

## Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 24-128**

**Issued: 25 October 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:** None

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

#### **Manufacturer(s):**

ATR-GIE Avions de Transport Régional, 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 Temporary Revisions:** ATR 72 Time Limits Document (TLD) Temporary Revision 22.1 and Temporary Revision 22.9.

**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:** This includes all tasks that are new or for which a threshold and/or interval was reduced, which were introduced through the Temporary Revision (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 currently defined, and published in the ATR 72 TLD document. These instructions have been identified as mandatory for continued airworthiness.

Failure to accomplish these instructions could result in an unsafe condition.

EASA previously issued AD 2024-0053 and AD 2024-0159, requiring respectively the actions described in ATR 72 TLD at Revision 22 and TLD Temporary Revision 22.3.

Since that AD was issued, ATR published the Temporary Revisions, as defined in this AD, which contains new and/or more restrictive tasks.

For the reason described above, this AD requires accomplishment of the actions specified in the Temporary Revision. EASA AD 2024-0053 and EASA AD 2024-0159 are not superseded by this AD.

**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:**

- (1) From the effective date of this AD, within the thresholds and intervals (see Note 1 of this AD), accomplish all applicable maintenance tasks, as specified in the Temporary Revision, as applicable to aeroplane model and depending on aeroplane configuration.

Where this AD requires a task which is already required per EASA AD 2024-0053, the instructions of the Temporary Revision invalidate the instructions of ATR 72 TLD at Revision 22.

Note 1: For the purpose of this AD, a specific one-time exceedance allowance (grace period) can be defined for certain tasks in the 'Reason for revision' section of the TLD Temporary Revision 22.9.

**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 Temporary Revision, as applicable to aeroplane model and depending on aeroplane configuration.



**Recording AD Compliance:**

- (4) When the AMP of an aeroplane has been revised as required by paragraph (3) 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) 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 Temporary Revision 22.1 dated 30 July 2024.

ATR72 TLD Temporary Revision 22.9 dated 11 September 2024.

The use of later approved revisions of the above-mentioned documents, or of a TLD revision which includes the technical content of the Temporary Revision(s), is acceptable for compliance with the requirements of this AD.

**Remarks:**

1. This Proposed AD will be closed for consultation on 22 November 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).

