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## PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-023/1999R2

Nahrazuje CAA-AD-023/1999R1

Datum vydání: 05. ledna 2004

ATR

ATR 72

### LETOUN - PODMÍNKY NÁMRAZY - ZMĚNA V LETOVÉ PŘÍRUČCE (AFM)

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| **Týká se:** letadel ATR 72, modelů -101, -102, -201, -202, -211, -212 a -212A všech výrobních čísel.

| **Datum účinnosti:** ihned po obdržení

**Provést v termínech:**

| Jak je popsáno v DGAC AD F-1999-015-040 R2, od data účinnosti tohoto PZZ.

**Postup provedení prací:**

| Dle DGAC AD F-1999-015-040 R2 (příloha tohoto PZZ).

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*Poznámky:*

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Stibůrek.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě DGAC AD F-1999-015-040 R2, který nahrazuje DGAC AD 1999-015-040 R1.

**Ing. Pavel MATOUŠEK**  
ředitel

**DGAC AD F-1999-015-040 R2**

AD replaced: 1999-015-040 R1

**ATR**

**ATR 72 aircraft**

**ATA 30**

**SUBJECT:** Icing conditions - Revise the Airplane Flight Manual (AFM)

**1. EFFECTIVITY:**

ATR 72 aircraft, models -101, -102, -201, -202, -211, -212 and -212A, all serial numbers.

**2. REASONS:**

Airworthiness Directive (AD) is intended to minimize the hazards associated with inadvertent encounter of severe icing conditions (which are beyond the certification envelope) by increasing maneuver/operating icing speeds by 10kt.

Accumulated experience on the worldwide fleet of commuter aircraft, and a recently reported in-flight incident lead to recall that a exposure to severe icing conditions, outside the certification envelope, leads to performance degradation and can lead to stall.

Reason for prolonged exposures are late detection and/or non or late application of the AFM procedures, which requires to monitor the severe icing conditions and to leave them as soon as detected.

It is however recognized that, even if the exit maneuver is initiated rapidly, it may take a few minutes before the airplane is out of the severe icing conditions.

Experience has shown that the currently recommended airspeeds in icing conditions, computed to provide adequate stall margins when flying in normal icing conditions, do not provide sufficient margins to stall speeds when the airplane has accreted a large amount of ice following prolonged flight in severe icing conditions.

The purpose of this AD is therefore to amend the AFM to:

- reinforce severe icing detection means by adding a criteria related to unusual performance degradation,
- increase the speed during the exit maneuver in order to provide improved margin to stall,
- introduce other editorial improvements to highlight the need to exit immediately severe icing conditions as soon as detected,
- incorporate and, when necessary, merge the previous AFM changes mandated by AD 1996-207-031 R1 in order to get a single AD dealing with the required operational documentation.

The purpose of this Revision 2 is to introduce, in paragraph B (actions and associated compliance times), an alternative means of compliance (AMOC) to this AD.

Note: This AD is an AMOC to the paragraphs 1.1. and 1.2. of AD 1996-207-031 R1 dated April 21, 1999.

**3. MANDATORY ACTIONS AND COMPLIANCE TIMES:**

Within 3 days after the effective date of this AD at original issue, accomplish the requirements of paragraphs A.1, A.2, A.3 and A.4 of this AD.

Within 15 days after the effective date of this AD at original issue accomplish the requirements of paragraph C of this AD.

**A. ORIGINAL AD:**

Revise the approved AFM by incorporating the following. This may be accomplished by inserting a copy of this AD in the AFM.

**A.1. Into the limitations section - SYSTEMS/FLAPS**

FLAPS: holding with any flaps extended is prohibited in icing conditions (except for single engine operations).

## **A.2. Into the limitations section - ICING CONDITIONS**

All icing detection lights must be operative prior to flight at night.

NOTE: This supersedes any relief provided by the Master Minimum Equipment List (MMEL). The ice detector must be operative.

### **- ICING CONDITIONS (cont'd)**

#### **-SEVERE ICING**

##### **WARNING**

Severe icing may result from environmental conditions outside of those for which the airplane is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces.

This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the airplane.

- During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following:

|   |
|---|
| Visual cue identified with severe icing is characterized by ice covering all or a substantial part of the unheated portion of either forward side window, possibly associated with water splashing and streaming on the windshield. |
|---|

and/or

|  |
|--|
| Unexpected decrease in speed or rate of climb. |
|--|

and/or

The following secondary indications:

- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.
- Accumulation of ice on the lower surface of the wing aft of the protected area.
- Accumulation of ice on the propeller spinner farther aft than normally observed.

If one of these phenomena is observed, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions. Apply procedure specified in the Emergency Procedures Chapter.

- Since the autopilot may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when the severe icing defined above exists, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the airplane is in icing conditions.

## **A.3. Into the Normal procedures section - ICING CONDITIONS, add the following note which replaces the previous one:**

Be alert to severe icing detection.

In case of severe icing refer to emergency procedures 4.05.05.

## **A.4. Into the Emergency procedures section - ICING CONDITIONS**

### **- SEVERE ICING**

#### **DETECTION**

|   |
|---|
| Visual cue identified with severe icing is characterized by ice covering all or a substantial part of the unheated portion of either forward side window, possibly associated with water splashing and streaming on the windshield. |
|---|

and/or

Unexpected decrease in speed or rate of climb.

and/or

The following secondary indications:

- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.
- Accumulation of ice on the lower surface of the wing aft of the protected area.
- Accumulation of ice on the propeller spinner farther aft than normally observed.

The following weather conditions may be conducive to severe in flight icing:

- Visible rain at temperatures close to 0 degrees Celsius ambient air temperature.
- Droplets that splash or splatter on impact at temperatures close to 0 degrees Celsius ambient air temperature.

**EXIT THE SEVERE ICING ENVIRONMENT:**

This procedure is applicable to all flight phases from initial climb to landing. Monitor the ambient air temperature. While the severe icing may form at temperatures as cold as -18 degrees Celsius, increased vigilance is warranted at temperatures around freezing with visible moisture present.

**If severe icing, as determined above, is encountered:**

- Immediately increase and bug the minimum maneuver/operating icing speeds by 10 kt. Increase power up to MAX CONT, if needed.
- Request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the severe icing conditions in order to avoid an extended exposure to flight conditions more severe than those for which the airplane has been certificated.
- Avoid abrupt and excessive maneuvering that may exacerbate control difficulties.
- Do not engage the autopilot.

**If the autopilot is engaged, hold the control wheel firmly and disengage the autopilot.**

**If the flaps are extended, do not retract them until the airframe is clear of ice.**

**If an unusual roll response or uncommanded roll control movement is observed, maintain the roll controls at the desired position and reduce the angle of attack by:**

- Pushing on the wheel as needed,
- Extended flaps to 15,
- Increasing power, up to MAX CONT if needed.

**If the aircraft is not clear of ice:**

- Maintain flaps 15 for approach and landing, with "reduced flaps APP/LDG icing speed" + 5 kt.
- Multiply landing distance flaps 15 by 1.06.

Report these weather conditions to Air Traffic Control.

**B. ALTERNATIVE MEANS OF COMPLIANCE:**

An alternative means of compliance to this AD is to revise the AFM by incorporating the following improve procedure. This may be accomplished by inserting a copy of this AD in the AFM.

**B.1. Limitations section - SYSTEMS/FLAPS**

Unchanged versus paragraph A.1

**B.2. Into the limitations section - ICING CONDITIONS**

All icing detection lights must be operative prior to flight at night.

NOTE: This supersedes any relief provided by the Master Minimum Equipment List (MMEL).  
The ice detector must be operative.

**2.06.01 - ICING CONDITIONS (cont'd)**

**- SEVERE ICING:**

**WARNING**

Severe icing may result from environmental conditions outside of those for which the airplane is certificated. Flight in freezing rain, freezing drizzle, or mixed icing conditions (supercooled liquid water and ice crystals) may result in ice build-up on protected surfaces exceeding the capability of the ice protection system, or may result in ice forming aft of the protected surfaces.

This ice may not be shed using the ice protection systems, and may seriously degrade the performance and controllability of the airplane.

- During flight, severe icing conditions that exceed those for which the airplane is certificated shall be determined by the following:

Visual cue identifying severe icing is characterized by ice covering all or a substantial part of the unheated portion of either side window,

and/or

Unexpected decrease in speed or rate of climb.

and/or

The following secondary indications:

- Water splashing and streaming on the windshield.
- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice.
- Accumulation of ice on the lower surface of the wing aft of the protected area.
- Accumulation of ice on the propeller spinner farther aft than normally observed.

The following weather conditions may be conducive to severe in-flight icing:

- Visible rain at temperatures close to 0°C ambient air temperature (SAT),
- Droplets that splash or splatter on impact at temperatures close to 0°C ambient air temperature (SAT).

If one of these phenomena is observed, immediately request priority handling from Air Traffic Control to facilitate a route or an altitude change to exit the icing conditions. Apply procedure specified in the Emergency Procedures Chapter.

- Since the autopilot may mask tactile cues that indicate adverse changes in handling characteristics, use of the autopilot is prohibited when the severe icing defined above exists, or when unusual lateral trim requirements or autopilot trim warnings are encountered while the airplane is in icing conditions.

**B.3. Into the Normal procedures section - ICING CONDITIONS, add the following note which replaces the previous one:**

Unchanged versus paragraph A.3

**B.4. Into the Emergency procedures section - ICING CONDITIONS**

**B.4.1. ATR 72-101, -102, -201 and -202 models:**

**4.05.05- SEVERE ICING**

|                          |                           |
|--------------------------|---------------------------|
| MINIMUM ICING SPEED..... | INCREASE RED BUG by 10 kt |
| PWR MGT.....             | MCT                       |

|                              |   |
|------------------------------|---|
| CL / PL.....                 | 100% /MCT                               |
| AP (if engaged).....         | FIRMLY HOLD CONTROL WHEEL and DISENGAGE |
| SEVERE ICING CONDITIONS..... | ESCAPE                                  |
| ATC.....                     | NOTIFY                                  |

- If an unusual roll response or uncommanded roll control movement is observed:

Push firmly on the control wheel

FLAPS.....15

- If the flaps are extended, do not retract them until the airframe is clear of ice

- If the aircraft is not clear of ice:

GPWS.....FLAP OVRD

STEEP SLOPE APPROACH ( $\geq 4.5^\circ$ ).....PROHIBITED

APP/LDG CONF.....MAINTAIN FLAPS 15

.....with "REDUCED FLAPS APP/LDG icing speeds" + 5 kt.....Multiply landing distance FLAPS 30 by 1.91

**4.05.05 - SEVERE ICING (Cont'd)**

**DETECTION**

Visual cue identifying severe icing is characterized by ice covering all or a substantial part of the unheated portion of either side window

and/or

Unexpected decrease in speed or rate of climb

and/or

The following secondary indications:

- Water splashing and streaming on the windshield
- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice
- Accumulation of ice on the lower surface of the wing aft of the protected areas
- Accumulation of ice on propeller spinner farther aft than normally observed

The following weather conditions may be conducive to severe in-flight icing:

- Visible rain at temperatures close to 0°C ambient air temperature (SAT)
- Droplets that splash or splatter on impact at temperatures close to 0°C ambient air temperature (SAT).

**B.4.2. ATR 72-211, -212 and -212A models:**

**4.05.05- SEVERE ICING**

|                              |   |
|------------------------------|---|
| MINIMUM ICING SPEED.....     | INCREASE RED BUG by 10 kt               |
| PWR MGT.....                 | MCT                                     |
| CL / PL.....                 | 100% /MCT                               |
| AP (if engaged).....         | FIRMLY HOLD CONTROL WHEEL and DISENGAGE |
| SEVERE ICING CONDITIONS..... | ESCAPE                                  |
| ATC.....                     | NOTIFY                                  |

- If an unusual roll response or uncommanded roll control movement is observed:

Push firmly on the control wheel

FLAPS.....15

- If the flaps are extended, do not retract them until the airframe is clear of ice

- If the aircraft is not clear of ice:

|  |                                 |
|--|---------------------------------|
| GPWS.....  | FLAP OVRD                       |
| STEEP SLOPE APPROACH ( $\geq 4.5^\circ$ ).....             | PROHIBITED                      |
| APP/LDG CONF.....  | MAINTAIN FLAPS 15               |
| .....with "REDUCED FLAPS APP/LDG icing speeds" + 5 kt..... | Multiply landing distance FLAPS |

30 by 2.12

**4.05.05 - SEVERE ICING (Cont'd)**

**DETECTION**

Visual cue identifying severe icing is characterized by ice covering all or a substantial part of the unheated portion of either side window

Unexpected decrease in speed or rate of climb and/or

The following secondary indications: and/or

- Water splashing and streaming on the windshield
- Unusually extensive ice accreted on the airframe in areas not normally observed to collect ice
- Accumulation of ice on the lower surface of the wing aft of the protected areas
- Accumulation of ice on propeller spinner farther aft than normally observed

The following weather conditions may be conducive to severe in-flight icing:

- Visible rain at temperatures close to 0°C ambient air temperature (SAT)
- Droplets that splash or splatter on impact at temperatures close to 0°C ambient air temperature (SAT)

C. Operators documentation must take into account the modification of the Limitations, Normal Procedures and Emergency Procedures Sections of the AFM.

D. ATR has issued AFM Revisions incorporating the above modifications. These approved revisions are considered as an AMOC to this AD (see § 4).

The AFM revisions, to be approved by Authorities other than the French DGAC, are being prepared and will be issued as soon as approved.

**4. REFERENCE PUBLICATIONS:**

Normal revision NR17 dated September 2003 for AFM ATR 72-101, -102, -201, -202, -211 a -212

Temporary revision TR17 dated October 2003 for AFM ATR 72-212A

**5. EFFECTIVE DATES:**

Original issue: January 23, 1999

Revision 1: May 01, 1999

Revision 2: Upon receipt from December 10, 2003

**6. REMARK:**

For questions concerning the technical content of this AD's requirements, contact:

ATR - Yves OTTOGALI - Fax : 33 5 62216718

**7. APPROVAL:**

This AD is approved under EASA reference No 1443 dated December 02, 2003.