

EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2013-0047</p> <p>Date: 04 March 2013</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>	
Design Approval Holder's Name: ATR-GIE AVIONS DE TRANSPORT RÉGIONAL	Type/Model designation(s): ATR 72 aeroplanes
TCDs Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	None
ATA 28	Fuel – Fuel Indicating System – Modification
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:	18 March 2013

<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 style="text-align: center;">Table 1: Modified FQI Installation</p> <table border="1" data-bbox="544 445 1402 712"> <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 1)</td><td>24 months</td></tr> <tr> <td>Fuel secondary low level detection system installed (see Note 1)</td><td>36 months</td></tr> </table> <p>Note 1: The fuel secondary low level detection system may have been installed 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 1)	24 months	Fuel secondary low level detection system installed (see Note 1)	36 months
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Fuel secondary low level detection system not installed (see Note 1)	24 months						
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<p>Ref. Publications:</p>	<p>ATR SB ATR72-28-1026 dated 26 February 2013.</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"> 1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD. 2. This AD was posted on 23 January 2013 as PAD 13-020 for consultation until 20 February 2013. 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. 						