Airworthiness Directive

AD No.: 2024-0025

Issued: 24 January 2024

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, 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 [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Change Approval Holder's Name:

SABENA TECHNICS BGC

Design Change Description(s):

Conversion from a passenger-cargo "combi" configuration to a "Class E Cargo"

Effective Date:	07 February 2024
STC Number(s):	EASA Supplemental Type Certificate (STC) 10069551 Rev. 1 (formerly EASA STC 2004-2872)
Foreign AD:	Not applicable
Supersedure:	None

ATA 11 – Placards and Markings – Cargo Height Limitation – Implementation

ATA – Cargo Loading Procedure – Amendment

Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale – Aeritalia

Applicability:

ATR 42 and ATR 72, all certified models, all manufacturer serial numbers (MSN), on which EASA STC 10069551 Rev. 1 or EASA STC 2004-2872 has been embodied.

Definitions:

For the purpose of this AD, the following definitions apply:

The ATI: Sabena Technics BGC (Sabena) Airworthiness Technical Instructions (ATI) 0110-09-A-ATI-F01-R00 or ATI 0110-11-A-ATI-F01-R00 both dated 19 September 2023, as applicable.

The CLP: Sabena Cargo Loading Procedure (CLP) in accordance with chapter 2.9 of Weight & Balance Manual Supplement 0110-09-A-2305 Revision 06 or chapter 2.11 of Weight & Balance Manual Supplement 0110-11-A-2305 Revision 07, as applicable.

Reason:

It has been identified that for aeroplanes converted from passenger to cargo through EASA STC 10069551 Rev. 1 (previously EASA STC 2004-2872) no height limitation for the cargo, when loaded in the cargo compartment, is defined. Consequently, operators of such aeroplanes may load the cargo up to the ceiling of the cargo compartment and, therefore, potentially affect the proper functioning of the smoke detectors.

This condition, if not corrected, could lead to smoke not detected timely, possibly resulting in an uncontrolled fire.

To address this potential unsafe condition, Sabena issued the ATI, to provide modification instructions, and the updated CLP, as defined in this AD.

For the reasons described above, this AD requires modification of the cargo compartment and requires amendment of the associated CLP.

Required Action(s) and Compliance Time(s):

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

Modification:

(1) Within 6 months after the effective date of this AD, modify the cargo compartment in accordance with the instructions of the ATI.

Cargo Loading Procedure Amendment:

(2) Concurrently with modification of an aeroplane as required by paragraph (1) of this AD, implement the CLP, inform all handling and loading personnel, and, thereafter, operate the aeroplane accordingly.

Ref. Publications:

Sabena Technics BGC ATI 0110-09-A-ATI-F01-R00 original issue dated 19 September 2023.

Sabena Technics BGC ATI 0110-11-A-ATI-F01-R00 original issue dated 19 September 2023.

Sabena Technics BGC Weight & Balance Manual Supplement 0110-09-A-2305 Revision 06 dated 15 September 2023.

Sabena Technics BGC Weight & Balance Manual Supplement 0110-11-A-2305 Revision 07 dated 19 September 2023.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. This AD was posted on 20 December 2023 as PAD 23-148 for consultation until 17 January 2024. No comments were received during the consultation period.

3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: SABENA TECHNICS BGC, E-mail: airworthiness.office@sabenatechnics.com.