



**Groups:** Group 1 aeroplanes are those that have an affected part installed.  
Group 2 aeroplanes are those that do not have an affected part installed.

**Reason:**

Occurrences of ruptured MLG rear hinge pin, P/N D61000, have been reported. Investigation has been performed by SLS on all hinge pins batches. The investigation results revealed that a batch of 6 pins was subjected to a non-detected thermal abuse in production during grinding process.

This condition, if not corrected, could lead to structural failure and consequent collapse of the MLG, possibly resulting in damage to the aeroplane and injury to the occupants.

To address this potential unsafe condition, SLS issued the SB, providing instructions to replace the affected parts.

For the reasons described above, this AD requires replacement of the affected parts with serviceable parts and prohibits (re)installation of affected part(s) on any aeroplane.

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

Required as indicated by this AD, unless the action(s) required by this AD have been already accomplished:

**Replacement:**

(1) For Group 1 aeroplanes: Within 6 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the SB.

**Alternative Method:**

(2) Replacement on an aeroplane of an MLG equipped with an affected part with an MLG having a serviceable part installed is an alternative acceptable method to comply with the requirement of paragraph (1) of this AD for that aeroplane.

**Part(s) Installation:**

(3) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane or MLG assembly having an affected part installed.

**Ref. Publications:**

SLS SB 631-32-295 original issue dated 05 March 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 20 June 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).

