



ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
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PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

Číslo: 2006-0216-E

Datum účinnosti: 17. července 2006

ATR

modely ATR 42, ATR 72


Tento PZZ je vydáván pro výrobek transferovaný pod působnost EASA

Na základě rozhodnutí EASA je následující Příkaz k zachování letové způsobilosti závazný pro všechny výrobky provozované v EU na které se daný PZZ vztahuje.

Provedení PZZ, který se vztahuje podle typu a výrobního čísla na výrobek je pro provozovatele/vlastníka letadla zapsaného do leteckého rejstříku závazné. Neprovedením PZZ ve stanoveném termínu dojde ke ztrátě letové způsobilosti výrobku.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do provozní dokumentace letadla.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zpracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.

EASA	EMERGENCY AIRWORTHINESS DIRECTIVE	
	<p>AD No.: 2006 – 0216-E</p> <p>Date: 14 July 2006</p>	
No person may operate an aircraft, to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.		
Type Approval Holder's Name:	Type/Model designation(s):	
ATR	ATR 42 and ATR 72 Aircraft	
TCDS Number: EASA A.084		
Foreign AD: None		
Supersede: None		
ATA 32	Main Landing Gear – Shock absorber – Cross locking bolt of the attachment pin	
Manufacturer(s):	ATR (formely AEROSPATIALE – AERITALIA, AEROSPATIALE – ALENIA, AEROSPATIALE ATR– ALENIA, EADS ATR – ALENIA)	
Applicability:	<p>ATR 42-200, -300, -320, -400, -500, all serial numbers up to MSN 645 inclusive.</p> <p>ATR 72-101, -102, -201, -202, -211, -212, -212A, all serial numbers up to MSN 730 inclusive, except MSN 723.</p>	
Reason:	<p>An ATR aircraft has experienced a case of migration, and subsequent rupture, of the main landing gear shock absorber attachment pin. The investigation revealed that the migration of the pin was due to the absence of the locking bolt. This locking bolt was not installed at the time of the event.</p> <p>The aim of this AD is to check that locking bolt is correctly installed on all main landing gears. In addition to this mandatory one shot inspection, a specific warning will be added in main landing gear Component Maintenance Manual so as to avoid forgetting the installation of the locking bolt in repair station.</p>	
Effective Date:	17 July 2006	
Compliance:	1. Within the next 15 days from the effective date of this AD, perform the visual inspection, on both main landing gear, of the shock absorber attachment pin and check the presence, and the correct installation of	

	<p>the locking bolt according to the instructions given in MESSIER DOWTY Service Bulletin n° 631-32-190. Depending on the findings, perform corrective actions as described in this SB.</p> <p>2. In case of locking bolt not installed and impossibility to install a new one, no further flight is permitted until main landing gear repair.</p> <p>NOTE: Considering the potential need for main landing gear removal, depending on the inspection findings, it is highly recommended to perform this inspection in a place where all necessary tools for landing gear removal and installation are available.</p>
Ref. Publications:	Service Bulletin MESSIER DOWTY n° 631-32-190
Remarks:	<ol style="list-style-type: none"> 1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Methods of Compliance (AMOCs) for this AD. 2. The safety assessment has requested not to implement the full consultation process and an immediate publication and notification. 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 4. For any question concerning the technical content of the requirements in this AD, please contact : ATR, Didier CAILHOL – Fax: +33 (0) 5 62 21 67 18 or Email: continued.airworthiness@atr.fr