

EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 12-100 Date: 31 July 2012 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.
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.	
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 and Pylon – Nacelle Bottom Structure 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) nacelles at the level of the junction between the bottom structure and the underwing box. Investigation results have shown that the defective sealing was due to either damaged or missing seal and/or incorrect adjustment of the bottom structure. 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:	[TBD: 14 days after final AD issue date]

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 bottom structure 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. This Proposed AD will be closed for consultation on 21 August 2012. 2. Enquiries regarding this PAD should be referred to the Safety Information Section, Executive Directorate, EASA. E-mail: ADs@easa.europa.eu. 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.