



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 23-055

Issued: 08 May 2023

Note: This Proposed Airworthiness Directive (PAD) 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 issuance 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 REGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: [TBD - standard: 14 days after AD issue date]

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 55 – Stabilizers – Horizontal Stabilizer Front and Centre Box – Inspection

Manufacturer(s):

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

Applicability:

ATR 42-500 and ATR 72-212A aeroplanes, manufacturer serial numbers as listed in the applicable SB, as defined in this AD.

Definitions:

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

The applicable SB: ATR Service Bulletin (SB) ATR42-55-0020 or ATR SB ATR72-55-1013, as applicable.

Affected areas: Horizontal stabilizer (HS) left-hand and right-hand leading edge lateral ribs, the box in between and the centre box upper panel; and HS forward back-up fitting.



Reason:

Several occurrences of loose fasteners and cracks in the affected areas have been reported on in-service aeroplanes. Subsequent investigations identified possible manufacturing errors and a list of Horizontal Tail Planes (HTP) which could be affected by similar issues.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, ATR issued the applicable SB to provide inspection instructions.

For the reason described above, this AD requires one-time detailed inspection (DET) of the affected areas and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

Inspection:

(1) Within 48 months after the effective date of this AD, accomplish a DET of the affected areas, as defined in this AD, in accordance with the instructions of the applicable SB.

Corrective Action(s):

(2) If, during the DET as required by paragraph (1) of this AD, any discrepancy as defined in the applicable SB is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly. If no compliance time for the repair is identified in those instructions, accomplish those instructions before next flight.

Ref. Publications:

ATR SB ATR42-55-0020 original issue dated 02 March 2023.

ATR SB ATR72-55-1013 original issue dated 02 March 2023.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 05 June 2023.
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.

