

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-107/2001

Datum vydání: 29. listopadu 2001

LETOUN - MECHANISMUS HLAVNÍHO PODVOZKU (ATA 32) - VÝMĚNA

Týká se: letadel ATR 42-200, -300, -320, -400 a -500, na kterých nebyla provedena ATR modifikace 5338 (nebo Service Bulletin (SB) ATR 42-32-0094).

Datum účinnosti: 24. ledna 2002

Provést v termínech: Jak je popsáno v DGAC AD 2001-550-086(B), od data účinnosti tohoto PZZ.

Postup provedení prací: Dle DGAC AD 2001-550-086(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 2001-551-060(B).

Ing. Pavel MATOUŠEK
Ředitel sekce technické
Úřad pro civilní letectví

DGAC AD No.: 2001-550-086(B)
ATR

ATR 42 aircraft

Main Landing Gear- Swinging lever spacer (ATA 32)

1. APPLICABILITY:

This Airworthiness Directive (AD) applies to main landing gears installed on ATR 42-200, -300, -320, -400, and -500 aircraft models on which ATR modification 5338 (or Service Bulletin (SB) ATR 42-32-0094) has not been embodied.

2. REASONS:

Several cases of fatigue cracks have been evidenced on main landing gear (MLG) swinging lever spacer. These fatigue cracks, located 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 these 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 shown that the cracks length remains limited ; in addition no case of spacer fatigue failure has never been reported.

This AD is issued in order to prevent a fatigue failure of the MLG swinging lever spacer.

3. ACTIONS:

The following measures are rendered mandatory on the effective date of this AD:

Replace the MLG swinging lever spacer by a modified spacer in accordance with SB ATR 42-32-0094, before reaching

the following limits, since new or since its last overhaul:

- 8 years or 15,000 landings, whichever occurs first, for ATR 42-200, -300, and -320.
- 9 years or 18,000 landings, whichever occurs first, for ATR 42-400 and -500.

Note: It is recommended to embody SB ATR 42-32-0094 at the next MLG overhaul.

REF.: Service Bulletin ATR 42-32-0094
Any later approved revision of this SB is acceptable.

EFFECTIVE DATE: JANUARY 01, 2002