

airplanes on which Aerospatiale Modification 3191 has not been done, but Aerospatiale Modification 3184 has been done, Revision 1 adds procedures for a detailed visual inspection of the fastener holes at the hinge fitting of the cargo compartment doors to determine if the holes are oversized, and the outer skin around the fastener holes for cracking, and repair of any discrepancies found. For airplanes on which neither modification 3191 nor 3184 has been done, the new actions specified in Revision 1 of the service bulletin need not be done. The DGAC classified this service bulletin as mandatory and issued French airworthiness directive 2001-142-056(B), dated April 18, 2001, to ensure the continued airworthiness of these airplanes in France. The new French airworthiness directive covers all the service bulletins specified in the existing AD, and replaces French airworthiness directive 92-046-012(B)R4, dated November 5, 1997; which was referenced in the existing AD.

FAA's Conclusions

This airplane model is manufactured in France and is type certificated for operation in the United States under the provisions of section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the DGAC has kept us informed of the situation described above. We have examined the findings of the DGAC, reviewed all available information, and determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Explanation of Requirements of Proposed AD

Since an unsafe condition has been identified that is likely to exist or develop on other airplanes of the same type design registered in the United States, the proposed AD would supersede AD 2000-04-13 to continue to require initial and repetitive inspections to detect fatigue cracking in certain areas of the fuselage, and corrective actions if necessary. For certain airplanes, the proposed AD also would require repair of oversized fastener holes. The actions would be required to be accomplished in accordance with the service bulletin described previously, except as discussed below.

Differences Between Proposed AD and Service Bulletin

The service bulletin specifies that the manufacturer should be notified if the measured diameter of the fastener holes is out of tolerance, but this proposed AD does not include such a requirement.

The service bulletin also describes procedures for completing an inspection report and submitting it to the manufacturer, but this proposed AD would not require those actions. We do not need this information from operators.

Cost Impact

There are approximately 39 airplanes of U.S. registry that would be affected by this proposed AD.

The actions that are currently required by AD 2000-04-13 are as follows:

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-53-1018 (14 U.S.-registered airplanes), it takes approximately 250 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Required parts will cost approximately \$9,880 per airplane. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$365,820, or \$26,130 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-52-1013, Revision 2 (2 U.S.-registered airplanes), it will take approximately 3 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$390, or \$195 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-52-1019, Revision 2 (2 U.S.-registered airplanes), it will take approximately 100 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$13,000, or \$6,500 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-52-1028 (2 U.S.-registered airplanes), it will take approximately 5 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$650 or \$325 per airplane, per inspection cycle.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-52-1033, and ATR72-52-1029, Revision 1 (2 U.S.-registered airplanes), it will take approximately 145 work hours per airplane to accomplish the required door stop fitting replacement, at an average labor rate of \$65 per work hour. Required parts are provided by the manufacturer at no cost to the operators. Based on these figures, the cost impact of the stop fittings replacement required by this AD on U.S. operators is estimated to be \$18,850 or \$9,425 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-53-1021, Revision 1 (2 U.S.-registered airplanes) it will take approximately 30 work hours per airplane to accomplish the proposed actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$3,900, or \$1,950 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-53-1014, Revision 2 (2 U.S.-registered airplanes), it will take approximately 8 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$1,040, or \$520 per airplane.

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-53-1020 (14 U.S.-registered airplanes), it will take approximately 6 work hours per airplane to accomplish the required actions, at an average labor rate of \$65 per work hour. Based on these figures, the cost impact of these actions required by this AD on U.S. operators is estimated to be \$5,460, or \$390 per airplane.

The new actions proposed in this AD are as follows:

For airplanes identified in Avions de Transport Regional Service Bulletin ATR72-53-1018, Revision 1, accomplishment of the new proposed actions, if required, would take approximately 250 work hours per airplane to accomplish, at an average labor rate of \$65 per work hour. Required parts would cost approximately \$9,880 per airplane. Based on these figures, the cost impact of the new actions proposed by this AD on U.S. operators is estimated to be \$26,130 per airplane.

The cost impact figures discussed above are based on assumptions that no operator has yet accomplished any of