

## Airworthiness Directive

**AD No.:** 2025-0080

**Issued:** 11 April 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:** 25 April 2025

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2025-0024 dated 22 January 2025.

### ATA 26 – Fire Protection – Aft Cargo Compartment Fire Extinguisher Distribution Piping – Functional Check

**Manufacturer(s):**

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

**Applicability:**

ATR 42-300, ATR 42-320 and ATR 72-201 all manufacturer serial numbers (MSN) to which ATR modification (MOD) 00639 has been applied; and

ATR 42-400, ATR 42-500 aeroplanes, all MSN, except MSN 1617 and subsequent; and

ATR72-102, ATR 72-202, ATR 72-211, ATR 72-212 aeroplanes, all MSN; and

ATR 72-212A aeroplanes, to which ATR MOD 07900 has not been applied, except MSN 1627, 1677, 1678, 1703 to 1716 inclusive, 1718 to 1721 inclusive, 1723 to 1726 inclusive, 1728 and subsequent.

**Definitions:**

For the purpose of this AD, the following definition applies:

**The AOM:** ATR Airworthiness Operators Message (AOM) 2024/13 issue 5.

**Reason:**

During an inspection on the ATR final assembly line, a fire extinguishing tube, located on the ceiling in the aft cargo compartment, was found disconnected from its sleeve.

Further investigations indicated that this condition might affect other ATR aeroplanes.

This condition, if not detected and corrected, could affect the cargo compartment(s) fire extinguishing system capability to contain a cargo compartment fire.

To address this potential unsafe condition, ATR issued the AOM 2024/13, later revised to provide instructions for a one-time functional check of the aft cargo fire extinguishing system and EASA issued AD 2025-0024 requiring a one-time functional check of the aft cargo fire extinguishing system and, depending on findings, accomplishment of applicable corrective action(s).

Since that AD was issued, it was determined that the instructions of the AOM, up to issue 3, do not include a step to accomplish the functional check after rectification of discrepancies found in the aft cargo fire extinguishing system. Consequently, ATR published the AOM issue 4, to cover that additional action.

For the reason described above, this AD partially retains the requirements of EASA AD 2025-0024, which is superseded, and requires accomplishment of additional work.

**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:

**Functional Check:**

- (1) Within 750 flight hours (FH) or 6 months, whichever occurs first after 05 February 2025 [the effective date of EASA AD 2025-0024], accomplish a one-time functional check of the aft cargo fire extinguishing system in accordance with the instructions of the AOM.

**Additional Work:**

- (2) If, before the effective date of this AD, a functional check of the aft cargo fire extinguishing system and corrective actions have been accomplished on an aeroplane in accordance with the instructions of the AOM 2024/13 issue 1, or issue 2, or issue 3, within 750 FH or 6 months after 05 February 2025 [the effective date of EASA AD 2025-0024], whichever occurs first after the effective date of this AD, accomplish additional functional check of the aft cargo fire extinguishing system of that aeroplane in accordance with the instructions of the AOM.

**Corrective Action(s):**

- (3) If, during the functional check as required by paragraph (1) or (2) of this AD, as applicable, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of 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:**

- (4) Accomplishment of a functional check on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM 2024/13 issue 1, or issue 2, or issue 3, is acceptable to comply with the requirements of paragraph (1) of this AD for that aeroplane.

**Ref. Publications:**

ATR AOM: 2024/13 issue 1 dated 25 November 2024, or issue 2 dated 21 January 2025, or issue 3 dated 28 January 2025, issue 4 dated 26 February 2025, or issue 5 dated 10 April 2025.

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. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 09 May 2025. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
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).

