrical wires of harnesses 2M-2S-6M, (1.2) [deleted] (1.3) Visually inspect the routing of electrical bundle 2M-2S-6M and the routing of the air duct. (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 wires in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model. (3) [deleted] (4) If, during the visual inspection, as required by paragraph (1.3) of this AD, electrical bundle 2M-2S-6M and/or the air duct is found to be incorrectly routed, as defined in ATR SB ATR42-92-0024 at Revision 1 or ATR SB ATR72-92-1032 at Revision 1, as applicable to aeroplane model, within the compliance time as required by paragraph (1) of this AD, visually inspect, the bracket position in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1, or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model. (5) Inspections and corrective actions, accomplished before 20 March 2014 [the effective date of original issue of this AD] in accordance with the instructions of ATR SB ATR42-92-0024 original issue or ATR SB ATR72-92-1032 original issue, as applicable to aeroplane model, are acceptable to comply with the requirements of this AD. (6) Depending on findings detected during visual inspections as required by paragraphs (1.3) and (4) of this AD: <ol style="list-style-type: none"> (6.1) In case the bracket is found correctly positioned, within the compliance time as required in paragraph (1) of this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 at Revision 1 or ATR SB ATR72-92-1032 at Revision 1, as applicable to aeroplane model. (6.2) In case the bracket is found missing or not correctly positioned, within 500 FH after the inspection as required by paragraph (4) of

	<p>this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 at Revision 1 or ATR SB ATR72-92-1032 at Revision 1, as applicable to aeroplane model.</p>
Ref. Publications:	<p>ATR SB ATR42-92-0024 original issue, dated 06 June 2013 or Revision 1 dated 16 January 2014.</p> <p>ATR SB ATR72-92-1032 original issue, dated 06 June 2013 or Revision 1 dated 16 January 2014.</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. The original issue of this AD was posted on 15 January 2014 as PAD 14-009 for consultation until 12 February 2014. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. 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, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr.fr.

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