

ATR

ATR 72

Time Limits Document (TLD)



The technical content of this document is approved under the authority of the DOA ref. EASA. 21J.044

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

REVISION N°	DATE	APPROVAL
21	July 2022	Refer to EASA major change approvals: 10079837 dated 29 July, 2022 EASA approval on behalf of FAA

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MAJOR CHANGE APPROVAL

10079837

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-200/-300/-320/-400/-500

ATR 72-101/-102

ATR 72-201/-202

ATR 72-211/-212/-212 A

Description of Design Change:

Addition of CMR tasks - STEP 3

During C-Check escalation process, CMR tasks were identified as to be added. The exercise is composed of three steps. This application is related to the third step. note: STEP 2 is referenced under EASA task number 60080533 and EASA approval 10078255 STEP 1 is referenced under EASA task number 6

EASA Certification Basis:

The Type and OSD Certification Bases (CB) for the original product remains applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 29 July 2022



Michael SINGER
Head of Department
Large Aeroplanes



The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

- ATR 42-200/300/320 Time Limits Document Revision 12
 - ATR 42-400/-500 Time Limits Document Revision 17
 - ATR 72 Time Limits Document Revision 21 (all ATR)
- or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

None

- End -



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

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REVISION N°	DATE	APPROVAL
20	February 2022	Refer to EASA major change approvals: 10078255 dated 03 February, 2022 EASA approval on behalf of FAA

MAJOR CHANGE APPROVAL

10078255

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-200, ATR 42-300

ATR 42-320, ATR 42-400

ATR 42-500

ATR 72-101, ATR 72-102

ATR 72-201, ATR 72-202

ATR 72-211, ATR 72-212

ATR 72-212 A

Description of Design Change:

ATR42-200/300/320 Time Limits Document revision 11

ATR42-400/-500 Time Limits Document revision 16

ATR72 Time Limits Document revision 20

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 03 February 2022



Colin HANCOCK
Section Manager

Regional Transport Aeroplanes



EASA Certification Basis:

The Type and OSD Certification Bases (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

- ATR 42-200/-300/-320 Time Limits Document revision 11
- ATR 42-400/-500 Time Limits Document revision 16
- ATR 72 Time Limits Document revision 20

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

None

- End -



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

REVISION N°	DATE	APPROVAL
19	March 2021	Refer to EASA major change approvals: 10076980 dated 22 July 2021 superseded by 10076980 Rev.1 dated 09 September 2021 10070527 REV. 2 dated 15 July 2021 (TR 01/21) EASA approval on behalf of FAA

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MAJOR CHANGE APPROVAL

10076980

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

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1 ALLEE PIERRE NADOT
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FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-200, ATR 42-300

ATR 42-320, ATR 42-400

ATR 42-500

ATR 72-101, ATR 72-102

ATR 72-201, ATR 72-202

ATR 72-211, ATR 72-212

ATR 72-212 A

Description of Design Change:

ATR42-200/300/320 Time Limits Document revision 10

ATR42-400/-500 Time Limits Document revision 15

ATR72 Time Limits Document revision 19

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 22 July 2021

Michael SINGER
Head of Department
Large Aeroplanes



EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

- ATR Technical Note ref. EDS-358/21 Issue 3, dated 2 July 2021
- ATR Technical Note ref. EDS-359/21 Issue 3, dated 2 July 2021
- ATR Technical Note ref. EDS-360/21 Issue 3, dated 5 July 2021

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

None

- End -

MAJOR CHANGE APPROVAL

10070527 REV. 2

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

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EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR MOD 7979 Issue 2 on "General – Weight Increase for Operations on unpaved Runways"

The scope of the modification is to increase the design weights and the associated update of the aircraft documentation accordingly in case of operation on unpaved runways.

Revision 1:

This Revision 1 of EASA Major Change Approval ref. 10070527 aims at removing the limitation of validity to "4000 Flight Cycles or 2 years after date of approval, whichever comes first", that has been applied on the initial approval.

Revision 2:

This Revision 2 of EASA Major Change Approval ref. 10070527 aims at removing the condition that the "MOD 7979 has to be embodied before 16500 Flight Cycles", that has been missed to be removed at Revision 1 of the approval.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 15 July 2021

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

- Type Certificate Modification Approval Sheet No 7979 Issue 2 dated 8 June 2021
- AFM project EFO-1380/19, Issue 1 dated 14. June 2019
- ATR 72 Time Limits Document Temporary Revision 01/21 dated April 2021 applicable to REV 18 or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

The following design changes must be embodied on aircraft prior to, or simultaneously, since they constitute the prerequisite aircraft configuration:

- MOD 6404: OPERATION ON DRY UNPAVED RUNWAYS FOR ATR72-212A
- MOD 4671: GENERAL – INCREASE MTOW TO 22500 KGS & MZFW TO 20300 KGS.

- End -



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

REVISION N°	DATE	APPROVAL
18	October 2020	Refer to EASA major change approvals: 10075001 dated 30 November 2020 10075002 Rev. 1 dated 30 November 2020 (mod 7900) EASA approval on behalf of FAA

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MAJOR CHANGE APPROVAL

10075001

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

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1 ALLEE PIERRE NADOT
31712 BLAGNAC
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EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-101

ATR 72-102

ATR 72-201

ATR 72-202

ATR 72-211

ATR 72-212

ATR 72-212 A

Description of Design Change:

ATR 72 Time Limits document revision 18, October 2020

This normal revision is mainly updated for implementing modification 7900 'GENERAL - ATR72-600F FREIGHTER BASELINE'. In addition, the normal revision 18 introduces evolutions already implemented on Time Limits normal revision 14 applicable to ATR 42.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 30 November 2020

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.
The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

ATR 72 Time Limits document revision 18, October 2020
or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

None

- End -

MAJOR CHANGE APPROVAL

10075002 REV. 1

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

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EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR MOD 7900 General – ATR 72-212A '600F version' Freighter Baseline

Type design change MOD 7900 consists in developing an ATR 72-212A '600 version' full cargo version

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

Equivalent Safety Finding(s): Equivalent Safety Finding D-25 Embedded Crew Door

the following paragraph(s) at a later amendment:

25.855(e1)(e2), 25.863(a)(b)(d), 25.869(a4) at CS-25 Amdt 4

25.301, 25.303, 25.305(a)(b), 25.307(a), 25.365, 25.561, 25.601, 25.603(a)(b)(c), 25.605, 25.607, 25.609,

25.611, 25.613, 25.619, 25.621, 25.623, 25.625, 25.631, 25.783(a)(d)(e1)(e2)(f), 25.807(j), 25.851 except a1,

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 30 November 2020

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



25.855(b1)(c2)(d)(f)(h2)(j), 25.857(e), 25.858, 25.869(a1), 25.899, 25.1301, 25.1309(a)(e), 25.1351(a1)(d1)(d3), 25.1353(a)(b)(d)(e), 25.1357(a)(b)(c)(d)(f), 25.1360, 25.1519, 25.1529, 25.1541, 25.1557(a), 25.1581, 25.1583, 25.1585 at CS-25 Amdt 20

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

Change to Type Certificate Approval MOD 7900 Issue 2 dtd. 30/11/2020

AFM approval sheet EGO-1959/20 Issue 1 dtd. 21/10/2020

MMEL Revision EGO – 743/20 Issue 1 dtd. 17/03/2020

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

Per ATR72 Time Limits document revision 18 (EASA approval 10075001)

The following design change must be embodied on aircraft prior to, or simultaneously, since it constitutes the prerequisite aircraft configuration:

ATR Modification Approval Sheet N° 7970 NAS STD3.1

ATR Modification Approval Sheet N° 7696 New Air Management System

- End -



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

REVISION N°	DATE	APPROVAL
17	December 2019	Refer to EASA major change approvals: 10072994 REV.1 dated 22 April 2020 (mod 7696) EASA approval on behalf of FAA 10071364 REV 4 dated 18 November 2020 (mod 10036) 10072750 dated 11 March 2020 (mod 8675) 10072751 dated 11 March 2020 (mod 8993) 10071932 Rev. 1 dated 06 December 2019 (TR02/19) 10070527 dated 17 July 2019 (TR01/19) 100667820 dated 5 December 2018 (TR01/18) 10066308 dated 26 July 2018 (TR02/18) EASA approval on behalf of FAA

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MAJOR CHANGE APPROVAL

10073125

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-101, ATR 72-102

ATR 72-201, ATR 72-202

ATR 72-211, ATR 72-212

ATR 72-212 A

Description of Design Change:

ATR 72 Time Limits Document Revision 17, December 2019

Main changes are introduction of following modifications:

- 5731 "GENERALITIES - SHORT RUNWAYS TAKE-OFF AT RTO 100% POWER FOR 72-212A", for structural impact
- 7696 "AIR CONDITIONING - INSTALL NEW AIR MANAGEMENT SYSTEM ON ATR 72 (NAMS)",
- 8993 "GENERAL - REDUCE WEIGHTS (MTOW/MRW/MZFW)"
- 10036 "NAVIGATION - ACTIVATE WEARABLE DISPLAY SYSTEM & ENHANCED VISION SYSTEM",

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 24 April 2020

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



Other changes:

- Interval update of CMR 273200-4 'Operational test of pitch control circuit and flexible shaft integrity'
- Effectively update of CMR 352000-1 'Operational check of passenger oxygen system'
- Integration of previously approved temporary revisions: TR 01/18, TR 02/18, TR 01/19, TR 02/19
- Editorial improvements

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

ATR 72 Time Limits Document Revision 17, December 2019,
or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

None

- End -



MAJOR CHANGE APPROVAL

10072994 REV. 1

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

MOD 7696 New Air Management System / NAMS

The Type Design Change encompasses a New Air Management System on ATR72-212A

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 22 April 2020

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



Associated Technical Documentation:

Type Certificate Modification Approval Sheet/TCMAS No 7696 Issue 1 dated 01/04/2020

AFM project EGO-384/19, Issue 1 dated 20/02/2020

MMEL Normal Revision 5.0 (ATR project EFOS-4061/19, EASA Project 0010062983)

A separate approval will be issued for the associated elements in ATR 72 Time Limits Document Revision 17, December 2019 (EASA Project 0010063547)

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

The following design changes must be embodied on aircraft prior to, or simultaneously, since they constitute the prerequisite aircraft configuration:

MOD 7600 AIR CONDITIONING - REPLACE AMBIENT PRESSURE SENSOR

MOD 7884 ELECTRICAL ROUTING INSTALL NEW SHELVES 211 ON MAN HOLE AREA FOR NEW EQUIPMENT

MOD 7970 NAVIGATION - INSTALL NAS SOFTWARE UPDATE (STANDARD 3.1)

- End -



MAJOR CHANGE APPROVAL

10071364 REV. 4

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-500

ATR 72-212A

Description of Design Change:

ATR MOD 10036 NAVIGATION – ACTIVATE WEARABLE DISPLAY SYSTEM & ENHANCED VISIONS SYSTEM
MOD 10036 consist in activating the provisions MOD 7562 (NAVIGATION – INSTALL PROVISIONS FOR WEARABLE DISPLAY SYSTEM) and MOD 7557 (NAVIGATION – INSTALL PROVISIONS FOR ENHANCED VISIONS SYSTEM)

THIS REVISION OF MOD 10036 CONSISTS IN REMOVAL OF AFM LIMITATION ON ICING CONDITIONS FOLLOWING ICE SHAPE FLIGHT TEST RESULTS, TIME LIMITS UPDATE, AND QUALIFICATION OF THE ANTI REFLECTANT IN FRONT OF OTF.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 18 November 2020

Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

Special Condition(s): CRI F-44 Enhanced Flight Vision System (EFVS) to land, using an Head Mounted Display (HMD)

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

Change to Type Certificate Approval MOD 10036 Issue 3 dtd. 06/11/2020

AFM Change project EFO-1262/19 Issue 2 dated 16-DEC-2019

For ATR72 Time Limits document revision 17 refer to EASA Approval 10073125

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

The following design change must be embodied on aircraft prior to, or simultaneously, since it constitutes the prerequisite aircraft configuration:

Mod 7557: Navigation – Install provision Enhanced Vision System (and associated prerequisites)

- End -

MAJOR CHANGE APPROVAL

10072750

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE
EASA.21J.044**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR 8675 REDUCE MTOW+MZFW BY 300KGS FOR ATR 72-212A
THE MODIFICATION CONSISTS IN REDUCING THE DESIGN WEIGHT FROM WV40 (CERTIFIED THROUGH MOD 5555) TO WV30 (CERTIFIED THROUGH MOD 5213).

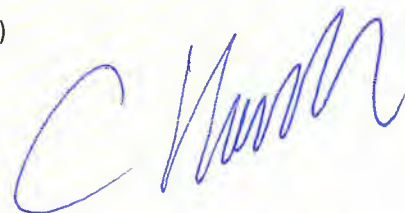
EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.
The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 11 March 2020



**Colin HANCOCK
Section Manager
Regional Transport Aeroplanes**



Associated Technical Documentation:

Type Certificate Modification Approval Sheet No 8675 Issue 3 dated 02/03/2020,
or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

- To apply this modification, the aircraft must be embodied with the following modification:
- 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.

- End -



MAJOR CHANGE APPROVAL

10072751

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

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FRANCE**

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR 8993 REDUCE MTOW+MZFW BY 200kg FOR ATR 72-212A
THE MODIFICATION CONSISTS IN REDUCING THE DESIGN WEIGHT FROM WV50 (CERTIFIED THROUGH MOD 6219) TO WV40 (CERTIFIED THROUGH MOD 5555).

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 11 March 2020



**Colin HANCOCK
Section Manager
Regional Transport Aeroplanes**



Associated Technical Documentation:

Type Certificate Modification Approval Sheet No 8993 Issue 1 dated 02/03/2020

AFM project EFO-3108/19 Issue 1 dated 13/02/2020

or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

- To apply this modification, the aircraft must be embodied with the following modification: Modification 06219 "General – Weight Limits – MZFW and MTOW increase by 200kg"
- On aircraft embodied with Modification 8993, 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.

- End -



MAJOR CHANGE APPROVAL

10071932 REV. 1

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE**

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

MOD 7928 REPLACE NACA WITH INSTALLATION OF FLAME ARRESTOR ASSY IN FUEL VENT SYSTEM ON ATR 72
MOD 7928 consists in replacing both NACA intakes (LH&RH) in the fuel vent system by modified NACA intakes equipped with flame arrestors to delay flame propagation into the fuel tank from a fire located outside the aircraft

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

Special Condition(s): E-02 "Fuel Tank Safety"

the following paragraph(s) at a later amendment: CS 25.899 at Amdt 1, CS 25.954(c) at Amdt 1, CS 25.975(a)(7) at Amdt 21

See Continuation Sheet(s)

For the European Union Aviation Safety Agency

Cologne, Germany, 06 December 2019



**Colin HANCOCK
Section Manager**

Regional Transport Aeroplanes



The requirements for environmental protection and the associated certified noise and/ or emissions levels of the product are unchanged and remain applicable to this certificate/approval without any impact on the noise database.

Associated Technical Documentation:

Type Certificate Modification Approval Sheet / TCMAS 7928 Issue 3 dtd. 05/12/2019

AFM Change project EFO-3825/19 Issue 1 dated 05/09/2019

ATR 72 Time Limits Document Temporary Revision 02/19 applicable to Revision 16, December 2019 or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

Per Time Limits Document

- End -



MAJOR CHANGE APPROVAL

10070527

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR 7979 MTOW increase on unpaved runway

The scope of the modification is to increase the design weights and the associated update of the aircraft documentation accordingly in case of operation on unpaved runway.

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 17 July 2019



Carla IORIO
Section Manager
Special Aeroplanes & Projects



Associated Technical Documentation:

- Type Certificate Modification Approval Sheet No 7979 Issue 1 dated 16/07/2019
- AFM project EFO-1380/19, Issue 1 dated 14. June 2019
- ATR 72 Time Limits Document Temporary Revision 01/19 dated June 2019 applicable to REV 16 or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

The following design changes must be embodied on aircraft prior to, or simultaneously, since they constitute the prerequisite aircraft configuration:

- MOD 6404: OPERATION ON DRY UNPAVED RUNWAYS FOR ATR72-212A
- MOD 4671: GENERAL – INCREASE MTOW TO 22500 KGS & MZFW TO 20300 KGS

This approval is valid for 4000 Flight Cycles or 2 years after date of approval, whichever comes first.
Modification 7979 has to be embodied before 16500 Flight Cycles.

- End -



MAJOR CHANGE APPROVAL

10067820

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EU) 2018/1139 on behalf of the European Union, its Member States and of the European third countries that participate in the activities of EASA under Article 129 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE**

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-500, ATR 72-212 A

Description of Design Change:

ATR T3CAS Project

This contains four major modifications:

- Mod 7783: "NAVIGATION: Install T3CAS in T2CAS configuration"
- Mod 7818: "NAVIGATION: ACTIVATE T3CAS XPDR FUNCTION (ADS-B NRA configuration)"
- Mod 7819: "NAVIGATION : MODIFY T3CAS XPDR INSTALLATION TO ADS-B RAD configuration"
- Mod 7820: "NAVIGATION: ACTIVATE RWS FUNCTION".

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 05 December 2018



Colin HANCOCK
Section Manager
Regional Transport Aeroplanes



10050247

MAJOR CHANGE APPROVAL - 10067820 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

The following paragraph(s): CS ACNS.A.GEN.001, CS ACNS.A.GEN.005 CS ACNS.A.GEN.010, CS ACNS.D.ELS.001, CS ACNS.D.ELS.010, CS ACNS.D.ELS.015, CS ACNS.D.ELS.020, CS ACNS.D.ELS.025, CS ACNS.D.ELS.030, CS ACNS.D.ELS.040, CS ACNS.D.ELS.045, CS ACNS.D.ELS.050, CS ACNS.D.ELS.055, CS ACNS.D.ELS.060, CS ACNS.D.ELS.065, CS ACNS.D.EHS.001, CS ACNS.D.EHS.010, CS ACNS.D.EHS.015, CS ACNS.D.EHS.020, CS ACNS.D.EHS.025, CS ACNS.D.ADSB.001, CS ACNS.D.ADSB.010, CS ACNS.D.ADSB.020, CS ACNS.D.ADSB.025, CS ACNS.D.ADSB.030, CS ACNS.D.ADSB.035, CS ACNS.D.ADSB.040, CS ACNS.D.ADSB.045, CS ACNS.D.ADSB.050, CS ACNS.D.ADSB.055, CS ACNS.D.ADSB.060, CS ACNS.D.ADSB.070, CS ACNS.D.ADSB.080, CS ACNS.D.ADSB.085, CS ACNS.D.ADSB.090, CS ACNS.D.ADSB.100, CS ACNS.D.ADSB.105, CS ACNS.D.ADSB.110, CS ACNS.D.ADSB.115, CS ACNS.D.ADSB.120 at initial issue.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

Associated Technical Documentation:

Type Certificate Modification Approval Sheet No 7783 Issue 1 dated 30/11/2018;

Type Certificate Modification Approval Sheet No 7818 Issue 1 dated 30/11/2018;

Type Certificate Modification Approval Sheet No 7819 Issue 1 dated 30/11/2018;

Type Certificate Modification Approval Sheet No 7820 Issue 1 dated 30/11/2018;

AFM project EFO-3426/18, Issue 1 dated 05/07/2018;

ATR72 Time Limits Document Temporary Revision 01/18 applicable to Revision 16 dated May 2018;

ATR42 Time Limits Document Temporary Revision 01/18 applicable to Revision 11 dated May 2018;

or later revisions of the above listed document(s) approved/accepted under the EASA system.

See Continuation Sheet(s)



Limitations/Conditions:

- Per ATR72 Time Limits Document Temporary Revision 01/18 applicable to Revision 16 dated May 2018
- Per ATR42 Time Limits Document Temporary Revision 01/18 applicable to Revision 11 dated May 2018
- Per Airplane Flight Manual (ref EFO-3426/18)

The following design changes must be embodied on aircraft prior to, or simultaneously, since they constitute the prerequisite aircraft configuration:

- For MOD 7783: MOD 7474 (NAS STD3 installation)
- For MOD 7818: MOD 7783 (Install T3CAS in T2CAS configuration) AND [MOD 6521 or 6803 or 7140] AND [MOD 7896 or 7897] (Structural impact ATC2 antenna)
- For MOD 7819: MOD 7818 (ADS-B NRA configuration) AND MOD 7137 (Install 2ND GPS SBAS)
- For MOD 7820: MOD 7783 (INSTALL T3CAS in T2CAS configuration) OR MOD 7818 (Activate T3CAS XPDR FUNCTION [ADS-B NRA configuration]) OR MOD 7819 (MODIFY T3CAS XPDR INSTALLATION TO ADS-B RAD configuration).

- End -

MAJOR CHANGE APPROVAL

10066308

This Certificate/Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

EASA.21J.044

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and, if applicable, environmental protection requirements when operated within the conditions and limitations specified below:

Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR MOD 7867 Main Landing Gear Swinging Lever P/N D69341

The design change 7867 consists in the introduction of Main Landing Gear Swinging Lever P/N D69341 as an alternative to P/N D60931-1. The life limit for P/N D69341 will be defined per ATR72 Time Limits Document – Temporary Revision 02/18 applicable to Revision 16.

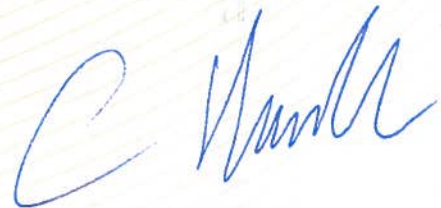
EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 26 July 2018



Colin HANCOCK
Regional Transport Aeroplanes
Section Manager



Associated Technical Documentation:

Type Certificate Modification Approval Sheet No 7867 Issue 1 dated 24 July 2018

ATR72 Time Limits Document Temporary Revision 02/18 applicable to Revision 16 dated June 2018
or later revisions of the above listed document(s) approved/accepted under the EASA system.

Limitations/Conditions:

Per ATR72 Time Limits Document

- End -



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	APPROVAL
R 16	January 2018	Refer to EASA major change approvals: 10064773 REV. 1 dated 16 March 2018 10055114 REV. 2 dated 27 February 2018 10063629 REV. 1 dated 03 November 2017 linked to TR 01/17 EASA approval on behalf of FAA

MAJOR CHANGE APPROVAL

10064773 REV. 1

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

EQUIPMENT/FURNISHINGS - ALLOW THE INSTALLATION OF 72 PAX SEATS OR 4 CARGO CONTAINERS AND 44 PAX SEATS

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

Associated Technical Documentation:

- Modification Approval Sheet No 7469, Issue 3 dated 31. January 2018
- ATR72-212A Aircraft Flight Manual, Temporary Revision ref: TR 68, dated February 2016

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 16 March 2018



Colin HANCOCK
Regional Transport Aeroplanes
Section Manager



-ATR72 Time Limits Document Revision 16 dated January 2018
or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

The following ATR modifications must concurrently be embodied together with the ATR modification 07469:

- MOD 05948 : Navigation - Install new avionics suite
- MOD 06517 : Equipment/Furnishings - Install Armonia cabin on ATR72 standard configuration
- MOD 06219 : General - Weight Limits - MZFW and MTOW increase by 200kg for 72-212A model
- MOD 07183 : Equipment/Furnishings - install repositionable cabin divider

AND

- MOD 04990 : Fuselage - Floors -Install floor panels (400kg/m²) with potting on the edges

OR

- MOD 02804 : Fuselage - Passenger compartment floor panels - Reinforce panels at 400kg/m²

- End -



MAJOR CHANGE APPROVAL

10055114 REV. 2

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR72

Model: ATR 72-212 A

Description of Design Change:

Install cabin configurations allowing 72 pax, or 4 containers and 44 pax, or Class E.

This modification allows to operate aircraft with three different configurations alternatively: 'Full passengers' / 'Combi' (with the installation of 4 containers together with 44 passengers seats) / 'Full cargo' (Class E).

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

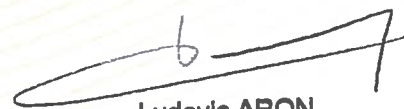
Associated Technical Documentation:

Modification Approval Sheet No 7378, Issue 4 dated 21. February 2018.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 27 February 2018



Ludovic ARON
Head of
Large Aeroplanes Department



ATR 72-212A Aircraft Flight Manual, Temporary Revision ref: TR 64, dated September 2015.

ATR72 Time Limits Document Revision 16 dated January 2018

or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

1. The following ATR modifications must concurrently be embodied together with the ATR Modification 7378:

- 4511
- 5948
- 6454
- 6517
- 6219
- 7183

- End -

MAJOR CHANGE APPROVAL

10063629

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 42-500

ATR 72-212 A

Description of Design Change:

Install upgraded NAS software (standard 3)

This modification is an upgrade of the previously certified NAS software (Standard 2.1) by a new software release Standard 3:

- Implementing RNP-AR 0.3/0.3, Synthetic Vision System (SVS) and additional functionalities
- Improving features already certified on Standard 2.1
- Correcting some OPRs

Reason for revision of EASA approval 10062326: Implementation of FAA validation impact on documentation (Time Limits)

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 03 November 2017



Colin HANCOCK
Section Manager
Regional Transport Aeroplanes

EASA Certification Basis:

The Certification Basis applicable to ATR 42-500 '600' version and ATR 72-212A '600' version as defined in the TCDS No. EASA.A.084

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval

Associated Technical Documentation:

Modification Approval Sheet No. 07474 Issue 2, dated 25 October 2017

EASA Aircraft Flight Manual Temporary Revisions TR Nr. 64 for ATR42-500 and TR Nr. 74 for ATR72-212A, dated Jun 2017

ATR42-400/-500 Time Limits Document Temporary Revision 02/17 applicable to Rev. 11 dated October 2017

ATR 72 Time Limits Document Temporary Revision 01/17 applicable to Rev. 15 dated October 2017

or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

The following modifications are a pre-requisite for Mod 7474:

Mod 7364: NAS software enhancement Standard 2.1

Mod 7586: Replace MPC software (AVS STD3, Clearvision and VMS capability)

For SVS function, the following modifications need to be embodied on the aircraft:

Minor Mod 7584: Activate SVS

Minor Mod 7570: Replace IAD Compact Flash

For RNP-AR 0.3/0.3 function, the following modifications need to be embodied on the aircraft:

Minor Mod 7585: Activate RNP-AR 0.3/0.3 function

Minor Mod 7593 : Activate additional relay between go around pushbuttons and CAC1

Major Mod 7583: Install Inertial Reference System (IRS)

Minor MOD 7182: Activate RNP-AR 0.3/1 Nm function

- End -



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	APPROVAL
15	May 2017	Refer to EASA major change approval: 10063276 dated 29 September 2017 10062783 dated 01 August 2017 linked to TR 01/17 10056883 dated 24 February 2016 linked to TR 01/16 10051605 REV. 2 dated 09 December 2016 linked to TR 02/16 EASA approval on behalf of FAA

MAJOR CHANGE APPROVAL

10063276

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-101, ATR 72-102

ATR 72-201, ATR 72-202

ATR 72-211, ATR 72-212

ATR 72-212 A

Description of Design Change:

ATR72 Time Limits Document Revision 15.

Stand-alone revision including impact of modifications 8675 and 8819.

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 29 September 2017



Ludovic ARON
Head of
Large Aeroplanes Department

Associated Technical Documentation:

ATR72 Time Limits Document, Revision 15 dated May 2017,
or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

None

- End -

MAJOR CHANGE APPROVAL

10062783

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL

G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR 72 Time Limits Document Temporary Revision 01/17 dated July 2017

Reason for Revision: Impact of modification 8819 (suppression of boost function) on CMR 732000-3

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 01 August 2017



Michael SINGER
Section Manager
Business Aeroplanes

10050742

MAJOR CHANGE APPROVAL - 10062783 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714



Associated Technical Documentation:

ATR 72 Time Limits Document Temporary Revision 01/17 dated July 2017
or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

None

- End -

10050742

MAJOR CHANGE APPROVAL - 10062783 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714



MAJOR CHANGE APPROVAL

10056883

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL

G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC CEDEX
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

EQUIPMENT/FURNISHINGS - ALLOW THE INSTALLATION OF 72 PAX SEATS OR 4 CARGO CONTAINERS AND 44 PAX SEATS.

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 24 February 2016



L. GRUPE Alain LEROY
Head of Large Aeroplanes Department

10040783

MAJOR CHANGE APPROVAL - 10056883 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714



Associated Technical Documentation:

Modification Approval Sheet No 7469, Issue 1 dated 22 February 2016.

ATR 72-212A Aircraft Flight Manual, Temporary Revision ref : TR 68, dated February 2016.

ATR 72 Time Limits, TR 01/16, applicable to Revision 14, dated February 2016.

or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

This modification is valid for 5000 Flight Cycles or 2 years, from date of this approval, whichever comes first.

- End -

MAJOR CHANGE APPROVAL

10051605 REV. 2

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL

G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR42/ATR72

Model: ATR 72-212 A

Description of Design Change:

ATR Modification 7255 – Equipment / Furnishing - Install Given 'First Class' seats and GLAM configuration.

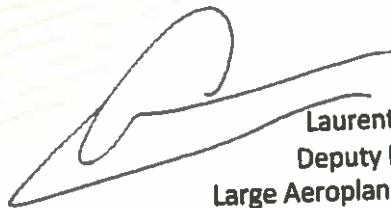
This modification 7255 consists in defining the cabin interior arrangements, identified as 'GLAM configuration', and installing 'First Class' seats.

Update of EASA approval 10051605 Rev. 1 dtd. 16. December 2016 upon completion of the fatigue justification to remove the previous limitation (was 5000FC or two years)

See Continuation Sheet(s)

For the European Aviation Safety Agency

Date of Issue: 09 December 2016



**Laurent GRUZ
Deputy Head of
Large Aeroplanes Department**

10033717

MAJOR CHANGE APPROVAL - 10051605 - REV. 2 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

CS 25 Amdt 10 for the following requirements, applicable to 'First Class seats': 25.561(d); 25.603; 25.625; 25.785(f)(1)(3); 25.853(a)(c)(d)

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

Associated Technical Documentation:

ATR Modification Approval Sheet No 7255 Issue 2

ATR 72-212A Aircraft Flight Manual Temporary Revision, ref: TR60, dated December 2014.

ATR72 Time Limits Temporary Revision 02/16 applicable to Rev. 14, dated November 2016
or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

ATR modification 7255 must be concurrently applied with the following:

- ATR modification 6219 – General – Weight Limits – MZFW and MTOW increase by 200 kg for ATR 72-212A
- ATR modification 6517 – Equipment / Furnishing – Install Armonia cabin on ATR 72 standard configuration
- ATR modification 6593 – Equipment / Furnishing – Install Geven 'Prestige' seats (Hybrid backrests)
- ATR modification 6739 – Indicating / Recording Systems – Improve cabin management system with video option.
- ATR modification 7250 - Fuselage – Seat rails installation and floor panels replacement for First Class
- ATR modification 7256 – Equipment / Furnishing – Install cabin convertible stowage
- ATR modification 5582 – Landing Gear – Standardize Nose Landing Gear
- ATR modification 5508 – Landing Gear – NLG – Axle Replacement

- End -

10033717

MAJOR CHANGE APPROVAL - 10051605 - REV. 2 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E - 300714





ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
14	October 2015	Refer to EASA major change approval 10055114 REV.1 dated 11 October 2017

MAJOR CHANGE APPROVAL

10055114 REV. 1

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

1 ALLEE PIERRE NADOT
31712 BLAGNAC
FRANCE

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number: EASA.A.084

Type Certificate Holder: ATR

Type: ATR72

Model: ATR 72-212 A

Description of Design Change:

Install cabin configurations allowing 72 pax, or 4 containers and 44 pax, or Class E.

This modification allows to operate aircraft with three different configurations alternatively: 'Full passengers' / 'Combi' (with the installation of 4 containers together with 44 passengers seats) / 'Full cargo' (Class E).

Rev. 1: Extension of limitation.

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

Associated Technical Documentation:

Modification Approval Sheet No 7378, Issue 1 dated 12 October 2015.

See Continuation Sheet(s)

For the European Aviation Safety Agency

Cologne, Germany, 11 October 2017



Colin HANCOCK
Section Manager
Regional Transport Aeroplanes

ATR 72-212A Aircraft Flight Manual, Temporary Revision ref: TR 64, dated September 2015.

ATR 72 Time Limits, Revision 14, dated October 2015

or later revisions of the above listed documents approved by EASA.

Limitations/Conditions:

1. The following ATR modifications must concurrently be embodied together with the ATR Modification 7378:

- 4511
- 5948
- 6454
- 6517
- 6219
- 7183

2. This modification is valid for 5000 Flight Cycles or until 28 February 2018, whichever comes first (counted from the modification 7378 approval date 14 October 2015).

- End -



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
13	April 2014	Refer to EASA major change approval 10049438, REV. 1 dated 06 June 2014



European Aviation Safety Agency

MAJOR CHANGE APPROVAL

10049438, REV. 1

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC CEDEX
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

**Original Type Certificate Number : EASA.A.084
Type Certificate Holder : ATR-GIE
Type Design - Model : ATR 72-212A**

Description of Design Change:

ATR Mod 7079 - ENGINE - PW127N Engine installation

This modification consists in installation of new PW127N engine having a 4.5% thermal power increase at Take-off (Super Boost function) along with the airframe rating selection system.

EASA Certification Basis:

The Certification Basis for the original product as amended by the following additional or alternative airworthiness requirements:

Special Condition(s):

A-02: Extended Range Operation with Two-Engine Aeroplanes (ETOPS certification and Operations)

The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of Issue: 06 June 2014

**Thierry VERON
Project Certification Manager
Large Aeroplanes**

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010025760-001

MAJOR CHANGE APPROVAL - 10049438, REV. 1 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E

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European Aviation Safety Agency

Associated Technical Documentation:

Modification Approval Sheet No. 7079 Issue 2

Aircraft Flight Manual Temporary Revision, ref: TR56, dated March 2014

ATR 72 Time Limit Revision 13, ref: DT/CA-2152/14 Issue 1, dated 11 April 2014
or later revisions of the above listed documents approved by EASA

Limitations/Conditions:

1. ATR Modifications 5908, 6499 and 5948 are prerequisites to the embodiment of ATR Modification 7079.

2. Aircraft configuration limitations (included in AFM TR56):

- Bleed-Off at take-off
- no Reserved Take-Off with Super-Boost function On selected

- end -

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0010025760-001

MAJOR CHANGE APPROVAL - 10049438, REV. 1 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E

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ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
12	February 2013	Refer to EASA major change approval 10044210 dated 20 February 2014



MAJOR CHANGE APPROVAL

10048210

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 748/2012 to

ATR AVIONS DE TRANSPORT REGIONAL G.I.E

**1 ALLEE PIERRE NADOT
31712 BLAGNAC CEDEX
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Type Certificate Number : EASA.A.084

Type Certificate Holder : ATR

Type Design - Model : ATR 42-400/-500

Type Design - Model : ATR 72-102/-202/-211/-212

Type Design - Model : ATR 72-212A

Description of Design Change:

ATR 42-400 / -500 Time Limits

ATR 72 Time Limits

This change supports the revision 10 of ATR 42-400 / -500 Time Limits document and the revision 12 of ATR 72 (all models) Time Limits document.

EASA Certification Basis:

The Certification Basis (CB) for the original product remains applicable to this certificate/ approval. The requirements for environmental protection and the associated certified noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 20 February 2014

Armin KAISER
Project Certification Manager
Large Aeroplanes

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010027691-001

MAJOR CHANGE APPROVAL - 10048210 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E



Associated Technical Documentation:

ATR 42-400 / -500 Time Limits, Revision 10, ref: DT/CA-1839/13 ed 01.

ATR 72 Time Limits, Revision 12, ref: DT/CA-1840/13 ed 01.

Limitations/Conditions:

None

- end -

Note:

The following numbers are listed on the certificate:

EASA current Project Number: 0010027691-001

MAJOR CHANGE APPROVAL - 10048210 - ATR AVIONS DE TRANSPORT REGIONAL G.I.E

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ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
11	November 2011	Refer to EASA major change approval 10038246 dated 31 January 2012



MAJOR CHANGE APPROVAL

10038246

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

ATR AVIONS DE TRANSPORT REGIONAL

1 ALLEE PIERRE NADOT
31712 BLAGNAC CEDEX
FRANCE

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Product TC Number : EASA.A.084
TC Holder : ATR GIE
TC Holder : AVIONS DE TRANSPORT RÉGIONAL
Model : ATR 72-212A

Description of Design Change:

MTOW and MZFW increase by 200 kg.

This modification consists in increasing the Maximum Take-Off Weight and Maximum Zero Fuel Weight by 200 kg (respectively to 23 000 kg and to 21 000 kg).

EASA Certification Basis:

The Certification Basis for the original product remains applicable to this certificate/ approval.

The requirements for environmental protection and the associated certificated noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 31.01.2012

Slawa OTITSCH
Project Certification Manager
Large Aeroplanes

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010014512-001

MAJOR CHANGE APPROVAL - 10038246 - ATR AVIONS DE TRANSPORT REGIONAL



Associated Technical Documentation:

Modification Approval Sheet 6219 issue 6
ATR EASA AFM 72-212A Temporary Revision N°34
ATR Time Limits Revision 11, ref : DT/CA920/11 Issue 2
or later revisions of the above listed documents approved by EASA.

Limitations:

1- The following ATR modifications are prerequisite to the installation of the ATR Modification 6219 :

- 4670
- 4671
- 5213
- 5555

2- ATR Modification 6219 is only applicable on aircraft fitted with composite empennage (ATR modifications 4440 and 4441).

Conditions:

Prior to installation of this modification it must be determined that the interrelationship between this modification and any other previously installed modification and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- end -

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010014512-001

MAJOR CHANGE APPROVAL - 10038246 - ATR AVIONS DE TRANSPORT REGIONAL



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
10	May 2011	Refer to EASA major change approval 10035168 dated 31 May 2011



MAJOR CHANGE APPROVAL

10035168

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

ATR AVIONS DE TRANSPORT REGIONAL

**1 ALLEE PIERRE NADOT
31712 BLAGNAC CEDEX
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

**Original Product TC Number : EASA.A.084
TC Holder : ATR-GIE
TC Holder : AVIONS DE TRANSPORT RÉGIONAL
Model : ATR 72-212A**

Description of Design Change:

New Avionics Suite "Glass Cockpit" in ATR72-212A aircraft.

EASA Certification Basis:

The Certification Basis for the original product and the following additional or alternative airworthiness requirements are applicable to this certificate/ approval.

See Appendix 1 to EASA CRI A-1001 closed at issue 03 on 20th May 2011 for the detailed EASA certification basis and acceptable means of compliance / interpretative material that are applicable to this major significant design change.

The requirements for environmental protection and the associated certificated noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval.

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 31.05.2011

S. Otitsch
Slawa OTITSCH
Project Certification Manager
Large Aeroplanes

Note:

The following numbers are listed on the certificate:
EASA current Project Number: 0060001357-001

MAJOR CHANGE APPROVAL - 10035168 - ATR AVIONS DE TRANSPORT REGIONAL



Associated Technical Documentation:

ATR-GIE following documents:

- o Modification Approval Sheet 5948 Issue 3, dated 30th May 2011.
- o ATR72-212A EASA Aeroplane Flight Manual (AFM) Normal Revision (RN) 14, May 2011.
- o ATR72 Time Limits document revision 10, see ATR document DO/TC-2922/11 Edition 01, dated 23rd May 2011.

or later revisions of the above listed documents approved by EASA.

Limitations:

- ATR Major Significant Mod 5948 "Glass Cockpit" New Avionics Suite can only be installed on ATR72-212A aircraft in combination with the following ATR design changes:
 - o ATR Major Mod 5977 "New fuel gauging system in Kg. in ATR72-212A aircraft", that is approved by EASA through a separate airworthiness approval, and
 - o ATR Minor Mod 6164 "Install new Multi Purpose Computer (MPC) ED36" (separate airworthiness approval issued under ATR Design organization privileges as well as for the other minor changes referred below) and
 - o ATR Minor Mod 6298 "Aileron Control - Rigging of Quadrant at section 15" and
 - o ATR Minor Mod 6368 "New cockpit integrated LED lighting system (CILLS)".
- This initial EASA airworthiness approval for ATR Major Significant Mod 5948 "Glass Cockpit" is limited to newly manufactured ATR72-212A aircraft with manufacturing serial numbers MSN 940, MSN 958 and MSN 960.

Conditions:

ATR Major Mod 5948 "Glass Cockpit" New Avionics Suite does not constitute a new ATR72-212A aircraft model or variant but a major significant design change to the original design. Any reference to designation ATR 72-212A "600 version" is therefore just an ATR commercial designation used by ATR to refer to the basic ATR72-212A aircraft model incorporating Mod 5948. Detailed EASA certification basis and acceptable means of compliance / interpretative material applicable to ATR major significant Mod 5948 can be found in Appendix 1 to EASA CRI A-1001 closed at issue 03 on 20th May 2011. Prior to installation of this modification it must be determined that the interrelationship between this modification and any other previously installed modification and/ or repair will introduce no adverse effect upon the airworthiness of the product.

- end -

Note:

The following numbers are listed on the certificate:
EASA current Project Number. 0060001357-001

MAJOR CHANGE APPROVAL - 10035168 - ATR AVIONS DE TRANSPORT REGIONAL



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
9	December 2010	Refer to EASA major change approval 10033159 dated 21 December 2010



MAJOR CHANGE APPROVAL

10033159

This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Community, its Member States and of the European third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EC) No. 1702/2003 to

ATR GIE AVIONS DE TRANSPORT RÉGIONAL

**1 ALLÉE PIERRE NADOT
31712 BLAGNAC
FRANCE**

and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below:

Original Product TC Number : EASA.A.084

TC Holder : ATR GIE

Model : ATR 72-212A

Description of Design Change:

Dry and Unpaved Runway Operation on ATR72-212A

EASA Certification Basis:

The Certification Basis for the original product and the following additional or alternative airworthiness requirements are applicable to this certificate/ approval

Applicable certification basis for Major Mod 6404 are defined on EASA CRI A-1001 closed at issue 1, 17th Dec 2010. By this CRI A-1001, the requisites defined on French DGAC Special Condition CRI C-01 "Operations on Unpaved Runways" are applicable to Major Mod 6404 on ATR72-212A aeroplanes.

The requirements for environmental protection and the associated certificated noise and/ or emissions levels of the original product are unchanged and remain applicable to this certificate/ approval

See Continuation Sheet(s)

For the European Aviation Safety Agency,

Date of issue: 21.12.2010


Henry WILDEGANS
Project Certification Manager
Large Aeroplanes

Note:
The following numbers are listed on the certificate.
EASA current Project Number: 0010003731-001

MAJOR CHANGE APPROVAL - 10033159 - ATR GIE AVIONS DE TRANSPORT RÉGIONAL



Associated Technical Documentation:

ATR Modification Approval Sheet MAS 6404 Issue 3 dated 20th Dec 2010
EASA ATR72-212A AFM Temporary Revision 32
ATR72 Time Limits document, revision 9
or later revisions of the above listed documents approved by EASA

Limitations:

ATR72-212A aircraft equipped with Major Mod 6404 have their Maximum Take Off Weight limited to 21.500 Kg when operating on dry and unpaved runways.

Conditions:

Prior to installation of this modification it must be determined that the interrelationship between this modification and any other previously installed modification and/ or repair will introduce no adverse effect upon the airworthiness of the product

- end -

Note:
The following numbers are listed on the certificate:
EASA current Project Number: 0010003731-001

MAJOR CHANGE APPROVAL - 10033159 - ATR GIE AVIONS DE TRANSPORT RÉGIONAL



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
8	March 2007	Refer to EASA approval letter EASA A.C.04530 Revision 1 dated 16 August 2007



EUROPEAN AVIATION SAFETY AGENCY

EASA

Certification Directorate

Köln, 16 August 2007
EASA D (2007)

APPROVAL FROM THE EXECUTIVE DIRECTOR

EASA.A.C.04530 Revision 1

Major Change Design for ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212, ATR 72-212A (ATR GIE)

Whereas the Regulation (EC) N° 1592/2002, and in particular its Article 15 empowers the Agency to proceed certification tasks,

Whereas the DGAC France has been entrusted by the Executive Director to carry out the above mentioned tasks,

And having regard to the technical visa granted by the DGAC France and referenced to as "P-EASA.A.C.04530", as described in Annex I

I hereby approve

Revision to Time Limits Documents for all ATR42s/72s aircraft models to:

- Include Critical Design Configuration Control List (CDCCL) and new tasks related to fuel tank safety requirements.
- Review a few CMR intervals
- Clarify the use of flight count factors for landing gear components.

Associated Technical Documentation:

For ATR42-200 / 300/ 320 models Time Limits, Revision 7, dated March 2006.

For ATR42-400 / 500 models Time Limits, Revision 6, dated March 2007.

For ATR72-101 / 102 / 201 / 202 / 211 / 212 / 212A models, Revision 8, dated March 2007.

Limitations and Conditions:

- As per:
- ATR42-200 / 300/ 320 Time Limits Revision 7, dated March 2006
 - ATR42-400 / 500 Time Limits, Revision 6, dated March 2007
 - ATR72-101 / 102 / 201 / 202 / 211 / 212 / 212A, Revision 8, dated March 2007 and associated documentation.

Critical Design Configuration Control List (CDCCL) related to Fuel Tank Safety being in accordance with SFAR88 and EASA N

Done at Köln in two copies,
For the Executive Director

HONERT Heiko
Project Certification Manager
Large Aeroplanes



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	EASA APPROVAL
7	June 2005	Refer to EASA approval letter EASA A.A.01016 dated 8 August 2005



EUROPEAN AVIATION SAFETY AGENCY

EASA

Certification Directorate

Köln, 08/08/2005
EASA D (2005)

APPROVAL FROM THE EXECUTIVE DIRECTOR

EASA.A.A.01016

Time Limits Document for ATR 72, all models (ATR)

Whereas the Regulation (EC) N° 1592/2002, and in particular its Article 15 empowers the Agency to proceed certification tasks,

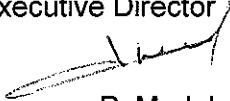
Whereas DGAC France has been entrusted by the Executive Director to carry on the above mentioned tasks,

And having regard to the technical visa granted by DGAC France and referenced to as "2005/2388 DCS/NO/NAT as described in Annex I

I hereby approve

Revision 7 of the ATR 72 Time Limits Document, dated June 30th 2005

Done at Köln in two copies,
For the Executive Director


P. Medal
Certification Manager
Large Aircraft



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	DGAC APPROVAL
6	September 2004	EASA approved under EASA letter of 2004-9861 dated September 23rd 2004



ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	DGAC APPROVAL ON BEHALF OF FAA
6	September 2004	<i>EASA approved under EASA letter ref 2004-9867 dated September 23rd 2004</i>



EUROPEAN AVIATION SAFETY AGENCY

EASA

Certification Directorate

Brussels, 23 September 2004
EASA D(2004)

APPROVAL FROM THE EXECUTIVE DIRECTOR

N° 2004-9865

Time Limits Revision for ATR 72 (ATR)

Whereas the Regulation (EC) N° 1592/2002, and in particular its Article 15 empowers the Agency to proceed certification tasks,

Whereas DGAC France has been entrusted by the Executive Director to carry on the above mentioned tasks,

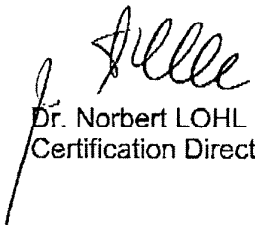
And

Having regard to the technical visa granted by DGAC France and referenced to as "DGAC/GSAC Ref.:2004/3347 and BE 2004-3377", as described in Annex I

I hereby approve

ATR 72 Time Limits revision No. 6: introduction of new limits for engine shock mounts-DO/TR-4107/04 dated 6 SEP 2004

Done at Brussels in two copies,
For the Executive Director


Dr. Norbert LOHL
Certification Director

Annex I: DGAC/GSAC Ref.:2004/3347 and BE 2004-3377

**ATR72 TIME LIMITS
RECORD OF REVISIONS**

REVISION N°	DATE	DGAC APPROVAL
5	January 2004	



MURIEL ANDRE
I.E.E.A.C.

Compliant with applicable regulatory requirements – June 3rd 2004



MURIEL ANDRE
I.E.E.A.C.

DGAC approved for 2 months under EC rule n° 1592/2002 Article 10.3, pending EASA approval – June 3rd 2004

ATR72 TIME LIMITS RECORD OF REVISIONS

REVISION N°	DATE	DGAC APPROVAL ON BEHALF OF FAA
5	January 2004	



MURIEL ANDRE
I.E.E.A.C.

Compliant with applicable regulatory requirements – June 3rd 2004



MURIEL ANDRE
I.E.E.A.C.

DGAC approved for 2 months under EC rule n° 1592/2002 Article 10.3, pending EASA approval – June 3rd 2004



EUROPEAN AVIATION SAFETY AGENCY

EASA

Certification Directorate

Brussels, 14 June 2004
EASA D(2004)

APPROVAL FROM THE EXECUTIVE DIRECTOR

N° 2004-6080

**Time Limits Revision No. 5 for ATR72
(ATR)**

Whereas the Regulation (EC) N° 1592/2002, and in particular its Article 15 empowers the Agency to proceed certification tasks,

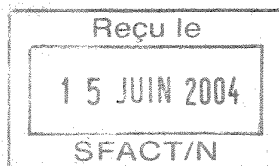
Whereas DGAC France has been entrusted by the Executive Director to carry on the above mentioned tasks,

And

Having regard to the technical visa granted by DGAC France and referenced to as "ATR72 Time Limits, Rev. No. 5, dated 23 JAN 2004 and BE DGAC 2004-1884", as described in Annex I

I hereby approve

the update to SFAR 88 and reinforced cockpit doors - ATR72 Time Limits, Revision No. 5, dated 23 January 2004




Done at Brussels in two copies,
For the Executive Director


A. Leroy
G.A. Certification Manager

Annex I: ATR72 Time Limits, Rev. No. 5, dated 23 JAN 2004 and BE DGAC 2004-1884

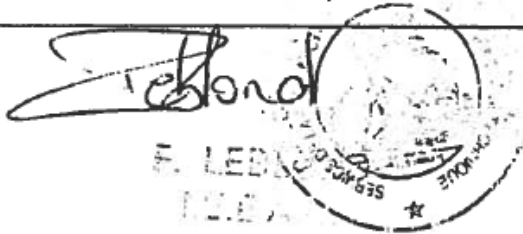
ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL
4	JULY 1999	<p>L'Ingénieur en Chef de l'Armement</p>  <p>DIRECTION GÉNÉRALE DE L'AVIATION CIVILE SERVICE DE L'FORMATION AÉRONAUTIQUE ET DU CONTRÔLE TECHNIQUE 17-18 BOULEVARD DES MINISTÈRES 91120 PALAISEAU ★</p>

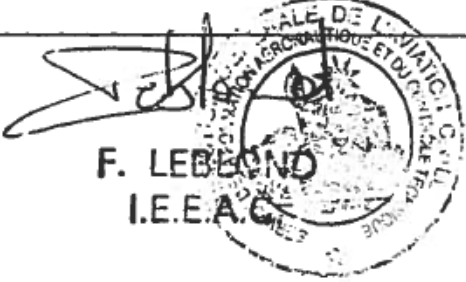
ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL ON BEHALF OF FAA
4	JULY 1999	<p data-bbox="932 821 1422 863">L'Ingénieur en Chef de l'Armement</p> 

ATR72 TIME LIMITS RECORD OF REVISIONS

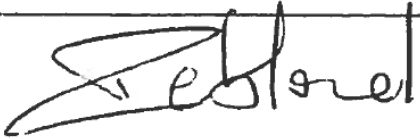
REV. N°.	DATE	DGAC APPROVAL
3	JANUARY 98	 <p>The approval section contains a handwritten signature, a circular official stamp with a star, and the text 'E. LEDU' and '1.1.98'.</p>

ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL ON BEHALF OF FAA
3	JANUARY 98	 <p>F. LEBOND I.E.E.A.C.</p>

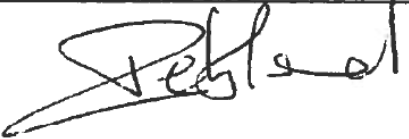


**ATR72 TIME LIMITS
RECORD OF REVISIONS**

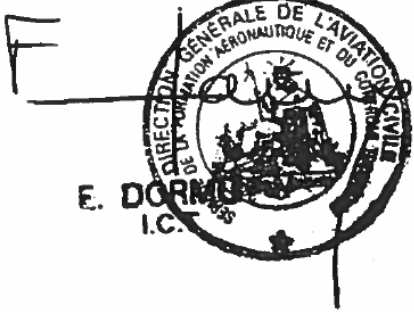
REV. N°.	DATE	DGAC APPROVAL
2	AUGUST 97	 F. LEBLOND I.E.E.A.O.



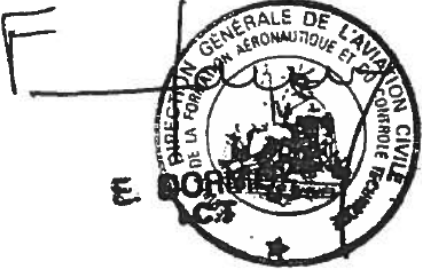
**ATR72 TIME LIMITS
RECORD OF REVISIONS**

REV. N°.	DATE	DGAC APPROVAL ON BEHALF OF FAA
2	AUGUST 97	 F. LEBLOND I.E.E.A.C.

ATR72 TIME LIMITS RECORD OF REVISIONS

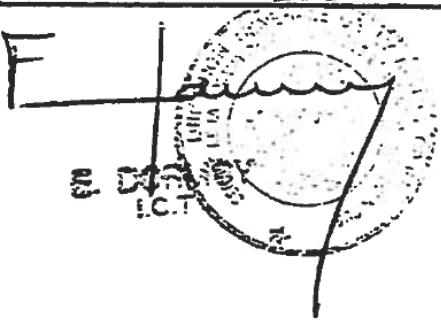
REV. N°.	DATE	DGAC APPROVAL
1	FEBRUARY 1996	 <p>The stamp is circular with the text "DIRECTION GENERALE DE L'AVIATION CIVILE" around the top and "DE LA FORMATION AERONAUTIQUE ET DU CONTROLE" around the bottom. In the center is a coat of arms. Below the stamp, the name "E. DORME" and "I.C." are printed. There are handwritten marks: a large "F" to the left of the stamp and a vertical line to the right.</p>

ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL ON BEHALF OF FAA
1	FEBRUARY 1996	

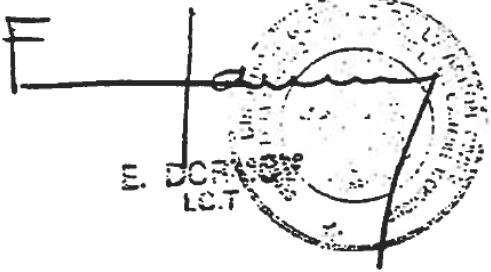


ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL
INITIAL ISSUE	AUGUST 94	



ATR72 TIME LIMITS RECORD OF REVISIONS

REV. N°.	DATE	DGAC APPROVAL ON BEHALF OF FAA
INITIAL ISSUE	AUGUST 94	



ATR72 TIME LIMITS ADMINISTRATIVE SECTION TABLE OF CONTENTS

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ATR72 TIME LIMITS ADMINISTRATIVE SECTION LIST OF EFFECTIVE PAGES

SECTIONS	CHAPTER	NUMBER of PAGES	ISSUE
	0 ADMINISTRATIVE SECTION		
N	0-0	RECORD OF REVISION 21	1 Jul 22
	0-0	RECORD OF REVISION 20	1 Feb 22
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	0-0	RECORD OF REVISION 17	1 Dec 19
	0-0	RECORD OF REVISION 16	1 Jan 18
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	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	
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R N	0-1	TABLE OF CONTENTS	1 Dec 19
	0-2	LIST OF EFFECTIVE PAGES	1 Jul 22
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	1 AIRWORTHINESS LIMITATIONS		
	1-1	GENERAL	1 Dec 19
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	1-3	DAMAGE TOLERANT AWL ITEMS	20 Mar 21
	1-4	CDCCL	2 Feb 22
	1-5	AESSP	4 Feb 22
	2 CERTIFICATION MAINTENANCE REQUIREMENTS		
R	2-1	GENERAL	1 Dec 19
	2-2	LIMITATIONS	8 Jul 22
	Appendices SUPPLEMENT FOR OPERATIONS ON UNPAVED RUNWAYS		
	A	MOD 3644 – MOD 6404 – MOD 7979	5 Mar 21
	B	MOD 6450 – CIS COUNTRIES	1 Dec 19



ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 21

Revision 21 is a normal revision including impacts mainly due to the introduction of new or revised CMRs

Section 0 ADMINISTRATIVE SECTION

0-0	RECORDS OF REVISION	new page for revision 21
0-1	TABLE OF CONTENTS	no change
0-2	LIST OF EFFECTIVE PAGES	updated with relevant issue date
0-3	REASONS FOR REVISION	new pages for revision 21, Grace periods table updated for new tasks and expired grace period deleted
0-4	INTRODUCTION	no change

Section 1 AIRWORTHINESS LIMITATIONS

Section 1-1	GENERAL	no change
Section 1-2	LLC	no change
Section 1-3	DAMAGE TOLERANT AWL ITEMS	no change
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	

Here below the list of new or revised CMR:

ATA24:

- CMR 242200-1: New task created.
- CMR 243100-7: Interval changed from 10000FH to 1000FH and description updated.

Grace periods are provided in section 0-3 for these tasks.

ATA32:

- CMR 323100-1: New task created.
- CMR 323100-2: New task created.
- CMR 326100-1: New task created.

Grace periods are provided for CMR 323100-1 and 323100-2 in section 0-3 for these tasks. No grace period is provided for CMR 326100-1 since a more restrictive MRBR task exists (Ref. 344200-01 with interval 8000FH).

Appendices no change



ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 21

GRACE PERIOD

TLD revisions that introduce a new or more restrictive maintenance requirement are covered by an EASA Airworthiness Directive (AD). The AD instructs operators to perform the task(s) and update their Aircraft Maintenance Program (AMP) within the indicated mandatory compliance times.

To anticipate the requirements of the AD, ATR recommends that operators update their AMP at the earliest opportunity.

A one-time exceedance (grace period) of the applicable threshold is allowed for aircraft that are close to, or have exceeded the applicable threshold, as specified in the table below. The intention is to allow planning flexibility but not to overextend the time to perform the task.

TLD REV.	SECTION	ITEM APPLICABILITY	GRACE PERIOD
D R R D D D D	2-2	CMR 221600-1	Whichever occurs later of the following: A. No more than 400FH since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		CMR 243100-11	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 300FH since last MRBR task 243100-11 was performed or since new or B. Within 750FH or 6 months since 04 February 2022, whichever occurs first
		CMR 246500-6	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 300FH since last MRBR task 243100-06A was performed or since new or B. Within 750FH or 6 months since 04 February 2022, whichever occurs first
		CMR 292100-1	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 4000FH since MRBR task 290000-04 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		CMR 301000-4	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 4000FH since MRBR task 301000-04 was performed or since new or B. Within 750FH or 6 months since months since 05 August 2021 whichever occurs first
		CMR 301000-10	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 8000FH since MRBR task 301000-10 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		CMR 302000-1	Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 4000FH since last MRBR task 302000-01/302000-02 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		CMR 314800-1	Whichever occurs later of the following: A. No more than 400FH since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first

CONTINUED



ATR72 TIME LIMITS ADMINISTRATIVE SECTION REASONS FOR REVISION 21

TLD REV.	SECTION N	ITEM APPLICABILITY	GRACE PERIOD
D	20	2-2	CMR 324200-1 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 1500FH since MRBR task 324000-12 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		2-2	CMR 324200-2 Whichever occurs later of the following: A. No more than 5000FH since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		2-2	CMR 341300-1 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 8000FH since MRBR task 341000-05 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		2-2	CMR 347100-1 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 5000FH since MRBR task 347000-04 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		2-2	CMR 351200-2 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 4000FH since MRBR task 351000-08 was performed or since new or B. Within 750FH or 6 months since 05 August 2021 whichever occurs first
		2-2	CMR 351200-3 Whichever occurs later of the following: A. No more than 4000FH since new or B. Within 1050FH or 9 months since 05 August 2021 whichever occurs first
		2-2	CMR 612000-19 Whichever occurs later of the following: A. No more than 1500 FH since new or B. Within 750FH or 6 months since 04 February 2022, whichever occurs first
		2-2	CMR 612000-20 Whichever occurs later of the following: A. No more than 10000 FH since new or B. Within 750FH or 6 months since 04 February 2022, whichever occurs first
N	21	2-2	CMR 242200-1 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 2500FH since last MRBR task 242200-04 was performed or since new or B. Within 750FH or 6 months since revision letter date of this TLD, whichever occurs first.
		2-2	CMR 243100-7 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 1000FH since last MRBR task 243100-07 was performed or since new or B. Within 750FH or 6 months since revision letter date of this TLD, whichever occurs first.
		2-2	CMR 323100-1 Whichever occurs later of the following: A. No more than 16000FH since new or B. Within 5000FH or 26 months since revision letter date of this TLD, whichever occurs first.
		2-2	CMR 323100-2 Whichever occurs later of the following without exceeding the original planned date of MRBR: A. No more than 1500FH since last MRBR task 323000-05 was performed or since new or B. Within 750FH or 6 months since revision letter date of this TLD, whichever occurs first.



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



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 GENERAL

1. APPROVAL

The Airworthiness Limitations section is approved by the EASA and variations must also be approved by the EASA (CS25 Appendix H, Paragraph H25.4).

This Airworthiness Limitations section is approved by the EASA on behalf of FAA and specifies maintenance required under paragraph 43.16 and 91.403 of the Federal Aviation Regulations unless an alternative program has been FAA approved (FAR 25 Appendix H Paragraph H25.4).

2. DESCRIPTION

This section gives each mandatory replacement time and structural inspection interval approved under:
JAR 25.571 change 11 for all ATR72 models except for ATR72-212A POST 5948
JAR 25.571 change 13 for ATR72-212A POST 5948

and under FAR 25.571 as amended by amendments 25-1 through 25-54 confined to structural items only.

The ATR72 aircraft is built to damage-tolerant design standards except for LG parts and LG support structure built to Safe Life design standard, with a design economic repair life of 70000 flights.

The Components / Parts with a life limit are listed in section 1-2 under their part number. The mandatory life limit is given in number of landings, flights or flight hours.

Initial and subsequent inspection times for Damage Tolerant Airworthiness Limitations Items (AWL) are determined by fatigue and damage tolerance analyses.

The structural inspections for the AWLs are listed in section 1-3. The tables in section 1-3 are in ATA chapter sequence. They list the inspection procedure numbers (AWL), the initial and subsequent inspection times, in number of flights or flight hours and the applicability of the inspection.

The Critical Design Configuration Control Limitations are given in section 1-4. It lists items that are considered as critical ignition source prevention features to ensure that unsafe conditions (identified in accordance with SFAR88 and the EASA NPA 22-2005) do not develop from configuration changes caused by maintenance action, repair or alteration of those critical ignition source prevention features.

The Aircraft Electronic System Security Protection (AESSP) is given in section 1-5 and provides guidance for the electronic system security protection from both data corruption and unauthorized access by external systems or users.

3. MAINTENANCE PROGRAM

The operator's maintenance program must include all listed AWLs with initial and subsequent inspection times not exceeding the listed values. The listed values may not be increased without consultation with ATR and specific approval from the local airworthiness authorities.

The operator's maintenance program must also provide for the mandatory replacement times of the life limited items not exceeding the Life Limits. The mandatory life limits may not be increased without consultation with ATR and specific approval from the local airworthiness authorities.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

1. GENERAL

- The nose landing gear is composed of:
 - the leg assembly
 - the shock absorber including the sliding rod and the wheel axle
 - the drag brace assembly (main and secondary alignments)
- The main landing gear is composed of:
 - the leg structure assembly (barrel + swinging lever),
 - the shock absorber
 - the side brace assembly, (main and secondary alignment)
 - the free fall assister, which is not life-limited
- The life-limited components must be individually followed with regards to the number of cycles they perform. LLV can differ depending on weight variant configurations. ATR Service Letter SL 05-6004 is available for assistance on parts follow-up and some additional information such as the applicable CMM.
- P/Ns XXXXX/... of life limited parts (for example Sliding Rod P/N D64238/...) are generic P/Ns which have all the same limitation whatever the dash number is - exception made for components fully identified whose limitation only applies to this specific P/N. Similarly, the limitation of life limited parts, for example P/N XXXXX-Y/..., applies to all the P/N XXXXX with a '-' dash greater than or equal to Y.
- Assemblies listed as P/N xxxxxxxx/... (for example Nose Leg Assembly D22698072/...) refer to all the assemblies with the same root P/N xxxxxxxx, whatever the dash '-' number(s) is.
- Concerning landing gear, life limits only apply to major structural components whose failure may lead to an unsafe condition. Subassemblies such as support brackets, lines, electrical cables, etc..., have no major structural role.

Therefore, these subassemblies may be reinstalled on the new major structural component to which they belong to, if they are within the serviceability limits (as specified in the Landing Gear "Components Maintenance Manual") and their functions are checked during the corresponding functional test.
-
- If a life limited component is modified and re-identified during overhaul, all flights (landings) already performed before modification must be taken into account for the new life limit.
- When there are two Part Numbers on the same line, the first P/N represents the Left Hand (LH) component, and the second P/N represents the Right Hand (RH) component (for example D60929/.../D60930/... for the LH and RH MLG Barrel).
- When there are several P/Ns associated to the same item and limitation, it means that these P/Ns represent different versions of the same component (for example D63785 and D67985 are two versions of the NLG wheel axle). Thus, only one of these P/Ns can be found on the assembly considered.

UNPAVED RUNWAYS OPERATION: The airlines which use the capability of their aircraft to operate on unpaved runways, as defined per modifications N°3644, 6404 or 6450, must refer to the appendices of this document for flight count factor to be applied on the individual life limit values.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2. LIMITATIONS

2.1. Nose Landing Gear

Assembly	Item Designation	Applicable P/N	ATR72 LLV		ATR72-212A LLV	
			PRE 3849	POST 3849		
Nose Leg Assembly D22698072/... or D22698172/...or D22698500-4/...						
R R R R R R R R R R	NLG Main Fitting	D56773-1/...	64000 LDG	60000 LDG	60000 LDG	
		D62442/...				
		D63756-10/...	70000 LDG	70000 LDG	PRE 7255 70000 LDG POST 7255 45230 LDG Note	
		Rotating Tube	D56775/...	64000 LDG	60000 LDG	60000 LDG
			D62439/...			
		D63761-1/...	70000 LDG	70000 LDG	70000 LDG	
	Pins (Hinge)		D56867/...	64000 LDG	60000 LDG	60000 LDG
		D63820/...	70000 LDG	70000 LDG	70000 LDG	
	Pin (Main Drag Brace)	D57268/...	64000 LDG	60000 LDG	60000 LDG	
		D63818/...	70000 LDG	70000 LDG	70000 LDG	
	NLG Shock Absorber D22700072 or D22700172/... or D22700500/...					
	R R R R R R R	NLG Shock Absorber	Column (Rod)	D56796	64000 LDG	60000 LDG
D56796-1/...				70000 LDG	70000 LDG	70000 LDG
D63832/...						
Sliding Rod		D56788-2/...	64000 LDG	60000 LDG	60000 LDG	
		D64238/...	70000 LDG	70000 LDG	70000 LDG	
Wheel Axle		D56797/...	64000 LDG	60000 LDG	60000 LDG	
		D63785/...	70000 LDG	70000 LDG	70000 LDG	
		D67985/...				

Note: For ATR72-212A POST 7255, the remaining life after a major repair affecting its life limit has to be calculated as per the following formula:

$$\text{Life after repair} = \left[\text{Calculated remaining life after repair} * \frac{45230}{70000} \right] - \left[\text{Cycles performed before repair} * \frac{70000 - 45230}{70000} \right]$$

Where the 'Calculated remaining life after repair' refers to the value indicated in the repair sheet (EASA Form1 or equivalent).

Refer to Part-21/AMC/GM Issue 2, GM 21.A.435(a) for major repair definition.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

|| 2.1 Nose Landing gear (Cont'd)

Assembly	Item Designation	Applicable P/N	ATR72 LLV		ATR72-212A LLV
			PRE 3849	POST 3849	
NLG Drag Brace Assembly D22703072/... or D22703500-2/...					
NLG Drag Brace Main Alignment	Panel	D56780-1/...	64000 LDG	60000 LDG	60000 LDG
		D63757/... D69085/...	70000 LDG	70000 LDG	70000 LDG
	Pins (Hinge)	D56867/...	64000 LDG	60000 LDG	60000 LDG
		D63820/...	70000 LDG	70000 LDG	70000 LDG
	Pin (Panel/Spring)	D57302 Note 1	64000 LDG	60000 LDG	60000 LDG
		D64728/...	70000 LDG	70000 LDG	70000 LDG
	U-joint	D56783/...	64000 LDG	60000 LDG	60000 LDG
		D63762/...	70000 LDG	70000 LDG	70000 LDG
	Lower Arm	D56782/...	64000 LDG	60000 LDG	60000 LDG
		D63758-1/...	70000 LDG	70000 LDG	70000 LDG
	Lower Arm Assy	GA62105 GA62105-1 Note 2	N/A		
	Pin (Panel/U-joint)	D58304/...	64000 LDG	60000 LDG	60000 LDG
		D63817/...	70000 LDG	70000 LDG	70000 LDG
	Pin (Lower Arm/U-joint)	D57315/...	64000 LDG	60000 LDG	60000 LDG
		D63768/...	70000 LDG	70000 LDG	70000 LDG
	Pin (U-joint /Secondary Alignment)	D58280/...	64000 LDG	60000 LDG	60000 LDG
		D64731/...	70000 LDG	70000 LDG	70000 LDG
	NLG Drag Brace Secondary Alignment	Bellcrank	D57318/...	64000 LDG	60000 LDG
Link		D57319/...	64000 LDG	60000 LDG	60000 LDG
Pin (Link/Bellcrank)		D58284	64000 LDG	60000 LDG	60000 LDG
		D58894/...			
		D64471/...	70000 LDG	70000 LDG	70000 LDG
Link Lever RH		D57321/.../D57320/...	64000 LDG	60000 LDG	60000 LDG
Pin (Link Lever, fwd)		D57327/...	64000 LDG	60000 LDG	60000 LDG
		D64470/...	70000 LDG	70000 LDG	70000 LDG
Pin (Link Lever, middle)		D57322/...	64000 LDG	60000 LDG	60000 LDG
	D64469/...	70000 LDG	70000 LDG	70000 LDG	

Note 1: Refer to SB SLS 631-32-227 for tracking purposes.

Note 2: The Lower Arm Assy is kept for historical follow-up only in relation with modification 3347 (SB ATR72-32-1010 or SLS 631-32-075) that had to be applied before 15000 landings.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.2. Main Landing Gear

	Assembly	Item Designation	Applicable P/N	ATR72 LLV (except 72-212A)	
				PRE 3849	POST 3849
	LH MLG Leg Assembly D23189000/... or D23189100/... RH MLG Leg Assembly D23190000/... or D23190100/...				
D N N R R R R R R N R R R R R R R R	MLG Leg	Barrel	D60929/D60930	39900 LDG	
			D60929-10/-11/-12/-15/-20 D60930-10/-11/-12/-15/-20	35800 LDG	38200 LDG
			D60929-30/.../D60930-30/...	70000 LDG	70000 LDG
		Pin (Barrel/Side Brace)	D60975/...	70000 LDG	70000 LDG
		Pin (Barrel/S/A)	D60983/...	70000 LDG	70000 LDG
		Pin (Secondary Alignment)	D60988/...	70000 LDG	70000 LDG
		Hinge Pin (FWD)	D60999/...	70000 LDG	70000 LDG
		Hinge Pin (AFT)	D61000/...	70000 LDG	70000 LDG
		Swinging lever	D60931/...	70000 LDG	70000 LDG
			D69341	20000 LDG	20000 LDG
		Wheel Axle	D60980	Note 3	
			D60980-2/...	70000 LDG	70000 LDG
		Pin (Braking Torque)	D60998/...	70000 LDG	70000 LDG
		Jacking Dome	D61039 Note 3	N/A	
		U-Joint	D61036/...	70000 LDG	70000 LDG
		Pin (Trailing Arm/U-Joint)	D61032/...	70000 LDG	70000 LDG
			D64409/...		
		Spacer	D61037 D61037-2 Note 4	N/A	
			Pin (Barrel/Trailing Arm)	D60968/...	70000 LDG
		D64441/...			

Note 3: Modification 3351 (SB ATR72-32-1009 or SLS 631-32-076) had to be applied before 15000 landings. The Jacking Dome is not a major structural component and it is listed for historical follow-up only.

Note 4: The Spacer is not a major structural component and it is listed for historical follow-up only. As per DGAC AD 2001-615-062(B) Modification 5337 (SB ATR72-32-1042 or SLS 631-32-165) had to be applied before 15000 landings



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.2 Main Landing gear (Cont'd)

Assembly	Item Designation	Applicable P/N	ATR72-212A LLV			
			A	B ₁ (*)	B ₂ (*)	B ₃ (*)
			EXCLUDING B OPTIONS	POST 5731	POST 7378 OR POST 7469	POST 5731 AND (POST 7378 OR POST 7469)
LH MLG Leg Assembly D23189000/... or D23189100/... RH MLG Leg Assembly D23190000/... or D23190100/...						
D N N R R R R R R R R N R R R R R R R	Barrel	D60929/D60930	27700 LDG 24800 LDG	N/A	N/A	N/A
		D60929-10/-11/-12 / D60930-10/-11/-12			N/A	N/A
		D60929-15/-20 / D60930-15/-20			24360 LDG	24260 LDG
		D60929-30/.../D60930-30/...	48700 LDG	48420 LDG	47640 LDG	47450 LDG
	Pin (Barrel/Side Brace)	D60975/...	48700 LDG	48700 LDG	48700 LDG	48700 LDG
	Pin (Barrel/S/A)	D60983/...	48700 LDG	48700 LDG	48700 LDG	48700 LDG
	Pin (Secondary Alignment)	D60988/...	48700 LDG	48700 LDG	48700 LDG	48700 LDG
	Hinge Pin (FWD)	D60999/...	70000 LDG	69730 LDG	70000 LDG	69730 LDG
	Hinge Pin (AFT)	D61000/...	70000 LDG	69550 LDG	70000 LDG	69550 LDG
	Swinging lever	D60931/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
		D69341	20000 LDG	20000 LDG	20000 LDG	20000 LDG
	Wheel Axle	D60980	Note 3			
		D60980-2/...	70000 LDG	70000 LDG	70000 LDG	66160 LDG
	Pin (Braking Torque)	D60998/...	70000 LDG	53310 LDG	70000 LDG	53310 LDG
	Jacking Dome	D61039 Note 3	N/A			
	U-Joint	D61036/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin (Trailing Arm/U-Joint)	D61032/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
		D64409/...				
	Spacer	D61037 D61037-2 Note 4	N/A			
	Pin (Barrel/Trailing Arm)	D60968/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
D64441/...						

(*) For ATR72-212A values, listed in column B₁ or B₂ or B₃, if different from values in column A, the remaining part life has to be calculated as per the following formula (where n=1, 2 or 3 depending on the applicable modifications) for parts whose life limits is affected by repair:

$$\text{Life after repair} = \left[\text{Calculated remaining life after repair}_A * \frac{LLV_{Bn}}{LLV_A} \right] - \left[\text{Cycles performed before repair}_A * \frac{LLV_A - LLV_{Bn}}{LLV_A} \right]$$

Note 3 and **Note 4**: refer to previous page.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.2 Main Landing gear (Cont'd)

Assembly	Item Designation	Applicable P/N	ATR72 LLV (except 72-212A)		
			PRE 3849	POST 3849	
MLG Shock Absorber D23188000/...					
R R	MLG Shock Absorber	Cylinder	D60945/...	70000 LDG	70000 LDG
		Sliding Rod	D60946/...	70000 LDG	70000 LDG
		Pin (Shock Absorber/U-Joint)	D60955/...	70000 LDG	70000 LDG
			D64415/...		
LH MLG Side Brace Assembly D23219000/... or D23219100/... RH MLG Side Brace Assembly D23220000/... or D23220100/...					
R R R R R	MLG Side Brace Main Alignment Note 5	Upper Arm	D60965/...	70000 LDG	70000 LDG
		Pin (Upper/Lower Arm)	D61061/...	70000 LDG	70000 LDG
		Lower Arm	D60966/...	70000 LDG	70000 LDG
			D62074/...	70000 LDG	70000 LDG
		Pin (Lower Arm Spring)	D61072/...	70000 LDG	70000 LDG
R R R R R R R	MLG Side Brace Secondary Alignment	Upper Arm	D61074	Note 6	
			D68026/...	70000 LDG	70000 LDG
		Pin (Spring)	D61078/...	70000 LDG	70000 LDG
		Pin	D61080/...	70000 LDG	70000 LDG
		Lower Arm	D61073/...	70000 LDG	70000 LDG
		Pin (Lower Arm Main Alignment/ Lower Arm Secondary Alignment)	D61081/...	70000 LDG	70000 LDG
		Pin	D61085/...	70000 LDG	70000 LDG

Note 5: As per DGAC AD 92-135-015(B), modification 3352 (SB ATR72-32-1011 or SLS 631-32-085) had to be applied before P/N D23207000 or D23207000-1 have accumulated 7500 landings.

Note 6: As per DGAC AD F-2004-061 (superseded by AD F-2004-164), modification 5522 (SB ATR72-32-1046 or SLS 631-32-183) had to be applied before 15000 landings



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.2 Main Landing gear (Cont'd)

Assembly	Item Designation	Applicable P/N	ATR72-212A LLV			
			A	B ₁ (*)	B ₂ (*)	B ₃ (*)
			EXCLUDING B OPTIONS	POST 5731	POST 7378 OR POST 7469	POST 5731 AND (POST 7378 OR POST 7469)
MLG Shock Absorber D23188000/...						
MLG Shock Absorber	Cylinder	D60945/...	70000 LDG	69720 LDG	70000 LDG	69720 LDG
	Sliding Rod	D60946/...	70000 LDG	69720 LDG	70000 LDG	69720 LDG
	Pin (Shock Absorber/U-Joint)	D60955/...	70000 LDG	69720 LDG	70000 LDG	69720 LDG
D64415/...						
LH MLG Side Brace Assembly D23219000/... or D23219100/... RH MLG Side Brace Assembly D23220000/... or D23220100/...						
MLG Side Brace Main Alignment Note 5	Upper Arm	D60965/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin (Upper/Lower Arm)	D61061/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Lower Arm	D60966/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
		D62074/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
Pin (Lower Arm Spring)	D61072/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG	
MLG Side Brace Secondary Alignment	Upper Arm	D61074	Note 6			
		D68026/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin (Spring)	D61078/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin	D61080/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Lower Arm	D61073/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin (Lower Arm Main Alignment/ Lower Arm Secondary Alignment)	D61081/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG
	Pin	D61085/...	70000 LDG	70000 LDG	70000 LDG	70000 LDG

(*)Note 5 and Note 6 refer to previous page



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.3. Main Landing Gear Support Structure

Designation	Identification		Life Limit Value
	Part Number	Assembly	
Truss shear member	S53578104-200/-201	S53578104-000/-001	70000 FL
	S53578104-206/-207	S53578104-002/-003	
	S53578104-206/-207	S53578104-004/-003	
	S53578104-208/-209	S53578104-006/-008	
Front Spar fitting assy	S53578202-200/-201	S53578202-000/-001	70000 FL
Rear Spar fitting assy	S53578203-200/-201	S53578203-000/-001	70000 FL
Front Spar strut assy	S53578302-200	S53578302-000	70000 FL
Rear Spar strut assy	S53578303-200	S53578303-000	70000 FL
Side brace fitting	S53578404-200/-201	S53578404-000/-001	70000 FL
	S53578404-208/-209	S53578404-002/-003	
	S53578404-210/-211	S53578404-004/-005	
Side brace fitting to side brace joint (bolts)	S53578010-200	---	70000 FL
	S53578010-230		
Front Spar strut joint (bolts)	S53578010-218	---	70000 FL
Rear Spar strut joint (bolts)	S53578010-212	---	70000 FL



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS LIFE LIMITED COMPONENTS

2.4. Engine shock mounts

	Assy	Part Numbers	Effectivity	Life Limit Value
R N	Forward top isolator	94796-01	PRE 2062	1500 FL
	Aft side isolators	94796-03 & 94796-07	ATR72-212A PRE 5731	42000 FL
			ATR72-212A POST 5731	40400 FL

2.5. Engine components

Life limited components Ref. Pratt and Whitney Maintenance Manual
(Chapter AIRWORTHINESS LIMITATIONS).

2.6. Propeller components

Life limited components Ref. Hamilton Sundstrand Maintenance Manual
(Chapter AIRWORTHINESS LIMITATIONS).

2.7. Equipment

Assy	Part Numbers	Effectivity	Life Limit Value
ITT indicator	5678 556 80	PRE 2157	1000 FH
Standby de-icing box	A100300	PRE 2451	1000 FH
Rod carbon	S003000800000 S003000900000	PRE 2408	1000 FH
	S003000600000 S003000700000 S003000500000	PRE 2409	1000 FH



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
521101-1	Crack detection on outer skin of passenger/crew airstair door	63700 FL	13400 FL	POST 0877 POST 2643 OR POST 1861 PRE 7900
521103-1	Crack detection on hinge fittings , shoot bolts and shoot bolt fittings, of passenger/crew airstair door	26800 FL	5600 FL	POST 0877 POST 2643 OR POST 1861 PRE 7255 PRE 7900
521103-3		23400 FL	4900 FL	POST 1861 POST 7255
521203-1	Crack detection on stop and roller fittings of LH and RH forward plug doors	35400 FL	18200 FL	POST 0877 OR POST 1861 POST 5928
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
522101-1	Crack detection on outer skin of passenger compartment emergency exit	63700 FL	13400 FL	POST 1861 PRE 7900
522105-1	Crack detection on outer skin of passenger compartment emergency exit	63700 FL	13400 FL	POST 0877
522107-1	Crack detection on stop and hinge fittings of passenger compartment emergency exit	70000 FL	24000 FL	POST 0877
522108-1	Crack detection on stop and hinge back-up fittings of passenger compartment 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
523101-1	Crack detection on outer skin of LH forward cargo door	70000 FL	23000 FL	POST 1861 PRE 5928 PRE 7900
523103-1	Crack detection on hooks (3 places) and shear fittings (5 places) of LH forward cargo door	70000 FL	7750 FL	POST 1861 PRE 5928 PRE 7900
523104-1	Crack detection (SDI) on outer skin of LH forward cargo door under piano hinge	27900 FL Note	3260 FL	POST 1861 PRE 5928 PRE 7900
	Note: 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 splice on cargo door outer skin	70000 FL	51300 FL	POST SB 52-1018 part C or part D
523201-1	Crack detection (SDI) on outer skin of large cargo door, under piano hinge	20610 FL	8720 FL	POST 7900
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
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
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
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 reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
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
523203-1	Crack detection on hooks of large cargo door	17720 FL	11640 FL	POST 7900
523203-2	Crack detection on housing of crew door shoot bolts on large cargo door side	70000 FL	48710 FL	POST 7900
523203-3	Crack detection (SDI) on splices between actuator fitting and frames of large cargo door	58790 FL	14130 FL	POST 7900
523203-4	Crack detection (SDI) on splices between actuator fitting and crank fitting of large cargo door	21970 FL	7290 FL	POST 7900
R 523203-5	Crack detection (SDI) on large cargo door upper shear fitting, 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 PRE 2643
523303-1	Crack detection on stop and roller fittings of LH aft plug door	60600 FL	34600 FL	POST 0877 PRE 2643
523311-1	Crack detection (SDI) on outer skin of rear upper hinged door at vent door cut-out	16250 FL	6000 FL	POST 7900
523311-4	Crack detection (SDI) on outer skin of rear upper hinged door at hinges	26840 FL	3360 FL	POST 7900
524201-1	Crack detection on outer skin of RH service door	63700 FL	13400 FL	POST 1861 POST 7900 OR POST 0877 POST 2643
524203-1	Crack detection on hinge fittings, shoot bolts and shoot bolt fittings of RH service door	26800 FL	5600 FL	POST 0877 POST 2643 OR POST 1861 PRE 7255 PRE 7900
524203-3		23400 FL	4900 FL	POST 1861 POST 7255
524401-1	Crack detection on external surface of RH aft plug door	40600 FL	14400FL	POST 0877 PRE 2643
524403-1	Crack detection on stop and roller fittings of RH aft plug door	60600 FL	34600 FL	POST 0877 PRE 2643
CONTINUED				



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

AWL reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
531107-1	Crack detection on forward, rear, upper and lateral bulkheads of NLG wheel well	38300 FL	8700 FL	ALL
531114-1	Crack detection on aft 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
531118-1	Crack detection on windshield and window retainers	40500 FL	19600 FL	ALL
531126-1	Crack detection (SDI) on node 5 of cockpit windows support structure - internal surface	58600 FL	19000 FL	ALL
531127-1	Crack detection (SDI) on node 5 of cockpit windows support structure external surface	29000 FL	13300 FL	ALL
531129-1	Crack detection (SDI) on node 6 and node 7 of cockpit windows support structure	62700 FL	15000 FL	ALL
531130-1	Crack detection (SDI) on node 3 and posts between nodes 1-5, 2-6, 3-7 of cockpit windows support structure	46900 FL	13200 FL	ALL
531131-1	Crack detection (SDI) on node 1 and node 2 of cockpit windows support structure	38000 FL	12300 FL	ALL
531132-1	Crack detection (SDI) on nodes 4 and 8 and sills of cockpit windows support structure between nodes: <ul style="list-style-type: none"> ▪ 1- 2 ▪ 2- 4 ▪ 5- 6 ▪ 6- 7 ▪ 7- 8 	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
533101-1	Crack detection (SDI) on external surface of crown panel between FR13 and FR23 (skin lap joints at stringers 4, LH/RH)	70000 FL	53800 FL	PRE 7900
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
533104-1	Crack detection on external surface of lower skin panel between FR13 and FR23 (skin lap joints at stringers 17, LH/RH)	70000 FL	53800 FL	ALL
533111-1	Crack detection on frames and frame to skin joints, between frames 13 and 23 between stringers 12 and 18 LH/RH	60000 FL	33500 FL	PRE 6063
533111-6				POST 6063
533118-1	Crack detection on fuselage skin surrounding the forward plug doors (LH/RH)	32800 FL	3200 FL	POST 0877 OR POST 1861 POST 5928
533119-1	Crack detection on FR14 and FR16 between stringers 5 and 18 (LH/RH)	70000 FL	28060 FL	POST 0877 OR POST 1861 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 OR POST 1861 POST 5928
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	70000 FL	53800 FL	ALL
533124-1	Crack detection (SDI) on external surface of cabin window frames between FR17 and FR23 (LH/RH) including emergency exits	38400 FL	12200 FL	PRE 7900
533127-1	Crack detection on external surface of-skin panels between FR13 and FR23, stringers 14 and 15	26600 FL	7000 FL	ALL
CONTINUED				



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

AWL reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
533701-1	Crack detection on shear fittings and center latch fitting of the cargo door on fuselage side	70000 FL	21300 FL	POST 1861 PRE 3250 PRE 5928
533701-2	Crack detection (SDI) on fwd and aft latch fittings of the cargo door on fuselage side	21600 FL	8900 FL	POST 1861 PRE 3250 PRE 5928
533701-3	Crack detection on shear fittings and latch fittings of the cargo door on fuselage side	70000 FL	21300 FL	POST 1861 POST 3250 PRE 5928 PRE 7900
533703-1	Crack detection on stop, track and back-up fittings of forward plug doors on fuselage side	70000 FL	66500 FL	POST 0877 OR POST 1861 POST 5928
533707-1	Crack detection on large cargo door main and auxiliary upper sills	13800 FL	9060 FL	POST 7900
533708-1	Crack detection (SDI) on LH frames 14 and 20, at large cargo door roller guide fittings	70000 FL	3170 FL	POST 7900
533708-3	Crack detection on junction of LH frame 20 with fuselage skin	66460 FL	60100 FL	POST 7900
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
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
533710-1	Crack detection on large cargo door surround: latch and roller guide fittings	69750 FL	40060 FL	POST 7900
533711-1	Crack detection (SDI) on large cargo door lower sill: open holes in the chord	25670 FL	5680 FL	POST 7900
533711-2	Crack detection (SDI) on large cargo door lower sill: chord to sill joint	33230 FL	7440 FL	POST 7900
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
535101-1	Crack detection (SDI) on skin lap joints at stringers 4 LH and RH between FR23 and FR24 and FR28 and FR29	70000 FL	53800 FL	ALL
535102-1	Crack detection (SDI) on skin lap joint at STR11 RH/LH between FR23 and FR29 and cutout edge of LH emergency exit	70000 FL	53800 FL	ALL
535103-1	Crack detection (SDI) on skin lap joint at STR17 LH/RH between FR23 and FR29	70000 FL	53800 FL	ALL
535113-1	Crack detection on forward wing pressure deck external surface between FR24 and FR25	70000 FL	31300 FL	ALL
535114-1	Crack detection on forward wing pressure deck internal surface between FR24 and FR25	70000 FL	31300 FL	PRE 7900
535114-2				POST 7900
535115-1	Crack detection on aft wing pressure deck: external surface between FR27 and FR28	70000 FL	31300 FL	ALL
535116-1	Crack detection on aft wing pressure deck: internal surface between FR27 and FR28	70000 FL	31300 FL	PRE 3715
535116-2				POST 3715
535116-3				PRE 7900
535117-1 535117-4	Crack detection on frames and frame to skin joints, FR23 to FR24 and FR28 to FR29 between stringers 12 and 18 LH/RH	60000 FL	33500 FL	PRE 7255
535117-1	Crack detection on 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 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 reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
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			61900 FL	POST 5555 PRE 7255 PRE 7378 PRE 7469 PRE 7900
535119-3		16570 FL		
535119-5		6200 FL		POST 7255
535119-6		4960 FL		POST 7378 OR POST 7469
535119-7		16570 FL		POST 7900
535121-1		Crack detection on internal surface of main frames 25 and 27 lower parts between stringers 14 LH/RH	32500 FL	12150 FL
535121-3	70000 FL			12400 FL
535121-4			12100 FL	POST 5555 PRE 7255 PRE 7378 PRE 7469
535121-5			6600 FL	POST 7255
535122-1	Crack detection on pressure plate external surface between FR25 and FR27		43500 FL	12300 FL
535123-1	Crack detection (SDI) on pressure plate internal surface between FR25 and FR27	43500 FL	12300 FL	ALL
535124-1	Crack detection (SDI) on external surface of window frames between FR23 and FR29 LH/RH (including emergency exits if installed)	31800 FL	8900 FL	PRE 7900
535129-1	Crack detection (SDI) on external surface of lower beam of lower side longeron between FR25 and FR27	70000 FL	6200 FL	PRE ATR72-212A
535129-3			14100 FL	POST ATR72-212A PRE 5555
535129-3			13100 FL	POST 5555 PRE 7378 PRE 7469
535129-4		40880 FL	10240 FL	POST 7378 OR POST 7469
CONTINUED				



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

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



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

AWL reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
535140-1	Crack detection on external surface of circumferential splices at FR23 and FR29	46600 FL	16400 FL	PRE 5555
		40300 FL	14100 FL	POST 5555 PRE 7255
535140-3	Crack detection on external surface of circumferential splices at FR23	40300 FL	14100 FL	POST 7255
	Crack detection on external surface of circumferential splices at FR29	30200 FL	10500 FL	
535141-1 535141-3	Crack detection on wing to fuselage shear web between FR25 and FR27 LH/RH	57400 FL	22100 FL	PRE ATR72-212A
535141-3		65800 FL	20200 FL	POST ATR72-212A PRE 5555
		61200 FL	18800 FL	POST 5555 PRE 7900
535141-5				POST 7900
535142-1	Crack detection on upper portion of FR26 between stringers 4 and 5 LH/RH (including bracket at stringers 4)	70000 FL	26500 FL	PRE 3715
535142-2				POST 3715 PRE 7900
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 Note	9400 FL Note	PRE 3715
535144-2				POST 3715
	Note: 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			
535146-1	Crack detection on external surface of 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 reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
535601-1 535601-2	Crack detection (SDI) on fuselage main frames 25 and 27 at wing to fuselage junction lugs	70000 FL	39800 FL	PRE 7255 PRE 7900
535601-2			19700 FL	POST 7255 PRE 7900
535601-5			39800 FL	POST 7900
535602-1	Crack detection on wing attach fittings at stringers 7 LH/RH on FR25 and FR27	25700 FL	6800 FL	PRE ATR72-212A
535602-2		70000 FL	7700 FL	POST ATR72-212A PRE 5555
			6600 FL	POST 5555
535603-1 535603-2	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
535603-3		43800 FL	16900 FL	POST ATR72-212A PRE 5555
		37800 FL	14600 FL	POST 5555 PRE 7255 PRE 7378 PRE 7469 PRE 7900
		34800 FL	14500 FL	POST 7255
535603-2		33090 FL	13960 FL	POST 7378 OR POST 7469
535603-4		37800 FL	14600 FL	POST 7900
535603-5				
536101-1	Crack detection (SDI) on skin lap joint at stringers 3 LH/RH between FR29 and FR42	70000 FL	53800 FL	ALL
536102-1	Crack detection (SDI) on skin lap joint at stringers 11 LH/RH and door cut-out edges	70000 FL	53800 FL	ALL
536103-1	Crack detection (SDI) on skin lap joint at stringers 17 LH/RH between FR29 to FR42	70000 FL	53800 FL	ALL
CONTINUED				



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS

DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

AWL 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 PRE 7900
		27500 FL	8700 FL	POST 7255
536114-1	Crack detection on external surface of fuselage skin at passenger door surround	32800 FL	3200 FL	PRE 7255 PRE 7900
536114-2		24600 FL	2400 FL	POST 7255
536114-3	Crack detection (SDI) on external surface of fuselage skin at upper hinged door surround	70000 FL	12000 FL	POST 7900
536115-1	Crack detection on external surface of fuselage skin at service door surround	32800 FL	3200 FL	PRE 7255 PRE 7900
536115-2		24600 FL	2400 FL	POST 7255
536119-1	Crack detection on frames 36, 37 and 39 between stringers 5 and 14 LH/RH	61000 FL	24000 FL	PRE 7255 PRE 7900
536119-2		43600 FL	17100 FL	POST 7255
536119-5		61000 FL	24000 FL	POST 7900
536120-1	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
536120-2		47100 FL	18500 FL	POST 7255
536120-2		60000 FL	33500 FL	PRE 7255
536121-2	52400 FL	POST 7255		
536123-1	Crack detection on external surface of 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 reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
R 536701-1	Crack detection on hinge fittings and shoot bolt fittings of passenger door on fuselage side	46000 FL	10700 FL	POST 0877 POST 2643 OR POST 1861 PRE 7255 PRE 7900
		31700 FL	7300 FL	POST 7255
R 536702-1	Crack detection on hinge fittings and shoot bolt fittings of service door on fuselage side	46000 FL	10700 FL	POST 0877 POST 2643 OR POST 1861 PRE 7255 PRE 7900
		31700 FL	7300 FL	POST 7255
536703-1	Crack detection on stop, roller and back-up fittings of LH aft plug door on fuselage side	70000 FL	66500 FL	POST 0877 PRE 2643
536704-1	Crack detection on stop, roller and back-up fittings installed on RH aft plug door on fuselage side	70000 FL	66500 FL	POST 0877 PRE 2643
536705-1	Crack detection on LH frame 36, splice at stringers 1-2	31420 FL	7260 FL	POST 7900
536705-2	Crack detection (SDI) on LH frame 36, splice at stringer 13	14870 FL	3000 FL	POST 7900
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
538113-1	Crack detection (SDI) on rear pressure bulkhead - periphery and center splice	30200 FL	11400 FL	ALL
538114-1	Crack detection (SDI) on skin of lap joint at stringers 6 LH/RH between FR42 and FR47	70000 FL	53800 FL	ALL
538115-1	Crack detection on external surface of lateral skin panels from FR42 to FR47 between stringers 6 and 17 LH/RH	70000 FL	53800 FL	ALL
538116-1	Crack detection (SDI) on skin lap joints at stringers 17 LH/RH between FR42 and FR47	70000 FL	53800 FL	ALL
538117-1	Crack detection on crown skin panel junction area between FR42 and FR47	70000 FL	53800 FL	ALL
538120-1	Crack detection on external surface of circumferential splices at frame 42	46600 FL	16400 FL	PRE 5555
		40300 FL	14100 FL	POST 5555
CONTINUED				



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DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

AWL reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
541002-1	Integrity check of the Engine Vibration Isolation System	2700 FL	2700 FL	PRE 5555 PRE 5731
541002-2		1860 FL	1860 FL	POST 5555 OR POST 5731
541003-1	Crack detection on Engine Vibration Isolation torque tube	9200 FL	9200 FL	PRE 5731
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 PRE 5555 PRE 5731
			21000 FL	POST 5555 PRE 6219 PRE 5731
			20300 FL	POST 6219 PRE 5731
			19200 FL	POST 5731
541172-1	Crack detection (SDI) on tube 5 welded areas and associated fittings of nacelle front section	70000 FL	29500 FL	PRE ATR72-212A
541172-3			15000 FL	POST ATR72-212A PRE 5555 PRE 5731
			14000 FL	POST 5555 PRE 6219 PRE 5731
			13200 FL	POST 6219 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 PRE 5555 PRE 5731
			63000 FL	POST 5555 PRE 6219 PRE 5731
			59600 FL	POST 6219 PRE 5731
			56700 FL	POST 5731
CONTINUED				



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DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

AWL 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 PRE 5731
			21000 FL	POST 5555 PRE 6219 PRE 5731
		67900 FL	19800 FL	POST 6219 PRE 5731
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 PRE 5555 PRE 5731
			33000 FL	POST 5555 PRE 6219 PRE 5731
			31500 FL	POST 6219 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 PRE 5555 PRE 5731
			3085 FL	POST 5555 PRE 6219 PRE 5731
542171-4			2950 FL	POST 6219 PRE 5731
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
542173-3			5600 FL	POST ATR72-212A PRE 5555 PRE 5731
			5200 FL	POST 5555 PRE 6219 PRE 5731
			4900 FL	POST 6219 PRE 5731
			3850 FL	POST 5731

CONTINUED



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DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS**

AWL 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 PRE 5555 PRE 5731
			7400 FL	POST 5555 PRE 6219 PRE 5731
			7000 FL	POST 6219 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 PRE 5555 PRE 5731
			19000 FL	POST 5555 PRE 6219 PRE 5731
			18100 FL	POST 6219 PRE 5731
542176-3			15500 FL	POST 5731
542177-1	Crack detection on tube 7 forward and aft fittings of nacelle rear section	70000 FL	25000 FL	PRE 5555 PRE 5731
			23000 FL	POST 5555 PRE 6219 PRE 5731
		65000 FL	22100 FL	POST 6219 PRE 5731
		54900 FL	18900 FL	POST 5731
543170-1	Crack detection (SDI) on attachment of tube 1 to nacelles underwing box at LH wing rib 10 and RH wing rib 12 of nacelle rear section	70000 FL	6000 FL	PRE ATR72-212A
543170-3			3400 FL	POST ATR72-212A PRE 5555 PRE 5731
			3100 FL	POST 5555 PRE 6219 PRE 5731
			3000 FL	POST 6219 PRE 5731
			543170-4	2650 FL
CONTINUED				



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS

DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

AWL reference	DESCRIPTION	THRESHOLD	INTERVAL	EFFECTIVITY
551401-1	Crack detection on hinge fittings connecting horizontal stabilizer to elevators	70000 FL	38800 FL	PRE 7255
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 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 PRE 7378 PRE 7469
571203-4		49300 FL	4050 FL	POST 7378 OR 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 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
571210-3			9300 FL	POST 5555 PRE 7378 PRE 7469
			7300 FL	POST 7378 OR 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 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
571212-2			7800 FL	POST 5555 PRE 7378 PRE 7469
			6100 FL	POST 7378 OR 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
571407-1	Crack detection (SDI) on lower skin at fuel pump cut out between ribs 4 and 5 of center wing box	70000 FL	3200 FL	PRE 5555
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 PRE 5555
571408-3			11300 FL	POST 5555
571512-1	Crack detection on wing to fuselage junction fitting and rod at level of front spar rib 4	70000 FL	17700 FL	PRE 5555
571512-3			14800 FL	POST 5555 PRE 7255
			10400 FL	POST 7255
571513-1	Crack detection on wing to fuselage junction fitting and rod at level of rear spar rib 4	70000 FL	17700 FL	PRE 5555
571513-3			14800 FL	POST 5555 PRE 7255 PRE 7378 PRE 7469
			10400 FL	POST 7255
			11300 FL	POST 7378 OR 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 PRE 5555 PRE 5731
571519-3			22600 FL	POST 5555 PRE 5731
			22400 FL	POST 5731
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
571521-3			9500 FL	POST ATR72-212A PRE 5555 PRE 5731
			8700 FL	POST 5555 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 AIRWORTHINESS LIMITATIONS CDCCL

1. GENERAL

This section refers to the Critical Design Configuration Control Limitations applicable to the fuel tank. It has been built to comply with the applicable Fuel Tank Safety Regulation. The aim of the CDCCL is to provide instructions to retain the critical ignition source prevention features during configuration change that may be caused by alterations, repairs, or maintenance actions.

The following components or features have been identified as part of the fuel tank ignition source prevention features.

2. SELECTED ITEMS

2.1. Fuel Pump

The fuel pump is a key element of the fuel system. Extensive testing demonstrated the compliance of the fuel pump with requirements of Fuel Tank Safety Regulations.

Any deviation from the approved pump configuration can call into question the validity of the test results and can therefore potentially introduce an unsafe condition.

CMM reference:

Pump: CMM 28-21-71 from Goodrich Actuation Systems

2.2. Bonding Leads

Bonding of pipes within the fuel tanks is part of the design protections against electrostatic discharge and lightning strike. More than one (1) bonding lead missing, damaged or loosened on a single pipe inside the fuel tanks, can introduce an unsafe condition.

Bonding Leads reference: N/A

2.3. FQI Harnesses and Probes

Probes and harnesses have been tested and qualified in accordance with the Fuel Tank Safety Regulations. Any deviation from the actual design can potentially introduce an unsafe condition.

CMM references:

Tank Probes: CMM 28-42-72 from Intertechnique

Harnesses: CMM 28-42-71 from Intertechnique

2.4. In Tank Harness Routing

All necessary instructions for securing in-tank fuel harnesses are given in the applicable Maintenance Procedure (MP);

Do not deviate from these instructions. Failure to follow these guidelines can result in an unsafe condition.

Maintenance Procedure references:

MP	ATR-A-28-42-70-00ZZZ-520Z-A	and	ATR-A-28-42-70-00ZZZ-720Z-A:	Removal and Installation of Fuel Quantity Probe.
MP	ATR-A-28-42-70-01ZZZ-520Z-A	and	ATR-A-28-42-70-01ZZZ-720Z-A:	Removal and Installation of Fuel Quantity Probe Harness.
MP	ATR-A-28-25-70-00ZZZ-520Z-A	and	ATR-A-28-25-70-00ZZZ-720Z-A:	Removal and Installation of High Level Sensor.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS CDCCL

2.5. Wing Access Doors

The wing access doors are part of the external wing skin and of the overall electrical discharge scheme in the event of a lightning strike.

In order to maintain the conductivity, it is imperative to follow the applicable Maintenance Procedure (MP) for opening and closure of the wing access doors.

Any deviation from the actual design can potentially introduce an unsafe condition.

Maintenance Procedure references:

MP ATR-A-57-XX-XX-00ZZZ-540Z-A & ATR-A-57-XX-XX-00ZZZ-740Z-A: Opening and closure of wing box access doors
MP ATR-A-05-51-16-00ZZZ-282Z-A: Check of wing access doors conductivity.

2.6. Refuel Control Panel (POST 5977)

The new RCP (P/N 742447-XX-YY) replaces the previous refueling control panel which was composed of several equipment such as fuel quantity repeater, pre-selector, switches and relays to command refueling valves and high-level sensors. All these functions and equipment are integrated in a single LRU.

RCP features an internal, intrinsically safe zone within the boards to drive high-level sensor DSI with a consumption of 2 mA + 0.5 /- 1 mA.

This allows the removal of current limiter devices but qualifies the RCP for CDCCL. No work outside the CMM or tampering with RCP can be authorized.

Any deviation from the actual design can potentially introduce an unsafe condition.

CMM references:

Refuel Control Panel: CMM 28-42-02 from Intertechnique

2.7. Flame Arrestor item (POST 7928)

Extensive flame testing demonstrated the compliance of the flame arrestor with requirements of the Fuel Tank Safety Regulations (explosion prevention).

Any deviation from the flame arrestor approved configuration can question the validity of the test results or the design protections design against electrostatic discharge and therefore can potentially introduce an unsafe condition.

Maintenance Procedure references:

MP ATR-A-28-12-70-03ZZZ-520Z-A and ATR-A-28-12-70-02ZZZ-720Z-A Removal and Installation of the Flame Arrestor
MP ATR-A-28-12-70-01ZZZ-310Z-A Visual examination of the Flame Arrestor and the NACA assembly.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS AESSP

1. GENERAL

In the context of Aircraft Electronic System Security Protection (AESSP) the FAA SC-473 (Special Condition) dated November 13, 2012 is issued. The S-5 IP provides the means of compliance for the requirements of the FAA SC-473. ATR acknowledged the need to detail requirements and instructions for the operators to maintain the security safeguards after the airplane enters commercial service.

The agreed instructions for continued airworthiness concerning the AESSP are detailed hereafter and include the security terminology, definitions and objectives.

2. DOCUMENT APPLICABILITY

AESSP covers the ATR72-212A POST 5948 aircraft model.

The TxCAS AESSP generically refers to the following equipment that achieve TAWS (Terrain Awareness and Warning System) function:

- T2CAS installed through mod 5948
- T3CAS installed through mod 7783 fitted with NAS STD3 (mod 7474)

Only one type of TxCAS equipment is installed on A/C and is designated by FIN 1SG.

3. AESSP OBJECTIVES

The AESSP objectives to be continuously complied with are:

- Objective 1: aim at ensuring a secure upload of data/software onto the ATR Aircraft NAS system
- Objective 2: aim at ensuring secure use of PMAT
- Objective 3: aim at ensuring secure upload of TAWS databases into TxCAS

4. AESSP Requirements

4.1. FLS Media and PMAT Requirements

ATR procedures to be applied on aircraft or in the shop, demonstrating compliance with the AESSP objectives, are listed below.

Requirement 1:

The media (CF, CD-ROM) shall be data loaded, removed, installed and managed only by authorized and qualified maintenance personnel of an Aviation Authority approved organization.

The CF card shall be removed or installed on ground on a non-powered display unit by authorized and qualified maintenance personnel of an Aviation Authority approved organization. It is forbidden for any other person, even pilot or copilot to remove, install or program the CF card.

Note: TxCAS CF card shall be installed and removed on ground on powered TxCAS.

TAWS database shall be obtained from ACSS (Aviation Communication and Surveillance Systems) customer support website and then loaded into CF card in accordance with ACSS database technical newsletters



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS AESSP

Requirement 2:

The PMAT shall be used and managed by authorized and qualified maintenance personnel of an Aviation Authority approved organization, in accordance with preliminary defined security procedures.

- Only authorized and qualified maintenance personnel of an Aviation Authority approved organization shall have access to this PMAT. The usage of the PMAT is submitted to procedures to respect strictly.
- This PMAT is dedicated to maintenance operations. No internet connection is allowed. No insertion of any removal hardware devices (memory stick, CD-ROM...) is authorized except the ones made by authorized and qualified maintenance personnel of an Aviation Authority approved organization.
- In case the FLS are obtained through an internet connection, it shall be performed with another computer with anti-virus updated. These FLS will be transferred on the PMAT for download with memory stick or CD-ROM after virus checks.

4.2. FLS Traceability Requirements

Requirement 3:

The traceability and monitoring of each secure Field Loadable Software uploading shall be ensured.

- The Aviation Authority approved organization operating the aircraft shall ensure that a system has been established to keep the last version of the FLS uploaded, and the associated records that clearly demonstrate the history of embodiment of each FLS product revision.



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS AESSP

5. FLS ASSOCIATED TO AESSP AIRWORTHINESS LIMITATIONS REQUIREMENTS

The AESSP requirements described in the above paragraph 5.4 apply to the software identified by the following Functional Item Number (FIN):

Equipment in which the FLS is used	Field Loadable Software	Function & purpose	FIN
Displays	Software in the Integrated Avionics Display (IAD) load	The IADSW is included in the overall IAD load, which also includes the software CSCIs, including Equipment Software (EQSW), the Flight Display Software (FDS) and the Avionics applications Software RMA (Radio Management Application), FMA (Flight Management Application), ANF (Airport Navigation Function) and SVS (Synthetic Vision System)	1WK1SW1 1WK2SW1 2WKS1SW1 3WK1SW1 3WK2SW1
	Magnetic Variation table	The Magnetic Variation table is hosted in Resident Compact Flash card installed on Display Unit #2 & #4 and provides the magnetic variation data for FMA	3WK1SW2 3WK2SW2
	FMS Navigation Database	The FMS Navigation Database is hosted in Resident Compact Flash card installed on Display Unit #2 & #4 and provides the Navigation data for FMA	N/A
	SVS* databases (Terrain & Navigation)	The SVS databases are hosted in Resident Compact Flash card installed on Display Unit #1 & #5 and provide the Terrain and Navigation data for SVS	N/A
	AVS Configuration Database	It provides options fitted or not on A/C to NAS software applications	N/A
IMA	Software Embedded in Core Processing Module CPM load	It provides the applications: AFCA (Auto Flight Control Application), FWA (Flight Warning Application), CMA (Centralized Maintenance Application), DCA (Data Concentration Application) and the services to the software applications hosted in the partitions.	1TF1SW1 1TF2SW1
	FWMCF database Embedded in Core Processing Module	The FWMCF (Flight Warning Main Configuration File) load provides Electronic procedures used by the flight warning application	1TF1SW3 1TF2SW3
	FWALCF** database Embedded in Core Processing Module	The FWALCF (Flight Warning Airline Configuration File) load provides subset of Electronic procedures customized by airlines used by the flight warning application	N/A
	Software Embedded in Switch Module SWM Load	It provides the services for Air Data Network	1TF1SW2 1TF2SW2

* Applicable only to aircraft with SVS option (POST 7584)

** Applicable only to aircraft with NAS STD3 (POST 7474)



ATR72 TIME LIMITS AIRWORTHINESS LIMITATIONS AESSP

Equipment in which the FLS is used	Field loadable software	Function & purpose	FIN
TxCAS	Terrain database	It provides Terrain and magnetic variation data used by TAWS function for predictive mode feature	N/A
	Obstacle database	It provides Obstacle data used by TAWS function for predictive mode feature	N/A

6. AESSP related procedures

This part lists ATR Aircraft Maintenance Manual procedures demonstrating compliance with the AESSP objectives. They must be applied by the authorized and qualified maintenance personnel of an Aviation Authority approved organization on aircraft or in the shop.

- MP ATR-A-45-42-XX-00ZZZ-752Z-A: LOADING OF CPM OR SWM SOFTWARE
- MP ATR-A-45-31-XX-00ZZZ-752Z-A: LOADING OF IAD OPERATIONAL SOFTWARE
- MP ATR-A-45-42-XX-01ZZZ-752Z-A: LOADING OF AVS CONF FILE
- MP ATR-A-45-34-XX-02ZZZ-752Z-A: LOADING OF FMS NAV DATABASES
- MP ATR-A-45-42-XX-02ZZZ-752Z-A: LOADING OF THE FWMCF SOFTWARE
- MP ATR-A-45-34-XX-01ZZZ-752Z-A: LOADING OF MAGNETIC VARIATION (MAGVAR) TABLE
- MP ATR-A-45-34-XX-03ZZZ-752Z-A: LOADING OF SVS DATABASES
- MP ATR-A-34-43-80-00ZZZ-752Z-A: INSTALLATION OF T2CAS LOADABLE SOFTWARE
- MP ATR-A-34-43-80-00ZZZ-345Z-A: T2CAS LOADABLE SOFTWARE PART NUMBERS VERIFICATION
- MP ATR-A-34-48-80-02ZZZ-752Z-A: LOADING OF TxCAS TAWS DATABASES



ATR72 TIME LIMITS

CERTIFICATION MAINTENANCE REQUIREMENTS

GENERAL

| 1. APPROVAL

This section is EASA / FAA approved. It gives the checks and the maximum permitted time between checks necessary to maintain the certificated airworthiness standard of the airplane as determined in accordance with the requirements of

JAR 25.1309 change 11 for all ATR72 models except for ATR72-212A POST 5948 avionics equipment
CS 25.1309 amendment 3 for ATR72-212A POST 5948 avionics equipment

and under:

FAR 25.1309 as amended by amendments 25-1 through 25-54 for all models except ATR72-21A POST 5948

FAR 25-1309 as amended by amendments 25-1 through 25-123 for ATR72-212A POST 5948

These items are identified as Certification Maintenance Requirements (CMRs). The CMRs are confined to equipment, systems and installations. The Tables in paragraph 2 of this section list the CMRs and the maximum permitted time interval between each check in number of flight hours or years.

| 2. MAINTENANCE PROGRAM

The operator's maintenance program must include all listed CMRs at intervals not exceeding the listed times.

The maximum permitted time between CMR checks may not be increased. In an exceptional circumstance, a short-term extension may be applicable after consultation with ATR, on a case by case basis, and with specific approval from the local airworthiness authorities.



ATR72 TIME LIMITS

CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

1. CMR TABLES

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
212200	CABIN AND FLIGHT COMPARTMENT AIR DISTRIBUTION		
212200-1	Operational test of cargo air ventilation isolation (shut off valve 702HQ)	1350 FH	POST 7900
212300	ELECTRONICS RACKS AND CABIN AIR EXTRACTION		
212300-1	Operational check of overboard valve in venturi position	8000 FH	ALL
213100	CABIN PRESSURE CONTROL AND MONITORING		
213100-1	Functional check of outflow valves overpressure relief	8200 FH	PRE 5948
213100-2		5700 FH	ATR72-212A POST 5948 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
220000	AUTO FLIGHT		
220000-4	Perform High Incidence disconnection through operational test of the autopilot disengagement in the stall warning conditions	13500 FH	ALL
220000-5	Operational check of Go around mode activation on both Primary Flight Displays Flight Mode Annunciator	7000 FH	POST 7585
221300	FLIGHT CONTROL - ACTUATOR INTERFACE		
221300-1	Operational test of roll trim inhibition with auto pilot engaged	29000 FH	PRE 5948
221600	ENGAGEMENT, DISENGAGEMENT		
221600-1	Operational test of inhibition of the auto-pilot engagement on ground	650 FH	PRE 5948
242200	MAIN AC GENERATOR (WILD FREQUENCY)		
242200-1	Check of AC GCU overvoltage protection	2500 FH	ALL
243100	BATTERIES – DC GENERATION		
243100-1	Check of batteries voltage on maintenance panel	48 FH	ALL
243100-7	Check of 58PA and battery charge control in MFC 1A & 2A	1000 FH	ALL
243100-11	Operational check of Transformer Rectifier Unit (TRU) system	300 FH	POST 1603
246500	DC EMERGENCY DISTRIBUTION		
246500-5	Operational check of STBY override function and associated indicating	1400 FH	PRE 1603
246500-6	Operational check of STBY override function and associated indicating	300 FH	POST 1603
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
251300	COCKPIT DOOR		
251300-2	Inspection and functioning test of the venting pane <u>Note:</u> Mod 8333 embodied through SB ATR72-25-1090	4000 FH	POST 8333
261500	SMOKE DETECTION		
261500-1	Operational test of: <ul style="list-style-type: none"> • Smoke detection and ventilation valve on forward cargo class C, • Smoke detection on rear cargo class B, • Smoke detection and ventilation valve on rear cargo class C 	400 FH	POST 0877 PRE 7900 POST 2059 or POST 2612 or POST 2812
261500-2	Operational test of smoke detector fan control system	20000 FH	PRE 7900
261500-3	Operational test of container smoke detection <u>Note:</u> Inspection is not due if containers are not installed	2000 FH	POST 7378 or POST 7469
262100	ENGINE FIRE EXTINGUISHERS		
262100-3	Functional check of distribution pipe integrity and water drains	8000 FH	ALL
262300	FORWARD CARGO COMPARTMENT FIRE EXTINGUISHER		
262300-2	Detailed visual inspection of fire extinguisher diffuser in forward class C cargo compartment	8000 FH	POST 0877
262300-3	Perform SQUIB test	2000 FH	POST 0877
262300-4	Operational test of firing circuit continuity in forward class C cargo compartment	20000 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
262300-8	Functional test of forward cargo compartment sealing <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 Note 1	POST 0877
262300-9	Functional test of forward cargo door sealing <u>Note 2:</u> FUT to be performed after each door adjustment or removal	1 YE or Note 2	POST 0877
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
262301	AFT CARGO COMPARTMENT FIRE EXTINGUISHER		
262301-1	Detailed visual inspection of aft cargo compartment to check the sealing	400 FH	POST 2059 OR POST 2612 OR POST 2812
262301-2	Functional test of aft cargo compartment sealing <u>Note 3</u> : FUT to be performed after each floor or side panel removal	1 YE or Note 3	POST 2059 OR POST 2612 OR POST 2812
262301-3	Perform SQUIB test	2000 FH	POST 2059 OR POST 2612 OR POST 2812
262301-4	Operational check of air extraction valve	2000 FH	POST 2059
262400	PORTABLE FIRE EXTINGUISHER		
262400-4	Test of distribution piping	8000 FH	PRE 7900
271200	TRIM – AILERON		
271200-2	Operational test of aileron trim control switches	800 FH	ALL
272200	TRIM – RUDDER		
272200-2	Operational test of rudder trim control switches	400 FH	ALL
272300	RUDDER TRAVEL LIMITER UNIT		
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
273200	TRIM – ELEVATOR		
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
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
273600	STALL WARNING		
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">• with flaps retracted (cruise configuration)• with flaps in take-off configuration	400 FH	ALL
273600-3	Operational test of stick pusher control redundancy in each MFC module	4000 FH	ALL
275100	FLAPS - MECHANICAL AND ELECTRICAL CONTROL		
275100-2	Operational test of flaps for redundancy, untimely retraction, asymmetric detection and VFE inhibition	4000 FH	ALL
275100-3	Operational test of "TO CONFIG" WARN for flaps out of "TO" position	10000 FH	ALL
276100	CONTROLS – SPOILERS		
276100-4	Lubrication of clutch mechanism	76000 FH	ALL
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
281000	FUEL - STORAGE		
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 Note: First inspection to be performed 22000FH since mod. 5356 embodiment	22000 FH	POST 5356
281000-3	Detailed visual inspection of flame arrestor assembly Note: Any future interval escalation must be submitted to the FAA for the FAA review and approval	4 YE	POST 7928
282000	FUEL - DISTRIBUTION		
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 PRE 8148 PRE 8435
282000-10A	Operational test of LH and RH feeder tank jet pump monitoring through the MFC	5000 FH	POST 4686 OR POST 8148 OR POST 8435
282000-11	Check if engine jet pump failure has been recorded in the maintenance memory of MFC	400 FH	PRE 4686 PRE 8148 PRE 8435
292100	HYDRAULIC SYSTEM CROSSFEED CONTROL		
292100-1	Operational test of cross feed valve	4000 FH	ALL
292100-2	Operational test of cross feed valve inhibition	33000 FH	ALL
301000	ICE AND RAIN PROTECTION - AIRFOIL		
301000-1	Operational test of airfoil de-icing system (boots A and B)	8000 FH	ALL
301000-4	Operational test of standby de-icing system	4000 FH	ALL
301000-10	Functional test of airframe dual distributor valve heating	8000 FH	ALL
301100	WING/EMPENNAGE ICE PROTECTION		
301100-1	Operational test of each horn anti-icing alert	2000 FH	ALL
302000	AIR INTAKES		
302000-1	Operational test of engine de-icing system (boots A and B) and fault indication	4000 FH	ALL
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
314800	MULTIFUNCTION COMPUTER		
314800-1	Operational test of crosstalk function	400 FH	ALL
323100	NORMAL EXTENSION AND RETRACTION		
323100-1	Operational test of L/G electrical cut-off at end of sequence	16000 FH	ALL
323100-2	Operational test of control lever latch	1500 FH	ALL
324200	NORMAL BRAKING		
324200-1	Operational test of brake overtemperature system	1500 FH	ALL
324200-2	Functional test of normal hydraulic brake fuses	50000 FH	ALL
326100	INDICATING AND WARNING		
326100-1	Operational Test of Landing Gear (LDG) Not Down Warning	10000 FH	PRE 5948
341300	AIRSPEED - VMO		
341300-1	Functional test of overspeed warning	8000 FH	ALL
342000	ATTITUDE AND DIRECTION		
342000-4	Operational test of TAS source automatic switching	8000 FH	PRE 5948
343500	HEAD MOUNTED DISPLAY (CLEARVISION)		
343500-1	Functional check of Head Up Display Computer Unit (HUD CU) Halt sanction	10000 FH	POST 10036
347000	ELECTRONIC INSTRUMENT DISPLAY		
347000-1	Operational test of reversionary mode with captain priority	800 FH	PRE 5948
347100	EFIS		
347100-1	Operational test of EFIS comparison warning	5000 FH	PRE 5948
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
351200	OXYGEN SUPPLY (CREW AND PAX)		
351200-1	Operational test of crew oxygen feed stop valve	2000 FH	ALL
351200-2	Operational Test of the Oxygen Low Pressure Alert	4000 FH	ALL
351200-3	Leak check of oxygen system	4000 FH	ALL
352000	PASSENGER OXYGEN		
352000-1	Operational check of passenger oxygen system	15500 FH	POST 4804 OR POST 5140 PRE 8852 OR POST 8460
521100	AFT PASSENGER/CREW DOOR		
521100-1	Visual check of door latch locks and correct extension of door shoot bolts	33000 FH	POST 1861 PRE 7900 OR POST 0877 POST 2643
521300	EMBEDDED CREW DOOR		
521300-1	Visual check of the locks and latches of the Embedded Crew Door	25000 FH	POST 7900
521300-2	Operational test of UNLK alert of the Embedded Crew Door	34500 FH	POST 7900
523200	LARGE CARGO DOOR		
523200-1	Visual check of the locks of the Large Cargo Door	8000 FH	POST 7900
523200-2	Operational test of in-flight Large Cargo Door opening inhibition	5600 FH	POST 7900
523200-3	Operational test of MFC UNLK alert of the Large Cargo Door	1000 FH	POST 7900
523300	REAR CARGO DOOR		
523300-1	Visual check of the locks and latches of the Rear Cargo Door	2500 FH	POST 7900
523300-2	Operational check of UNLK alert of the Rear Cargo Door	10000 FH	POST 7900
524200	SERVICE DOOR		
524200-1	Visual check of door latch locks and correct extension of door shoot bolts	33000 FH	POST 1861 PRE 7900 OR POST 0877 POST 2643
CONTINUED			



ATR72 TIME LIMITS CERTIFICATION MAINTENANCE REQUIREMENTS LIMITATIONS

MSI CMR REF.	MSI TITLE AND TASK DESCRIPTION	MAX INTERVAL	EFFECT
611000	PROPELLERS ASSEMBLY		
611000-3	Operational test of feathering pump	420 FH	ALL
611000-5	Operational test with engine running of low pitch protection and indicating system	4000 FH	PROPELLER MECHANICAL CONTROL
611000-8	Operational test of MFC redundancy feathering and ATPCS function	5000 FH	ALL
612000	PROPELLER CONTROLLING		
612000-12	Operational test of overspeed governor reset function below F.I.	13500 FH	PROPELLER ELECTRONIC CONTROL
612000-13	Operational test of Np cancel logic (PEC "OFF" configuration)	4000 FH	PROPELLER ELECTRONIC CONTROL
612000-15	Operational test of Np cancel activation (PEC "ON" configuration)	4000 FH	PROPELLER ELECTRONIC CONTROL
612000-18	Operational test of PEC single/dual channel failure indicating	20000 FH	PROPELLER ELECTRONIC CONTROL
612000-19	Operational test of the feathering solenoid control through the condition lever	1500 FH	PROPELLER MECHANICAL CONTROL
612000-20	Operational test of RH prop brake inhibition in flight (engine off)	10000 FH	PROPELLER MECHANICAL CONTROL PRE 8124 PRE 18018
615000	PROPELLER BRAKE SYSTEM		
615000-3	Operational test of propeller brake electro-valve	5000 FH	PRE 8124 PRE 18018
615000-6	Operational test of the PROP BRK warning	5000 FH	PRE 8124 PRE 18018
732000	FUEL CONTROLLING		
732000-3	Operational test of the engine boost	3000 FH	ATR72-212A POST 5908 PRE 8819 OR POST 7079



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 3644 - MOD 6404 – MOD 7979

1. GENERAL

This supplement to the Airworthiness Limitations Section of the Time Limits Document only applies to the airlines which use the capability of their aircraft to operate on Unpaved Runways as certified per:

- Modification 3644 on ATR72-101/-201/-102/-202/-211/-212
- Modification 6404 on ATR72-212A
- Modification 7979 on ATR72-212A

IMPORTANT: An aircraft being POST 3849 (“increase MZFW to 20000 kg”) and POST 3644 must limit the MZFW at 19700kg when operating on UNPAVED runways.

This supplement indicates the flight count factors which must be applied on the affected life limited items. The appropriate flight count factor must be applied to landing performed on an unpaved runway in order to comply with the new mandatory limitations.

2. LIFE LIMITED COMPONENTS

2.1. Nose Landing gear

POST 3644 or POST 6404 or POST 7979: The operations on unpaved runways have no impact on the life limits for nose landing gear components.

POST 5731 AND POST 7979: When operations are performed on unpaved runways, a flight count factor must be applied to each landing for all parts of the nose landing gear listed in section 1-2, §2.1 *and* that belong to the assembly specified in the table here below, according to the aircraft weight variant.

N	NLG P/N designation	FCF
N	All Nose Landing Gear P/N of assembly: D22698072/... or D22698172/...	1.7

2.2. Main Landing Gear

When operations are performed on an unpaved runway, a flight count factor must be applied to each landing for all parts of the main landing gear listed in section 1-2, §2.2, according to the aircraft weight variant.

	MLG P/N designation	FCF	Applicability
R	All Main Landing Gear P/N	2	POST 3644 OR POST 6404
R		1.9	POST 7979
N		1.9	POST 5731 AND POST 7979

Example: On aircraft POST 3644, for Leg assy with a flight count factor of 2, 100 landings on unpaved runways must be counted as 200 landings. For an aircraft POST 7979, the computation will lead to 190 landings.



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 3644 - MOD 6404 – MOD 7979

2.3. Main Landing Gear support structure

POST 3644 or POST 6404 or POST 7979: operations on unpaved runways have no impact on the life limits for main landing gear support structure components.

2.4. Engine shock mounts

POST 3644 or POST 6404: The operations on unpaved runways have no impact on the life limits for engine shock mounts components

POST 7979: When operations are performed on an unpaved runway, a flight count factor must be applied to each landing for the aft side isolators of the Engine Vibration Isolation System listed in section 1-2, §2.4.

R	Engine shock mounts P/N designation	FCF
R	Aft side isolators (94796-03 and 94796-07)	1.7

3. DAMAGE TOLERANT AIRWORTHINESS LIMITATIONS ITEMS

POST 3644: The maximum inspection interval of some AWLs changes as given in table 1. Thresholds are unchanged at 70000FL.

AWL reference	DESCRIPTION	MAX INTERVAL
541172-1	Crack detection (SDI) on tube 5 welded areas and associated fittings of nacelle front section	28600 FL
541173-1	Crack detection (SDI) on front arc tube welded areas and associated fittings of nacelle front section	57400 FL
542170-1	Crack detection (SDI) on tubes 1, 2, 3, 4, 5, 6, 8 welded areas and associated fittings of nacelle center section	56300 FL
542175-3	Crack detection on tubes 4 and 5 aft end yokes of nacelle center section	9700 FL
542176-1	Crack detection (SDI) on tube 7 welded areas and associated fittings of nacelle center section	21000 FL
571512-1	Crack detection on forward junction fitting and rod on front spar at rib 4 of wing to fuselage junction	14800 FL
571513-1	Crack detection on wing to fuselage aft junction at rib 4 rod assy and junction fitting	14800 FL
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)	10000 FL

Table 1

POST 6404: AWLs are not impacted.



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 3644 - MOD 6404 – MOD 7979

|| POST 7979: A flight count factors must be used for the threshold and interval as given in Table 2.

	AWL reference	DESCRIPTION	FCF Threshold	FCF Interval
N	533701-1	Crack detection on shear fittings and center latch fitting of the cargo door on fuselage side	1.21	1.21
N	533701-2	Crack detection (SDI) on fwd and aft latch fittings of the cargo door on fuselage side		
N	533701-3	Crack detection on shear fittings and latch fittings of the cargo door on fuselage side		
N	535121-1	Crack detection on internal surface of main frames 25 and 27 lower parts between stringers 14 LH/RH	3.85	3.85
N	535121-3			
N	535121-4			
N	535121-5			
N	535129-1	Crack detection (SDI) on external surface of lower beam of lower side longeron between FR25 and FR27	3.54	3.54
N	535129-3			
N	535129-4			
N	535130-1	Crack detection (SDI) on internal surface of upper beam of lower side longeron between FR25 and FR27	1	3.15
N	535130-3			
N	535131-1	Crack detection (SDI) on external strap of lower side longeron between FR25 and FR27 LH/RH	1.96	1.96
N	535131-3			
N	535131-4			
N	535136-1	Crack detection (SDI) on Main Landing Gear attachment area on fwd and rear bulkheads LH and RH side	4.07	4.07
N	535136-2			
N	535136-3			
N	535140-1	Crack detection on external surface of circumferential splices at FR23 and FR29	1.8	1.8
N	535140-3	Crack detection on external surface of circumferential splices at FR23		
		Crack detection on external surface of circumferential splices at FR29		
R	541002-1	Inspection of shock mounts and supporting brackets, including attachment bolts	1.43	1.43
N	541002-2			
N	542170-1	Crack detection (SDI) on tubes 1, 2, 3, 4, 5, 6, 8 welded areas and associated fittings of nacelle center section	1	1.03
N	CONTINUED			



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 3644 - MOD 6404 – MOD 7979

POST 7979

	AWL reference	DESCRIPTION	FCF Threshold	FCF Interval
N	542171-1	Crack detection on tube 1 aft end yoke of nacelle center section	1	1.03
	542171-3			
	542171-4			
	542171-5			
N	542176-1	Crack detection (SDI) on tube 7 welded areas and associated fittings of nacelle center section	1	1.01
	542176-3			
N	543170-1	Crack detection (SDI) on attachment of tube 1 to nacelles underwing box at LH wing rib 10 and RH wing rib 12 of nacelle rear section	1	1.02
	543170-3			
	543170-4			
N	571206-1	Crack detection (SDI) on front spar lower surface flange at rib 12 of center wing box	1	1.11
	571206-3			
N	571208-1	Crack detection (SDI) on rear spar lower surface flange between ribs 12 and 13 of center wing box	1	1.11
	571208-2			
N	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	1	1.09
	571211-3			
	571211-4			
N	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	1	1.16
	571212-2			
N	571519-1	Crack detection on nacelle tube 4 and 5 attach fitting on front spar at rib 11 upper surface of center wing box	1	1.02
	571519-3			
N	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)	1	1.02
N	571521-3			

Table 2



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 3644 - MOD 6404 – MOD 7979

Additionally, for aircraft POST 7979 AND POST 7900 flight count factors must be used for the threshold and interval as given in Table 3.

	AWL reference	DESCRIPTION	FCF Threshold	FCF Interval
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)		
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)	1.05	1.05
N	523201-7	Crack detection (SDI) on outer skin of large cargo door and fuselage skin, under upper shear fitting	1.13	1.13
N	523203-5	Crack detection (SDI) on large cargo door upper shear fittings, on door side	1.19	1.19
N	533708-1	Crack detection (SDI) on LH frames 14 and 20, at large cargo door roller guide fittings	1.06	1.06
N	533708-3	Crack detection on junction of LH frame 20 with fuselage skin	1.09	1.09
N	533710-1	Crack detection on large cargo door surround: latch and roller guide fittings	1.04	1.04
N	533711-1	Crack detection (SDI) on large cargo door lower sill: open holes in the chord	1.11	1.11
N	533711-2	Crack detection (SDI) on large cargo door lower sill: chord to sill joint	1.10	1.10
N	533711-3	Crack detection (SDI) on large cargo door lower sill: upper web	1.10	1.10
N	536705-1	Crack detection on LH frame 36, splice at stringers 1-2	1.14	1.14
N	536705-2	Crack detection (SDI) on LH frame 36, splice at stringer 13	1.17	1.17
N	536706-1	Crack detection on rear cargo door upper main and auxiliary sills	1.09	1.09

Table 3



ATR72 TIME LIMITS OPERATIONS ON UNPAVED RUNWAYS MOD 6450 – CIS COUNTRIES

1. GENERAL

This supplement to the Airworthiness Limitations section of the Time Limits document is approved by the IAC AR for use in CIS countries only.

It applies only to the airlines which use the capability of their aircraft to operate on authorized unpaved runways, mentioned within the section Procedures.Special Operations of the AFM ATR72-212A supplement 2 "IAC AR Certified Aircraft", §2.2.1.6 Authorized Runways, as certified per modification 6450 on ATR72-212A

This supplement indicates the flight count factors which must be applied on the affected life limited items. The appropriate flight count factor must be applied to each landing performed on an unpaved runway in order to comply with the new mandatory limitations.

2. LIFE LIMITED COMPONENTS

2.1. Nose Landing gear

The operations on unpaved runways have no impact on the life limits for nose landing gear components.

2.2. Main Landing Gear

When operations are performed on unpaved runways, a Flight Count Factor has to be applied on each landing for all parts of MLG listed in section 1-2, §2.2 according to the aircraft weight variant.

MLG P/N designation	FCF
All Main Landing Gear P/N	2

Example for Leg assy with a flight count factor of 2, 100 landings on unpaved runways must be counted as 200 landings.

3. DAMAGE TOLERANT AIRWORTHINESS LIMITATION ITEMS

AWLs are not impacted for POST 6450 aircraft.