


<b>EASA</b>	<b>NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE</b>
	<p><b>PAD No.: 13-020</b></p> <p><b>Date: 23 January 2013</b></p> <p>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.</p>
<p>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.</p>	
<p><b>Design Approval Holder's Name:</b> ATR-GIE AVIONS DE TRANSPORT RÉGIONAL</p>	<p><b>Type/Model designation(s):</b> ATR 72 aeroplanes</p>
TCDS Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	None
<b>ATA 28</b>	<b>Fuel – Fuel Indicating System – Modification</b>
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR – ALENIA, EADS ATR – ALENIA)
Applicability:	Models ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212, and 72-212A aeroplanes, all manufacturer serial numbers, except aeroplanes that have received ATR modification 5948 in production.
Reason:	<p>Large aeroplane incidents and accidents have occurred because of fuel tank low level situations, or because of fuel starvation, resulting in one or several engine(s) flame-out. The results of the investigation into an ATR 72 accident in August 2005 have shown that overruling standard operational procedures and maintenance practices have led to this kind of occurrence.</p> <p>Consequently, additional actions to help avoid maintenance errors, like installation of a wrong gauge or wrong indicator, need to be taken.</p> <p>Although it is recognised that the fuel (indicating) system of the ATR42/72 type design is compliant with the applicable requirements, the risk of other maintenance errors will be mitigated by making installation of an ATR 42 Fuel Quantity Indicator (FQI) on an ATR 72 aeroplane mechanically impossible through a specific design change on the ATR 72.</p> <p>For the reasons described above, this AD requires modification of the ATR 72 FQI by installing a locking adaptor on the electrical connector.</p>
Effective Date:	[TBD: 14 days after final AD issue date]

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless accomplished previously:</p> <p>Within the compliance time defined in Table 1, as applicable to aeroplane configuration, install a FQI equipped with a locking adaptor on the electrical connector, in accordance with the instructions of ATR Service Bulletin (SB) ATR72-28-1026.</p> <p>Note 1: It is expected that, prior to issuance of the Final AD, ATR will publish SB ATR72-28-1026 and make the FQI modification kit available to operators.</p> <p style="text-align: center;">Table 1: Modified FQI Installation</p> <table border="1" data-bbox="568 506 1380 788"> <tr> <th>Aeroplane configuration</th><th>Compliance time, after the effective date of this AD</th></tr> <tr> <td>Fuel secondary low level detection system not installed (see Note 2)</td><td>24 months</td></tr> <tr> <td>Fuel secondary low level detection system installed (see Note 2)</td><td>36 months</td></tr> </table> <p>Note 2: The fuel secondary low level detection system may have been installed on aeroplane through the embodiment of ATR Modification 04686 in production, or through ATR SB ATR72-28-1013 or ATR72-28-1022 in service, as applicable.</p>	Aeroplane configuration	Compliance time, after the effective date of this AD	Fuel secondary low level detection system not installed (see Note 2)	24 months	Fuel secondary low level detection system installed (see Note 2)	36 months
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Fuel secondary low level detection system not installed (see Note 2)	24 months						
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<p>Ref. Publications:</p>	<p>ATR SB ATR72-28-1026 [to be issued]</p> <p>The use of later approved revisions of this document is acceptable for compliance with the requirements of this AD.</p>						
<p>Remarks:</p>	<ol style="list-style-type: none"> <li>1. This Proposed AD will be closed for consultation on 20 February 2013.</li> <li>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: <a href="mailto:ADs@easa.europa.eu">ADs@easa.europa.eu</a>.</li> <li>3. For any question concerning the technical content of the requirements in this PAD, 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: <a href="mailto:continued.airworthiness@atr.fr">continued.airworthiness@atr.fr</a>.</li> </ol>						