	AIRWORTHINESS DIRECTIVE No F-2004-061	Distribution: B	Issue date: May 12, 2004	Page : 1/2
Direction générale de l'aviation civile France	This Airworthiness Directive is published by the DGAC : <input checked="checked" type="checkbox"/> on behalf of EASA, the Primary Airworthiness Authority for the affected product. <input type="checkbox"/> as the Registration Airworthiness Authority for the affected aircraft..		<i>Translation of « Consigne de Navigabilité » of same number. In case of difficulty, reference should be made to the French issue.</i>	
GSAC publication	<p align="center">No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive, unless otherwise agreed with the Authority of the State of Registry.</p>			
Corresponding foreign Airworthiness Directive(s): Not applicable		Airworthiness Directive(s) replaced: None		
Person in charge of airworthiness: ATR		Type(s): ATR 72 aircraft		
Type certificate(s) No. 176 TCDS No 176				
ATA chapter: 32	Subject: Landing gear - Main landing gear - Secondary side brace			

1. EFFECTIVITY:

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

2. REASONS:

Two cases of Main Landing Gear (MLG) secondary side brace upper arm rupture have been reported on the ATR fleet. Initiation and development of cracks are the cause of these ruptures.

The actions mandated by this Airworthiness Directive (AD) are intended to prevent a possible rupture of a MLG secondary side brace, which could lead to the collapse of the involved MLG during specific conditions at take-off or landing, and to a potential unsafe condition for aircraft and passengers.


3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

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

Before accumulation of 4,000 landings since manufacture or since latest overhaul of the MLG secondary side brace, or before 200 landings from the effective date of this AD, whichever occurs later, perform Eddy Current inspection on MLG secondary side brace in accordance with MESSIER-DOWTY Service Bulletin (SB) 631-32-178.

If a MLG secondary side brace is cracked, replace it by an airworthy one. If no, repeat the inspection each 800 landings.

The MLG secondary side braces installed in replacement must also be inspected in accordance with MESSIER-DOWTY SB 631-32-178.

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4. REFERENCE PUBLICATION:

MESSIER-DOWTY Service Bulletin No 631-32-178
(Any further approved revision of this SB is acceptable).

5. EFFECTIVE DATE:

May 22, 2004.

6. REMARKS:

For questions concerning the technical contents of this AD's requirements, contact:
ATR - Yves OTTOGALI - Fax: 33 5 62216718.

7. APPROVAL:

This AD is approved under EASA reference No 2004-4809 dated May 05, 2004.

SUPERSEDED