


EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	<p>PAD No.: 12-098</p> <p>Date: 31 July 2012</p> <p>Note: This Proposed Airworthiness Directive (PAD) 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>In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the issuance of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation closing date indicated.</p>	
Design Approval Holder's Name: ATR-GIE Avions de Transport Régional	Type/Model designation(s): ATR 72-212A aeroplanes
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, EADS ATR-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 since 1993, always on engine Left Hand (LH) aft side attachment. Prompted by those reports, improved Part Number (P/N) S54210394200 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>
Effective Date:	[TBD: 14 days after final AD issue date]

<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 LH shock mount pick up fittings installed on both engine nacelles.</p> <p>A review of maintenance records is acceptable to determine the s/n of the LH 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, contact ATR to get approved replacement instructions and apply them accordingly within the compliance time specified in those 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 replacement 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 2 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. This Proposed AD will be closed for consultation on 21 August 2012.</p> <p>2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu.</p> <p>3. For any question concerning the technical content of the requirements in this PAD, 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</p>

Appendix 1 – Location of suspected cracks

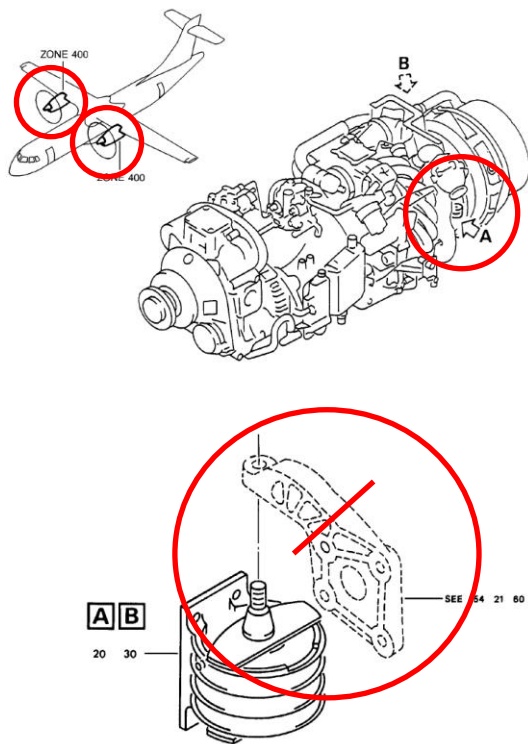


Figure 1: Shock mount pick-up fitting potential failure

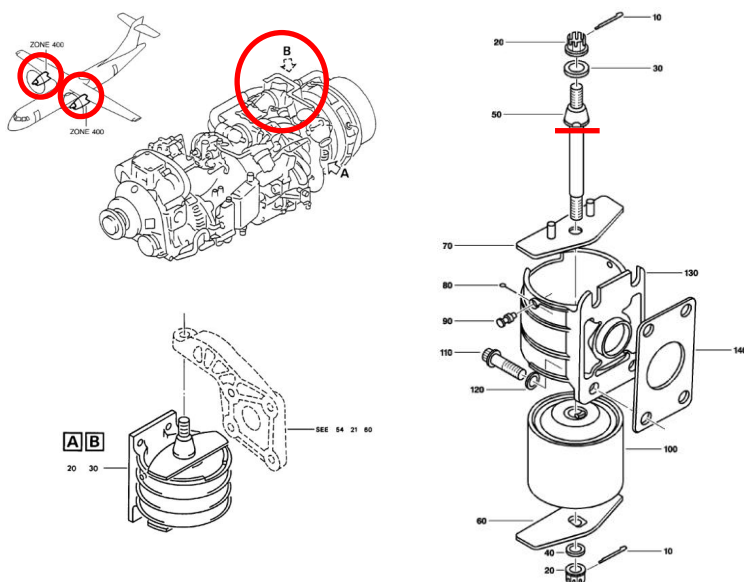


Figure 2: Shock mount cone bolt potential failure

Appendix 2 - 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 #1 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 :