



## Airworthiness Directive

**AD No.:** 2024-0171

**Issued:** 27 August 2024

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, or Annex Vb Part ML.A.301, as applicable, 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 Annex Vb Part ML.A.303, as applicable] 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 REGIONAL

### Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

**Effective Date:** 10 September 2024

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

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 55 – Stabilizers – Vertical Stabilizer to Horizontal Stabilizer Junction Fittings – Inspection / Replacement

### Manufacturer(s):

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

### Applicability:

ATR 42-500 and ATR 72-212A aeroplanes, manufacturer serial numbers (MSN) as listed in the AOM, as defined in this AD.

### Definitions:

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

**The AOM:** ATR Airworthiness Operator Message (AOM) 2024/08 Issue 01.

**Affected part:** Vertical to horizontal stabilizer junction fitting having a Part Number (P/N) as listed in the AOM and, identified in Appendix 1 of the AOM as 'to be inspected', or identified in Appendix 2 of the AOM as 'AL7050-T7452'.

**Serviceable part:** Vertical to horizontal stabilizer junction fitting, eligible for installation, that is not an affected part.



**The applicable SB:** ATR Service Bulletin (SB) ATR42-55-0023 or ATR SB ATR72-55-1016, as applicable.

**Groups:** Group 1 aeroplanes are those having an MSN as specified in the AOM as ‘Group 1 aeroplanes’.

Group 2 aeroplanes are those having an MSN as specified in the AOM as ‘Group 2 aeroplanes’.

Group 3 aeroplanes are those having an MSN as specified in the AOM as ‘Group 3 aeroplanes’.

**Reason:**

A potential use of improper material during the manufacturing of vertical stabilizer to horizontal stabilizer junction fittings was reported. Further to this supplier production quality escape, subsequent review identified the population of affected parts and aeroplanes equipped with these affected parts.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, ATR issued the applicable SB and the AOM to provide inspection instructions.

For the reason described above, this AD requires inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s) and replacement of affected parts.

This AD is considered as an interim action and further AD action may follow.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Inspection(s):**

- (1) For Group 1 and Group 2 aeroplanes: Within the compliance time specified in Table 1 of this AD, as applicable, accomplish a Special Detailed Inspection (SDI) of each affected part in accordance with the instructions of the applicable SB and the AOM.

Table 1 – Inspection Compliance Time

<b>Group</b>	<b>Compliance Time</b> after the effective date of this AD
<b>1</b>	Within 6 months
<b>2</b>	Within 12 months

- (2) For Group 3 aeroplanes: Within 24 months after the approval date of the applicable Structural Repair Approval Sheet (SRAS) as specified in ‘Table 3’ of the AOM and, thereafter, at intervals not to exceed 24 months, accomplish a Detailed Visual Inspection (DVI) of each affected part in accordance with the instructions of ATR Maintenance Procedure (MP) A-55-36-XX-02ZZZ-281Z-A.



**Corrective Action(s):**

- (3) If, during the SDI required by paragraph (1) of this AD, it is determined that an affected part is not within the tolerances of material AL7075-T73, as defined in the applicable SB, excluding AL7050-T7452 (see paragraph (4) of this AD), before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (4) If, during the SDI required by paragraph (1) of this AD, it is determined that an affected part is within the tolerances of material AL7050-T7452, as defined in the applicable SB, before next flight and, thereafter, at intervals not to exceed 24 months, accomplish a DVI of the affected part in accordance with the instructions of ATR MP A-55-36-XX-02ZZZ-281Z-A.

**Reporting:**

- (5) Within 10 days after accomplishment of the SDI required by paragraph (1) of this AD, report the inspection results (including no findings) to ATR. Using the Accomplishment Report (of the SB, as applicable, is an acceptable method to comply with this requirement.

**Part(s) Replacement:**

- (6) For Group 1 and Group 2 aeroplanes on which it has been determined that an affected part is within the tolerances of material AL7050-T7452, and for Group 3 aeroplanes: Before exceeding 36 000 flight cycles since new (first installation on an aeroplane), replace each affected part with a serviceable part in accordance with approved ATR maintenance instructions.

**Terminating Action**

- (7) Replacement on an aeroplane of all affected parts with serviceable parts, as required by paragraph (6) of this AD, constitutes terminating action for the repetitive DVI as required by paragraphs (2) and (4) of this AD for that aeroplane.

**Ref. Publications:**

ATR AOM 2024/08 issue 1 dated 19 July 2024.

ATR SB ATR42-55-0023 original issue dated 10 June 2024.

ATR SB ATR72-55-1016 original issue dated 10 June 2024.

The use of later approved revisions of the above-mentioned documents 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 25 July 2024 as PAD 24-096 for consultation until 22 August 2024. 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).

