


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-099</p> <p>Date: 31 July 2012</p> <p>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.</p>
<p>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.</p>	
<p>Design Approval Holder's Name: ATR-GIE Avions de Transport Régional</p>	<p>Type/Model designation(s): ATR 42 aeroplanes</p>
TCDS Number:	EASA.A.084
Foreign AD:	Not applicable
Supersedure:	None
ATA 53 / 57	Fuselage – Floor Beam at Frame (FR) 26 – Inspection / Repair Wings – Time Limits / Airworthiness Limitation Items
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR- Alenia, EADS ATR – Alenia).
Applicability:	ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400 and ATR 42-500 models, all manufacturer serial numbers.
Reason:	<p>During maintenance checks, floor beam at frame (FR) 26 has been found cracked on several ATR 42 aeroplanes.</p> <p>This condition, if not detected and corrected, could lead to a rupture of FR26 floor beam, which reduces the structural integrity of the aeroplane.</p> <p>In addition, a discrepancy between the Maintenance Review Board Report (MRBR) / Maintenance Planning Document (MPD) and the Time Limits document has been found. ATR modifications 02805 and 08039 were erroneously stated similar in the MRBR/MPD, inducing misleading applicability of the Structural Significant Items (SSI) tasks depending upon the document used and leading operators to miss several inspections, as evidenced during a recent airworthiness review.</p> <p>Following the structural investigation, new inspection thresholds and intervals have been calculated and will be introduced in the next revisions of the ATR Time Limits documents (Revision 8 and Revision 9, as applicable to the aeroplane models) and MRBR/MPD documents.</p> <p>For the reasons described above, this AD requires repetitive inspections of the FR26 floor beam, and of several areas of the wings, as defined in the ATR42 Time Limits document and, depending on findings, the accomplishment of applicable corrective action(s).</p>

Effective Date:	[TBD: 14 days after final AD issue date]																					
Required Action(s) and Compliance Time(s):	<p>Required as indicated, unless accomplished previously:</p> <p><u>For all ATR42 aeroplanes: Repetitive inspection of FR26 floor beam:</u></p> <p>(1) Within the compliance time defined in Table 1 of this AD, and thereafter at intervals not exceeding 12 000 Flight Cycles (FC), accomplish a detailed visual inspection of the floor beam at Frame 26, on both Left Hand (LH) and Right Hand (RH) sides, in accordance with the instructions of the applicable ATR42 Aircraft Maintenance Manual (AMM) Job Instruction Card 535100 DVI 10097.</p> <p style="text-align: center;">Table 1 – Initial inspection</p> <table><tr><td></td><td>Compliance time (whichever occurs later, A or B)</td></tr><tr><td>A</td><td>Before the accumulation of 24 000 flight cycles (FC) since the aeroplane first flight</td></tr><tr><td>B</td><td>within 5 000 flight hours or 24 months, whichever occurs first after the effective date of this AD</td></tr></table> <p>(2) If, during any inspection as required by paragraph (1) of this AD, any crack is found, before next flight, contact ATR to get approved repair instructions and accomplish those instructions accordingly.</p> <p><u>For ATR 42 aeroplanes on which ATR modification 02805 has not been embodied in production:</u></p> <p>(3) Before exceeding each threshold as defined in Table 2 of this AD, or within 6 months after the effective date of this AD, whichever occurs later, and thereafter at intervals not exceed the value defined in Table 2 of this AD, accomplish each SSI Task as listed in Table 2 and, depending on findings, accomplish the applicable corrective actions in accordance with approved ATR instructions.</p> <p style="text-align: center;">Table 2 – Initial and repetitive SSI tasks</p> <table><tr><td>SSI Task Nr.</td><td>Threshold (FC accumulated since the aeroplane first flight)</td><td>Interval (not to exceed)</td></tr><tr><td>572301</td><td>45 000 FC</td><td>7 300 FC</td></tr><tr><td>572305</td><td>46 000 FC</td><td>3 900 FC</td></tr><tr><td>572410 572411 572412 572413 572414 572415</td><td>43 000 FC</td><td>10 000 FC</td></tr><tr><td>572416 572417</td><td>44 000 FC</td><td>7 300 FC</td></tr></table>		Compliance time (whichever occurs later, A or B)	A	Before the accumulation of 24 000 flight cycles (FC) since the aeroplane first flight	B	within 5 000 flight hours or 24 months, whichever occurs first after the effective date of this AD	SSI Task Nr.	Threshold (FC accumulated since the aeroplane first flight)	Interval (not to exceed)	572301	45 000 FC	7 300 FC	572305	46 000 FC	3 900 FC	572410 572411 572412 572413 572414 572415	43 000 FC	10 000 FC	572416 572417	44 000 FC	7 300 FC
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Ref. Publications:	<p>MRBR ATR 42-200/-300/-320 Revision 13 dated November 2011,</p> <p>MRBR ATR 42-400/-500 Revision 13 dated November 2011,</p> <p>MRBR ATR 42-200/-300/-320, Appendix A, Time Limits document Revision 7 dated March 2006,</p> <p>MRBR ATR 42-400/-500, Appendix A, Time Limits document Revision 8 dated April 2012,</p> <p>The use of later approved revisions of these documents is acceptable for compliance with the requirements of this AD.</p> <p>ATR 42 AMM Job Instruction Card 535100 DVI 10097.</p> <p>MPD ATR 42-200/-300/-320 Revision 26 dated March 2012.</p> <p>MPD ATR 42-400/-500 Revision 12 dated March 2012.</p>
Remarks:	<ol style="list-style-type: none"> 1. This Proposed AD will be closed for consultation on 21 August 2012. 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.