Airworthiness Directive

AD No.: 2019-0236R2

Issued: 07 May 2021

Note: This Airworthiness Directive (AD) is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I, Part M.A.301, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I, Part M.A.303] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:	Type/Model designation(s):
ATR-GIE AVIONS de TRANSPORT REGIONAL	ATR 72 aeroplanes

Effective Date:	Revision 2: 14 May 2021 Revision 1: 07 September 2020 Original Issue: 07 October 2019
TCDS Number(s):	EASA.A.084
Foreign AD:	Not applicable
Revision:	This AD revises EASA AD 2019-0236R1 dated 31 August 2020.

ATA 32 – Landing Gear – Main Landing Gear Bush – Inspection

Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale – Aeritalia

Applicability:

ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

For the purpose of this AD, the following definitions apply:

The AOM: ATR Airworthiness Operator Message (AOM) 2019/12 Issue 2.

Groups: Group 1 aeroplanes are all MSN, except MSN 1433, 1437, 1456, 1463, 1481, 1485, 1493, 1495, 1506, 1511, 1512, 1514, 1515, 1516, 1517, 1518, 1520 and subsequent, provided it has been determined that both main landing gears (MLG) have never been removed from the aeroplane since ATR date of manufacture.
Group 2 aeroplanes are all MSN.

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ATR date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by ATR to the first operator.

Serviceable MLG: Scenario 1: Any MLG on which the bushing, Part Number (P/N) D61002, was found wrongly installed and which was corrected in accordance with the instructions of the AOM, and has accumulated less than 24 months or 3 000 flight cycles (FC) since first re-installation after correction; or Scenario 2: An MLG on which the bushing P/N D61002 was found correctly installed in accordance with the instructions of the AOM; or Scenario 3: An MLG from Scenario 1 that has been refurbished in accordance with the instructions provided by SAFRAN Landing Systems not later than 24 months or 3 000 FC, whichever occurs first since first re-installation after correction.

Reason:

Several occurrences were reported of finding MLG bush P/N D61002 incorrectly installed with an inverted position on ATR 72 in-service aeroplanes. Such inverted installation of the MLG bush can occur during any maintenance action of removal and (re)installation of the MLG. Subsequent investigation identified this wrong MLG bush installation could result in significant play between the MLG and the aeroplane structure lugs.

This condition, if not detected and corrected, could lead to MLG structural failure and subsequent collapse of the MLG, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, ATR issued the AOM to provide inspection instructions, and EASA published AD 2019-0236 (later revised) to require a one-time inspection of the left-hand (LH) and right-hand (RH) MLG, and, depending on findings, accomplishment of applicable corrective action(s).

Since EASA AD 2019-0236R1 was issued, ATR Aircraft Maintenance Manual (AMM) Job Instruction Card (JIC) 32-11-00 RAI 10000 advance copy, which was attached to the ATR AOM 2019/12, has been incorporated in the Maintenance Documentation ATR nav^{X} Revision dated 01 January 2021 (and later approved revisions). Following the upgrade of the ATR Technical Documentation to S1000D publication standard, AMM (JIC) 32-11-00 RAI 10000 was converted to Maintenance Procedure (MP) tasks ATR-A-32-11-XX-00001-520A-A and ATR-A-32-11-XX-00001-720A-A, “Removal of the MLG” and “Installation of the MLG”, respectively. Accomplishment of those MP tasks is an acceptable alternative method of compliance for the actions required for Group 2 aeroplanes.

For the reasons described above, this AD is revised accordingly.

Required Action(s) and Compliance Time(s):

Required as indicated, unless accomplished previously:

Inspection(s):

(1) For Group 1 aeroplanes: Within 2 months or 200 FC, whichever occurs first after 07 October 2019 [the effective date of the original issue of this AD], inspect the bush P/N D61002 installation of LH and RH MLG in accordance with the instructions of the AOM.

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Corrective Action(s):

(2) If, during the inspection as required by paragraph (1) of this AD, the bush is found in wrong position as defined in the AOM, before next flight, remove the affected MLG, and replace it with a serviceable MLG, as defined in this AD, in accordance with the instructions of the AOM.

Parts Installation / Life Limit Implementation:

(3) For serviceable MLG, Scenario 1: Within 24 months or 3 000 FC, whichever occurs first since (re-)installation on an aeroplane as required by paragraph (2) of this AD, replace that MLG with a serviceable MLG, as defined in this AD, in accordance with the instructions of the AOM.

(4) For Group 2 aeroplanes: From 07 October 2019 [the effective date of the original issue of this AD], each MLG removal and (re)installation must be accomplished in accordance with the instructions of the AOM.

Credit:

(5) For Group 1 aeroplanes: Inspection and, depending on findings, correction of an aeroplane, accomplished before 07 October 2019 [the effective date of the original issue of this AD] in accordance with the instructions of ATR AOM 2019/12 at Issue 1, is an acceptable method to comply with the requirements of paragraphs (1) and (2) of this AD for that aeroplane.

Reporting:

(6) For Group 1 aeroplanes: Within 30 days after accomplishment of the inspection as required by paragraph (1) of this AD, or within 30 days after 07 October 2019 [the effective date of the original issue of this AD], whichever occurs later, report the inspection results (including no findings) to ATR. Using the instructions of the AOM is an acceptable method to comply with this reporting requirement.

Alternative Method of Compliance:

(7) MLG removal and re-installation accomplished in accordance with the instructions of MP task ATR-A-32-11-XX-00001-520A-A “Removal of the MLG” and MP task ATR-A-32-11-XX-00001-720A-A “Installation of the MLG”, both dated 01 January 2021 or later approved revision, is an acceptable alternative method to comply with the requirements of paragraph (4) of this AD.

Ref. Publications:

ATR AOM 2019/12 Issue 1 dated 30 July 2019, or Issue 2 dated 06 August 2019, or Issue 3 dated 01 October 2019, or Issue 4 dated 03 September 2020.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.

2. The original issue of this AD was posted on 13 August 2019 as PAD 19-155 for consultation until 27 August 2019. The Comment Response Document can be found in the EASA Safety Publications Tool, in the compressed (zipped) file attached to the record for this AD.

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3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.

4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the EU aviation safety reporting system. This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.

5. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18;
E-mail: continued.airworthiness@atr-aircraft.com.

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