



## Airworthiness Directive

**AD No.:** 2021-0211

**Issued:** 17 September 2021

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

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

**Design Approval Holder's Name:** ATR-GIE AVIONS de TRANSPORT RÉGIONAL  
**Type/Model designation(s):** ATR 42 aeroplanes

**Effective Date:** 01 October 2021

**TCDS Number(s):** EASA.A.084

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2019-0256 dated 17 October 2019.

### ATA 05 – Time Limits / Maintenance Checks – Certification Maintenance Requirements and Airworthiness Limitations – Amendment

#### Manufacturer(s):

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

#### Applicability:

ATR 42-200, ATR 42-300 and ATR 42-320 aeroplanes, all manufacturer serial numbers.

#### Definitions:

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

**The TLD:** ATR 42-200/-300/-320 Time Limits Document (TLD) Revision 10.

**The AMP:** The approved Aircraft Maintenance Programme (AMP) on the basis of which the operator or the owner ensures the continuing airworthiness of each operated aeroplane. For affected ATR 42 aeroplanes operated under EU regulation, complying with the approved AMP is required by Commission Regulation (EU) [1321/2014](#), Part M.A.301, paragraph (c).

**New and/or more restrictive tasks and limitations:** This includes all tasks and limitations that are new or for which a threshold and/or interval was reduced, which were introduced into the TLD (as defined in this AD) since the previous TLD Revision that is currently incorporated in the AMP.



**Reason:**

The airworthiness limitations and certification maintenance requirements (CMR) for ATR 42-200, -300 and -320 aeroplanes, which are approved by EASA, are defined and published in the TLD.

Failure to accomplish these instructions could result in an unsafe condition.

Previously, EASA issued AD 2019-0256 to require accomplishment of all maintenance tasks and life limitations as described in ATR 42-200/-300/-320 TLD at Revision 09.

Since that AD was issued, ATR published the TLD, including new and/or more restrictive tasks and limitations.

For the reasons described above, this AD retains the requirements of EASA AD 2019-0256, which is superseded, and requires accomplishment of the actions specified in the TLD.

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

Required as indicated, unless accomplished previously:

**Maintenance Tasks and Replacement of Life Limited Parts:**

(1) From the effective date of this AD, accomplish the actions as required by paragraphs (1.1) and (1.2) of this AD, as specified in the TLD (see Note 1 of this AD), as applicable to aeroplane model and depending on aeroplane configuration.

(1.1) Replace each component before exceeding the applicable life limit.

(1.2) Within the thresholds and intervals, accomplish all applicable maintenance tasks.

Note 1: For the purpose of this AD, a specific one-time exceedance (grace period) is defined for certain tasks in the 'Reason for revision' section of the TLD.

**Corrective Action(s):**

(2) In case of finding discrepancies during accomplishment of any task as required by paragraph (1) of this AD, before next flight, accomplish the applicable corrective action(s) in accordance with the applicable ATR maintenance documentation. If a detected discrepancy cannot be corrected by using existing ATR instructions, before next flight, contact ATR for approved instructions and accomplish those instructions accordingly.

**AMP Revision:**

(3) Within 12 months after the effective date of this AD, revise the approved AMP by incorporating the limitations, tasks and associated thresholds and intervals described in the TLD, as applicable to aeroplane model and depending on aeroplane configuration.

**Credit:**

(4) If, before the effective date of this AD, the AMP has been revised to incorporate the maintenance tasks and life limitations as specified in a previous TLD Revision, that action ensures the continued accomplishment of those tasks and limitations.



Consequently, for an aeroplane to which that AMP applies, it is acceptable to accomplish the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, within the compliance times as specified in the TLD, to comply with paragraph (1) of this AD.

For that AMP, it is acceptable to incorporate the new and/or more restrictive tasks and limitations, as defined in this AD, as applicable to aeroplane model and depending on aeroplane configuration, into the AMP to comply with paragraph (3) of this AD.

#### **Recording AD Compliance:**

- (5) When the AMP of an aeroplane has been revised as required by paragraph (3) or (4) of this AD, as applicable, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aeroplane. Consequently, after revising the AMP, as required by paragraph (3) or (4) of this AD, as applicable, it is not necessary that accomplishment of individual action is recorded for demonstration of AD compliance on a continued basis.

#### **Ref. Publications:**

ATR 42-200/-300/-320 TLD Revision 10 dated 22 July 2021.

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

#### **Remarks:**

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. This AD was posted on 17 August 2021 as PAD 21-122 for consultation until 14 September 2021. No comments were received during the consultation period.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).
4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, can be reported to the [EU aviation safety reporting system](#). This may include reporting on the same or similar components, other than those covered by the design to which this AD applies, if the same unsafe condition can exist or may develop on an aircraft with those components installed. Such components may be installed under an FAA Parts Manufacturer Approval (PMA), Supplemental Type Certificate (STC) or other modification.
5. For any question concerning the technical content of the requirements in this AD, please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18; E-mail: [continued.airworthiness@atr-aircraft.com](mailto:continued.airworthiness@atr-aircraft.com).

