EASA	NOTIFICATION OF A PROPOSAL TO ISSUE AN AIRWORTHINESS DIRECTIVE
	PAD No.: 14-034 **Date: 06 February 2014** 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:	**Type/Model designation(s):**
ATR-GIE AVIONS de TRANSPORT RÉGIONAL	ATR 72 and 42 aeroplanes

TCDS Number:	EASA A.084
Foreign AD:	Not applicable
Supersedure:	None

ATA 32	**Landing Gear – Main Landing Gear Hinge Pin – Inspection / Replacement**
Manufacturer(s):	ATR-GIE Avions de Transport Régional (formerly Aerospatiale – Aeritalia, Aerospatiale – Alenia, Aerospatiale ATR – ALENIA, EADS ATR – Alenia)
Applicability:	ATR 42 and ATR 72 aeroplanes, all certified models, all manufacturer serial numbers.
Reason:	Prompted by cases of rupture of Main Landing Gear (MLG) rear hinge pin part number (P/N) D61000 encountered in service in 1994 and 1996, DGAC France issued AD 96-131-064 (B) for ATR 42 aeroplanes and AD 96-096-029 (B) for ATR 72 aeroplanes to require inspection and, depending on findings, corrective action. Since those ADs were issued, new occurrences of cracked rear hinge pin P/N D61000 were reported on ATR72 MLG. The result of subsequent investigation revealed that the affected pins were subjected to a non-detected thermal abuse done in production during grinding process. Analysis also showed that other MLG pin P/N's could be affected by the same nonconformity. This condition, if not detected and corrected, could lead to MLG structural failure, possibly resulting in collapse of the MLG and consequently injury to the occupants of the aeroplane. For the reasons described above, this AD requires inspection and, depending on findings, replacement of affected pins.

Effective Date:	[TBD: 14 days after final AD issue date]
Required Action(s) and Compliance Time(s):	Required as indicated, unless accomplished previously: **For ATR 72 aeroplanes:** (1) Within 12 months after the effective date of this AD, identify the serial number (S/N) of the left hand (LH) and right hand (RH) MLG rear hinge pin P/N D61000. (2) If, during the identification as required by paragraph (1) of this AD, a MLG rear hinge pin P/N D61000 having a S/N listed in Messier Bugatti Dowty Service Bulletin (SB) 631-32-213 or SB 631-32-216 Revision 1, as applicable, is found to be installed, within 12 months after the effective date of this AD, replace the MLG rear hinge pin P/N D61000 with a serviceable part in accordance with of Messier Bugatti Dowty SB 631-32-213 or SB 631-32-216, as applicable. Note 1: For the purpose of paragraph (2) of this AD, a serviceable MLG rear hinge pin is a part that: - is outside of the identified batch as listed in Messier Bugatti Dowty SB 631-32-213 or SB 631-32-216 Revision 1, as applicable, or - has been inspected and reconditioned in accordance with the instructions of Messier Bugatti Dowty SB 631-32-213 or SB 631-32-216, as applicable. (3) Within the compliance time, as defined in Table 1 of this AD, identify all LH and RH MLG pins having a P/N and S/N listed in Messier Bugatti Dowty SB 631-32-214 or SB 631-32-219, as applicable. (4) If, during the identification as required by paragraph (3) of this AD, a MLG pin having a P/N and S/N listed in Messier Bugatti Dowty SB 631-32-214 or SB 631-32-219, as applicable, is found to be installed, within the compliance time defined in Table 1 of this AD, replace the affected MLG with a serviceable MLG, in accordance with ATR approved maintenance instructions. Note 2: For the purpose of paragraph (4) of this AD, a serviceable MLG is a part incorporating pins that are: - outside of the identified batch as listed in Messier Bugatti Dowty SB 631-32-214 or SB 631-32-219, as applicable, or - inspected and reconditioned in accordance with the instructions of Messier Bugatti Dowty SB 631-32-214 or SB 631-32-219, as applicable. Table 1 Compliance time **A** or **B**, whichever occurs first **A**: Before next MLG overhaul after the effective date of this AD **B**: Within 20 000 flight cycles or 9 years, whichever occurs first, accumulated since installation of MLG on an aeroplane since new or since last overhaul, as applicable **For ATR 42 aeroplanes** (5) Within the compliance time, as defined in Table 1 of this AD, identify all LH and RH MLG pins having a P/N and S/N listed in Messier Bugatti Dowty SB 631-32-215 or SB 631-32-220, as applicable. (6) If, during the identification as required by paragraph (5) of this AD, a MLG pin having a P/N and S/N listed in Messier Bugatti Dowty SB 631-32-215 or SB 631-32-220, as applicable, is found to be installed, within the compliance time defined in Table 1 of this AD, replace the affected MLG,

	with a serviceable MLG in accordance with ATR approved maintenance instructions. Note 3: For the purpose of paragraph (6) of this AD, a serviceable MLG is a part incorporating pins that are: - outside of the identified batch as listed in Messier Bugatti Dowty SB 631-32-215 or SB 631-32-220, as applicable, or - inspected and reconditioned in accordance with the instructions of Messier Bugatti Dowty SB 631-32-215 or SB 631-32-220, as applicable. (7) A review of MLG maintenance records is acceptable to make the identification as required by paragraphs (1), (3) and (5) of this AD, provided those records can be relied upon for that purpose, and the P/N and S/N of LH and RH MLG pins can be conclusively identified from that review.
Ref. Publications:	Messier Bugatti Dowty SB 631-32-213, dated 16 December 2013, Messier Bugatti Dowty SB 631-32-214, dated 13 January 2014, Messier Bugatti Dowty SB 631-32-215, dated 13 January 2014, Messier Bugatti Dowty SB 631-32-216 original issue dated 30 October 2013 and Revision 1, dated 17 December 2013, Messier Bugatti Dowty SB 631-32-219, dated [to be published], Messier Bugatti Dowty SB 631-32-220, dated [to be published]. 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 06 March 2014. 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.