


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 13-010 Date: 16 January 2013 Note: This Proposed Airworthiness Directive (PAD) 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.	
	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 closing date indicated.	
Design Approval Holder's Name: ATR-GIE AVIONS DE TRANSPORT RÉGIONAL		Type/Model designation(s): ATR 42 and ATR 72 aeroplanes
TCDS Number: EASA A.084		
Foreign AD: Not applicable		
Supersedure: None		
ATA 30	Ice and Rain Protection – Pneumatic Ice Protection Dual Distributor Valves – Inspection / Replacement	
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale-Aeritalia, Aerospatiale-Alenia, Aerospatiale ATR-Alenia, EADS ATR-Alenia)	
Applicability:	This AD applies to the following aeroplanes, identified by Group, Model and manufacturer serial number (MSN): Group 1: Model ATR 42-500: MSN 645, 653, 657, 659, 661, 663 and 665. Model ATR 72-212A: MSN 778, 994, 995, 996, 998, 999, 1000 and 1020. Group 2: Model ATR 42-300: MSN 348 and 415. Model ATR 42-500: MSN 497, 501 and 514. Model ATR 72-202: MSN 192, 411, 496, 508 and 509. Model ATR 72-212A: MSN 468, 568, 595, 662, 796, 920, 926, 950, 1024, 1025, 1028, 1029, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1039 and 1040.	
Reason:	During the investigation performed on a failed dual distributor valve (DDV) shipped to the DDV manufacturer, a non-conformity of crimping on an internal valve has been detected by the DDV manufacturer. This defective crimping creates a lack of tightness that prevents the complete deflation of the related de-icing boot chamber during de-icing cycles. A batch of serialized DDV, potentially affected with the same manufacturing	

	<p>discrepancy, has been identified by the DDV manufacturer.</p> <p>This condition, if not detected and corrected, may affect the efficiency of the pneumatic de-icing system, which could reduce flight safety in icing conditions.</p> <p>For the reasons described above, this AD requires a one-time inspection of each DDV to identify the serial number (s/n) and replacement of the non-conforming DDV units.</p> <p>The affected DDV units installed on aeroplanes and those delivered as spares have been retraced by ATR and all non-installed spare units have been quarantined, which is why this AD only applies to specific MSN aeroplanes.</p>								
Effective Date:	[TBD: 14 days after final AD issue date]								
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p>(1) Within 6 months after the effective date of this AD, accomplish the following actions:</p> <p>(1.1) For aeroplanes identified as Group 1 in the Applicability section of this AD, identify the s/n of the engine DDV Part Number (P/N) B03AA1060 in accordance with the instructions of ATR Service Bulletin (SB) ATR42-30-0081 or SB ATR72-30-1050, as applicable to aeroplane model.</p> <p>(1.2) For aeroplanes identified as Group 2 in the Applicability section of this AD, identify the s/n of the Wing DDV and/or Stabilizer DDV, P/N B03AA1031 or P/N B03AA1040, in accordance with the instructions of ATR SB ATR42-30-0080 or SB ATR72-30-1049, as applicable to aeroplane model.</p> <p>A review of aeroplane delivery- or maintenance records is acceptable to make the identification as required by this paragraph, provided those records can be relied upon for that purpose, and the s/n of the DDV can be conclusively identified from that review.</p> <p>(2) If, during the identification as required by paragraph 1 of this AD, a DDV is found to be installed with a s/n as listed in Table 1 of this AD, as applicable to P/N, within the compliance time as specified in Table 2 of this AD, depending on the location and the number of DDV affected, and on whether the aeroplane is operated in icing conditions or under Extended-range Twin-engine Operational Performance Standards (ETOPS) rules, replace the affected DDV with a serviceable DDV in accordance with the instructions of SB ATR42-30-0080, or ATR42-30-0081, or SB ATR72-30-1049, or SB ATR72-30-1050, as applicable to aeroplane model.</p> <p style="text-align: center;">Table 1 – Affected DDV units</p> <table border="1"> <thead> <tr> <th>P/N</th><th>s/n</th></tr> </thead> <tbody> <tr> <td>B03AA1031</td><td>116, T1583, T2132, T2160, T2537 and T2321</td></tr> <tr> <td>B03AA1040</td><td>318, 369, 377, 402, 560, 591, 637, 1082, 1215, 1303, 1331, 1662, 1672, 1676, 2175, T1228, T1531, and from 2748 to 2796 inclusive</td></tr> <tr> <td>B03AA1060</td><td>693, and from 1332 to 1351 inclusive</td></tr> </tbody> </table> <p>Note: Any DDV s/n listed in Table 1 of this AD with a suffix "R" added to the s/n has been repaired and is considered to be a serviceable part.</p>	P/N	s/n	B03AA1031	116, T1583, T2132, T2160, T2537 and T2321	B03AA1040	318, 369, 377, 402, 560, 591, 637, 1082, 1215, 1303, 1331, 1662, 1672, 1676, 2175, T1228, T1531, and from 2748 to 2796 inclusive	B03AA1060	693, and from 1332 to 1351 inclusive
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	<div>Table 2 – DDV replacement</div> <table><tr><td></td><td colspan="2">Compliance time after the inspection as required by paragraph (1) of this AD</td></tr><tr><td>Location and number of affected DDV</td><td>not operated in icing condition or under ETOPS rules.</td><td>operated in icing condition or under ETOPS rules</td></tr><tr><td>Wing or Engine area, more than 1 DDV</td><td rowspan="2">Within 3 days</td><td rowspan="4">Before next flight</td></tr><tr><td>Horizontal Stabilizer area, 1 DDV</td></tr><tr><td>Engine area, 1 of 2 DDV</td><td rowspan="2">Within 10 days</td></tr><tr><td>Wing area, 1 of 4 DDV</td></tr></table>		Compliance time after the inspection as required by paragraph (1) of this AD		Location and number of affected DDV	not operated in icing condition or under ETOPS rules.	operated in icing condition or under ETOPS rules	Wing or Engine area, more than 1 DDV	Within 3 days	Before next flight	Horizontal Stabilizer area, 1 DDV	Engine area, 1 of 2 DDV	Within 10 days	Wing area, 1 of 4 DDV
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Ref. Publications:	<p>ATR Service Bulletins:</p> <p>ATR42-30-0080 original issue dated 18 October 2012.</p> <p>ATR42-30-0081 original issue dated 18 October 2012.</p> <p>ATR72-30-1049 original issue dated 04 October 2012, or Revision 01 dated 10 October 2012.</p> <p>ATR72-30-1050 original issue dated 04 October 2012.</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. This Proposed AD will be closed for consultation on 13 February 2013.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, please contact:</p> <p>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.fr.</p>													