

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-049/99

Datum vydání: 11. května 1999

LETADLO - PODMÍNKY SILNÉ NÁMRAZY (ATA 30)

Týká se: všech letadel ATR 72 -101, -102, -201, -202, -211, -212, -212A..

Datum účinnosti: 17. června 1999

Provést v termínech: jak je popsáno v DGAC 1999-166-041(B).

Postup provedených prací: dle DGAC 1999-166-041(B).

Poznámky: Provedení tohoto PZZ musí být zapsáno do letadlové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - 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 1999-166-041(B).

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Úřad pro civilní letectví

DGAC AD ref.: 1999-166-041(B)

ATR 72 Airplane

Severe icing conditions- Implement aircraft design enhancements (ATA 30)

1. APPLICABILITY:

Airplane ATR 72, model -101, -102, -201, -202, -211, -212, -212A.

2. REASON:

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

The reason for prolonged exposures to such severe icing conditions are late detection of these conditions and/or non or late application of the AFM, which require the immediate exiting of the severe icing conditions as soon as detected.

Compliance with the previously mandated procedures is therefore essential for the safety of flight.

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

Consequently, DGAC acting as the primary authority for the ATR program, has mandated a first measure which has been to increase by 10kt the minimum maneuver/operating icing speeds when severe icing is detected. This was mandated by AD No.1999-015-040(B).

Furthermore, it has been recorded that, in several occurrences, crews have failed to activate the deicing boots, despite the fact that ice accretion had been detected by the Anti-icing Advisory System.

This has led ATR to develop an enhancement of the alerting capability of the AAS system. The modification implementing this enhancement is mandated by this AD.

As part of its continual efforts to enhance safety, ATR has designed extended median boots which further enhance the aircraft's performance in case of prolonged severe icing encounters. In addition, since it is DGAC policy to avoid relying only on procedures to address safety issues, the modification implementing this design change is mandated by the present AD.

3. ACTIONS:

3.7. Reinforce crew awareness and vigilance by embodying AEROSPATIALE modification No. 5008 "modification of the ICING light flashing logic" in accordance with Service Bulletin ATR 72-30-1034.

3.2. For airplanes on which AEROSPATIALE modifications No. 4994 and 4997 have not been accomplished : replace the median wing boots by extended boots and install boots on the metallic leading edge by embodying AEROSPATIALE modification No. 8210 and No. 8212 or No. 8241 in accordance with Service Bulletin ATR72-30-1032 revision 1 and ATR72-30-7033 revision 1 or ATR72-30-1037.

Note : the requirements of paragraphs 3.1 and 3.2 can be accomplished separately.

4. COMPLIANCE:

The requirements of paragraphs 3.1 and 3.2 must be accomplished at the first opportunity and no later than September 30, 2001.

Remark Inquiries regarding the technical content of this Airworthiness Directive should be made to DGAC/SFACT/N-AT, tel. : 33.1.41.09.48.79, fax : 33.1.41.09.43.19.

REF.: Service Bulletin ATR72-30-1034
Service Bulletin ATR72-30-1032R1
Service Bulletin ATR72-30-1033R1
Service Bulletin ATR72-30-1037

EFFECTIVE DATE: MAY 1st 1999