

this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(d) For airplanes on which Aerospatiale Modification 03775 (reference Avions de Transport Regional Service Bulletin ATR72-52-1029, Revision 1, dated November 16, 1994) or Aerospatiale Modification 03776 (reference Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995) has not been accomplished as of April 3, 2000: Prior to the accumulation of 12,000 total flight cycles, or within 1 month after April 3, 2000, whichever occurs later, perform an eddy current inspection to detect cracks in the plug door stop fittings of the forward and aft passenger and service doors, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1028, dated July 5, 1993.

(1) If no crack is detected, repeat the eddy current inspection required by paragraph (d) of this AD thereafter at intervals not to exceed 6,000 flight cycles.

(2) If any crack is detected, prior to further flight, replace the cracked stop fittings with new, improved fittings, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995, or ATR72-52-1029, Revision 1, dated November 16, 1994; as applicable. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (d)(1) of this AD for that fitting.

(e) For airplanes on which Aerospatiale Modification 03775 or Aerospatiale Modification 03776 has not been accomplished as of April 3, 2000: Prior to the accumulation of 18,000 total flight cycles, or within 1 month after April 3, 2000, whichever occurs later, replace the plug door stop fittings of the forward and aft passenger and service doors with new, improved fittings, in accordance with Avions de Transport Regional Service Bulletin ATR72-52-1033, dated April 28, 1995; or ATR72-52-1029, Revision 1, dated November 16, 1994; as applicable. Accomplishment of the replacement constitutes terminating action for the repetitive inspection requirements of paragraph (d)(1) of this AD.

(f) For airplanes on which Aerospatiale Modification 02986 (reference Avions de Transport Regional Service Bulletin ATR72-53-1021, Revision 1, dated February 20, 1995) has not been accomplished as of April 3, 2000: Prior to the accumulation of 18,000 total flight cycles, or within 1 month after April 3, 2000, whichever occurs later, perform a one-time eddy current inspection to detect cracks in the rivet holes of the door surround corners of the forward and aft passenger and service doors, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1021, Revision 1, dated February 20, 1995.

(1) If no crack is detected during the inspection required by paragraph (f) of this AD, prior to further flight, modify the rivet holes, and replace the door surround corners with modified corners, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (f) of this

AD, prior to further flight, repair and modify in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(g) For airplanes on which Aerospatiale Modification 02397 (reference Avions de Transport Regional Service Bulletin ATR72-53-1014, Revision 2, dated October 15, 1992) has not been accomplished as of April 3, 2000: Prior to the accumulation of 12,000 total flight cycles, or within 1 month after April 3, 2000, whichever occurs later, perform a one-time eddy current inspection to detect cracks of the rivet holes located on the left and right sides of external stringer 4 at frames 24 and 28 of the fuselage, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1014, Revision 2, dated October 15, 1992.

(1) If no crack is detected during the inspection required by paragraph (g) of this AD, prior to further flight, install reinforcement angles on the left and right sides of external stringer 4 at frames 24 and 28 of the fuselage, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (g) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

(h) For airplanes on which Aerospatiale Modification 03185 (reference Avions de Transport Regional Service Bulletin ATR72-53-1020, dated October 6, 1992) has not been accomplished as of April 3, 2000: Prior to the accumulation of 12,000 total flight cycles, or within 1 month after April 3, 2000, whichever occurs later, perform a one-time eddy current inspection to detect cracks of the rivet holes located on stringer 11 of frame 26 of the fuselage, in accordance with Avions de Transport Regional Service Bulletin ATR72-53-1020, dated October 6, 1992.

(1) If no crack is detected during the inspection required by paragraph (h) of this AD, prior to further flight, install doublers and stringer clips on the left and right sides on stringer 11 of frame 26 of the fuselage, in accordance with the service bulletin.

(2) If any crack is detected during the inspection required by paragraph (h) of this AD, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

Note 1: Inspections and repairs accomplished prior to the effective date of this AD in accordance with Avions de Transport Regional Service Bulletins ATR72-53-1013, dated June 10, 1991, or Revision 1, dated June 12, 1992; ATR72-53-1019, dated May 13, 1993, or Revision 1, dated November 11, 1994; ATR72-52-1029, dated July 20, 1994; or ATR72-53-1014, Revision 1, dated June 30, 1992; are considered acceptable for compliance with the applicable actions specified in this AD.

New Requirements of This AD

(i) Prior to the accumulation of 27,000 total flight cycles, or within 30 days after the effective date of this AD, whichever is later; do the actions specified in paragraph (i)(1) or (i)(2) of this AD, as applicable.

(1) For airplanes on which Aerospatiale Modification 3191 and Aerospatiale Modification 3184 have not been accomplished as of the effective date of this AD: No further action is required by paragraph (i) of this AD.

(2) For airplanes on which Aerospatiale Modification 3191 has not been accomplished as of the effective date of this AD, and Aerospatiale Modification 3184 has been accomplished as of the effective date of this AD: Do a detailed inspection of the fastener holes at the hinge fitting of the cargo compartment doors to determine if the holes are oversized, and inspect the outer skin around the fastener holes for cracking, in accordance with the Accomplishment Instructions of Avions de Transport Regional Service Bulletin ATR72-52-1018, Revision 1, dated March 13, 2001.

Note 2: For the purposes of this AD, a detailed inspection is defined as: "An intensive visual examination of a specific structural area, system, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at intensity deemed appropriate by the inspector. Inspection aids such as mirror, magnifying lenses, etc., may be used. Surface cleaning and elaborate access procedures may be required."

(j) Prior to further flight, repair any discrepancies detected during any inspection required by paragraph (i) of this AD in accordance with the Accomplishment Instructions of Avions de Transport Regional Service Bulletin ATR72-52-1018, Revision 1, dated March 13, 2001. Where the service bulletin specifies contacting the manufacturer for repair disposition, prior to further flight, repair in accordance with a method approved by the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

Alternative Methods of Compliance

(k) In accordance with 14 CFR 39.19, the Manager, International Branch, ANM-116, is authorized to approve alternative methods of compliance for this AD.

Note 3: The subject of this AD is addressed in French airworthiness directive 2001-142-056(B), dated April 18, 2001.

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Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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