



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 24-030

Issued: 05 March 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 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 52 – Doors – Cockpit Emergency Escape Hatch Drain Hose – Inspection

Manufacturer(s):

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

Applicability:

ATR ATR 42-200, ATR 42-300, ATR 42-320, ATR 42-400, ATR 42-500, ATR 72-101, ATR72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, manufacturer serial numbers as listed in the Appendix 1 of the AOM, as defined in this AD.

Definitions:

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

The AOM: ATR Airworthiness Operators Message (AOM) 2023/07 at issue 2.

Affected part: Cockpit emergency escape hatch drain hose.

MP Task: Maintenance Procedure (MP) Tasks ATR-A-52-22-XX-00ZZZ-520Z-A and ATR-A-52-22-XX-00ZZZ-720Z-A dated 31 December 2023 or earlier.



Reason:

An occurrence of cockpit emergency escape hatch which was difficult to open has been reported. Subsequent investigation revealed some cases of hatch drain hose end connected to hatch with wrong parts (zip-tie / ty-rap) and some cases of installed collars with a too small diameter which would not permit the drain hose to slide inside. These installation non-conformities might affect the drainage of the hatch, possibly resulting in difficulties to remove the hatch in case of an emergency evacuation. The manufacturer confirmed that aeroplanes in production are not concerned by this issue and are conform to the design. It was concluded that this issue could only occur during maintenance operation, and consequently, ATR maintenance documentation of the installation of the cockpit escape emergency hatch procedure was updated to clarify the instruction for drain hose installation.

This condition, if not detected and corrected, could prevent flight crew evacuation from the aeroplane in case of an emergency, possibly resulting in personal injury.

To address this potential unsafe condition, ATR issued the AOM to provide inspection instructions, and updated the MP tasks ATR-A-52-22-XX-00ZZZ-520Z-A and ATR-A-52-22-XX-00ZZZ-720Z-A.

For the reason described above, this AD requires one-time visual check of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

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

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

Inspection:

- (1) Within 750 flight hours or 6 months after the effective date of this AD, whichever occurs first, accomplish a visual check of the affected part, as defined in this AD, in accordance with the instructions of the AOM.

Corrective Action(s):

- (2) If, during the inspection as required by paragraph (1) of this AD, any discrepancy, as defined in the AOM, is detected, before next flight, accomplish applicable corrective action(s) in accordance with the instructions of the AOM.

Additional Maintenance Requirements:

- (3) From the effective date of this AD, do not accomplish any maintenance action on an aeroplane in accordance with the instructions of the MP Tasks, as defined in this AD.

Ref. Publications:

ATR AOM 2023/07 Issue 2 dated 31 January 2024.

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 02 April 2024.



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.

