

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 42-400 and -500 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 2020-0263 to require accomplishment of all maintenance tasks and life limitations as described in ATR 42-400/-500 TLD at Revision 14.

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For the reasons described above, this AD retains the requirements of EASA AD 2020-0263, which is superseded, and requires accomplishment of the actions specified in the TLD.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 42-400/-500 TLD Revision 15 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. This Proposed AD will be closed for consultation on 14 September 2021.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.
3. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this PAD, and which may occur, or have occurred on a product, part or appliance not affected by this PAD, 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 PAD 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.
4. For any question concerning the technical content of the requirements in this PAD, 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.

