



Airworthiness Directive

AD No.: 2017-0244

Issued: 07 December 2017

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EC) 216/2008 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 66 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, 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 agreed with the Authority of the State of Registry [Regulation (EC) 216/2008, Article 14(4) exemption].

Design Approval Holder's Name:

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

Type/Model designation(s):

ATR 42 aeroplanes

Effective Date: 21 December 2017

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: This AD supersedes DGAC France AD F-2004-191 (EASA approval 2004-12117) dated 22 December 2004.

ATA 57 – Wings – Outer Wing Box Upper Rib Feet – Inspection

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 aeroplanes, all manufacturer serial numbers.

Reason:

Occurrence was reported of detecting cracks on the wing of one in-service ATR 42 aeroplane in 2004. The cracks were found on the upper feet of ribs and on the upper skin of the wing outer boxes.

This condition, if not detected and corrected, could adversely affect the structural integrity of the aeroplane.

To address this potential unsafe condition, ATR issued Service Bulletin (SB) ATR42-57-0064 to provide inspection instructions and DGAC France issued AD F-2004-191 (EASA approval 2004-12117) to require, for aeroplanes having accumulated more than 4 000 flight cycles (FC), a one-time Detailed Visual Inspection (DVI) of outer wing box upper skin and upper rib feet, on the right hand



(RH) and left hand (LH) sides, from rib 24 to rib 29. After that AD was issued, based on inspection results (all aeroplanes inspected, no similar case found), it was determined that these cracks were an isolated case.

More recently, three other cases were reported, indicating that this may not be an isolated case and that cracks could occur in this area of the wings on other ATR 42 aeroplanes. Consequently, ATR published SB ATR42-57-0074 (hereafter referred as 'ATR SB' in this AD) to provide inspection instructions.

For the reasons described above, this AD supersedes DGAC France AD F-2004-191 and requires repetitive DVI of the same wing areas and, depending on findings, accomplishment of a repair.

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

Required as indicated, unless accomplished previously:

Repetitive Inspections:

- (1) Within the compliance time defined in Table 1 of this AD and, thereafter, at intervals not to exceed 48 months or 6 000 FC, whichever occurs first, accomplish a DVI of the LH and RH wing rib upper feet and upper panel between rib 24 and rib 29, in accordance with the instructions of ATR SB.

Table 1 – Initial Inspection

Compliance Time (whichever occurs later, A or B)	
A	Within 48 months or 6 000 FC, whichever occurs first since aeroplane first flight
B	Within 12 months after the effective date of this AD

Corrective Action(s):

- (2) If, during any inspection as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time(s) specified in those instructions, accomplish those instructions accordingly.

Terminating Action:

- (3) Repair of an aeroplane, as required by paragraph (2) of this AD, does not constitute terminating action for the repetitive DVI as required by paragraph (1) of this AD, unless the ATR repair instructions specify otherwise.

Reporting:

- (4) Within 30 days after each DVI as required by paragraph (1) of this AD, as applicable, the inspection results (including no findings) have to be sent to ATR in accordance with the instructions of ATR SB.



Ref. Publications:

ATR Service Bulletin ATR42-57-0074 original issue dated 19 October 2017.

The use of later approved revisions of this document 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 07 November 2017 as PAD 17-156 for consultation until 05 December 2017. 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. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr-aircraft.com.

