

EASA	AIRWORTHINESS DIRECTIVE
	AD No.: 2012-0160 Date: 24 August 2012 Note: This Airworthiness Directive (AD) 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.
This AD is issued in accordance with EC 1702/2003, Part 21A.3B. In accordance with EC 2042/2003 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 [EC 2042/2003 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [EC 216/2008, Article 14(4) exemption].	
Design Approval Holder's Name: ATR-GIE Avions de Transport Régional	Type/Model designation(s): ATR 42 and ATR 72 aeroplanes
TCDS Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	None
ATA 54	Nacelles / Pylons – Engine Nacelle Lower Fairing Junction with Underwing Box – Inspection
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – Alenia, EADS ATR – Alenia).
Applicability:	Models ATR 42-200, 42-300, 42-320, 42-400 and 42-500 aeroplanes, from Manufacturer Serial Number (MSN) 003 up to MSN 623 inclusive, and Models ATR 72-101, 72-102, 72-201, 72-202, 72-211, 72-212 and 72-212A aeroplanes, from MSN 108 up to MSN 710 inclusive.
Reason:	Some cases of defective sealing have been reported on in-service aeroplanes on Left-Hand (LH) and Right-Hand (RH), between the nacelle lower fairing and the underwing box. Investigation results have shown that this issue was due to either damaged or missing seal and/or incorrect adjustment of the nacelle lower fairing. This condition, if not detected and corrected, may decrease the extinguishing agent efficiency, delay the fire extinction and allow fire propagation out of the nacelle fire protected area, possibly resulting in damage to the aeroplane. For the reasons described above, this AD requires a one-time inspection of the affected area and, depending on findings, accomplishment of applicable corrective actions to restore the area integrity.
Effective Date:	07 September 2012

Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: (1) Within 5 000 flight hours after the effective date of this AD, accomplish a one-time inspection of the gaps and seal conditions between the nacelle lower fairing and the underwing box and, in case discrepancies are found, before next flight, accomplish the applicable corrective actions, in accordance with the instructions of ATR Service Bulletin (SB) ATR72-54-1023 or SB ATR42-54-0029, as applicable to aeroplane models. (2) Within 30 days after accomplishment of the inspection as required by paragraph (1) of this AD, send the relevant SB accomplishment report to ATR.
Ref. Publications:	ATR SB ATR42-54-0029 original issue 18 July 2012. ATR SB ATR72-54-1023 original issue 18 July 2012. The use of later approved revisions of these 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 31 July 2012 as PAD 12-100 for consultation until 21 August 2012. No comments were received during the consultation period. 3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. 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, Tel.: +33 (0)5 62 21 62 21 - Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr.fr.