



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 24-010**

**Issued: 24 January 2024**

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:** **Type/Model designation(s):**

ATR-GIE AVIONS de TRANSPORT RÉGIONAL ATR 72 aeroplanes

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

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

**Foreign AD:** Not applicable

**Supersedure:** This AD supersedes EASA AD 2022-0201 dated 26 September 2022.

## ATA 05 – Time Limits / Maintenance Checks – Certification Maintenance Requirements and Airworthiness Limitations – Amendment

### Manufacturer(s):

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

### Applicability:

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 TLD:** ATR 72 Time Limits Document (TLD) Revision 22.

**The AMP:** The Aircraft Maintenance Programme (AMP) contains the tasks on the basis of which the scheduled maintenance is conducted to ensure the continuing airworthiness of each operated aeroplane. For aeroplanes operated under EU regulations, the operator or the owner ensures compliance with the AMP as stipulated in Commission Regulation (EU) [1321/2014](#).



**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 for ATR 72 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 2022-0201 to require accomplishment of all maintenance tasks and life limitations as described in ATR 72 TLD at Revision 21, and AD 2020-0249R1 to require repetitive operational tests of the stall warning system and the stick pusher function.

Since those ADs were issued, ATR published the TLD, as defined in this AD, including new and/or more restrictive tasks and limitations, including the repetitive operational tests as required by EASA AD 2020-0249R1.

For the reasons described above, this AD retains the requirements of EASA AD 2022-0201, which is superseded, and partially retains the requirements of EASA AD 2020-0249R1, and requires accomplishment of the actions specified in the TLD.

A similar AD will be issued for ATR 42 aeroplanes, retaining the applicable requirements of EASA AD 2020-0249R1, which in consequence will be cancelled.

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

Required as indicated by this AD, unless the actions required by this AD have been already accomplished:

**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:**

ATR72 TLD Revision 22 dated 16 October 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 21 February 2024.
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).

