


EASA	PROPOSED AIRWORTHINESS DIRECTIVE
	<p>PAD No: 08- 024</p> <p>Date: 15 February 2008</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.	
Type Approval Holder's Name: ATR - GIE Avions de Transport Régional	Type/Model designation(s): ATR 42 and ATR 72 aircraft.
TCDS Number: EASA A.084	
Foreign AD: Not applicable	
Supersedure:None	
ATA 92	Electrical / Electronic - Rear Pressure Bulkhead Area and Wire Chafing - Inspection / Modification.
Manufacturer(s):	ATR - GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR– ALENIA, EADS ATR – ALENIA)
Applicability:	<p>This Airworthiness Directive (AD) applies to :</p> <ul style="list-style-type: none"> - ATR 42-200, 42-300 and 42-320 aircraft models, all serial numbers that have received ATR modification (mod.) 00639, except aircraft which have received ATR Service Bulletin (SB) ATR42-92-0018 in service. - ATR 42-400 and 42-500 aircraft models, all serial numbers except aircraft that have received ATR mod. 05780 in production or ATR SB ATR42-92-0018 in service. - ATR 72 all certified models, all serial numbers, except aircraft that have received ATR mod. 05780 in production or ATR SB ATR72-92-1018 in service. <p>NOTES: - Mod. 00639 has been embodied on production aircraft Manufacturer Serial Number (MSN) 109 and MSN 113 and was factory-incorporated from MSN 116.</p> <p>- Mod 05780 is now factory-incorporated on ATR 42-500 from MSN 667 and on ATR 72-212A from MSN 756</p>
Reason:	<p>One ATR operator reported some spurious “Pitch disconnect” and “AIL& R ELEV horn Fault” warnings which were precluding use of the autopilot.</p> <p>During the investigation, chafed wirings were found in the rear baggage zone, closed to the forward side of the aft pressure bulkhead, due to contact with an</p>

	<p>understructure securing screw.</p> <p>The concerned harness includes rudder trim, pitch trim and stick pusher control wires. Damages on those wires might lead to the loss of fail safe criteria for those critical functions. To address the identified unsafe condition, this AD mandates a one-time inspection and a routing modification of the electrical wires in the bulkhead area.</p>
Effective Date:	[TBD: 14 days after final AD issue date]
Compliance:	<p>Required as indicated unless already accomplished:</p> <p>INSPECTION</p> <p>1. Within the next 550 Flight Hours (FH) after the effective date of this AD, perform a one-time inspection of the electrical routing in the rear baggage zone in accordance with the accomplishment instructions of SB ATR42-92-0015 or SB ATR72-92-1016, as applicable.</p> <p>1.1 If ANY DAMAGE is found (chafing and/or contact between bundles of cables and the airframe structure), before further flight:</p> <ul style="list-style-type: none"> - Contact and report the finding(s) to ATR (by means of the accomplishment form enclosed in SB ATR42-92-0015 or SB ATR72-92-1016) to obtain an approved repair solution and perform the repair in accordance with the ATR instructions - Modify the electrical routing and bundle(s) protection in accordance with the instruction of SB ATR42-92-0018 or SB ATR72-92-1018, as applicable. <p>1.2 If NO DAMAGE is found, within 15 days after accomplishment of inspections, report to ATR the result of inspection by using the form enclosed in SB ATR42-92-0015 or SB ATR72-92-1016</p> <p>TERMINATING ACTION</p> <p>2. Within the next 5 000 FH after the effective date of this AD, unless already accomplished, modify the electrical routing and bundle(s) protection in accordance with the instruction of SB ATR42-92-0018 or SB ATR72-92-1018, as applicable.</p>
Ref. Publications:	<p>Service Bulletin ATR42-92-0015 original issue</p> <p>Service Bulletin ATR42-92-0018 original issue</p> <p>Service Bulletin ATR72-92-1016 original issue</p> <p>Service Bulletin ATR72-92-1018 original issue</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p>
Remarks:	<p>1. If requested and appropriately substantiated, EASA can accept Alternative Methods of Compliance for this AD.</p> <p>2. The closing date for comments is 14 March 2008.</p> <p>3. Enquiries regarding this AD should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu</p>

	<p>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, 1, allée Pierre Nadot - 31712 Blagnac cedex France, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; Email: continued.airworthiness@atr.fr</p>
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