


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 07-082</p> <p>Date: 11 May 2007</p>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<p>Type Approval Holder's Name :</p> <p>ATR – GIE Avions de Transport Régional</p>	<p>Type/Model designation(s) :</p> <p>ATR 42 and ATR 72 aircraft</p>
TCDS Number : EASA A.084	
Foreign AD : Not applicable	
Supersedure: This AD supersedes DGAC France AD (CN) F-2005-211, EASA approval No 2005-6437.	
ATA 25	Equipment & Furnishings – Thermal/Acoustic Insulation Blankets – Replacement/Removal
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly AEROSPATIALE-AERITALIA, AEROSPATIALE-ALENIA, AEROSPATIALE ATR-ALENIA, EADS ATR-ALENIA)
Applicability:	<p>ATR 42-400 and ATR 42-500 aircraft models, all serial numbers, except aircraft that have received ATR modification 5117 or 5322, or Service Bulletin (SB) ATR42-25-0134 at Revision 4.</p> <p>ATR 72-102, ATR 72-202, ATR 72-212, and ATR 72-212A aircraft models, all serial numbers, on which modification 3890 or 4204 has been embodied. Aircraft that have received ATR modification 5117 or 5322, or SB ATR72-25-1074 at Revision 2 are not concerned by this Airworthiness Directive (AD).</p>
Reason:	<p>After some incidents initiated by electrical short circuit behind a side wall, in which the flammability characteristics of thermal/acoustical insulation material made from metallised polyethyleneteraphthalate (MPET) may have been a contributing factor, DGAC France (being the competent Certification Authority at that time) decided to improve flammability standards for thermal/acoustical insulation materials. As consequence, new requirements were issued and the MPET (also called metallised Mylar) must be replaced on all aeroplanes. Although no incident has ever been experienced on ATR aeroplanes equipped with MPET, DGAC France issued AD F-2005-211, approved by EASA, to require the improvement of fire safety standard of the insulation blankets installed on ATR aircraft.</p> <p>On two ATR 42-500 aircraft modified by SB ATR42-25-0134, some burnt spots were found on blankets installed over frame 24. The analysis performed by ATR concluded that due to the presence of the bleed duct at frame 24, the installation of an insulation blanket over it was not appropriate. ATR has developed a modification to remove these blankets and SB ATR42-25-0134 has</p>

	<p>been revised to include this modification. There is no corresponding revision of SB ATR72-25-1074 as there is no insulation blanket over frame 24 for concerned ATR 72 aircraft.</p> <p>This EASA AD retains the requirements of DGAC France AD F-2005-211 and requires embodiment of SB ATR42-25-0134 Revision 4 which includes the removal of insulation blankets installed over frame 24.</p>
Effective Date:	TBD [14 days after AD final issue date]
Compliance:	<p>Required as indicated, unless accomplished previously :</p> <ol style="list-style-type: none"> For all ATR aircraft not already modified according to previous revisions of SB ATR42-25-0134 or ATR72-25-1074: <p>During the next "eight year calendar check" or at the latest before 31 May 2009, whichever occurs first after the effective date of this directive, remove the MPET insulation blankets and replace them with new ones in accordance with the instructions given by SB ATR42-25-0134 at Revision 4 (for ATR 42 models) or SB ATR72-25-1074 at Revision 2 (for ATR 72 models).</p> For ATR 72 aircraft already modified according to a previous revision of SB ATR72-25-1074: <p>Before 31 May 2009, perform the additional works detailed in the Transmittal Sheet of SB ATR72-25-1074 at Revision 2.</p> For ATR 42 aircraft already modified according to a previous revision of SB ATR42-25-0134: <ol style="list-style-type: none"> Aircraft which have received application of SB ATR42-25-0134 at original issue or Revision 1: <ul style="list-style-type: none"> Before 31 May 2009, perform the additional works detailed in the Transmittal Sheet of SB ATR42-25-0134 at Revision 2; and Within the next 600 Flight Hours (FH), or at the latest before 31 May 2009, whichever occurs first after the effective date of this directive, remove the insulation blankets installed over frame 24, as detailed in the Transmittal Sheet of SB ATR42-25-0134 at Revision 4. Aircraft which have received application of SB ATR42-25-0134 at Revision 2 or Revision 3: <p>Within the next 600 Flight Hours (FH), or at the latest before 31 May 2009, whichever occurs first after the effective date of this directive, remove the insulation blankets installed over frame 24, as detailed in the Transmittal Sheet of SB ATR42-25-0134 at Revision 4.</p>
Ref. Publications:	Service Bulletin ATR42-25-0134 Revision 4; or Service Bulletin ATR72-25-1074 Revision 2, as applicable to type, or later approved revisions of these documents.
Remarks :	<ol style="list-style-type: none"> If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. The closing date for comments is 08 June 2007. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu For any questions concerning the technical content of the requirements in this AD, please contact: ATR – GIE Avions de Transport Regional , Continued Airworthiness Department, Fax: +33 (0) 5 62 21 67 18. Email: continued.airworthiness@atr.fr