



## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 23-101**

**Issued: 13 September 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.

<b>Design Approval Holder's Name:</b>	<b>Type/Model designation(s):</b>
ATR-GIE AVIONS DE TRANSPORT REGIONAL	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 24 – Electrical Power – Direct Current Emergency Electrical Network Contactor 1PA – Operational Test

#### 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, ATR 42-320, ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN), except those on which ATR modification (mod) 05948 has been embodied in production; and

ATR 72-101, ATR 72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all MSN, except those on which ATR mod 05948 has been embodied in production.

#### Definitions:

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

**The AOM:** ATR Airworthiness Operators Message (AOM) 2022/04 Issue 2.

**Affected part:** Contactors, having Functional Item Number (FIN) 1PA.



**Reason:**

One event of electrical failure has been reported on a pre-mod 05948 aeroplane. Further analysis revealed that the affected part has failed with its contacts in intermediate position. This failure could be a potential contributor to the reported occurrence. Investigation is still on-going to fully understand the root cause.

This condition, if not detected and corrected, could lead to temporary loss of direct current emergency electrical network and loss of control of the aeroplane.

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

For the reasons described above, this AD requires repetitive operational tests of the affected part, and, depending on findings, accomplishment of applicable corrective action(s).

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

Required as indicated, unless accomplished previously:

**Repetitive Operational Test:**

- (1) Within 2 months after the effective date of this AD, and, thereafter, at intervals not exceeding 1 000 flight hours, accomplish operational test of the affected part in accordance with the instructions of the AOM.

**Corrective Action(s):**

- (2) If, during any operational test as required by paragraph (1) of this AD, discrepancies are detected as identified in the AOM, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOM.

**Terminating Action:**

- (3) None.

**Ref. Publications:**

ATR AOM 2022/04 Issue 2 dated 07 September 2023.

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 27 September 2023.
2. Enquiries regarding this PAD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: [ADs@easa.europa.eu](mailto: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](mailto:continued.airworthiness@atr-aircraft.com).

