Airworthiness Directive

AD No.: 2025-0011

Issued: 10 January 2025

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 RÉGIONAL

Type/Model designation(s):
ATR 42 and ATR 72 aeroplanes

Effective Date: 24 January 2025

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 30 – Ice and Rain Protection – De-icing System / Pressure Regulator and Shut-Off Valve – Functional Checks

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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, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers (MSN).

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

The AOM: ATR Airworthiness Operators Message (AOM) 2024/12 issue 3.

Groups:
Group 1 aeroplanes are ATR 42-200, ATR 42-300 and ATR 42-320 aeroplanes, all MSN.

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Group 2 aeroplanes are:
ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR modification (mod) 06076 has not been embodied in production, or ATR Service Bulletin (SB) ATR42-30-0075 has not been embodied in service; and
ATR 72 aeroplanes, all MSN on which ATR mod 06076 has not been embodied in production, or ATR SB ATR72-30-1046 has not been embodied in service.

Group 3 aeroplanes are:
ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR42-30-0075 has been embodied in service; and
ATR 72 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR72-30-1046 has been embodied in service.

Reason:
Following a design review, it has been determined that the interval of the functional check of each Pressure Regulator and Shut-Off Valve (PRSOV), currently published in the ATR maintenance instructions, must be reduced to meet the design safety objectives due to a risk of dormant failures.

The dormant failure condition, covered by this maintenance task, if not detected and corrected, combined with icing conditions, could ultimately result in loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM to provide updated instructions for repetitive functional checks of the PRSOV, at reduced intervals.

For the reasons described above, this AD requires repetitive functional checks of the PRSOV, and, depending on findings, accomplishment of applicable corrective action(s).

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:

Repetitive Functional Check(s):
(1) Before exceeding 750 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed the value as specified in Table 1 of this AD, as applicable, accomplish a PRSOV functional check, in accordance with the instructions of the AOM.

Table 1 – Repetitive Inspections Interval for PRSOV Functional Check

Group	Interval
1	650 FH
2	700 FH
3	1050 FH

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Corrective Action(s):

(2) If, during any functional check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the AOM. If a detected discrepancy cannot be corrected by using the instructions of the AOM, before next flight, contact ATR for approved instructions and accomplish those instructions accordingly.

Credit:

(3) Functional checks accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM issue 1 or issue 2, are acceptable to comply with the repetitive functional check requirements of paragraph (1) of this AD for that aeroplane.

(4) Corrective action(s) accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM issue 2, are acceptable to comply with the corrective action(s) requirements of paragraph (2) of this AD for that aeroplane.

Terminating Action(s):

(5) None.

Ref. Publications:

ATR AOM: 2024/12 issue 1 dated 24 October 2024, issue 2 dated 18 November 2024, or issue 3 dated 28 November 2024.

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 12 December 2024 as PAD 24-151 for consultation until 09 January 2025. 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.

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.

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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.

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