

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-108/2000

Datum vydání: 20. listopadu 2000

LETOUN - LETOVÁ PŘÍRUČKA - DOPLNĚNÍ

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

Datum účinnosti: 28. prosince 2000

Provést v termínech: Jak je popsáno v DGAC AD 2000-448-053(B) (příloha tohoto PZZ).

Postup provedení prací: Dle DGAC AD 2000-448-053(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 AD 2000-448-053(B).

Ing. Pavel MATOUŠEK
Ředitel technického inspektorátu
Úřad pro civilní letectví

DGAC AD No.: 2000-448-053(B)

EADS ATR

ATR 72 aircraft

Take-off after use of type II or IV fluids - Appendix to the Flight Manual (ATA 04)

1. APPLICABILITY:

ATR 72 aircraft models -101, -102, -201, -202, -211, -212, -212A.

2. REASONS:

The experience of ground de-icing/anti-icing fluids use, accumulated by the worldwide transport aircraft fleet, has led to the issuance of the European operational regulation JAR OPS Temporary Guidance Leaflet (TGL) No.4. This document underlines the characteristics and precautions to be taken to make use of these fluids. It is also aimed to reinforce the operators awareness of the operational and maintenance procedures linked with the use of such fluids.

On ATR, some cases of pitch force increase have been experienced during rotation, after using type II or IV de-icing/anti-icing fluids. This control wheel load increase could lead to delay, or even abort the take-off.

Considering the in service experience accumulated by the ATR fleet and according to paragraph 7 "Special Operational Considerations" of JAR OPS TGL No. 4, the manufacturer has published an appendix to the Flight Manual which prescribes an increase of the take-off distances in case of use of Type II or IV fluids.

The DGAC policy is to render mandatory the application of any airworthiness document revision, including the Flight Manual, whenever this document introduces a more restrictive action, procedure or limitation necessary to prevent a potential unsafe condition from developing. Therefore, the purpose of this Airworthiness Directive (AD) is to amend Aircraft Flight Manual in order to take into account the impact on performances, when using type II or IV fluids.

3. ACTIONS :

The following measures are rendered mandatory from the effective date of this AD.

Within 15 days after the effective date of this AD, accomplish the following:

Revise the approved Flight Manual by incorporating the following appendix. This may be accomplished by inserting a copy of this Airworthiness Directive in the Aircraft Flight Manual.

In the Appendices and Supplements chapter:

"Take-off after use of fluids type II or IV

This appendix applies only to aircraft de/anti iced before take-off, using fluids type II or IV.

These type of fluids may lead to an increase in control forces necessary to rotate, and then to a modification of take off performances.

Therefore this flight manual must be modified as follows:

1. GENERAL

The general information in Section 1 are applicable.

2. LIMITATIONS

The limitations in Section 2 are applicable.

3. NORMAL PROCEDURES

The normal procedures in Section 3 are applicable

4. EMERGENCY PROCEDURES

The emergency procedures in Section 4 are applicable.

5. PROCEDURES FOLLOWING FAILURES

The procedures following failures in Section 5 are applicable.

6. PERFORMANCES

The performances in Section 6 for dry runways and in Section 7.03 for non dry runways (advisory materials) are applicable with the addition of the following for take-off computations:

Determine VR for the lowest available V2,

Assume $V1=VR$,

Increase TOR, TOD, ASD by 25 %.

7. APPENDICES AND SUPPLEMENTS

Data of Section 7 are applicable by adding what follows:

For the dispatch cases:

- Apply take off penalties due to the system failure,
- Then apply take-off penalties due to the use of fluids type II or IV.

Dispatch is not authorized in the following cases:

Ferry flight with pitch elevators disconnected,

Take-off with flaps retracted. "

REF.: Approved Flight Manual.

EFFECTIVE DATE :

Upon receipt from OCTOBER 31, 2000