



Notification of a Proposal to cancel an Airworthiness Directive

PAD No.: 23-095-CN

Issued: 17 August 2023

Note: This Proposed Cancellation Notice (CN) 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.

In accordance with the EASA Continuing Airworthiness Procedures, the Executive Director is proposing the cancellation of an EASA Airworthiness Directive (AD), applicable to the aeronautical product(s) identified below. All interested persons may send their comments, referencing the PAD Number above, to the e-mail address specified in the 'Remarks' section, prior to the consultation date indicated.

Design Approval Holder's Name:

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: [Planned: 05 September 2023]

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Cancellation: This Notification proposes to cancel EASA AD 2021-0218 dated 27 September 2021, which superseded EASA AD 2019-0111 dated 21 May 2019.

ATA 35 – CANCELLED: Oxygen – Crew and Passenger Oxygen Cylinders – Inspection / Replacement

Manufacturer(s):

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

Applicability:

ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers.

Definitions:

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

The SB: SAFRAN (AVOX Systems, Inc.) Service Bulletin (SB) 10015804-35-03 at Revision 3.

The AOM: ATR Airworthiness Operator Message (AOM) 2019/04, which refers for accomplishment instructions to the SB.



Affected part:

Batch 1: Oxygen cylinders, having Part Number (P/N) 89794077, and having a serial number (s/n) as listed in Appendix 1 of the SB, except those that have passed an inspection (marked with blue dot) in accordance with the instructions of the AOM or the SB.

Batch 2: Oxygen cylinders, having P/N 89794077 or P/N 891311-14, and having an s/n as listed in Appendix 2 of the SB, except those that have passed an inspection (marked with blue dot) in accordance with the instructions of the AOM or the SB.

Serviceable part: Oxygen cylinders which are not an affected part.

Reason:

Several occurrences were reported of a cylinder and hand valve with oxygen leakage from the valve assembly vent hole. The technical investigation identified that an internal part (guide) was not assembled onto the system. It was determined that an initial batch of oxygen cylinders produced in 2018 is potentially affected by this manufacturing discrepancy.

This condition, if not detected and corrected, could lead to reducing the available oxygen capacity of the aeroplane, possibly resulting in injury to aeroplane occupants following a depressurization event. In addition, there is a possibility of ignition/fire in-flight in case of an open hand valve assembly failure, depending on installation zone, or ignition/fire during system ground testing following (re)installation on an aeroplane, possibly resulting in injury to aeroplane occupants or maintenance staff, respectively.

To address this potential unsafe condition, ATR issued the AOM to provide inspection instructions, and EASA issued AD 2019-0111 to require a one-time inspection of each affected part (batch 1) and, depending on findings, replacement with a serviceable part. That AD also prohibited (re)installation of an affected part (batch 1) on any aeroplane.

After that AD was issued, additional parts (batch 2) were identified as affected by the same potential unsafe condition. The AOM and the SB were revised accordingly. Consequently, EASA issued AD 2021-0218, retaining the requirements of EASA AD 2019-0111, which was superseded, and expanding the list of affected parts.

Since that AD was issued, FAA issued [AD 2023-13-11](#), which has been adopted by EASA and which takes over all the requirements from EASA AD 2021-0218 issued for ATR aeroplanes. Therefore, EASA AD 2021-0218 is no longer necessary.

For the reasons described above, this Notice proposes to cancel EASA AD 2021-0218.

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

None.

Ref. Publications:

ATR AOM 2019/04 original issue dated 16 April 2019, or issue 2 dated 19 April 2019, or issue 3 dated 27 May 2019, or issue 4 dated 27 July 2021.



The use of the instructions of the above-mentioned document, or later approved revisions thereof, is acceptable for compliance with the requirements of FAA AD 2023-13-11, provided the compliance times of that AD are not exceeded.

SAFRAN (AVOX Systems, Inc.) SB 10015804-35-03 original issue dated 11 April 2019, or Revision 1 dated 21 May 2019, or Revision 2 dated 15 October 2019, or Revision 3 dated 18 June 2021.

Remarks:

1. This Proposed AD-CN will be closed for consultation on 31 August 2023.
2. Enquiries regarding this PAD-CN should be referred to the EASA Safety Information Section, Certification Directorate; E-mail: ADs@easa.europa.eu.
3. For any question concerning the technical content of this PAD-CN, 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.

