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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: CAA-AD-099/2004

Nahrazuje CAA-AD-T-045/2004

Datum vydání 02. listopadu 2004

ATR

ATR 72

LETOUN - HLAVNÍ PODVOZEK - "SECONDARY SIDE BRACE" - KONTROLA

Týká se: letadel ATR 72-101, -102, -201, -202, -211, -212, -212A, všech výrobních čísel mimo těch, na kterých byla provedena ATR modifikace č. No 5522 (ATR Service Bulletin (SB) ATR 72-32-1046).

Datum účinnosti: 23. prosince 2004

Provést v termínech:

Jak je popsáno v F-2004-164 od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle F-2004-164 (příloha tohoto PZZ).

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická – Ing. Stibůrek
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě F-2004-164, který nahrazuje F-2004-061, jež byl zrušen revizí 1. Tento PZZ byl schválen EASA pod číslem 2004-10119.

Ing. Pavel MATOUŠEK
ředitel

DGAC AD No.: F-2004-164

Airworthiness Directive(s) replaced: F-2004-061 cancelled by its Revision 1

October 13, 2004

ATR

ATR 72

Type certificate(s) No.: 176

TCDS No.: 176

ATA chapter: 32

This Airworthiness Directive is published by the DGAC on behalf of EASA, Airworthiness Authority of the State of Design for the affected product, part or appliance.

Landing gear – Main Landing Gear – Side Brace Assembly – Secondary side brace upper arm

1. EFFECTIVITY:

ATR 72-101, -102, -201, -202, -211, -212, -212A aircraft models, all serial numbers, except those on which ATR modification No 5522 (ATR Service Bulletin (SB) ATR 72-32-1046) has been embodied.

2. REASONS:

Two cases of MLG secondary side brace upper arm rupture have been reported on the ATR fleet. Initiation and development of cracks are the cause of these ruptures.

The Airworthiness Directive (AD) F-2004-061 was issued to prevent possible rupture of MLG secondary side brace upper arm, which could result in possible collapse of MLG during specific conditions at take-off or Landing and to a potential unsafe condition for aircraft and passengers.

This new AD:

- repeats the requirements of AD F-2004-061 but reduces first inspection threshold of the upper arm for overhauled MLG secondary side braces from 4,000 flight cycles (FC) to 800 FC,
- provides AD terminating action replacing MLG secondary side brace upper arm made of aluminium alloy by a steel one.

3. MANDATORY ACTIONS AND COMPLIANCE TIMES:

The following measures are rendered mandatory from the effective date of this AD.

3.1. Before accumulation, by the MLG secondary side brace, of 4,000 FC since manufacture or before 800 FC since last overhaul, or before accumulation of 200 FC (grace period) from the effective date of this AD, whichever occurs later, perform Eddy Current inspection on MLG secondary side brace upper arm in accordance with SB MESSIER-DOWTY 631-32-178.

3.2. According to the results of the inspection required by paragraph 3.1.:

3.2.1. If the MLG secondary side brace upper arm is found cracked, replace it by an airworthy one.

- 3.2.2.** If the MLG secondary side brace upper arm is not found cracked, repeat the Eddy Current inspection at intervals not exceeding 800 FC.
- 3.3.** MLG secondary side brace upper arms installed in replacement of a defective one, are submitted to:
- 3.3.1.** For a new manufactured aluminium made upper arm, perform a first Eddy Current inspection at 4,000 FC and, according to the inspection results, replace the MLG secondary side brace upper arm or repeat the Eddy Current inspection at intervals not exceeding 800 FC.
- 3.3.2.** For stored or already used aluminium made upper arm, perform an Eddy Current inspection before installation of the part on the aircraft and, according to the inspection results, replace the MLG secondary side brace upper arm or repeat the Eddy Current inspection at intervals not exceeding 800 FC.
- 3.4.** At the first opportunity, or at the latest at 15,000 FC (18,000 FC for MLG secondary side braces incorporating SB MESSIER-DOWTY 631-32-085) or 8 years, since manufacture or since the last overhaul, whichever occurs first, replace the side brace assembly fitted with aluminium upper arm by side brace assembly fitted with steel upper arm according to the instructions of ATR Service Bulletin No 72-32-1046.

Action described at § 3.4. constitutes the terminating action of this AD, and cancels inspections as per § 3.1, 3.2 and 3.3.

4. REFERENCE PUBLICATIONS:

MESSIER-DOWTY Service Bulletin No 631-32-178.
MESSIER-DOWTY Service Bulletin No 631-32-085.
ATR Service Bulletin No ATR 72-32-1046 (MESSIER-DOWTY Service Bulletin No 631-32-183)
Any further approved revision of these SBs is acceptable.

5. EFFECTIVE DATE:

October 23, 2004.

6. REMARK:

For questions concerning the technical contents of this AD's requirements, contact:

ATR - Yves OTTOGALI - Fax: 33 5 62 21 67 18.

7. APPROVAL:

This AD is approved under EASA reference No 2004-10119 dated October 05, 2004.