



# Airworthiness Directive

**AD No.:** 2025-0044

**Issued:** 19 February 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 aeroplanes

**Effective Date:** 05 March 2025

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

**Foreign AD:** Not applicable

**Supersedure:** None

## 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 TR:** ATR 42-200/-300/-320 Time Limits Document (TLD) Temporary Revision (TR) 13.2.

**The AMP:** The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).

**New and/or more restrictive tasks:** This includes all tasks that are new or for which a threshold and/or interval was reduced, which were introduced through the TR (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 for ATR 42-200, ATR 42-300 and ATR 42-320 aeroplanes, which are approved by EASA, are defined and published in the TLD. These instructions have been identified as mandatory for continued airworthiness.

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

EASA previously issued AD 2024-0121, requiring the actions described in ATR 42 TLD at Revision 13.

Since that AD was issued, ATR published the TR, as defined in this AD, which contains new and/or more restrictive tasks.

For the reason described above, this AD requires accomplishment of the actions specified in the TR. EASA AD 2024-0121 is not superseded by this AD.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**Maintenance Tasks:**

- (1) From the effective date of this AD, within the thresholds and intervals, accomplish all applicable maintenance tasks, as specified in the TR, as applicable to aeroplane model and depending on aeroplane configuration.

Where this AD requires a task which is already required per EASA AD 2024-0121, the instructions of the TR invalidate the instructions of ATR 42 TLD at Revision 13.

**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, within the compliance time specified therein, 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 TR, as applicable to aeroplane model and depending on aeroplane configuration.

**Recording AD Compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) 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) 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 TR 13.2 dated 22 November 2024.

The use of later approved revisions of the above-mentioned document, or of a TLD revision which includes the technical content of the TR, 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 20 January 2025 as PAD 25-011 for consultation until 17 February 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](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).

