

# AIRWORTHINESS DIRECTIVE

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*Inspection and/or modifications described below are mandatory. No person may operate a product to which this Airworthiness Directive applies except in accordance with the requirements of this Airworthiness Directive.*

Translation of 'Consigne de Navigabilité' ref. : 2001-142-056(B)  
In case of any difficulty, reference should be made to the French original issue.

## EADS ATR

### ATR 72 aircraft

Structure - Result of fatigue tests (ATA 52, 53)

#### 1. APPLICABILITY:

This Airworthiness Directive applies to ATR 72 models -101, -102, -201, -202, -211, -212 aircraft.

#### 2. REASONS:

AD 92-046-012 (B) was issued further to damage discovered during fatigue tests.

On some aircraft, embodiment of modification 3184 led to a bore oversizing which must be corrected by the implementation of ATR Service Bulletin 72-52-1018 Revision 1.

This AD replaces AD 92-046-012 (B), to which requirements are recovered, and, in its section "COMPLIANCE 1", it mandates the embodiment of SB 72-52-1018 Revision 1.

#### 3. COMPLIANCE:

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

##### 3.1. Cargo door outer skin

Applies to ATR 72 models -102, -202 and -212 aircraft on which modification 3191 has not been embodied.

In order to prevent the initiation and the growth of cracks in the cargo compartment door outer skin at the hinge fitting, the following measures are made mandatory:

- Before the aircraft has accumulated 27,000 flights, applies SB ATR 72-52-1018 Revision 1.

##### 3.2. Fuselage - Main frames (lower part)

Applies to ATR 72 models -101, -102, -201, -202, -211, -212 aircraft, serial numbers: 108 to 210 inclusive.

In order to check that the positioning holes of the lower part of the main frames have been properly blanked off with rivets during production, the following measures are made mandatory:

- Before the aircraft has accumulated 36,000 flights, check that the positioning holes of the lower part of the main frames have been properly blanked off, and, if necessary, blank off the holes according to the instructions in SB ATR 72-53-1013.

### **3.3. Fuselage - Typical frames and upper part of main frames**

Applies to ATR 72 models -101, -102, -201, -202, -211, -212 aircraft, serial numbers 108 to 207 inclusive.

In order to check that the positioning holes of the typical frames and of the upper part of the main frames have been properly blanked off with rivets during production, the following measures are made mandatory :

- Before the aircraft has accumulated 36,000 flights, check that the positioning holes of the typical frames and of the upper part of the main frames have been properly blanked off, and, if necessary, blank off the holes according to the instructions in SB ATR 72-53-1019.

### **3.4. Plug type doors**

Applies to ATR 72-101, -201, -211 aircraft on which neither modification 3775 nor modification 3776 has been embodied.

In order to prevent the initiation and the growth of cracks in the stops of forward and aft LH passenger doors, and of forward and aft RH service doors, the following measures are rendered mandatory:

- a) Before the aircraft has accumulated 12,000 flights, inspect the stops of forward and aft LH passenger doors, and of forward and aft RH service doors according to the instructions in SB ATR 72-52-1028. Then repeat this inspection within an interval of 6,000 flights.
- b) Before the aircraft has accumulated 18,000 flights, modify the stops of forward and aft LH passenger doors, and of forward and aft RH service doors according to the instructions in SB ATR 72-52-1029 or in SB ATR 72-52-1033.

**Note :** The embodiment of the modifications listed in b) of this paragraph cancels the inspection requirements listed in a) of this same paragraph.

### **3.5. Plug type doors**

Applies to ATR 72-101, -201, -211 aircraft on which modification 2986 has not been embodied.

In order to prevent the initiation and the growth of cracks in the skin of the upper frame of forward and aft LH passenger doors, and of forward and aft RH service doors, the following measures are made mandatory :

- Before the aircraft has accumulated 18,000 flights, modify the frame of forward and aft LH passenger doors, and of forward and aft RH service doors according to the instructions in SB ATR 72-53-1021.

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**3.6. Frames 24 and 28 - Outboard stringer 4**

Applies to ATR 72 -101, -102, -201, -202, -211, -212 aircraft on which modification 2397 has not been embodied.

In order to prevent the initiation and the growth of cracks in outboard stringer No. 4, at frame 28, the following measures are made mandatory:

- Before the aircraft has accumulated 12,000 flights, add a reinforcement angle on outboard stringer No. 4, at frames 24 and 28 according to the instructions in SB ATR 72-53-1014 R1.

**3.7. Frame 26 at cut out at level of stringer 11**

Applies to ATR 72 -101, -102, -201, -202, -211, -212 aircraft on which modification 3185 has not been embodied.

In order to prevent the initiation and the growth of cracks in frame 26 at cut out at level of stringer 11, the following measures are made mandatory:

- Before the aircraft has accumulated 12,000 flights, reinforce frame 26 with two doublers according to the instructions in SB ATR 72-53-1020.

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REF. : Service Bulletins ATR 72-52-1018 R1  
72-53-1013  
72-53-1019  
72-52-1028  
72-52-1029  
72-52-1033  
72-53-1021  
72-53-1014 R1  
72-53-1020

Any further approved revision of these SB is acceptable.

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This AD replaces the AD 92-046-012(B) R4 dated November 05, 1997 which is cancelled by its Revision 5.

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**EFFECTIVE DATE : APRIL 28, 2001**