


EASA	AIRWORTHINESS DIRECTIVE
	<p>AD No.: 2012-0192 [Correction: 24 September 2012]</p> <p>Date: 21 September 2012</p> <p>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.</p>
<p>This AD is issued in accordance with EC 748/2012, Part 21.A.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].</p>	
<p>Design Approval Holder's Name: ATR-GIE Avions de Transport Régional</p>	<p>Type/Model designation(s): ATR 72-212A aeroplanes</p>
TCDS Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	None
ATA 54	Nacelles and Pylons – Engine Shock Mount Pick-up Fittings – Inspection / Replacement
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale-Aeritalia, Aerospatiale-Alenia, Aerospatiale ATR-Alenia, EADSATR-Alenia)
Applicability:	ATR 72-212A aeroplanes, manufacturer serial number 468 to 719 inclusive, 723, 776, 777, 779, 821 and 837.
Reason:	<p>Several cases of engine shock mount pick-up fitting with crack or failure have been reported, always on engine Left Hand (LH) aft side attachment. Prompted by those reports, improved Part Number (P/N) S54210394200 (Barry Control P/N 94423-05) fittings (machined radius modification) have been introduced in production, having serial number (s/n) 2451 and higher. No crack has been reported on aeroplanes equipped with those improved fittings.</p> <p>Two recent cases of failed cone bolt have been reported on ATR 72-212A aeroplanes, both on engine Right Hand (RH) aft side isolator.</p> <p>An aft side attachment pick-up fitting failure associated to a cone bolt failure, if not detected and corrected, could reduce the structural integrity of the concerned engine nacelle, possibly resulting in detachment of the engine and consequent reduced control of the aeroplane.</p> <p>For the reasons described above, this AD requires a one-time inspection of the shock mount pick-up fittings and cone bolts and, depending on findings, accomplishment of applicable corrective action. This AD also requires replacement of all LH shock mount pick-up fitting P/N S54210394200 having a s/n lower than 2451.</p> <p>This AD has been republished to correct typographical errors in paragraph (3).</p>
Effective Date:	05 October 2012

<p>Required Action(s) and Compliance Time(s):</p>	<p>Required as indicated, unless already accomplished</p> <p>(1) Within 6 months after the effective date of this AD, accomplish the following actions concurrently:</p> <p>(1.1) Identify the s/n of the P/N S54210394200 (Barry Control P/N 94423-05) LH and RH shock mount pick-up fittings installed on both engine nacelles. Appendix 2 of this AD identifies the fitting P/N and s/n locations.</p> <p>A review of maintenance records is acceptable to determine the s/n of the LH and RH shock mount pick-up fitting, provided the s/n can be conclusively identified from this review.</p> <p>(1.2) Visually inspect both LH and RH aft side isolator pick-up fittings on both engines in accordance with the instructions of the applicable Aircraft Maintenance Manual (AMM) Job Instruction Card (JIC) 541161-DVI-10000 paragraph 004.1. Refer to Appendix 1 Figure 1 of this AD for potential crack location.</p> <p>(1.3) Visually inspect both LH and RH aft shock mount cone bolts on both engines in accordance with the instructions of the applicable AMM JIC 712000-DVI-10000 paragraph 006.3.A. Refer to Appendix 1 Figure 2 of this AD for potential crack location.</p> <p>(2) If, during any inspection as required by paragraphs (1.2) or (1.3) of this AD, cracks are detected, before next flight, replace defective component in accordance with approved ATR instructions.</p> <p>(3) If the s/n of the L/H shock mount pick-up fitting, identified as required by paragraph (1.1) of this AD, is lower than 2451 or unreadable, and no crack has been found, within 6 months after the inspection as required by paragraph (1.2) of this AD, replace LH shock mount pick-up fitting P/N S54210394200 with a serviceable LH shock mount pick-up fitting having a s/n equal to or higher than 2451, in accordance with ATR approved instructions.</p> <p>(4) Within 30 days after the inspections as required by paragraph 1 of this AD, report all findings (including none) to ATR, by using the reporting form provided in Appendix 3 of this AD.</p> <p>(5) From the effective date of this AD, do not install on any aeroplane a LH shock mount pick-up fitting P/N S54210394200, unless it has been determined to have a s/n equal to or higher than 2451.</p>
<p>Ref. Publications:</p>	<p>ATR 72 AMM Job Instruction Card 541161-DVI-10000.</p> <p>ATR 72 AMM Job Instruction Card 712000-DVI-10000.</p>
<p>Remarks:</p>	<p>1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.</p> <p>2. This AD was posted on 31 July 2012 as PAD 12-098 for consultation until 21 August 2012. The Comment Response Document can be found at http://ad.easa.europa.eu/.</p> <p>3. Enquiries regarding this AD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>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.fr.</p>

Appendix 1 – Location of suspected cracks

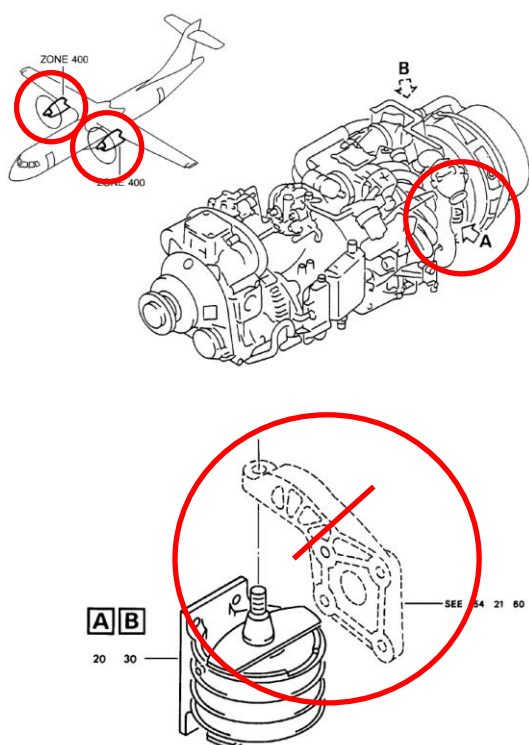


Figure 1: Shock mount pick-up fitting potential failure

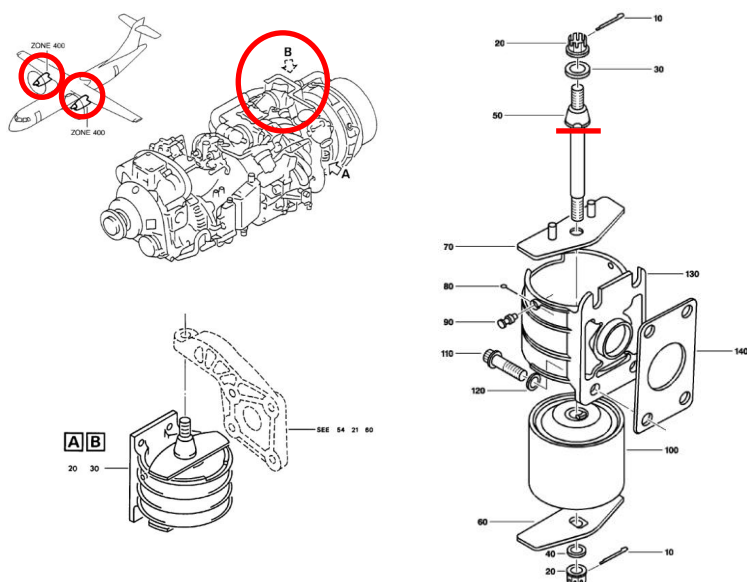


Figure 2: Shock mount cone bolt potential failure

Appendix 2 – Identification of affected Fittings

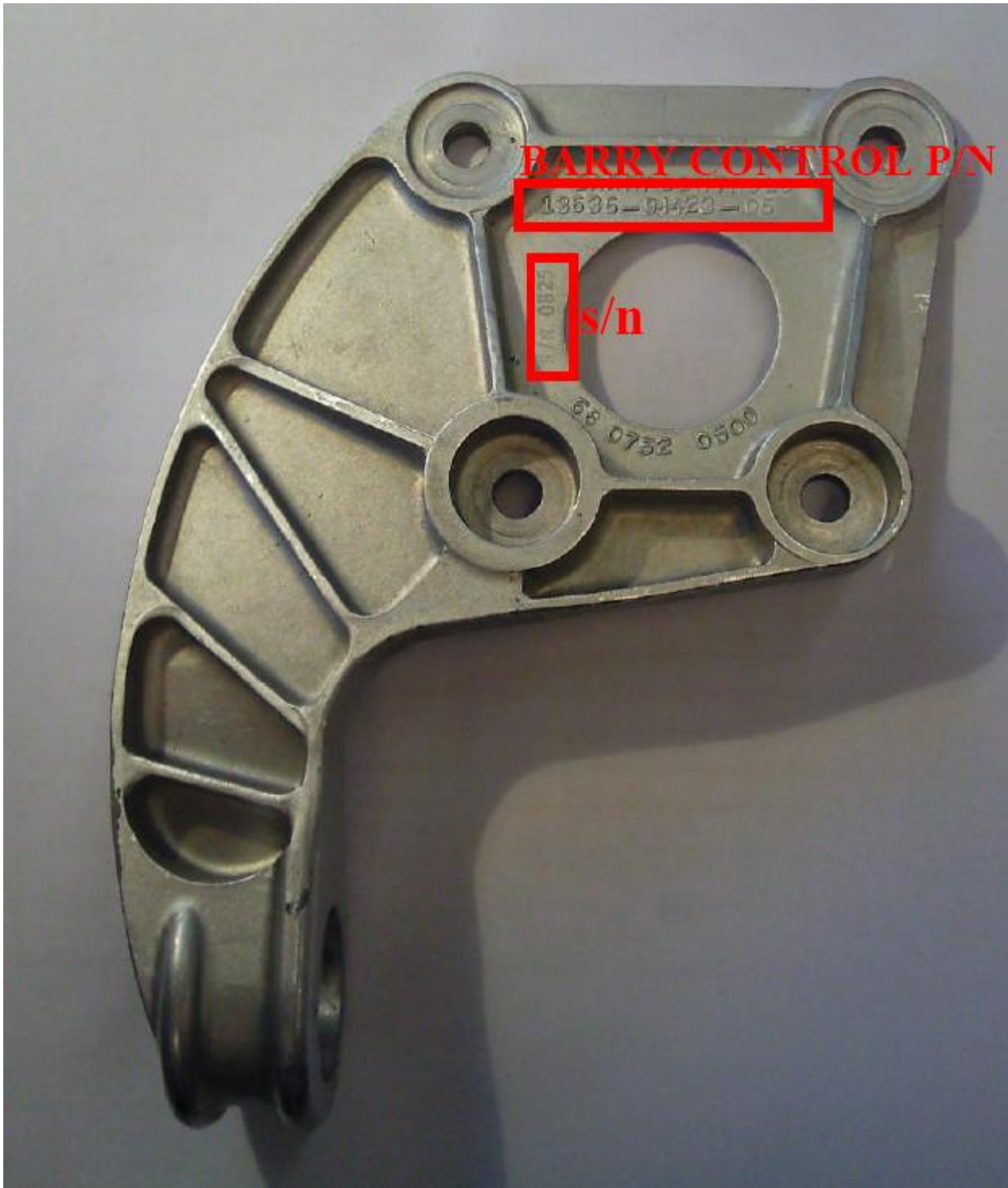


Figure 3: Location of Fitting P/N and s/n

Appendix 3 - Inspection Reporting Form

Send this report to: techdesk@atr.fr and continued.airworthiness@atr.fr

Aeroplane Identification	
Aeroplane MSN :	
Aeroplane Registration:	
Inspection date:	
Identification and inspection results of fittings and shock mounts	
Engine #1 LH Pick-up fitting s/n :	Engine #1 RH Pick-up fitting s/n :
Engine #2 LH Pick-up fitting s/n :	Engine #2 RH Pick-up fitting s/n :
Engine #1 LH Pick-up fitting findings :	
Engine #1 RH Pick-up fitting findings :	
Engine #2 LH Pick-up fitting findings :	
Engine #2 RH Pick-up fitting findings :	
Engine #1 LH cone bolt findings :	
Engine #1 RH cone bolt findings :	
Engine #2 LH cone bolt findings :	
Engine #2 RH cone bolt findings :	

Performed actions :

Reminder: if pick-up fitting s/n is below 2451, the pick-up fitting must be replaced

Maintenance organization identification

Maintenance organization name :
Date :

Name & Signature :