

## Engineering Directorate - Technical Note

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| Technical Note title: ATR72 Time Limits document revision 18 – Normal revision with MOD 7900 introduction  |   |  |
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| <p>Summary:</p> <p>This technical note presents the revision 18 of the ATR72 Time Limits document and provides the substantiation for the changes incorporated. This is a normal revision mainly for introduction of modification 7900 'GENERAL - ATR72-600F FREIGHTER BASELINE'.</p> <p>Several AWL tasks have been created or updated (effectivity and description revised) to take into account the introduction of the Mod 7900 for freighter version aircraft.</p> <p>Mod 7900 also leads to the introduction and update of the following CMRs:</p> <ul style="list-style-type: none"> <li>New CMR 212200-1 "Operational test of cargo air ventilation isolation (shut off valve 702HQ)", interval 1350FH, effectivity POST 7900</li> <li>CMR 261500-1 "Operational test of: smoke detection on rear cargo class B" and CMR 261500-2 "Operational test of smoke detector fan control system" effectivity updated to PRE 7900</li> <li>CMR 262400-4 "Test of distribution piping" effectivity updated from ALL to PRE 7900</li> <li>New CMRs on ATA 52-DOORS requiring operational test and visual check of the freighter cargo doors POST 7900.</li> </ul> <p>Other new CMRs not linked to the freighter modification are:</p> <ul style="list-style-type: none"> <li>CMR 351000-1 "Operational test of crew oxygen feed stop valve", interval 2000FH, effectivity ALL.</li> <li>CMR 612000-12 "Operational test of overspeed governor reset function below F.I." at interval 13500FH</li> <li>CMR 612000-13 "Operational test of Np cancel logic (PEC "OFF" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL</li> <li>CMR 612000-15 "Operational test of Np cancel activation (PEC "ON" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL</li> </ul> <p>Other changes are:</p> <ul style="list-style-type: none"> <li>Introduction of new acronyms</li> <li>Introduction of a dedicated paragraph to provide the 'Grace Period' associated to new maintenance tasks introduced in this TLD revision.</li> <li>Harmonization of MSI titles in CMR table in accordance with ATA breakdown.</li> <li>Introduction of MAR20 structural MSG-3 analyses update impact on ATA 54.</li> </ul> <p>The Time Limits document revision 18 provides compliance with JAR 25 § 571 change 11 (PRE 5948) or change 13 (POST 5948), CS-25 § 1309, §1529 amendment 3 (for those aircraft areas, systems parts and appliance affected by mod 5948) and JAR 25 § 1309, §1529 change 11 (for all other cases), as Mean of Compliance MC1.</p> <p>In addition, in the frame of the MOD 7900, the Time Limits document revision 18 provides compliance with JAR 25 Change 13 for § 571(a)(b)(c); 1309(b)(d)(g) and CS 25 Amendment 20 for §783 (a)(2)(e)(3); 1309 (e); 1529 as Mean of Compliance MC1.</p> |   |  |
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**RECORD OF REVISIONS**

| Issue  |            | Reason for revision |      |               |
|--------|------------|---------------------|------|---------------|
| Number | Date       | Pages               | Chap | Description   |
| 01     | 2020-10-09 | N/A                 | N/A  | Initial issue |

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## 1. INTRODUCTION

This technical note presents the revision 18 of the ATR72 Time Limits document and provides the substantiation for the changes incorporated.

This revision is mainly linked to the introduction of the impact of the Mod 7900 "GENERAL - ATR72-600F FREIGHTER BASELINE".

Several AWLs have been revised (effectivity and description updated) or created to take into account the introduction of the Mod 7900. Details are given in § 3.

In addition, taking advantage of a whole review of AWLs data as some of the values were impacting the freighter also, some intervals were optimized in accordance with existing full scale fatigue test results, initially given in a conservative way and not updated later on.

Mod 7900 also leads to the introduction and update of the following CMRs:

- New CMR 212200-1 "Operational test of cargo air ventilation isolation (shut off valve 702HQ)", interval 1350FH, effectivity POST 7900
- CMR 261500-1 "Operational test of: smoke detection on rear cargo class B" and CMR 261500-2 "Operational test of smoke detector fan control system" effectivity updated to PRE 7900
- CMR 262400-4 "Test of distribution piping" effectivity updated from ALL to PRE 7900
- New CMRs on ATA 52-DOORS requiring operational test and visual check of the freighter cargo doors POST 7900.

Other new CMRs not linked to the freighter modification are:

- CMR 351000-1 "Operational test of crew oxygen feed stop valve", interval 2000FH, effectivity ALL.
- CMR 612000-12 "Operational test of overspeed governor reset function below F.I." at interval 13500FH effectivity PROPELLER ELECTRONIC CONTROL
- CMR 612000-13 "Operational test of Np cancel logic (PEC "OFF" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL
- CMR 612000-15 "Operational test of Np cancel activation (PEC "ON" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL

Other changes are:

- Introduction of new acronyms
- Introduction of a dedicated paragraph to provide the 'Grace Period' associated to new maintenance tasks introduced in this TLD revision.
- Harmonization of MSI titles in CMR table in accordance with ATA breakdown.
- Introduction of MRBR MAR20 revision impact on ATA 52, 53, 54.

## 2. Section 0 ADMINISTRATIVE SECTION

### 2.1. Section 0-1 Table of Contents

No change.

### 2.2. Section 0-2 List of effective pages

The list of effective pages is updated in accordance with the date and number of pages applicable to this revision.

### 2.3. Section 0-3 Reasons for revision

Reasons for revision are summarized in this section to provide operators with main information on the revision. All substantiations are given in the dedicated chapter of this note. Only last reasons of revision pages are kept in the document and replaced at each revision.

A dedicated paragraph is introduced further to an EASA request to provide the 'Grace Period' associated to new maintenance tasks introduced in this TLD revision. This paragraph allows to anticipate that a dedicated Airworthiness Directive (AD) will be released to mandate the update of the operator approved Aircraft Maintenance Program (AMP) according to the new TLD revision. This paragraph is updated at each revision as necessary.

### 2.4. Section 0-4 Introduction

Acronym definitions of AMP, F.I., Np, PEC, SDI and T/O are introduced in the dedicated table.

### 3. Section 1 AIRWORTHINESS LIMITATIONS

#### 3.1. Section 1-1 General

No change

#### 3.2. Section 1-2 Life limited components

No change

#### 3.3. Section 1-3 Impact on Damage Tolerant Airworthiness Limitation Items (AWL)

Due to the introduction of Mod 7900, several AWL tasks have been created and some effectivities and/or descriptions are revised (*Reference 1*).

All AWL references have been updated in accordance with the results of fatigue and damage tolerance analyses for freighter introduction and also verified against older technical notes summarizing the results of fatigue and damage tolerance analyses as the whole section was revised. Further to this check, some AWLs have been deleted as having both threshold and interval at or above 70000 FL and others have been updated to provide the accurate calculated value of interval.

##### Impact on ATA 52

The wording of the description of the AWL 521101-1, 521103-1/-3, 521203-1, 522101-1, 522105-1, 522107-1, 522108-1, 523101-1, 523103-1, 523104-1, 523107-1, 524201-1, 524203-1/-3, 524401-1, is revised and some effectivities are updated to add PRE 7900.

New AWL POST 7900 are created for freighter version aircraft:

- 521301-1 "Crack detection (SDI) on outer skin of embedded crew door at vent door cut-out" threshold 18960 FL, interval 6050 FL
- 523201-1 "Crack detection (SDI) on outer skin of large cargo door, under piano hinge" threshold 20610 FL, interval 8720 FL
- 523201-3 "Crack detection on outer skin of large cargo door at crew door cut-out (note: this task is an alternative to 523201-4)" threshold 58230 FL, interval 3600 FL
- 523201-4 "Crack detection (SDI) on outer skin of large cargo door at crew door cut-out (note: this task is an alternative to 523201-3)" threshold 58230 FL, interval 12010 FL
- 523201-5 "Crack detection on outer skin of large cargo door at attachment of actuator fittings (note: this task is an alternative to 523201-6)" threshold 54770 FL, interval 6620 FL
- 523201-6 "Crack detection (SDI) on outer skin of large cargo door at attachment of actuator fittings (note: this task is an alternative to 523201-5)" threshold 54770 FL, interval 20250 FL
- 523201-7 "Crack detection (SDI) on outer skin of large cargo door and fuselage skin, under upper shear fitting" threshold 38160 FL, interval 4930 FL
- 523203-1 "Crack detection on hooks of large cargo door" threshold 17720 FL, interval 11640 FL
- 523203-2 "Crack detection on housing of crew door shoot bolts on large cargo door side" threshold 70000 FL, interval 48710 FL
- 523203-3 "Crack detection (SDI) on splices between actuator fitting and frames of large cargo door" threshold 58790 FL, interval 14130 FL
- 523203-4 "Crack detection (SDI) on splices between actuator fitting and crank fitting of large cargo door" threshold 21970 FL, interval 7290 FL
- 523203-5 "Crack detection (SDI) on large cargo door upper shear fittings, on door side" threshold 70000 FL, interval 41920 FL
- 523311-1 "Crack detection (SDI) on outer skin of rear upper hinged door at vent door cut-out" threshold 16250 FL, interval FL 6000 FL
- 523311-4 "Crack detection (SDI) on outer skin of rear upper hinged door at hinges" threshold 26840 FL, interval 3360 FL

Deletion of AWLs as Threshold/interval at 70000FL according to Technical Note *Reference 8*:  
AWL 522103-1; 522104-1, 522204-1

Update of AWL interval according to Technical Note *Reference 8*: interval changed from 24000FL to 51300 FL for AWL 523107-1

## Impact on ATA 53

Revised or created AWLs for task description update and/or effectivity update:

The wording of the description of AWLs 531107-1, 531114-1, 531118-1, 531126-1, 531127-1, 531129-1, 531130-1, 531131-1, 531132-1, 533101-1 (effectivity changed from ALL to PRE 7900), 533104-1, 533118-1, 533119-1, 533121-1, 533124-1 (effectivity changed from ALL to PRE 7900), 533127-1, 533701-1/-2/-3, 533703-1, 535101-1, 535102-1, 535103-1, 535114-1 (effectivity changed from ALL to PRE 7900), 535117-1, 535117-4, 535121-1/-3/-4/-5, 535124-1, 535129-1/-3/-4, 535130-1/-3, 535131-1/-3/-4, 535136-1/-2/-3, 535137-1/-3, 535138-1/-3, 535140-1/-3, 535141-1/-3, 535142-1/-2, 535146-1, 535601-1/-2, 535602-1/-2, 536101-1, 536102-1, 536103-1, 536113-1/-5, 536114-1/-2, 536115-1/-2, 536119-1/-2/-5, 536123-1, 536701-1/-3, 536702-1/-3, 536703-1, 536704-1, 538113-1, 538114-1, 538115-1, 538116-1, 538117-1, 538120-1 is revised in accordance with structural analyses.

AWL 533111-1 effectivity updated from ALL to PRE 6063 and AWL 533111-6 created to cover POST 6063 effectivity and description updated for both AWLs.

Effectivity is updated to add PRE 7900: 533701-3, 535119-3, 535124-1, 535137-3, 535141-3, 535142-2, 535601-1/-2, 535603-3, 536114-1, 536115-1, 536119-1/-2

Effectivity is updated from ALL to PRE 3715: AWL 535116-1

New reference 535116-2 is created for POST 3715 PRE 7900 aircraft with same values as existing 535116-1.

AWL 536121-1 is replaced by 536121-2 with wording revised.

Deleted 535117-2 AWL references as covered by 535117-1.

New AWL POST 7900 are created for freighter version aircraft:

- 533101-5 "Crack detection (SDI) on external surface of crown panel between FR13 and FR23 (skin lap joints at stringers 3 LH and 4 RH)" threshold 70000 FL, interval 53800 FL
- 533707-1 "Crack detection on large cargo door main and auxiliary upper sills" threshold 13800 FL, interval 9060 FL
- 533708-1 "Crack detection (SDI) on LH frames 14 and 20, at large cargo door roller guide fittings" threshold 70000 FL, interval 3170 FL
- 533708-3 "Crack detection on junction of LH frame 20 with fuselage skin" threshold 66460 FL, interval 60100 FL
- 533709-1 "Crack detection on fuselage skin at large cargo door surround - external surface (note: this task is alternative to 533709-2)" threshold 70000 FL, interval 3410 FL
- 533709-2 "Crack detection (SDI) on fuselage skin at large cargo door surround - external surface (note: this task is alternative to 533709-1)" threshold 70000 FL, interval 14000 FL
- 533710-1 "Crack detection on large cargo door surround: latch and roller guide fittings" threshold 69750 FL, interval 40060 FL
- 533711-1 "Crack detection (SDI) on large cargo door lower sill: open holes in the chord" threshold 25670 FL, interval 5680 FL
- 533711-2 "Crack detection (SDI) on large cargo door lower sill: chord to sill joint" threshold 33230 FL, interval 7440 FL
- 533711-3 "Crack detection (SDI) on large cargo door lower sill: upper web" threshold 70000 FL, interval 13530 FL
- 536114-3 "Crack detection (SDI) on external surface of fuselage skin at upper hinged door surround" threshold 70000 FL, interval 12000 FL
- 536705-1 "Crack detection on LH frame 36, splice at stringers 1-2" threshold 31420 FL, interval 7260 FL
- 536705-2 "Crack detection (SDI) on LH frame 36, splice at stringer 13", threshold 14870 FL, interval 3000 FL
- 536706-1 "Crack detection on rear cargo door upper main and auxiliary sill", threshold 46000 FL, interval 30510 FL

Additional new variants of existing AWL references for POST 7900 are created for freighter version aircraft:

- 535114-2 "Crack detection on forward wing pressure deck internal surface between FR24 and FR25" threshold 70000 FL, interval 31300 FL
- 535116-3 "Crack detection on aft wing pressure deck: internal surface between FR27 and FR28" threshold 70000 FL, interval 31300 FL
- 535119-7 "Crack detection on internal surface of main frames 25 and 27 between stringers 4 and 14 LH/RH" threshold 61900 FL, interval 16570 FL
- 535137-5 "Crack detection on intermediate FR26 splice areas, stringers 11 LH/RH" threshold 27500 FL, interval 16000 FL
- 535141-5 "Crack detection on wing to fuselage shear web between FR25 and FR27 LH/RH" threshold 61200 FL, interval 18800 FL

- 535142-3 "Crack detection on upper portion of FR26 between stringers 4 and 5 LH/RH (including bracket at stringers 4)" threshold 70000 FL, interval 26500 FL
- 535601-5 "Crack detection (SDI) on fuselage main frames 25 and 27 at wing to fuselage junction lugs" threshold 70000 FL, interval 39800 FL
- 535603-5 "Crack detection (SDI) on fuselage main frames 25 and 27 at wing to fuselage junction fastener holes at LH and RH stringers 7 (6 holes at threshold, 4 lower holes after)" threshold 37800 FL, interval 14600 FL
- 536119-6 "Crack detection on frames 36, 37 and 39 between stringers 5 and 14 LH/RH" threshold 61000 FL, interval 24000 FL

Deletion of AWLs as threshold/interval at 70000FL according to Technical Note *Reference 8*:  
AWL 533704-1, 533705-1, 535702-1

Update of AWLs interval according to Technical Note *Reference 8*:

Interval changed from 24000FL to 53800 FL: 533101-1, 533104-1, 533121-1, 535101-1, 535102-1, 535103-1, 536101-1, 536102-1, 536103-1, 538114-1, 538115-1, 538116-1, 538117-1

Interval changed from 24000FL to 28060 FL: 533119-1

Interval changed from 24000FL to 66500FL: 533703-1, 536703-1, 536704-1

Interval changed from 24000FL to 31300FL: 535113-1, 535114-1, 535115-1, 535116-1

Interval changed from 24000FL to 39800FL: 535601-1, 535601-2 PRE 7900

#### **Impact on ATA 54**

New AWL references for POST 5731 aircraft or update of effectivity have been added on existing AWLs:

541002-1 update of effectivity from PRE 5555 to PRE 5555 and PRE 5731

Addition of new references on existing AWLs: 541002-2, 541003-2, 541174-3, 542171-5, 542176-3, 543170-4

Description updated for AWLs: 541002-1, 543170-1, 543170-3

#### **Impact on ATA 55**

Update of description for AWL 551401-1/-3

#### **Impact on ATA 57**

Update of description for AWLs: 571407-1/-2, 571512-1/-3, 571513-1/-3/-4

## **4. Section 1-4 CDCCL**

No change

## **5. Section 1-5 AEESP**

No change

## **6. Section 2 CERTIFICATION MAINTENANCE REQUIREMENTS**

### **6.1. Section 2-1 General**

No change

### **6.2. Section 2-2 CMR tables revision**

#### **6.2.1. General**

Harmonization of MSI titles in CMR table in accordance with ATA breakdown.

Further to the introduction of the Freighter version applicable on ATR72-212A, through Mod 7900 "GENERAL - ATR72-600F FREIGHTER BASELINE", new CMRs have been added and some existing ones have been revised.

#### **6.2.2. ATA 21**

New CMR 212200-1 "Operational test of cargo air ventilation isolation (shut off valve 702HQ)", interval 1350FH, effectivity POST 7900. (*Reference 2*).

#### **6.2.3. ATA 25**

The note in the footer of the CMR table, linked to the effectivity POST 8333 of CMR 251300-2 has been moved into the description cell from for more readability.



**6.2.4. ATA 26**

As class B cargo is not applicable to POST 7900 aircraft configuration, effectivity of CMR 261500-1 has been updated:

- CMR 261500-1 "Operational test of: smoke detection on rear cargo class B" effectivity is updated from ALL to PRE 7900 (*Reference 3*)

As smoke detection fan have been removed from freighter configuration, the CMR 261500-2 is no longer applicable for POST 7900 aircraft (*Reference 4*).

- CMR 261500-2 'Operational test of smoke detector fan control system' effectivity is revised from ALL to PRE 7900.

The numbers "1", "2" and "3" of the "Note" in CMR 262300-8, 262300-9 and 262301-2 have been deleted.

Further to removal of aft cargo compartment fire extinguishing system, the CMR 262400-4 is no longer applicable for POST 7900 aircraft (*Reference 4*).

- CMR 262400-4 "Test of distribution piping" effectivity is revised from ALL to PRE 7900.

**6.2.5. ATA 35**

Further to the updated FMEA (Failure Modes and Effects Analysis), a new crew oxygen solenoid valve failure mode is introduced leading to the creation of a new CMR (*Reference 5*):

- CMR 351000-1 "Operational test of crew oxygen feed stop valve" interval 2000FH, validity ALL

**6.2.6. ATA 52**

Further to the introduction of the Freighter version through modification 7900 "GENERAL - ATR72-600F FREIGHTER BASELINE", new CMRs POST 7900 have been introduced (*Reference 6*):

- CMR 521300-1 "Visual check of the locks and latches of the Embedded Crew Door", interval 25000FH
- CMR 521300-2 "Operational test of UNLK alert of the Embedded Crew Door", interval 34500FH,
- CMR 523200-1 "Visual check of the locks of the Large Cargo Door", interval 8000FH
- CMR 523200-2 "Operational test of in-flight Large Cargo Door opening inhibition" interval 5600FH,
- CMR 523200-3 "Operational test of MFC UNLK alert of the Large Cargo Door", interval 1000FH.
- CMR 523300-1 "Visual check of the locks and latches of the Rear Cargo Door", interval 2500FH,
- CMR 523300-2 "Operational check of UNLK alert of the Rear Cargo Door", interval 10000FH,

**6.2.7. ATA 61**

Addition of "PROPELLER" in effectivity of CMR 611000-5 for clarity.

The following missing CMRs have been introduced in accordance with existing SSA after cross-check done with other TL documents (*Reference 7*):

- CMR 612000-12 "Operational test of overspeed governor reset function below F.I." at interval 13500FH, effectivity PROPELLER ELECTRONIC CONTROL
- CMR 612000-13 "Operational test of Np cancel logic (PEC "OFF" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL
- CMR 612000-15 "Operational test of Np cancel activation (PEC "ON" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL

The CMR 612000-12 has no impact on existing scheduled maintenance as already performed well before by MRBR task 612000-19 at C check (5000FH°).

For CMR 612000-13 and 612000-15, note that current MRBR tasks 612000-20 and 612000-22 cover the requirement but at 5000FH. These 2 new CMRs have then an impact on current scheduled maintenance.

**7. Section Appendices - OPERATIONS ON UNPAVED RUNWAYS**

No change

**8. CONCLUSION**

The Time Limits document revision 18 provides compliance with JAR 25 § 571 change 11 (PRE 5948) or change 13 (POST 5948), CS-25 § 1309, §1529 amendment 3 (for those aircraft areas, systems parts and appliance affected by mod 5948) and JAR 25 § 1309, §1529 change 11 (for all other cases), as Mean of Compliance MC1.

In addition, in the frame of the MOD 7900, the Time Limits document revision 18 provides compliance with JAR 25 Change 13 for § 571(a)(b)(c); 1309(b)(d)(g) and CS 25 Amendment 20 for §783 (a)(2)(e)(3); 1309 (e); 1529 as Mean of Compliance MC1.

## 9. REFERENCES

*Reference 1:* ES-1484/19, Issue 3, Oct 8/20, ATR72-600F – Impacts on Time Limits for structure items

*Reference 2:* EYPR-4329/19, Issue 5, Dec 06/19, SSA for air conditioning and cabin pressure (NAMS)

*Reference 3:* EYG-933/19, Issue 2.0, Jul 12/19, Mod 7900 Safety impact assessment on fire protection system

*Reference 4:* EYHF-1298/19, Issue 01, 02 Dec 2019, ATR72-600F– Smoke detection and fire protection system description (Page 6)

*Reference 5:* EYG-515/20 issue 1, Feb 17/20 – Safety impact assessment of the Oxygen Solenoid Valve updated FMEA.

*Reference 6:* EYG-1658/19, Issue 2, Apr 20/20, ATR72-600F SSA of Doors command and monitoring system

*Reference 7:* A/RT/SY 420.0078/95, edition 05, Nov 18, 1996, Safety assessment of engine control, electronic propeller control, fire detection and extinction systems

*Reference 8:* Alenia Aerospazio technical note 51S97058, Jun 6, 1997 - ATR72-200/210 Structural maintenance plan updating as synthesis and full scale fatigue test

## 10. APPENDIX

### ATR72 TIME LIMITS DOCUMENT

**Pages impacted by Revision 18 – October 2020**

**End of Document**



**ATR72 TIME LIMITS  
ADMINISTRATIVE SECTION  
RECORD OF REVISIONS**

| REVISION N° | DATE         | APPROVAL   |
|-------------|--------------|--|
| 18          | October 2020 | Refer to EASA major change approvals:<br>100xxxx<br>dated xxx (mod 7900)<br>EASA approval on behalf of FAA |



# **ATR72 TIME LIMITS ADMINISTRATIVE SECTION LIST OF EFFECTIVE PAGES**

|   | SECTIONS          | CHAPTER   | NUMBER of<br>PAGES | ISSUE  |
|---|-------------------|---|--------------------|--------|
|   | <b>0</b>          | <b>ADMINISTRATIVE SECTION</b>                     |                    |        |
| N | 0-0               | RECORD OF REVISION 18                             | 1                  | Oct 20 |
|   | 0-0               | RECORD OF REVISION 17                             | 1                  | Dec 19 |
|   | 0-0               | RECORD OF REVISION 16                             | 1                  | Jan 18 |
|   | 0-0               | RECORD OF REVISION 15                             | 1                  | May 17 |
|   | 0-0               | RECORD OF REVISION 14                             | 1                  | Oct 15 |
|   | 0-0               | RECORD OF REVISION 13                             | 1                  | Apr 14 |
|   | 0-0               | RECORD OF REVISION 12                             | 1                  | Feb 13 |
|   | 0-0               | RECORD OF REVISION 11                             | 1                  | Nov 11 |
|   | 0-0               | RECORD OF REVISION 10                             | 1                  | May 11 |
|   | 0-0               | RECORD OF REVISION 9                              | 1                  | Dec 10 |
|   | 0-0               | RECORD OF REVISION 8                              | 1                  | Mar 07 |
|   | 0-0               | RECORD OF REVISION 7                              | 1                  | Jun 05 |
|   | 0-0               | RECORD OF REVISION 6                              | 2                  | Sep 04 |
|   | 0-0               | RECORD OF REVISION 5                              | 2                  | Jan 04 |
|   | 0-0               | RECORD OF REVISION 4                              | 2                  | Jul 99 |
|   | 0-0               | RECORD OF REVISION 3                              | 2                  | Jan 98 |
|   | 0-0               | RECORD OF REVISION 2                              | 2                  | Aug 97 |
|   | 0-0               | RECORD OF REVISION 1                              | 2                  | Feb 96 |
|   | 0-0               | RECORD OF INITIAL ISSUE                           | 2                  | Aug 94 |
|   | 0-1               | TABLE OF CONTENTS                                 | 1                  | Dec 19 |
| R | 0-2               | LIST OF EFFECTIVE PAGES                           | 1                  | Oct 20 |
| R | 0-3               | REASONS FOR REVISION 18                           | 4                  | Oct 20 |
| R | 0-4               | INTRODUCTION                                      | 4                  | Oct 20 |
|   | <b>1</b>          | <b>AIRWORTHINESS LIMITATIONS</b>                  |                    |        |
|   | 1-1               | GENERAL   | 1                  | Dec 19 |
|   | 1-2               | LLC   | 9                  | Dec 19 |
| R | 1-3               | DAMAGE TOLERANT AWL ITEMS                         | 20                 | Oct 20 |
|   | 1-4               | CDCCL   | 2                  | Dec 19 |
|   | 1-5               | AESSP   | 4                  | Dec 19 |
|   | <b>2</b>          | <b>CERTIFICATION MAINTENANCE<br/>REQUIREMENTS</b> |                    |        |
|   | 2-1               | GENERAL   | 1                  | Dec 19 |
| R | 2-2               | LIMITATIONS                                       | 6                  | Oct 20 |
|   | <b>Appendices</b> | <b>OPERATIONS ON UNPAVED RUNWAYS</b>              |                    |        |
|   | A                 | MOD 3644 – MOD 6404 – MOD 7979                    | 2                  | Dec 19 |
|   | B                 | MOD 6450 – CIS COUNTRIES                          | 1                  | Dec 19 |



## ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 18

Revision 18 is a normal revision including impacts mainly due to the introduction of the modification:

- 7900 "GENERAL - ATR72-600F FREIGHTER BASELINE"

### Section 0 ADMINISTRATIVE SECTION

Section 0-0 RECORDS OF REVISION      new page for revision 18  
Section 0-1 TABLE OF CONTENTS      no change  
Section 0-2 LIST OF EFFECTIVE PAGES      updated with relevant issue date  
Section 0-3 REASONS FOR REVISION  
updated with new reason for revision 18 and Grace Period added  
Section 0-4 INTRODUCTION      acronym definitions of AMP, F.I., Np, PEC, SDI and T/O introduced

### Section 1 AIRWORTHINESS LIMITATIONS

Section 1-1 GENERAL      no change  
Section 1-2 LIFE LIMITED COMPONENTS      no change  
Section 1-3 DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

#### §2 AWL TABLES

New POST 7900 AWLs added for freighter version aircraft

All AWLs references have been checked and updated in accordance with MAR 20 MRBR revision.

#### ATA 52

New AWLs for POST 7900 aircraft:

New 521301-1 AWL with threshold at 18960 FL and interval at 6050 FL  
New 523201-1 AWL with threshold at 20610 FL and interval at 8720 FL  
New 523201-3 AWL with threshold at 58230 FL and interval at 3600 FL  
New 523201-4 AWL with threshold at 58230 FL and interval at 12010 FL  
New 523201-5 AWL with threshold at 54770 FL and interval at 6620 FL  
New 523201-6 AWL with threshold at 54770 FL and interval at 20250 FL  
New 523201-7 AWL with threshold at 38160 FL and interval at 4930 FL  
New 523203-1 AWL with threshold at 17720 FL and interval at 11640 FL  
New 523203-2 AWL with threshold at 70000 FL and interval at 48710 FL  
New 523203-3 AWL with threshold at 58790 FL and interval at 14130 FL  
New 523203-4 AWL with threshold at 21970 FL and interval at 7290 FL  
New 523203-5 AWL with threshold at 70000 FL and interval at 41920 FL  
New 523311-1 AWL with threshold at 16250 FL and interval at 6000 FL  
New 523311-4 AWL with threshold at 26842 FL and interval at 3360 FL

Revised AWLs for task description and/or addition of PRE 7900 in effectivity:

521101-1, 521103-1/-3, 521203-1, 522101-1, 522105-1, 522107-1, 522108-1, 523101-1, 523103-1, 523104-1, 523107-1, 524201-1, 524203-1/-3, 524401-1

Deleted AWLs due to threshold and interval at or above 70000 FL:

522103-1, 522104-1, 522204-1.

Update of interval from 24000FL to 51300FL for AWL 523107-1



## **ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 18**

### ATA 53

New AWLs for POST 7900 aircraft except where otherwise indicated:

New 533101-5 AWL with threshold at 70000 FL, interval at 53800 FL,

New 533111-6 AWL with threshold at 60000 FL, interval at 33500 FL, POST 6063

New 533707-1 AWL with threshold at 13800 FL and interval at 9060 FL

New 533708-1 AWL with threshold at 70000 FL and interval at 3170 FL

New 533708-3 AWL with threshold at 66460 FL and interval at 60100 FL

New 533709-1 AWL with threshold at 70000 FL and interval at 3410 FL

New 533709-2 AWL with threshold at 70000 FL and interval at 14000 FL

New 533710-1 AWL with threshold at 69750 FL and interval at 40060 FL

New 533711-1 AWL with threshold at 25670 FL and interval at 5680 FL

New 533711-2 AWL with threshold at 33230 FL and interval at 7440 FL

New 533711-3 AWL with threshold at 70000 FL and interval at 13530 FL

New 535114-2 AWL with threshold at 70000 FL and interval at 31300 FL

New 535116-2 AWL with threshold at 70000 FL and interval at 31300 FL, POST 3715 PRE 7900

New 535116-3 AWL with threshold at 70000 FL and interval at 31300 FL

New 535119-7 AWL with threshold at 61900 FL and interval at 16570 FL

New 535137-5 AWL with threshold at 27500 FL and interval at 16000 FL

New 535141-5 AWL with threshold at 61200 FL and interval at 18800 FL

New 535142-3 AWL with threshold at 70000 FL and interval at 26500 FL

New 535601-5 AWL with threshold at 70000 FL and interval at 39800 FL

New 535603-5 AWL with threshold at 37800 FL and interval at 14600 FL

New 536114-3 AWL with threshold at 70000 FL and interval at 12000 FL

New 536119-6 AWL with threshold at 61000 FL and interval at 24000 FL

New 536705-1 AWL with threshold at 31420 FL and interval at 7260 FL

New 536705-2 AWL with threshold at 14870 FL and interval at 3000 FL

New 536706-1 AWL with threshold at 46000 FL and interval at 30510 FL

Revised AWLs for task description and/or addition of PRE 7900 in effectivity:

531107-1, 531114-1, 531118-1, 531126-1, 531127-1, 531129-1, 531130-1, 531131-1, 531132-1, 531134-1, 533101-1, 533104-1, 533111-1 (PRE 6063 instead of ALL), 533118-1, 533119-1, 533121-1, 533124-1, 533127-1, 533701-1/-2/-3, 533703-1, 535101-1, 535102-1, 535103-1, 535114-1, 535117-1/-4, 535119-3, 535121-1/-3/-4/-5, 535124-1, 535129-1/-3/-4, 535130-1/-3, 535131-1/-3/-4, 535136-1/-2/-3, 535137-1/-3, 535138-1/-3, 535140-1/-3, 535141-1/-3, 535142-1/-2, 535146-1, 535601-1/-2, 535602-1/-2, 535603-3, 536101-1, 536102-1, 536103-1, 536113-1/-5, 536114-1/-2, 536115-1/-2, 536119-1/-2/-5, 536119-2, 536121-1 replaced by 536121-2, 536123-1, 536701-1, 536701-3, 536702-1/-3, 536703-1, 538113-1, 538114-1, 538115-1, 538116-1, 538117-1, 538120-1

Update of interval:

from 24000FL to 53800FL for AWL 533101-1, 533104-1, 533121-1, 535101-1, 535102-1, 535103-1, 536101-1, 536102-1, 536103-1, 538113-1, 538114-1, 538115-1, 538116-1, 538117-1

from 24000FL to 28060FL for AWL 533119-1

from 24000FL to 31300FL for AWL 535113-1, 535114-1, 535115-1

from 24000FL to 39800FL: 535601-1, 535601-2

from 24000FL to 66500FL: 536703-1, 536704-1

Deleted AWLs due to threshold and interval at or above 70000 FL:

533704-1, 533705-1, 535702-1

Deletion of 535117-2 AWL reference as covered by 535117-1



## **ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 18**

### ATA 54

541002-1 update of effectivity from PRE 5555 to PRE 5555 and PRE 5731

Addition of new references on existing AWLs for POST 5731 aircraft:

541002-2, 541003-2, 541174-3, 542171-5, 542176-3, 543170-4

Revised AWL for task description: 543170-3

### ATA 55

Revised AWLs for task description: 551401-1/-3

### ATA 57

Revised AWLs for task description: 571407-1/-2, 571512-1/-3, 571513-1/-3/-4

Section 1-4 CDCCL no change

Section 1-5 AESSP no change

## **Section 2 CERTIFICATION MAINTENANCE REQUIREMENT**

Section 2-1 GENERAL no change

Section 2-2 LIMITATIONS

CMR TABLES

Harmonization of MSI titles in CMR table in accordance with ATA breakdown.

New CMRs for freighter version, effectivity POST 7900:

CMR 212200-1 "Operational test of cargo air ventilation isolation (shut off valve 702HQ)"; interval 1350FH

CMR 521300-1 "Visual check of the locks and latches of the Embedded Crew Door", interval 25000FH

CMR 521300-2 "Operational test of UNLK alert of the Embedded Crew Door", interval 34500FH,

CMR 523200-1 "Visual check of the locks of the Large Cargo Door", interval 8000FH

CMR 523200-2 "Operational test of in-flight Large Cargo Door opening inhibition", interval 5600FH,

CMR 523200-3 "Operational test of MFC UNLK alert of the Large Cargo Door", interval 1000FH.

CMR 523300-1 "Visual check of the locks and latches of the Rear Cargo Door", interval 2500FH,

CMR 523300-2 "Operational check of UNLK alert of the Rear Cargo Door", interval 10000FH,

CMR 251300-2: footer page note integrated in task description

Effectivity updated from ALL to PRE 7900 on CMR: 261500-1, 261500-2 and 262400-4

Deletion of note numbering in task description of: CMR 262300-8, 262300-9 and 262301-2

New CMR 351000-1 "Operational test of crew oxygen feed stop valve", interval 2000FH, effectivity ALL

Missing CMRs introduced in accordance with existing Systems Safety Assessments:

New CMR 612000-12 "Operational test of overspeed governor reset function below F.I.", interval 13500FH, effectivity PROPELLER ELECTRONIC CONTROL

New CMR 612000-13 "Operational test of Np cancel logic (PEC "OFF" configuration)", interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL

New CMR 612000-15 "Operational test of Np cancel activation (PEC "ON" configuration)" at interval 4000FH, effectivity PROPELLER ELECTRONIC CONTROL

**Appendices** No change



## ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 18

### GRACE PERIOD

ATR anticipates that a dedicated Airworthiness Directive (AD) will be released to mandate the update of the operator approved Aircraft Maintenance Program (AMP) according to ATR72 Time Limits Revision 18. The compliance chapter of this future AD will give an implementation period for introduction of the new or revised instructions and airworthiness limitations introduced by this Revision in the AMP.

ATR recommends operators to consider the implementation of these changes in the AMP at the next scheduled opportunity in order to anticipate future AD requirements.

Accomplishment of maintenance tasks and/or replacement of items in SECTION 1 and SECTION 2 will also be mandated by the future AD and are to be accomplished prior to the new/revised threshold and/or intervals or prior to reaching the new/revised airworthiness life limitations provided in this Revision. Some maintenance tasks and/or items replacements may be subject to individual grace period. When required, the grace periods are indicated in the table below as advance information for operators in order to anticipate future AD requirements.

| SECTION | REV CODE | ITEM<br>APPLICABILITY | GRACE PERIOD  |
|---------|----------|-----------------------|---|
| 2-2     | N        | CMR 351000-1          | Within 750 FH or 4.5 months since revision letter date of this TLD, whichever occurs later  |
| 2-2     | N        | CMR 612000-13         | Within 1000 FH since revision letter date of this TLD, without exceeding the interval currently specified in the MAR20 MRBR revision for task 612000-20 (5000 FH) |
| 2-2     | N        | CMR 612000-15         | Within 1000 FH since revision letter date of this TLD, without exceeding the interval currently specified in the MAR20 MRBR revision for task 612000-22 (5000 FH) |





# **ATR72 TIME LIMITS ADMINISTRATIVE SECTION INTRODUCTION**

## **1. GENERAL**

This document gives the instructions for continued airworthiness for the following ATR aircraft models: ATR72-101/-102, ATR72-201/-202, ATR72-211/-212 and ATR72-212A models.

This document includes the mandatory time limits for the inspection of the airframe, replacement of parts and the necessary maintenance of equipment.

The instructions are divided into three parts:

- Airworthiness Limitations (LLC, Damage Tolerant AWL items, CDCCL and AESSP)
- Certification Maintenance Requirements
- Supplement for operations on unpaved runways.



# ATR72 TIME LIMITS ADMINISTRATIVE SECTION INTRODUCTION

## 2. GLOSSARY: ACRONYMS AND DEFINITIONS

### 2.1. Acronyms

|             |   |        |                               |      |                                       |
|-------------|---|--------|-------------------------------|------|---------------------------------------|
| A/C         | Aircraft  | F.I.   | Flight Idle                   | MP   | Maintenance procedure                 |
| AD          | Airworthiness Directive                           | FIN    | Function Item Number          | MSI  | Maintenance Significant Item          |
| AESSP       | Aircraft Electronic System Security Protection    | FL     | Flight                        | N/A  | Not Applicable                        |
| AMM         | Aircraft Maintenance Manual                       | FLS    | Field Loadable Software       | NAS  | New Avionics Suite                    |
| AMP         | Aircraft Maintenance Program                      | FQI    | Fuel Quantity Indicator       | NLG  | Nose Landing Gear                     |
| AR          | Aviation Register                                 | FR     | Frame                         | Np   | Propeller speed                       |
| ATA         | Air Transportation Admin.                         | FWD    | Forwards                      | NPA  | Notice of Proposed Amendment          |
| AWL         | Airworthiness Limitation                          | GSE    | Ground Support Equipment      | PEC  | Propeller Electronic Control          |
| CAC         | Core Avionic Cabinet                              | GVI    | General Visual Inspection     | P/N  | Part Number                           |
| CDCCL       | Critical Design Configuration Control Limitations | HUD CU | Head Up Display Computer Unit | PMAT | Portable Multipurpose Access Terminal |
| CF          | Compact Flash                                     | IAC    | Interstate Aviation Committee | RCP  | Refuel Control Panel                  |
| CIS         | Commonwealth of Independent States                | IAD    | Integrated Avionics Display   | RH   | Right Hand                            |
| CMM         | Component Maintenance Manual                      | IMA    | Integrated Modular Avionic    | SB   | Service Bulletin                      |
| CMR         | Certification Maintenance Requirement             | IP     | Issue Paper                   | SDI  | Special Detailed Inspection           |
| CPM         | Core Processing Module                            | JAR    | Joint Aviation Requirements   | SL   | Service Letter                        |
| CS          | Certification Specification                       | JIC    | Job Instructions Card         | SN   | Serial Number                         |
| DU          | Display Unit                                      | LDG    | Landing                       | SSI  | Structural Significant Item           |
| DVI         | Detailed Visual Inspection                        | LH     | Left Hand                     | SWM  | Switch Module                         |
| EASA        | European Union Aviation Safety Agency             | LLC    | Life Limited components       | T/O  | Takeoff                               |
| FAA/<br>FAR | Federal Aviation Administration/Regulations       | LLV    | Life Limit Value              | YE   | Year(s)                               |
| FCF         | Flight Count Factor                               | MLG    | Main Landing Gear             |      |                                       |
| FH          | Flight Hours                                      | MOD    | Modification                  |      |                                       |



# ATR72 TIME LIMITS ADMINISTRATIVE SECTION INTRODUCTION

## 2.2. Definitions

### **Aircraft Electronic System Security Protection**

This corresponds to the requirements and procedures necessary to ensure the security, integrity and availability of the aircraft electronic assets needed for safe flight, operations and maintenance. This document proposes processes and provides guidance for the electronic system security protection from both data corruption and unauthorized access by external systems or users.

### **Core Avionic Cabinet**

This is the set of avionics Line Replaceable Modules. CPM and SWM are part of CAC.

### **Core Processing Module**

This is a line replaceable module that hosts modular applications.

### **Compact Flash Card**

There are two kinds of CF card:

- Tool Compact Flash: this CF card is a part of maintenance tool. It is used to install the IAD operational software and the NAS Configuration File on IAD. This CF card does not stay inserted on IAD during flight operations.
- Resident Compact Flash card: this CF card is delivered with Aircraft. This CF card contains FMS Navigation Database, Airlines and pilots routes. This CF card stays inserted in DU#2 and DU#4 during flight operations.

### **Display Unit**

ATR Cockpit Display Systems provides 5 DUs on which several formats can be displayed, selection being manual or automatic, in case of display failure:

- Primary Flight Display
- Engine and Warning Display
- Multi-formats Display

### **Field Loadable Software**

Any piece of software, executable program code or data table that is designed to be loaded on the aircraft without removal of the target hardware from the aircraft. FLS of ATR NAS System concerns only CAC and IAD platforms. Uploading operations are only possible from the Cockpit either via Compact Flash card for IAD or via PMAT connected to Aircraft Data Network for CAC.

### **Integrated Avionics Display**

This refers to the DUs.

### **New Avionics Suite**

This refers to the ATR modification 05948 which improves aircraft cockpit and avionics thanks to a new avionics and a glass cockpit.

### **Portable Multipurpose Access Terminal**

The PMAT is a GSE composed of a software and of a dedicated laptop. The PMAT is connected to the aircraft via the SWM1 through RJ45 plug for CPMs and SMWs and via Compact Flash card for DU.

The PMAT mains functions are:

- to data-load the operational software on CPM, SWM and DU
- to data-load the NAS Configuration File on DU
- to data-load the operational Databases on DU#2 and DU#4
- to dump BITE



# ATR72 TIME LIMITS ADMINISTRATIVE SECTION INTRODUCTION

## Switch Module

This is a line replaceable module that ensures avionics full duplex communication.

### 3. REVISION CODES

In text parts, a vertical bold line is added in front of new text, a double vertical line is added for revised or deleted text. Deleted text is removed at current revision.

**|** New text

**||** Revised text or Deleted text

If a new section is created, no line is added.

When tables for tasks are concerned, revision codes N, R and D are used in addition to revision lines to precise update.

N: new task created

R: task revised

D: task deleted. When the task is deleted, the corresponding line is struck through and removed at next revision of the concerned page.



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

## 1. GENERAL

The AWL reference corresponds to the MRBR inspection that constitutes the Continued Airworthiness requirement. Inspection level is DVI unless otherwise stated.  
Inspection tasks with both calculated threshold and interval greater than 70000 flights are not mentioned here.

### Notes

- ✓ For ATR72-212A POST 8675, after applying the SB ATR72-08-1011, each structural inspection task must be performed one (more) time per POST 5555 maintenance schedule. After which, the PRE 5555 interval values can be adopted.
- ✓ For ATR72-212A POST 8993, after applying the SB ATR72-08-1013, each structural inspection task must be performed one (more) time per POST 6219 maintenance schedule. After which, the PRE 6219 (but POST 5555) interval values can be adopted.
- ✓ Modifications 8993 and 8675 can be cumulated to revert to a PRE 5555 structural maintenance plan.

In case the concerned aircraft is on sampling program, the operator should contact ATR for specific instructions.

## 2. AWL TABLES

|           | AWL reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY   |
|-----------|---------------|---|-----------|----------|---|
| R         | 521101-1      | Crack detection on outer skin of passenger/crew external surface of airstair door (LH AFT)  | 63700 FL  | 13400 FL | POST 0877<br>POST 2643<br>OR<br>POST 1861<br>PRE 7900             |
| R         | 521103-1      | Crack detection on hinge fittings (2 places), shoot bolts and shoot bolt fittings (6 places), shoot bolts (6 places) of passenger/crew airstair door (LH AFT) | 26800 FL  | 5600 FL  | POST 0877<br>POST 2643<br>OR<br>POST 1861<br>PRE 7255<br>PRE 7900 |
| R         | 521103-3      |   | 23400 FL  | 4900 FL  | POST 1861<br>POST 7255  |
| R         | 521203-1      | Crack detection on stop and roller fittings of LH and RH forward plug doors (LH/RH)   | 35400 FL  | 18200 FL | POST 0877<br>OR<br>POST 1861<br>POST 5928                         |
| N         | 521301-1      | Crack detection (SDI) on outer skin of embedded crew door at vent door cut-out  | 18960 FL  | 6050 FL  | POST 7900   |
| CONTINUED |               |   |           |          |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL reference | DESCRIPTION  | THRESHOLD               | INTERVAL             | EFFECTIVITY                                   |
|-----------|---------------|--|-------------------------|----------------------|---|
| R         | 522101-1      | Crack detection on outer skin external surface of passenger compartment type III emergency exit  | 63700 FL                | 13400 FL             | POST 1861<br>PRE 7900                         |
| D         | 522103-1      | Crack detection on stop and spigot fittings of passenger compartment type III emergency exit   | 70000 FL                | 24000 FL             | POST 1861                                     |
| D         | 522104-1      | Crack detection on spigot and stop and back-up fittings of passenger compartment type III emergency exit   | 70000 FL                | 24000 FL             | POST 1861                                     |
| R         | 522105-1      | Crack detection on outer skin external surface of passenger compartment type III emergency exit  | 63700 FL                | 13400 FL             | POST 0877                                     |
| R         | 522107-1      | Crack detection on stop and hinge spigot fittings of passenger compartment type III emergency exit   | 70000 FL                | 24000 FL             | POST 0877                                     |
| R         | 522108-1      | Crack detection on stop and hinge spigot and back-up fittings of passenger compartment type III emergency exit                                       | 70000 FL                | 24000 FL             | POST 0877                                     |
|           | 522201-1      | Crack detection on external surface of flight compartment overhead hatch   | 63700 FL                | 13400 FL             | ALL   |
| D         | 522204-1      | Crack detection on spigot and stop fittings installed on flight compartment overhead hatch pan   | 70000 FL                | 24000 FL             | ALL   |
| R         | 523101-1      | Crack detection on outer skin external surface of LH forward cargo door  | 70000 FL                | 23000 FL             | POST 1861<br>PRE 5928<br>PRE 7900             |
| R         | 523103-1      | Crack detection on hooks (3 places) and shear transfer fittings (5 places) of LH forward cargo door  | 70000 FL                | 7750 FL              | POST 1861<br>PRE 5928<br>PRE 7900             |
| R         | 523104-1      | Crack detection (SDI) on outer external skin of LH forward cargo door under piano hinge  | 27900 FL<br><b>Note</b> | 3260 FL              | POST 1861<br>PRE 5928<br>PRE 7900             |
|           |               | <b>Note:</b> The first inspection at the threshold, for a/c in configuration POST 8064, is due 27900 FL after MOD 8064 (SB ATR72-52-1018) embodiment |                         |                      |   |
| R         | 523107-1      | Crack detection (SDI) on external surface skin splice of on cargo door outer skin  | 70000 FL                | 24000 FL<br>51300 FL | POST 1861<br>POST SB 52-1018 part C or part D |
| N         | 523201-1      | Crack detection (SDI) on outer skin of large cargo door, under piano hinge   | 20610 FL                | 8720 FL              | POST 7900                                     |
| N         | 523201-3      | Crack detection on outer skin of large cargo door at crew door cut-out (note: this task is an alternative to 523201-4)                               | 58230 FL                | 3600 FL              | POST 7900                                     |
| N         | 523201-4      | Crack detection (SDI) on outer skin of large cargo door at crew door cut-out (note: this task is an alternative to 523201-3)                         | 58230 FL                | 12010 FL             | POST 7900                                     |
| N         | 523201-5      | Crack detection on outer skin of large cargo door at attachment of actuator fittings (note: this task is an alternative to 523201-6)                 | 54770 FL                | 6620 FL              | POST 7900                                     |
| N         | 523201-6      | Crack detection (SDI) on outer skin of large cargo door at attachment of actuator fittings (note: this task is an alternative to 523201-5)           | 54770 FL                | 20250 FL             | POST 7900                                     |
| CONTINUED |               |  |                         |                      |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY   |
|-----------|------------------|---|-----------|----------|---|
| N         | 523201-7         | Crack detection (SDI) on outer skin of large cargo door and fuselage skin, under upper shear fitting  | 38160 FL  | 4930 FL  | POST 7900   |
| N         | 523203-1         | Crack detection on hooks of large cargo door  | 17720 FL  | 11640 FL | POST 7900   |
| N         | 523203-2         | Crack detection on housing of crew door shoot bolts on large cargo door side  | 70000 FL  | 48710 FL | POST 7900   |
| N         | 523203-3         | Crack detection (SDI) on splices between actuator fitting and frames of large cargo door  | 58790 FL  | 14130 FL | POST 7900   |
| N         | 523203-4         | Crack detection (SDI) on splices between actuator fitting and crank fitting of large cargo door   | 21970 FL  | 7290 FL  | POST 7900   |
| N         | 523203-5         | Crack detection (SDI) on large cargo door upper shear fittings, on door side  | 70000 FL  | 41920 FL | POST 7900   |
|           | 523301-1         | Crack detection on external surface of LH aft plug door   | 40600 FL  | 14400 FL | POST 0877<br>PRE 2643   |
|           | 523303-1         | Crack detection on stop and roller fittings of LH aft plug door   | 60600 FL  | 34600 FL | POST 0877<br>PRE 2643   |
| N         | 523311-1         | Crack detection (SDI) on outer skin of rear upper hinged door at vent door cut-out  | 16250 FL  | 6000 FL  | POST 7900   |
| N         | 523311-4         | Crack detection (SDI) on outer skin of rear upper hinged door at hinges   | 26840 FL  | 3360 FL  | POST 7900   |
| R         | 524201-1         | Crack detection on <del>outer skin external surface</del> of RH service door  | 63700 FL  | 13400 FL | POST 1861<br>PRE 7900<br>OR<br>POST 0877<br>POST 2643             |
| R         | 524203-1         | Crack detection on hinge fittings, <del>(2 places),</del> shoot bolts and shoot bolt fittings <del>(5 places),</del> <del>shoot bolts (5 places)</del> of RH service door | 26800 FL  | 5600 FL  | POST 0877<br>POST 2643<br>OR<br>POST 1861<br>PRE 7255<br>PRE 7900 |
| R         | 524203-3         |   | 23400 FL  | 4900 FL  | POST 1861<br>POST 7255  |
| R         | 524401-1         | Crack detection on external <del>surface skin</del> of RH aft plug door   | 40600 FL  | 14400FL  | POST 0877<br>PRE 2643   |
|           | 524403-1         | Crack detection on stop and roller fittings of RH aft plug door   | 60600 FL  | 34600 FL | POST 0877<br>PRE 2643   |
| CONTINUED |                  |   |           |          |   |



# **ATR72 TIME LIMITS** **AIRWORTHINESS LIMITATIONS** **DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

|           | AWL reference | DESCRIPTION  | THRESHOLD | INTERVAL | EFFECTIVITY |
|-----------|---------------|--|-----------|----------|-------------|
| R         | 531107-1      | Crack detection on <b>forward</b> , rear, upper and lateral bulkheads of NLG wheel well  | 38300 FL  | 8700 FL  | ALL         |
| R         | 531114-1      | Crack detection on <b>aft internal</b> surface of forward pressure bulkhead  | 38300 FL  | 8700 FL  | ALL         |
|           | 531115-1      | Crack detection on upper end of FR10 and FR11 at level of frame to hatch surrounds fasteners   | 21100 FL  | 10500 FL | ALL         |
| R         | 531118-1      | Crack detection on windshield and window retainers <b>between nodes 1 &amp; 8</b>  | 40500 FL  | 19600 FL | ALL         |
| R         | 531126-1      | Crack detection (SDI) on node 5 <b>of cockpit windows support structure</b> - internal surface   | 58600 FL  | 19000 FL | ALL         |
| R         | 531127-1      | Crack detection (SDI) on node 5 <b>of cockpit windows support structure</b> external surface <b>of windshield frame</b>  | 29000 FL  | 13300 FL | ALL         |
| R         | 531129-1      | Crack detection (SDI) on node 6 and node 7 <b>of cockpit windows support structure</b> — <b>Frame and splice (L fitting)</b>   | 62700 FL  | 15000 FL | ALL         |
| R         | 531130-1      | Crack detection (SDI) on node 3 and posts between nodes 1- <b>&amp; 5</b> , 2- <b>&amp; 6</b> , 3- <b>&amp; 7</b> <b>of cockpit windows support structure (LH and RH)</b>  | 46900 FL  | 13200 FL | ALL         |
| R         | 531131-1      | Crack detection (SDI) on node 1 and node 2 <b>of cockpit windows support structure (LH and RH)</b>   | 38000 FL  | 12300 FL | ALL         |
| R         | 531132-1      | Crack detection (SDI) on nodes 4 and <b>node 8</b> and <b>cockpit sills of cockpit windows support structure</b> between nodes:<br><ul style="list-style-type: none"> <li>▪ 1- <b>and 2</b></li> <li>▪ 2- <b>and 4</b></li> <li>▪ 5- <b>and 6</b></li> <li>▪ 6- <b>and 7</b></li> <li>▪ 7- <b>and 8</b></li> </ul> | 43000 FL  | 13800 FL | ALL         |
|           | 531133-1      | Crack detection on external surface of fuselage skin circumferential splice at FR13  | 46600 FL  | 16400 FL | PRE 5555    |
|           |               |  | 40300 FL  | 14100 FL | POST 5555   |
|           | 531134-1      | Crack detection on FWD surface of FWD pressure bulkhead  | 70000 FL  | 21000 FL | ALL         |
|           | 531135-1      | Crack detection (SDI) on sill between nodes 2 & 3 of cockpit window structure (LH and RH side)   | 46800 FL  | 19200 FL | PRE 3574    |
|           | 531136-1      | Crack detection (SDI) on sill between nodes 6 & 7 in node 6 area (LH and RH side)  | 40000 FL  | 12000 FL | PRE 3573    |
| CONTINUED |               |  |           |          |             |





# **ATR72 TIME LIMITS** **AIRWORTHINESS LIMITATIONS** **DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

|           | AWL reference | DESCRIPTION   | THRESHOLD | INTERVAL             | EFFECTIVITY                               |
|-----------|---------------|---|-----------|----------------------|---|
| R         | 533101-1      | Crack detection (SDI) on external surface of crown panel between FR13 and FR23 (skin lap joints at stringers 4, LH/RH and RH side)  | 70000 FL  | 24000 FL<br>53800 FL | ALL PRE 7900                              |
| N         | 533101-5      | Crack detection (SDI) on external surface of crown panel between FR13 and FR23 (skin lap joints at stringers 3 LH and 4 RH)   | 70000 FL  | 53800 FL             | POST 7900                                 |
| R         | 533104-1      | Crack detection on external surface of lower skin panel between FR13 and FR23 (skin lap joints at stringers 17, LH/RH and RH side)  | 70000 FL  | 24000 FL<br>53800 FL | ALL                                       |
| R         | 533111-1      | Crack detection on frames and frame to skin joints, between frames 13 and 23 13, 17, 18, 19, 20, 21, 22 skin joint between stringers 12 and 18 LH/RH  | 60000 FL  | 33500 FL             | ALL PRE 6063                              |
| N         | 533111-6      |   |           |                      | POST 6063                                 |
| R         | 533118-1      | Crack detection on fuselage skin surrounding the of forward plug doors (LH/RH)  | 32800 FL  | 3200 FL              | POST 0877<br>OR<br>POST 1861<br>POST 5928 |
| R         | 533119-1      | Crack detection on FR14 and FR16 between stringers 5 and 18 (LH/RH and RH side)   | 70000 FL  | 24000 FL<br>28060 FL | POST 0877<br>OR<br>POST 1861<br>POST 5928 |
|           | 533120-1      | Crack detection (SDI) on splice plates between lateral and lower segment of FR14 and 16 (LH and RH side)  | 46100 FL  | 17400 FL             | POST 0877<br>OR<br>POST 1861<br>POST 5928 |
| R         | 533121-1      | Crack detection (SDI) on LH and RH upper side skin panels between FR13 and FR23: lap joints at stringers 13 LH/RH and door cut out edges external surface and between stringers 4 and 13 (LH and RH side) | 70000 FL  | 24000 FL<br>53800 FL | ALL                                       |
| R         | 533124-1      | Crack detection (SDI) on external surface of cabin window frames between FR17 and FR23 (LH/RH and RH side) including emergency exits  | 38400 FL  | 12200 FL             | ALL PRE 7900                              |
| R         | 533127-1      | Crack detection on external surface of LH & RH side skin panels between from FR13 and to FR23, between stringers 14 and & 15  | 26600 FL  | 7000 FL              | ALL                                       |
| CONTINUED |               |   |           |                      |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION  | THRESHOLD | INTERVAL             | EFFECTIVITY                                    |
|-----------|------------------|--|-----------|----------------------|--|
| R         | 533701-1         | Crack detection on roller guides (4 places) shear fittings and center central latch fitting of the cargo door on fuselage side         | 70000 FL  | 21300 FL             | POST 1861<br>PRE 3250<br>PRE 5928              |
| R         | 533701-2         | Crack detection (SDI) on fwd and aft latch fittings of LH forward the cargo door on fuselage side                                      | 21600 FL  | 8900 FL              | POST 1861<br>PRE 3250<br>PRE 5928              |
| R         | 533701-3         | Crack detection on roller guides (4 places) shear fittings and latch fittings (3 places) of LH forward the cargo door on fuselage side | 70000 FL  | 21300 FL             | POST 1861<br>POST 3250<br>PRE 5928<br>PRE 7900 |
| R         | 533703-1         | Crack detection on stop, roller track and back-up fittings of forward plug doors on fuselage side (LH/RH)                              | 70000 FL  | 24000 FL<br>66500 FL | POST 0877<br>OR<br>POST 1861<br>POST 5928      |
| D         | 533704-1         | Crack detection on stop and hinge fittings of RH passenger compartment type III emergency exit   | 70000 FL  | 24000 FL             | POST 0877                                      |
| D         | 533705-1         | Crack detection on stop and hinge fittings of LH/RH passenger compartment type III emergency exit                                      | 70000 FL  | 24000 FL             | POST 1861                                      |
| N         | 533707-1         | Crack detection on large cargo door main and auxiliary upper sills   | 13800 FL  | 9060 FL              | POST 7900                                      |
| N         | 533708-1         | Crack detection (SDI) on LH frames 14 and 20, at large cargo door roller guide fittings  | 70000 FL  | 3170 FL              | POST 7900                                      |
| N         | 533708-3         | Crack detection on junction of LH frame 20 with fuselage skin  | 66460 FL  | 60100 FL             | POST 7900                                      |
| N         | 533709-1         | Crack detection on fuselage skin at large cargo door surround - external surface (note: this task is alternative to 533709-2)          | 70000 FL  | 3410 FL              | POST 7900                                      |
| N         | 533709-2         | Crack detection (SDI) on fuselage skin at large cargo door surround - external surface (note: this task is alternative to 533709-1)    | 70000 FL  | 14000 FL             | POST 7900                                      |
| N         | 533710-1         | Crack detection on large cargo door surround: latch and roller guide fittings  | 69750 FL  | 40060 FL             | POST 7900                                      |
| N         | 533711-1         | Crack detection (SDI) on large cargo door lower sill: open holes in the chord  | 25670 FL  | 5680 FL              | POST 7900                                      |
| N         | 533711-2         | Crack detection (SDI) on large cargo door lower sill: chord to sill joint  | 33230 FL  | 7440 FL              | POST 7900                                      |
| N         | 533711-3         | Crack detection (SDI) on large cargo door lower sill: upper web  | 70000 FL  | 13530 FL             | POST 7900                                      |
| CONTINUED |                  |  |           |                      |  |



# **ATR72 TIME LIMITS** **AIRWORTHINESS LIMITATIONS** **DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

|           | AWL reference | DESCRIPTION  | THRESHOLD | INTERVAL             | EFFECTIVITY  |
|-----------|---------------|--|-----------|----------------------|--------------|
| R         | 535101-1      | Crack detection (SDI) on skin lap joints at stringers 4 LH and RH of forward crown panel between FR23 and FR24 and aft crown panel between FR28 and FR29 external surface              | 70000 FL  | 24000 FL<br>53800 FL | ALL          |
| R         | 535102-1      | Crack detection (SDI) on skin lap joint at STR11 RH/LH between FR23 and FR29 and cutout edge of upper LH emergency exit and RH side panels external surface and between STR4 and STR11 | 70000 FL  | 24000 FL<br>53800 FL | ALL          |
| R         | 535103-1      | Crack detection (SDI) on skin lap joint at STR17 lower LH/RH and RH side panels external surface between FR23 and FR29 and between STR11 and STR17                                     | 70000 FL  | 24000 FL<br>53800 FL | ALL          |
| R         | 535113-1      | Crack detection on forward wing pressure deck external surface between FR24 and FR25   | 70000 FL  | 24000 FL<br>31300 FL | ALL          |
| R         | 535114-1      | Crack detection on forward wing pressure deck internal surface between FR24 and FR25   | 70000 FL  | 24000 FL<br>31300 FL | ALL PRE 7900 |
| N         | 535114-2      |  |           |                      | POST 7900    |
| R         | 535115-1      | Crack detection on aft wing pressure deck: external surface between FR27 and FR28  | 70000 FL  | 24000 FL<br>31300 FL | ALL          |
| R         | 535116-1      |  |           |                      | ALL PRE 3715 |
| N         | 535116-2      | Crack detection on aft wing pressure deck: internal surface between FR27 and FR28  | 70000 FL  | 24000 FL<br>31300 FL | POST 3715    |
| N         | 535116-3      |  |           |                      | PRE 7900     |
| R         | 535117-1      | Crack detection on typical frames and frame to skin joints, between FR23 to FR24 and FR28 to FR29 between stringers 12 and 18 LH/RH  | 60000 FL  | 33500 FL             | PRE 7255     |
| D         | 535117-2      |  |           |                      |              |
| R         | 535117-4      |  |           |                      |              |
| R         | 535117-2-1    | Crack detection on typical frames and frame to skin joints, between FR23 and FR24 between stringers 12 and 18 LH/RH  | 60000 FL  | 33500 FL             | POST 7255    |
|           |               | Crack detection on typical frames and frame to skin joints, between FR28 and FR29 between stringers 12 and 18 LH/RH  | 52400 FL  |                      |              |
| CONTINUED |               |  |           |                      |              |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION  | THRESHOLD | INTERVAL | EFFECTIVITY   |
|-----------|------------------|--|-----------|----------|---|
| R         | 535119-1         | Crack detection on internal surface of main frames 25 and 27 between stringers 4 and 14 LH/RH  | 63600 FL  | 15600 FL | PRE 5555  |
|           | 535119-3         |  |           |          |   |
|           | 535119-3         |  | 61900 FL  | 16570 FL | POST 5555<br>PRE 7255<br>PRE 7378<br>PRE 7469<br>PRE 7900 |
|           | 535119-5         |  |           | 6200 FL  | POST 7255   |
|           | 535119-6         |  |           | 4960 FL  | POST 7378<br>OR<br>POST 7469                              |
|           | N 535119-7       |  |           | 16570 FL | POST 7900   |
| R         | 535121-1         | Crack detection on internal surface of main frames 25 and 27 lower parts between stringers 14 LH/RH  | 32500 FL  | 12150 FL | PRE ATR72-212A  |
| R         | 535121-3         |  | 70000 FL  | 12400 FL | POST ATR72-212A<br>PRE 5555                               |
|           | 535121-4         |  |           | 12100 FL | POST 5555<br>PRE 7255<br>PRE 7378<br>PRE 7469             |
| R         | 535121-5         |  |           | 6600 FL  | POST 7255   |
| R         | 535121-5         |  |           | 3100 FL  | POST 7378<br>OR<br>POST 7469                              |
|           | 535122-1         | Crack detection on pressure plate external surface between FR25 and FR27   | 43500 FL  | 12300 FL | ALL   |
|           | 535123-1         | Crack detection (SDI) on pressure plate internal surface between FR25 and FR27   | 43500 FL  | 12300 FL | ALL   |
| R         | 535124-1         | Crack detection (SDI) on external surface of window frames LH and RH side between FR23 and FR29 LH/RH (including emergency exits if installed) | 31800 FL  | 8900 FL  | ALL PRE 7900  |
| R         | 535129-1         | Crack detection (SDI) on external surface of lower beam of LH/RH lower side longeron between FR25 and FR27                                     | 70000 FL  | 6200 FL  | PRE ATR72-212A  |
| R         | 535129-3         |  |           | 14100 FL | POST ATR72-212A<br>PRE 5555                               |
|           | 535129-3         |  |           | 13100 FL | POST 5555<br>PRE 7378<br>PRE 7469                         |
| R         | 535129-4         |  | 40880 FL  | 10240 FL | POST 7378<br>OR<br>POST 7469                              |
| CONTINUED |                  |  |           |          |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION  | THRESHOLD | INTERVAL | EFFECTIVITY                       |
|-----------|------------------|--|-----------|----------|-----------------------------------|
| R         | 535130-1         | Crack detection (SDI) on internal surface of upper beam of LH/RH lower side longeron between FR25 and FR27                 | 70000 FL  | 24000 FL | PRE ATR72-212A                    |
|           |                  |  |           | 20700 FL | POST ATR72-212A<br>PRE 5555       |
|           |                  |  |           | 19300 FL | POST 5555<br>PRE 7378<br>PRE 7469 |
|           |                  |  |           | 16180 FL | POST 7378<br>OR<br>POST 7469      |
| R         | 535130-3         |  |           |          |                                   |
| R         | 535131-1         | Crack detection (SDI) on external strap of LH and RH lower side longeron between FR25 and FR27 LH/RH                       | 40000 FL  | 9300 FL  | PRE ATR72-212A                    |
| R         | 535131-3         |  | 70000 FL  | 21000 FL | POST ATR72-212A<br>PRE 5555       |
|           |                  |  |           | 19500 FL | POST 5555<br>PRE 7378<br>PRE 7469 |
| R         | 535131-4         |  | 69760 FL  | 15260 FL | POST 7378<br>OR<br>POST 7469      |
| R         | 535136-1         | Crack detection (SDI) on Main Landing Gear attachment areas on main FR25 and FR27 on fwd and rear bulkheads LH and RH side | 34700 FL  | 12100 FL | PRE ATR72-212A                    |
| R         | 535136-2         |  | 41700 FL  | 13100 FL | POST ATR72-212A<br>PRE 5555       |
|           |                  |  | 38800 FL  | 12100 FL | POST 5555<br>PRE 7378<br>PRE 7469 |
| R         | 535136-3         |  | 30310 FL  | 9520 FL  | POST 7378<br>OR<br>POST 7469      |
| R         | 535137-1         | Crack detection on intermediate FR26 at splice areas, stringers 11 LH/RH   | 27500 FL  | 16000 FL | PRE 3715                          |
| R         | 535137-3         |  |           |          | POST 3715<br>PRE 7900             |
| N         | 535137-5         |  |           |          | POST 7900                         |
| R         | 535138-1         | Crack detection (SDI) on upper longeron splices at stringer 4 between FR24 and FR28 LH/RH                                  | 33000 FL  | 14000 FL | PRE 5555                          |
| R         | 535138-3         |  |           | 17000 FL | POST 5555<br>PRE 7255             |
|           |                  |  | 23800 FL  | 12100 FL | POST 7255                         |
| CONTINUED |                  |  |           |          |                                   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference     | DESCRIPTION   | THRESHOLD               | INTERVAL               | EFFECTIVITY                 |
|-----------|----------------------|---|-------------------------|------------------------|-----------------------------|
| R         | 535140-1             | Crack detection on external surface of fuselage skin circumferential splices at FR23 and FR29   | 46600 FL                | 16400 FL               | PRE 5555                    |
|           |                      |   | 40300 FL                | 14100 FL               | POST 5555<br>PRE 7255       |
| R         | 535140-3             | Crack detection on external surface of fuselage skin circumferential splices at FR23  | 40300 FL                | 14100 FL               | POST 7255                   |
|           |                      | Crack detection on external surface of fuselage skin circumferential splices at FR29  | 30200 FL                | 10500 FL               |                             |
| R         | 535141-1<br>535141-3 | Crack detection on internal surface of wing to fuselage shear web between FR25 and FR27 LH/RH   | 57400 FL                | 22100 FL               | PRE ATR72-212A              |
| R         | 535141-3             |   | 65800 FL                | 20200 FL               | POST ATR72-212A<br>PRE 5555 |
|           |                      |   | 61200 FL                | 18800 FL               | POST 5555<br>PRE 7900       |
| N         | 535141-5             |   |                         |                        | POST 7900                   |
| R         | 535142-1             | Crack detection on upper portion part of FR26 between stringers 4 and 5 LH/RH (including formed bracket at stringers 4)   | 70000 FL                | 26500 FL               | PRE 3715                    |
| R         | 535142-2             |   |                         |                        | POST 3715<br>PRE 7900       |
| N         | 535142-3             |   |                         |                        | POST 7900                   |
|           | 535144-1             | Crack detection on lower side longeron upper beam end fittings at FR25 and FR27 (LH and RH side)  | 24500 FL<br><b>Note</b> | 9400 FL<br><b>Note</b> | PRE 3715                    |
|           | 535144-2             |   |                         |                        | POST 3715                   |
|           |                      | <b>Note:</b> When SB ATR72-53-1024 and SB ATR72-53-1057 are simultaneously applied, next threshold is at 24500 FL from SBs embodiment date, then successive intervals apply |                         |                        |                             |
| R         | 535146-1             | Crack detection on external surface of LH and RH side skin panels from FR23 to FR29 between stringers 14 and 15   | 26600 FL                | 7000 FL                | ALL                         |
| CONTINUED |                      |   |                         |                        |                             |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION   | THRESHOLD | INTERVAL            | EFFECTIVITY   |
|-----------|------------------|---|-----------|---------------------|---|
| R         | 535601-1         | Crack detection (SDI) on upper lug area wing attachment of front and rear bulkheads (LH/RH) fuselage main frames at FR25 and FR27 at wing to fuselage junction lugs       | 70000 FL  | 24000 FL            | PRE 7255  |
|           | 535601-2         |   |           | 39800 FL            | PRE 7900  |
| R         | 535601-2         |   |           | 19700 FL            | POST 7255<br>PRE 7900                                     |
| N         | 535601-5         |   |           | 39800 FL            | POST 7900   |
| R         | 535602-1         | Crack detection on wing support attach fittings at stringers 7 LH/RH and RH on FR25 and FR27  | 25700 FL  | 6800 FL             | PRE ATR72-212A  |
| R         | 535602-2         |   | 70000 FL  | 7700 FL             | POST ATR72-212A<br>PRE 5555                               |
|           |                  |   |           | 6600 FL             | POST 5555   |
| R         | 535603-1         | Crack detection (SDI) on fuselage main frames 25 and 27 at wing to fuselage junction fastener holes at LH and RH stringers 7 (6 holes at threshold, 4 lower holes after)  | 27600 FL  | 13700 FL            | PRE ATR72-212A  |
|           | 535603-2         |   |           |                     |   |
|           | 535603-3         |   | 43800 FL  | 16900 FL            | POST ATR72-212A<br>PRE 5555                               |
|           |                  |   | 37800 FL  | 14600 FL            | POST 5555<br>PRE 7255<br>PRE 7378<br>PRE 7469<br>PRE 7900 |
|           |                  |   |           |                     | 535603-2  |
|           | 535603-4         |   | 33090 FL  | 13960 FL            | POST 7378 OR<br>POST 7469                                 |
| N         | 535603-5         |   | 37800 FL  | 14600 FL            | POST 7900   |
| D         | 535702-4         | Crack detection on stop and hinge fittings of emergency exit  | 70000 FL  | 24000 FL            | POST 0877   |
| R         | 536101-1         | Crack detection (SDI) on external surface of crown panel skin lap joint at stringers 3 LH/RH between FR29 and FR42  | 70000 FL  | 24000 FL<br>53800FL | ALL   |
| R         | 536102-1         | Crack detection (SDI) on external surface of side panels skin lap joint at stringers 11 LH/RH from FR29 to FR42 between stringer 3 and stringer 17 and door cut-out edges | 70000 FL  | 24000 FL<br>53800FL | ALL   |
| R         | 536103-1         | Crack detection (SDI) on external surface of lower panels skin lap joint at stringers 17 LH/RH between FR29 to FR42 and stringer 17                                       | 70000 FL  | 24000 FL<br>53800FL | ALL   |
| CONTINUED |                  |   |           |                     |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference     | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY          |
|-----------|----------------------|---|-----------|----------|----------------------|
| R         | 536113-1             | Crack detection (SDI) on external surface of cabin window frames between FR29 and FR35 LH and RH  | 38400 FL  | 12200 FL | PRE 7255             |
| R         | 536113-5             |   | 27500 FL  | 8700 FL  | POST 7255            |
| R         | 536114-1             | Crack detection on external surface of fuselage skin at passenger entry door surrounding cut-out  | 32800 FL  | 3200 FL  | PRE 7255<br>PRE 7900 |
| R         | 536114-2             |   | 24600 FL  | 2400 FL  | POST 7255            |
| N         | 536114-3             | Crack detection (SDI) on external surface of fuselage skin at upper hinged door surround  | 70000 FL  | 12000 FL | POST 7900            |
| R         | 536115-1             | Crack detection on external surface of fuselage skin at RH aft plug door or RH service door surrounding cut-out   | 32800 FL  | 3200 FL  | PRE 7255<br>PRE 7900 |
| R         | 536115-2             |   | 24600 FL  | 2400 FL  | POST 7255            |
| R         | 536119-1<br>536119-2 | Crack detection on frames 36, 37 and 39 between stringers 5 and stringer 14 LH/RH and RH sides  | 61000 FL  | 24000 FL | PRE 7255<br>PRE 7900 |
| R         | 536119-5             |   | 43600 FL  | 17100 FL | POST 7255            |
| N         | 536119-6             |   | 61000 FL  | 24000 FL | POST 7900            |
|           | 536120-1<br>536120-2 | Crack detection (SDI) on splice plates between lower and lateral frame segments at FR36 LH side and FR39 LH and RH sides  | 61000 FL  | 24000 FL | PRE 7255             |
|           |                      |   | 47100 FL  | 18500 FL | POST 7255            |
| R         | 536121-1<br>2        | Crack detection on typical frames 30, 31, 32, 33, 34, 35, 40, 41, 42 between stringers 12 and 18 frames and frame to skin joints, FR29 to 42, STR 12 and STR 18 LH/RH | 60000 FL  | 33500 FL | PRE 7255             |
|           |                      |   | 52400 FL  |          | POST 7255            |
| R         | 536123-1             | Crack detection on external surface of LH and RH side skin panels from FR29 to FR42 between stringers 14 and 15   | 26600 FL  | 7000 FL  | ALL                  |
| CONTINUED |                      |   |           |          |                      |





# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION  | THRESHOLD            | INTERVAL             | EFFECTIVITY   |
|-----------|------------------|--|----------------------|----------------------|---|
| R         | 536701-1         | Crack detection on hinge fittings (2 places) and shoot bolt fittings (6 places) installed on LH aft airstair of passenger door surround on fuselage side                     | 46000 FL             | 10700 FL             | POST 0877<br>POST 2643<br>OR<br>POST 1861<br>PRE 7255 |
| R         | 536701-3         |  | 31700 FL             | 7300 FL              | POST 7255   |
| R         | 536702-1         | Crack detection on hinge fittings (2 places) and shoot bolt fittings (5 places) of installed on RH service door surround on fuselage side                                    | 46000 FL             | 10700 FL             | POST 0877<br>POST 2643<br>OR<br>POST 1861<br>PRE 7255 |
| R         | 536702-3         |  | 31700 FL             | 7300 FL              | POST 7255   |
| R         | 536703-1         | Crack detection on stop, roller and back-up fittings of LH aft plug door on fuselage side  | 70000 FL             | 24000 FL<br>66500 FL | POST 0877<br>PRE 2643                                 |
| R         | 536704-1         | Crack detection on stop, roller and back-up fittings installed on RH aft plug door surround on fuselage side   | 70000 FL             | 24000 FL<br>66500 FL | POST 0877<br>PRE 2643                                 |
| N         | 536705-1         | Crack detection on LH frame 36, splice at stringers 1-2  | 31420 FL             | 7260 FL              | POST 7900   |
| N         | 536705-2         | Crack detection (SDI) on LH frame 36, splice at stringer 13  | 14870 FL             | 3000 FL              | POST 7900   |
| N         | 536706-1         | Crack detection on rear cargo door upper main and auxiliary sills  | 46000 FL             | 30510 FL             | POST 7900   |
|           | 538112-1         | Crack detection on aft surface of aft pressure bulkhead  | 30200 FL             | 11400 FL             | ALL   |
| R         | 538113-1         | Crack detection (SDI) on rear pressure bulkhead - dome skin periphery and center splice at connection with vertical flange and vertical lap joint between the two half skins | 30200 FL             | 11400 FL             | ALL   |
| R         | 538114-1         | Crack detection (SDI) on external surface skin of crown panel lap joint at stringers 6 LH/RH between from FR42 and to FR47 and between stringer 6 LH and RH                  | 70000 FL             | 24000 FL<br>53800 FL | ALL   |
| R         | 538115-1         | Crack detection on external surface of lateral skin panels lap joint at stringer 17 from between FR42 to and FR47 and between stringers 6 and 17 LH/RH and RH                | 70000 FL             | 24000 FL<br>53800 FL | ALL   |
| R         | 538116-1         | Crack detection (SDI) on external surface of lower panel skin lap joints at stringers 17 LH/RH between from FR42 and to FR47 between stringer 17 LH and RH                   | 70000 FL             | 24000 FL<br>53800 FL | ALL   |
| R         | 538117-1         | Crack detection on external surface of longitudinal junction at BL 0 crown skin panel junction area between FR42 and FR44 and cover panels from FR44 to FR47                 | 70000 FL             | 24000 FL<br>53800 FL | ALL   |
| R         | 538120-1         | Crack detection on external surface of fuselage skin-circumferential splices at frame 42   | 46600 FL<br>40300 FL | 16400 FL<br>14100 FL | PRE 5555<br>POST 5555                                 |
| CONTINUED |                  |  |                      |                      |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY                             |
|-----------|------------------|---|-----------|----------|---|
| R         | 541002-1         | Inspection of shock mounts and supporting brackets, including attachment bolts Integrity              | 2700 FL   | 2700 FL  | PRE 5555<br>PRE 5731                    |
| N         | 541002-2         | check of the Engine Vibration Isolation System  | 1860 FL   | 1860 FL  | POST 5555 OR<br>POST 5731               |
|           | 541003-1         | Crack detection on Engine Vibration Isolation torque tube   | 9200 FL   | 9200 FL  | PRE 5731                                |
| N         | 541003-2         |   | 8000 FL   | 8000 FL  | POST 5731                               |
|           | 541171-1         | Crack detection on air intake attachment fittings of nacelle front section                            | 70000 FL  | 18100 FL | PRE ATR72-212A                          |
|           |                  |   |           | 22700 FL | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|           |                  |   |           | 21000 FL | POST 5555<br>PRE 6219<br>PRE 5731       |
|           |                  |   |           | 20300 FL | POST 6219<br>PRE 5731                   |
|           |                  |   |           | 19200 FL | POST 5731                               |
|           | 541172-1         |   | 70000 FL  | 29500 FL | PRE ATR72-212A                          |
|           |                  |   |           | 15000 FL | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|           | 541172-3         | Crack detection (SDI) on tube 5 welded areas and associated fittings of nacelle front section         |           | 14000 FL | POST 5555<br>PRE 6219<br>PRE 5731       |
|           |                  |   |           | 13200 FL | POST 6219<br>PRE 5731                   |
|           |                  |   |           | 12000 FL | POST 5731                               |
|           | 541173-1         | Crack detection (SDI) on front arc tube welded areas and associated fittings of nacelle front section | 70000 FL  | 58500 FL | PRE ATR72-212A                          |
|           |                  |   |           | 67500 FL | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|           |                  |   |           | 63000 FL | POST 5555<br>PRE 6219<br>PRE 5731       |
|           |                  |   |           | 59600 FL | POST 6219<br>PRE 5731                   |
|           |                  |   |           | 56700 FL | POST 5731                               |
| CONTINUED |                  |   |           |          |   |



# **ATR72 TIME LIMITS** **AIRWORTHINESS LIMITATIONS** **DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

| AWL<br>reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY                             |
|------------------|---|-----------|----------|---|
| 541174-1         | Crack detection on tube 5 forward and aft fittings of nacelle front section                                       | 70000 FL  | 22500 FL | PRE 5555<br>PRE 5731                    |
|                  |   |           | 21000 FL | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |   | 67900 FL  | 19800 FL | POST 6219<br>PRE 5731                   |
| N 541174-3       |   | 57400 FL  | 16900 FL | POST 5731                               |
| 542170-1         | Crack detection (SDI) on tubes 1, 2, 3, 4, 5, 6, 8 welded areas and associated fittings of nacelle center section | 70000 FL  | 65000 FL | PRE ATR72-212A                          |
|                  |   |           | 35600 FL | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|                  |   |           | 33000 FL | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |   |           | 31500 FL | POST 6219<br>PRE 5731                   |
|                  |   |           | 28000 FL | POST 5731                               |
| 542171-1         | Crack detection on tube 1 aft end yoke of nacelle center section  | 70000 FL  | 6400 FL  | PRE ATR72-212A                          |
| 542171-3         |   |           | 3300 FL  | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|                  |   |           | 3085 FL  | POST 5555<br>PRE 6219<br>PRE 5731       |
| 542171-4         |   |           | 2950 FL  | POST 6219<br>PRE 5731                   |
| N 542171-5       |   |           | 2600 FL  | POST 5731                               |
| 542173-1         | Crack detection on tubes 6 and 7- aft end yokes of nacelle center section   | 70000 FL  | 6000 FL  | PRE ATR72-212A                          |
|                  |   |           | 5600 FL  | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
| 542173-3         |   |           | 5200 FL  | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |   |           | 4900 FL  | POST 6219<br>PRE 5731                   |
|                  |   |           | 3850 FL  | POST 5731                               |
| CONTINUED        |   |           |          |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

| AWL<br>reference | DESCRIPTION  | THRESHOLD | INTERVAL                                | EFFECTIVITY                             |
|------------------|--|-----------|---|---|
| 542175-4         | Crack detection on tubes 4 and 5 aft end yokes of nacelle center section   | 70000 FL  | 8000 FL                                 | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|                  |  |           | 7400 FL                                 | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |  |           | 7000 FL                                 | POST 6219<br>PRE 5731                   |
|                  |  |           | 6950 FL                                 | POST 5731                               |
| 542176-1         | Crack detection (SDI) on tube 7 welded areas and associated fittings of nacelle center section   | 70000 FL  | 24200 FL                                | PRE ATR72-212A                          |
|                  |  |           | 20500 FL                                | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
|                  |  |           | 19000 FL                                | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |  |           | 18100 FL                                | POST 6219<br>PRE 5731                   |
|                  |  |           | 15500 FL                                | POST 5731                               |
| 542176-3         |  |           |   |   |
| 542177-1         | Crack detection on tube 7 forward and aft fittings of nacelle rear section   | 70000 FL  | 25000 FL                                | PRE 5555<br>PRE 5731                    |
|                  |  |           | 23000 FL                                | POST 5555<br>PRE 6219<br>PRE 5731       |
|                  |  | 65000 FL  | 22100 FL                                | POST 6219<br>PRE 5731                   |
|                  |  | 54900 FL  | 18900 FL                                | POST 5731                               |
| 543170-1         | Crack detection (SDI) on attachment of tube 1 attach fitting to on nacelles underwing box front frame under at LH wing rib 10 and RH wing rib 12 of nacelle rear section | 70000 FL  | 6000 FL                                 | PRE ATR72-212A                          |
| 3400 FL          |  |           | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |   |
| 3100 FL          |  |           | POST 5555<br>PRE 6219<br>PRE 5731       |   |
| 3000 FL          |  |           | POST 6219<br>PRE 5731                   |   |
| 543170-4         |  |           | 2650 FL                                 | POST 5731                               |
| CONTINUED        |  |           |   |   |



## ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS

### DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

|           | AWL<br>reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY                       |
|-----------|------------------|---|-----------|----------|-----------------------------------|
| R         | 551401-1         | Crack detection on <b>lugs hinge fittings</b> connecting horizontal stabilizer to elevators       | 70000 FL  | 38800 FL | PRE 7255                          |
| R         | 551401-3         |   | 38400 FL  | 9000 FL  | POST 7255                         |
|           | 552601-1         | Crack detection on LH and RH hinge fittings on elevators  | 70000 FL  | 38800 FL | PRE 7255                          |
|           | 552601-3         |   | 38400 FL  | 9000 FL  | POST 7255                         |
|           | 571201-1         | Crack detection (SDI) on front spar lower surface flange at rib 4 of center wing box              | 70000 FL  | 6000 FL  | PRE 5555                          |
|           | 571201-3         |   |           | 4800 FL  | POST 5555<br>PRE 7255             |
|           | 571201-4         |   | 58800 FL  | 3500 FL  | POST 7255                         |
|           | 571203-1         | Crack detection (SDI) on rear spar lower surface flange at rib 4 of center wing box               | 70000 FL  | 6100 FL  | PRE 5555                          |
|           | 571203-3         |   | 67800 FL  | 5200 FL  | POST 5555<br>PRE 7378<br>PRE 7469 |
|           | 571203-4         |   | 49300 FL  | 4050 FL  | POST 7378 OR<br>POST 7469         |
|           | 571204-1         | Crack detection (SDI) on rear spar lower surface flange at rib 8 of center wing box               | 70000 FL  | 11900 FL | PRE 5555                          |
|           |                  |   |           | 10100 FL | POST 5555                         |
|           | 571205-1         | Crack detection (SDI) on front spar lower surface flange at rib 10 of center wing box             | 70000 FL  | 6700 FL  | PRE 5555                          |
|           | 571205-3         |   |           | 5700 FL  | POST 5555                         |
|           | 571206-1         | Crack detection (SDI) on front spar lower surface flange at rib 12 of center wing box             | 70000 FL  | 9800 FL  | PRE 5555                          |
|           | 571206-3         |   |           | 8300 FL  | POST 5555                         |
|           | 571208-1         | Crack detection (SDI) on rear spar lower surface flange between ribs 12 and 13 of center wing box | 70000 FL  | 12300 FL | PRE 5555                          |
|           | 571208-2         |   |           | 10500 FL | POST 5555                         |
| CONTINUED |                  |   |           |          |                                   |



**ATR72 TIME LIMITS  
AIRWORTHINESS LIMITATIONS  
DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

| AWL reference | DESCRIPTION  | THRESHOLD | INTERVAL | EFFECTIVITY                       |
|---------------|--|-----------|----------|-----------------------------------|
| 571209-1      | Crack detection (SDI) on front spar lower surface flange at rib 2 of center wing box                                     | 70000 FL  | 9800 FL  | PRE 5555                          |
| 571209-3      |  |           | 8300 FL  | POST 5555<br>PRE 7255             |
| 571209-4      |  |           | 6060 FL  | POST 7255                         |
| 571210-1      | Crack detection (SDI) on rear spar lower surface flange at rib 2 of center wing box                                      | 70000 FL  | 11000 FL | PRE 5555                          |
|               |  |           | 9300 FL  | POST 5555<br>PRE 7378<br>PRE 7469 |
| 571210-3      |  |           | 7300 FL  | POST 7378<br>OR<br>POST 7469      |
| 571211-1      | Crack detection (SDI) on front spar lower surface flange to skin junction from rib 13 LH to rib 13 RH of center wing box | 70000 FL  | 9100 FL  | PRE 5555                          |
| 571211-3      |  |           | 7800 FL  | POST 5555<br>PRE 7255             |
| 571211-4      |  |           | 5600 FL  | POST 7255                         |
| 571212-1      | Crack detection (SDI) on skin to rear spar lower surface flange junction from rib 13 LH to rib 13 RH of center wing box  | 70000 FL  | 9100 FL  | PRE 5555                          |
|               |  |           | 7800 FL  | POST 5555<br>PRE 7378<br>PRE 7469 |
| 571212-2      |  |           | 6100 FL  | POST 7378<br>OR<br>POST 7469      |
| CONTINUED     |  |           |          |                                   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

| AWL reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY                                   |
|---------------|---|-----------|----------|---|
| 571401-1      | Crack detection (SDI) on drain holes on wing lower skin stiffeners at rib 5 and 12 of center wing box                 | 70000 FL  | 23800 FL | PRE 5555                                      |
|               |   | 68000 FL  | 20300 FL | POST 5555                                     |
| 571402-1      | Crack detection (SDI) on wing lower skin between ribs 4 and 5 at fuel pump canister fastener holes of center wing box | 51200 FL  | 4000 FL  | PRE 5555                                      |
|               |   | 41800 FL  | 3300 FL  | POST 5555                                     |
| 571403-1      | Crack detection (SDI) on external surface nacelles under wing box junction line of center wing box                    | 70000 FL  | 16300 FL | PRE 5555                                      |
|               |   |           | 13900 FL | POST 5555                                     |
| 571404-1      | Crack detection (SDI) on lower panel stiffeners tops of center wing box (stringers 4 to 8 only)                       | 70000 FL  | 18600 FL | PRE 5555                                      |
| 571404-2      |   |           | 15800 FL | POST 5555                                     |
| R 571407-1    | Crack detection (SDI) on lower skin panel at fuel pump cut out between ribs 4 and 5 of center wing box                | 70000 FL  | 3200 FL  | PRE 5555                                      |
| R 571407-2    |   |           | 2700 FL  | POST 5555                                     |
| 571408-1      | Crack detection (SDI) on lower panels areas between recesses at level of rib 13 of center wing box                    | 70000 FL  | 7500 FL  | PRE 2183                                      |
| 571408-2      |   |           | 13300 FL | POST 2183<br>PRE 5555                         |
| 571408-3      |   |           | 11300 FL | POST 5555                                     |
| R 571512-1    | Crack detection on wing to fuselage forward junction fitting and rod at level of on front spar at rib 4               | 70000 FL  | 17700 FL | PRE 5555                                      |
|               |   |           | 14800 FL | POST 5555<br>PRE 7255                         |
| R 571512-3    |   |           | 10400 FL | POST 7255                                     |
| R 571513-1    | Crack detection on wing to fuselage aft junction fitting and rod at level of rear spar rib 4 assy and junction        | 70000 FL  | 17700 FL | PRE 5555                                      |
|               |   |           | 14800 FL | POST 5555<br>PRE 7255<br>PRE 7378<br>PRE 7469 |
| R 571513-3    |   |           | 10400 FL | POST 7255                                     |
| R 571513-4    |   |           | 11300 FL | POST 7378 OR<br>POST 7469                     |
| 571519-1      | Crack detection on nacelle tube 4 and 5 attach fitting on front spar at rib 11 upper surface of center wing box       | 70000 FL  | 24700 FL | POST ATR72-212A<br>PRE 5555<br>PRE 5731       |
| 571519-3      |   |           | 22600 FL | POST 5555<br>PRE 5731                         |
|               |   |           |          | 22400 FL                                      |
| CONTINUED     |   |           |          |   |



# ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

| AWL reference | DESCRIPTION   | THRESHOLD | INTERVAL | EFFECTIVITY                             |
|---------------|---|-----------|----------|---|
| 571521-1      | Crack detection (SDI) on nacelle tube 6 and 7 attach fitting on front spar of center wing box (LH wing rib 12, RH wing rib 10)  | 70000 FL  | 11000 FL | PRE ATR72-212A                          |
|               |   |           | 9500 FL  | POST ATR72-212A<br>PRE 5555<br>PRE 5731 |
| 571521-3      |   |           | 8700 FL  | POST 5555<br>PRE 5731                   |
|               |   |           | 7400 FL  | POST 5731                               |
| 571522-1      | Crack detection (SDI) on forward spar splice fitting at rib 13 of center wing box   | 46600 FL  | 18000 FL | PRE 5555                                |
| 571522-2      |   | 38000 FL  | 15300 FL | POST 5555                               |
| 572401-1      | Detection of obvious damage (GVI) on lower surface panel between rib 13 and rib 31  | 10 DAYS   | 10 DAYS  | ALL                                     |
| 572401-2      | Detection of impact damage on lower surface panel between rib 13 and rib 31   | 16000 FH  | 16000 FH |   |
| 572402-1      | Detection of obvious damage (GVI) on upper surface panel between rib 24 and rib 31  | 3200 FH   | 3200 FH  | ALL                                     |
| 572402-2      | Detection of impact damage on upper surface panel between rib 24 and rib 31   | 8000 FH   | 8000 FH  |   |
| 572403-1      | Detection of obvious damage (GVI) on upper surface panel from rib 13 to rib 24  | 3200 FH   | 3200 FH  | ALL                                     |
| 572403-2      | Detection of impact damage on upper surface panel from rib 13 to rib 24   | 8000 FH   | 8000 FH  |   |
| 572405-1      | Detection of impact damage on front spar web and delamination on flange edges from rib 13 to rib 31                             | 8000 FH   | 8000 FH  | ALL                                     |
| 572406-1      | Detection of impact damage on rear spar web and delamination on flange edges from rib 13 to rib 24                              | 8000 FH   | 8000 FH  | ALL                                     |
| 572407-1      | Detection of impact damage on rear spar web and delamination on flange edges from rib 24 to rib 31                              | 16000 FH  | 16000 FH | ALL                                     |
| 572408-1      | Crack detection (SDI) on forward upper surface panel between ribs 14 and 22 and rear upper surface panel between ribs 14 and 17 | 16000 FH  | 16000 FH | ALL                                     |
| 572508-1      | Crack detection (SDI) on front splice fitting between rib 13 and rib 14 of outer wing box                                       | 70000 FL  | 20800 FL | PRE 5555                                |
| 572508-3      |   |           | 17700 FL | POST 5555                               |
| 572509-1      | Crack detection (SDI) on rear splice fitting between rib 13 and rib 14 of outer wing box  | 70000 FL  | 12600 FL | PRE 5555                                |
| 572509-3      |   |           | 11110 FL | POST 5555                               |





# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

### 1. CMR TABLES

|           | MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION   | MAX<br>INTERVAL | EFFECT  |
|-----------|-----------------|--|-----------------|---|
| N         | <b>212200</b>   | <b>CABIN AND FLIGHT COMPARTMENT AIR DISTRIBUTION</b>   |                 |   |
| N         | <b>212200-1</b> | Operational test of cargo air ventilation isolation (shut off valve 702HQ)   | <b>1350 FH</b>  | <b>POST 7900</b>  |
| R         | <b>212300</b>   | <b>ELECTRONICS RACKS AND CABIN AIR EXTRACTION DISTRIBUTION SYSTEM</b>  |                 |   |
|           | 212300-1        | Operational check of overboard valve in venturi position   | 8000 FH         | ALL   |
| R         | <b>213100</b>   | <b>CABIN PRESSURE AND CONTROL AND MONITORING</b>   |                 |   |
|           | 213100-1        | Functional check of outflow valves overpressure relief   | 8200 FH         | PRE 5948  |
|           | 213100-2        |  | 5700 FH         | ATR72-212A<br>POST 5948<br>PRE 7696   |
|           | 213100-3        | Functional check of triple indicator   | 10000 FH        | PRE 5948  |
|           | 213100-4        | Operational check of ditching system   | 20000 FH        | PRE 7696  |
|           | 213100-5        | Functional check of safety valves positive and negative delta P protection   | 11800 FH        | POST 7696   |
|           | 213100-6        | Functional check of CPCS MODE SEL push-button and MAN CAB ALT potentiometer  | 50000 FH        | POST 7696   |
|           | <b>220000</b>   | <b>AUTO FLIGHT</b>   |                 |   |
|           | 220000-3        | Operational check of YAW disengagement by rudder pedals  | 10000 FH        | ALL   |
|           | 220000-4        | Operational test of tab offset warning   | 4000 FH         | ALL   |
|           | 220000-5        | Operational check of Go around mode activation on both Primary Flight Displays Flight Mode Annunciator   | 7000 FH         | POST 7585   |
|           | <b>243100</b>   | <b>BATTERIES – DC GENERATION</b>   |                 |   |
|           | 243100-1        | Check of batteries voltage on maintenance panel  | 48 FH           | ALL   |
|           | 243100-6        | Operational check of STBY override function and associated indicating  | 1400 FH         | ALL   |
|           | <b>251300</b>   | <b>COCKPIT DOOR</b>  |                 |   |
| R         | 251300-2        | Inspection and functioning test of the venting pane<br><b>Note: Mod 8333 embodied through SB ATR72-25-1090</b>   | 4000 FH         | POST 8333   |
|           | <b>261500</b>   | <b>SMOKE DETECTION</b>   |                 |   |
| R         | 261500-1        | Operational test of:<br>• Smoke detection and ventilation valve on forward cargo class C,<br>• Smoke detection on rear cargo class B,<br>• Smoke detection and ventilation valve on rear cargo class C | 400 FH          | POST 0877<br><b>ALL-PRE 7900</b><br>POST 2059 or<br>POST 2612 or<br>POST 2812 |
| R         | 261500-2        | Operational test of smoke detector fan control system  | 20000 FH        | <b>ALL-PRE 7900</b>   |
|           | 261500-3        | Operational test of container smoke detection<br><b>Note: Inspection is not due if containers are not installed</b>  | 2000 FH         | POST 7378 or<br>POST 7469   |
| CONTINUED |                 |  |                 |   |

\* **Mod 8333 embodied through SB ATR72-25-1090**



# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

| MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION  | MAX<br>INTERVAL   | EFFECT  |
|-----------------|---|-------------------|---|
| <b>262100</b>   | <b>ENGINE FIRE EXTINGUISHING</b>  |                   |   |
| 262100-3        | Functional check of distribution pipe integrity and water drains  | 8000 FH           | ALL   |
| <b>262300</b>   | <b>FORWARD CARGO COMPARTMENT FIRE EXTINGUISHER</b>  |                   |   |
| 262300-3        | Perform SQUIB test  | 2000 FH           | POST 0877                                       |
| 262300-5        | Operational check of air extraction valve   | 2000 FH           | POST 0877                                       |
| 262300-7        | Detailed visual inspection of forward cargo compartment to check the sealing  | 400 FH            | POST 0877                                       |
| R 262300-8      | Functional test of forward cargo compartment sealing<br><u>Note-1</u> : FUT to be performed after each upper, side or bottom panel's removal, except the 90VU access panels | 1 YE or<br>Note 1 | POST 0877                                       |
| R 262300-9      | Functional test of forward cargo door sealing<br><u>Note-2</u> : FUT to be performed after each door adjustment or removal  | 1 YE or<br>Note 2 | POST 0877                                       |
| <b>262301</b>   | <b>AFT CARGO COMPARTMENT</b>  |                   |   |
| 262301-1        | Detailed visual inspection of aft cargo compartment to check the sealing  | 400 FH            | POST 2059<br>OR<br>POST 2612<br>OR<br>POST 2812 |
| R 262301-2      | Functional test of aft cargo compartment sealing<br><u>Note-3</u> : FUT to be performed after each floor or side panel removal  | 1 YE or<br>Note 3 | POST 2059<br>OR<br>POST 2612<br>OR<br>POST 2812 |
| 262301-3        | Perform SQUIB test  | 2000 FH           | POST 2059<br>OR<br>POST 2612<br>OR<br>POST 2812 |
| 262301-4        | Operational check of air extraction valve   | 2000 FH           | POST 2059                                       |
| <b>262400</b>   | <b>AFT CARGO COMPARTMENT FIRE EXTINGUISHER</b>  |                   |   |
| R 262400-4      | Test of distribution piping   | 8000 FH           | ALL PRE 7900                                    |
| <b>271200</b>   | <b>TRIM – AILERON</b>   |                   |   |
| 271200-2        | Operational test of aileron trim control switches   | 800 FH            | ALL   |
| <b>272200</b>   | <b>TRIM – RUDDER</b>  |                   |   |
| 272200-2        | Operational test of rudder trim control switches  | 400 FH            | ALL   |
| CONTINUED       |   |                   |   |



# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

| MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION   | MAX<br>INTERVAL | EFFECT |
|-----------------|--|-----------------|--------|
| <b>272300</b>   | <b>RUDDER TRAVEL LIMITER UNIT</b>  |                 |        |
| 272300-3        | Operational test of the Travel Limiter Unit  | 4000 FH         | ALL    |
| 272300-4        | Operational test of "T/O" warning with the Travel Limiter Unit in high speed position  | 10000 FH        | ALL    |
| <b>273200</b>   | <b>TRIM – ELEVATOR</b>   |                 |        |
| 273200-3        | Operational test of "CONFIG" warning for pitch out of T/O range  | 10000 FH        | ALL    |
| 273200-4        | Operational test of pitch control circuit and flexible shaft integrity   | 4395 FH         | ALL    |
| 273200-5        | Operational test of asymmetry detection circuit and redundancy   | 4000 FH         | ALL    |
| 273200-6        | Operational check of elevator trim control switches  | 400 FH          | ALL    |
| <b>273600</b>   | <b>STALL WARNING</b>   |                 |        |
| 273600-1        | Operational test of stall warning and stick pusher in normal condition and check that threshold decrease in each MFC module when "Anti-ice" is on: <ul style="list-style-type: none"> <li>with flaps retracted (cruise configuration)</li> <li>with flaps in take-off configuration</li> </ul> | 400 FH          | ALL    |
| 273600-3        | Operational test of stick pusher control redundancy in each MFC module   | 4000 FH         | ALL    |
| <b>275100</b>   | <b>MECHANICAL AND ELECTRICAL CONTROL (FLAPS)</b>   |                 |        |
| 275100-2        | Operational test of flaps for redundancy, untimely retraction, asymmetric detection and VFE inhibition   | 4000 FH         | ALL    |
| <b>276100</b>   | <b>CONTROLS – SPOILERS</b>   |                 |        |
| 276100-4        | Lubrication of clutch mechanism  | 76000 FH        | ALL    |
| CONTINUED       |  |                 |        |



# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

|           | MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION   | MAX<br>INTERVAL | EFFECT  |
|-----------|-----------------|--|-----------------|---|
| R         | <b>281000</b>   | <b>FUEL <del>TANK</del> - STORAGE GENERAL</b>  |                 |   |
|           | 281000-1        | Detailed visual inspection of the fuel tanks and associated equipment, wiring, piping and braids   | 12.5 YE         | ALL   |
|           | 281000-2        | Functional test of fuse adapters<br>Note: First inspection to be performed 22000FH since mod. 5356 embodiment.   | 22000 FH        | POST 5356                                       |
|           | 281000-3        | Detailed visual inspection of flame arrestor assembly<br>Note: Any future interval escalation must be submitted to the FAA for the FAA review and approval | 4YE             | POST 7928                                       |
| R         | <b>282000</b>   | <b>FUEL - DISTRIBUTION</b>   |                 |   |
|           | 282000-5        | Operational test of L.P. shut off valve by operating each motor individually and check of associated indicating in cockpit and on valve                    | 4000 FH         | ALL   |
|           | 282000-10       | Operational test of LH and RH feeder tank jet pump monitoring through the MFC  | 4000 FH         | PRE 4686<br>PRE 8148<br>PRE 8435                |
|           | 282000-10A      | Operational test of LH and RH feeder tank jet pump monitoring through the MFC  | 5000 FH         | POST 4686<br>OR<br>POST 8148<br>OR<br>POST 8435 |
|           | 282000-11       | Check if engine jet pump failure has been recorded in the maintenance memory of MFC  | 400 FH          | PRE 4686<br>PRE 8148<br>PRE 8435                |
| R         | <b>301100</b>   | <b>WING/EMPENNAGE ICE PROTECTION <del>HORNS</del> ANTI-ICING</b>   |                 |   |
|           | 301100-1        | Operational test of each horn anti-icing alert   | 2000 FH         | ALL   |
| R         | <b>342000</b>   | <b>ATTITUDE AND DIRECTION</b>  |                 |   |
|           | 342000-4        | Operational test of TAS source automatic switching   | 8000 FH         | PRE 5948  |
|           | <b>343500</b>   | <b>HEAD MOUNTED DISPLAY (CLEARVISION)</b>  |                 |   |
|           | 343500-1        | Functional check of Head Up Display Computer Unit (HUD CU)<br>Halt sanction  | 10000FH         | POST 10036                                      |
|           | <b>347000</b>   | <b>ELECTRONIC INSTRUMENT DISPLAY</b>   |                 |   |
|           | 347000-1        | Operational test of reversionary mode with captain priority  | 800 FH          | PRE 5948  |
| CONTINUED |                 |  |                 |   |



# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

|           | MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION                                    | MAX<br>INTERVAL | EFFECT  |
|-----------|-----------------|---|-----------------|---|
| N         | <b>351000</b>   | <b>CREW OXYGEN</b>  |                 |   |
| N         | <b>351000-1</b> | Operational test of crew oxygen feed stop valve                   | <b>2000 FH</b>  | <b>ALL</b>  |
|           | <b>352000</b>   | <b>PASSENGER OXYGEN</b>   |                 |   |
|           | <b>352000-1</b> | Operational check of passenger oxygen system                      | <b>15500 FH</b> | POST 4804<br>OR<br>POST 5140<br>PRE 8852<br>OR<br>POST 8460 |
| N         | <b>520000</b>   | <b>DOORS</b>  |                 |   |
| N         | <b>521300-1</b> | Visual check of the locks and latches of the Embedded Crew Door   | <b>25000 FH</b> | <b>POST 7900</b>  |
| N         | <b>521300-2</b> | Operational test of UNLK alert of the Embedded Crew Door          | <b>34500 FH</b> | <b>POST 7900</b>  |
| N         | <b>523200-1</b> | Visual check of the locks of the Large Cargo Door                 | <b>8000 FH</b>  | <b>POST 7900</b>  |
| N         | <b>523200-2</b> | Operational test of in-flight Large Cargo Door opening inhibition | <b>5600 FH</b>  | <b>POST 7900</b>  |
| N         | <b>523200-3</b> | Operational test of MFC UNLK alert of the Large Cargo Door        | <b>1000 FH</b>  | <b>POST 7900</b>  |
| N         | <b>523300-1</b> | Visual check of the locks and latches of the Rear Cargo Door      | <b>2500 FH</b>  | <b>POST 7900</b>  |
| N         | <b>523300-2</b> | Operational check of UNLK alert of the Rear Cargo Door            | <b>10000 FH</b> | <b>POST 7900</b>  |
| CONTINUED |                 |   |                 |   |



# ATR72 TIME LIMITS

## CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

|   | MSI<br>CMR REF. | MSI TITLE AND TASK DESCRIPTION   | MAX<br>INTERVAL | EFFECT   |
|---|-----------------|--|-----------------|--|
|   | <b>611000</b>   | <b>PROPELLERS ASSEMBLY</b>   |                 |  |
|   | 611000-3        | Operational test of feathering pump  | 420 FH          | ALL  |
| R | 611000-5        | Operational test with engine running of low pitch protection and indicating system | 4000 FH         | PROPELLER<br>MECHANICAL<br>CONTROL                     |
|   | 611000-8        | Operational test of MFC redundancy feathering and ATPCS function                   | 5000 FH         | ALL  |
| N | <b>612000</b>   | <b>PROPELLER CONTROLLING</b>   |                 |  |
| N | 612000-12       | Operational test of overspeed governor reset function below F.I.                   | 13500 FH        | PROPELLER<br>ELECTRONIC<br>CONTROL                     |
| N | 612000-13       | Operational test of Np cancel logic (PEC "OFF" configuration)                      | 4000 FH         | PROPELLER<br>ELECTRONIC<br>CONTROL                     |
| N | 612000-15       | Operational test of Np cancel activation (PEC "ON" configuration)                  | 4000 FH         | PROPELLER<br>ELECTRONIC<br>CONTROL                     |
|   | <b>615000</b>   | <b>PROPELLER BRAKE SYSTEM</b>  |                 |  |
|   | 615000-3        | Operational test of propeller brake electro-valve                                  | 5000 FH         | ALL  |
|   | 615000-6        | Operational test of the PROP BRK warning   | 5000 FH         | ALL  |
| R | <b>732000</b>   | <b>FUEL CONTROLLING</b>  |                 |  |
|   | 732000-3        | Operational test of the engine boost   | 3000 FH         | ATR72-212A<br>POST 5908<br>PRE 8819<br>OR<br>POST 7079 |