

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE	
	PAD No.: 14-009 Date: 15 January 2014 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 72 and 42 aeroplanes
TCDS Number: EASA A.084		
Foreign AD: Not applicable		
Supersedure: None		
ATA 92	Electrical routing – Electronic Rack 90VU Shelf / Electrical Harness – Inspection	
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – ALENIA, EADS ATR – Alenia).	
Applicability:	ATR 42-400 and ATR 42-500 aeroplanes models, from Manufacturer Serial Number (MSN) 443 up to 1006 inclusive, except MSN 811, 1002 and 1005. ATR 72-102, ATR 72-202, ATR 72-212 and ATR 72-212A aeroplanes models, MSN as listed below, except MSN 956 and 1042: - from MSN 475 up to 969 inclusive, - from MSN 971 up to 988 inclusive, - MSN 1025, - from MSN 1028 to 1069 inclusive and MSN 1072.	
Reason:	An erroneous cockpit indication has been reported on an in-service aircraft. Subsequent investigation identified chafed wiring between harnesses (2M-2S-6M) and the metallic structure of the cargo lining panel above the electronic rack 90VU shelf. The chafing was most likely the result of incorrect harness installation. In some cases, the bracket, which supports the harnesses, could be incorrectly positioned. Consequently, the wiring harnesses, and in certain configurations, the adjacent air duct, could be incorrectly routed. This condition, if not detected and corrected, could lead to wiring harness chafing and arcing, possibly resulting in an on-board fire. To address this potential unsafe condition, ATR issued Service Bulletin (SB) ATR42-92-0024 and SB ATR72-92-1032, as applicable to aeroplane model, to	

	provide inspection instructions. For the reasons described above, this AD requires a one-time visual inspection of the affected area and, depending on findings, accomplishment of applicable corrective actions.
Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 500 flight hours (FH) after the effective date of this AD, accomplish concurrently the actions of the paragraphs (1.1), (1.2) and (1.3), in the area above the electronic rack 90VU shelf, in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1, or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model: (1.1) Visually inspect the condition of the electrical wires of harnesses 2M-2S-6M, (1.2) Visually inspect the bracket position which supports bundle 2M-2S-6M, and (1.3) Visually inspect the routing of electrical bundle 2M-2S-6M and the routing of the air duct. (2) If, during the visual inspection, as required by paragraph (1.1) of this AD, any damage is found on the electrical wire, before next flight, repair the wires in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model. (3) If, during the visual inspection, as required by paragraph (1.2) of this AD, an incorrectly positioned bracket is detected, as defined in ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model, within 500 FH after the inspection as required by paragraph (1) of this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model. (4) If, during the visual inspection, as required by paragraph (1.3) of this AD, electrical bundle 2M-2S-6M and/or an air duct is found to be incorrectly routed, as defined in ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model, within 500 FH after the accomplishment of the inspection as required by paragraph (1) of this AD, accomplish the applicable corrective action(s) in accordance with the instructions of ATR SB ATR42-92-0024 Revision 1 or ATR SB ATR72-92-1032 Revision 1, as applicable to aeroplane model. (5) Inspections and corrective actions, accomplished before the effective date of this AD in accordance with ATR SB ATR42-92-0024 original issue or ATR SB ATR72-92-1032 original issue, as applicable to aeroplane model, are acceptable to comply with the requirements of this AD.
Ref. Publications:	ATR SB ATR42-92-0024 original issue, dated 06 June 2013 or Revision 1 dated [TBD]. ATR SB ATR72-92-1032 original issue, dated 06 June 2013 or Revision 1 dated [TBD]. The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.
Remarks:	1. This Proposed AD will be closed for consultation on 12 February 2014. 2. Enquiries regarding this PAD should be referred to the Safety Information

	Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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: continued.airworthiness@atr.fr.
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