PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-009/2002

Nahrazuje CAA-AD-108/2001

Datum vydání: 10. ledna 2002

LETOUN - HLAVNÍ PODVOZEK - "SWINGING LEVER SPACER" (ATA 32) - VÝMĚNA

Týká se: hlavních podvozků instalovaných na letadlech ATR 72-101; -102; -201; -202; -211; -212 a -212A, na kterých nebyla provedena ATR modifikace č. 5337 (Service Bulletin ATR 72-32-1042).

Datum účinnosti: 21. února 2002

Provést v termínech: Jak je popsáno v DGAC AD 2001-615-062(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle v DGAC AD 2001-615-062(B) (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 DGAC AD 2001-615-062(B), který nahrazuje DGAC AD 2001-551-060(B), který byl zrušen DGAC AD 2001-551-060(B) R1.

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD No.: 2001-615-062(B)

ATR

ATR 72 aircraft

Main Landing Gear - Swinging lever spacer (ATA 32)

1. APPLICABILITY:

The present AD applies to main landing gears installed on ATR 72-101; -102; -201; -202; -211; -212; and -212A series aircraft models on which ATR modification 5337 (Service Bulletin ATR 72-32-1042) has not been embodied.

2. REASONS:

Several cases of fatigue cracks have been evidenced on MLG swinging lever spacer. These fatigue cracks, localised at the intersection base of the spacer, are due to a stress concentration induced by a transfer of some loads, by friction, from the swinging lever to the spacer through the swinging lever/barrel hinge pin.

The propagation of one of theses cracks could result in the failure of the spacer base and potentially affect, during some operating phases, the symmetrical functioning of the braking system. This asymmetrical braking could result, in case of strong crosswind at landing, in reduced aircraft controllability.

The results of the investigations and of the metallurgical analysis have showed that the crack length remains limited; in addition no case of spacer fatigue failure has ever been reported.

This subject was addressed by Airworthiness Directive (AD) 2001-551-060(B).

This AD takes over the requirements of AD 2001-550-086(B) and modifies the applicability and the compliance time.

3. ACTIONS:

In order to prevent a ta6gue failure of the MLG swinging lever spacer, the following measures are rendered mandatory on the effective date of this AD:

Before reaching 15,000 landings since new or since last overhaul of the MLG, or before reaching 3,000 landings following the effective date of this AD, whichever occurs later, replace the MLG swinging lever spacer by a modified spacer in accordance with Service Bulletin ATR 72-32-1042.

In any case, perform this replacement before reaching 8 years since new or since last overhaul of the MLG.

Note: It is recommended to embody SB ATR 72-32-1042 at the next MLG overhaul.

REF.: Service Bulletin ATR 72-32-1042
Any later approved revision of this SB is acceptable.

This AD replaces AD 2001-551-060(B) which is cancelled.

EFFECTIVE DATE: DECEMBER 01, 2001
(Effective date of AD 2001-551-060(B))