



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 24-151**

**Issued: 12 December 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:**

ATR-GIE AVIONS de TRANSPORT RÉGIONAL

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

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 30 – Ice and Rain Protection – De-icing System / Pressure Regulator and Shut-Off Valve – Functional Checks

**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, 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, all manufacturer serial numbers (MSN).

**Definitions:**

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

**The AOM:** ATR Airworthiness Operators Message (AOM) 2024/12 issue 3.

**Groups:**

Group 1 aeroplanes are ATR 42-200, ATR 42-300 and ATR 42-320 aeroplanes, all MSN.



Group 2 aeroplanes are

ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR modification (mod) 06076 has not been embodied in production, or ATR Service Bulletin (SB) ATR42-30-0075 has not been embodied in service; and

ATR 72 aeroplanes, all MSN on which ATR mod 06076 has not been embodied in production, or ATR SB ATR72-30-1046 has not been embodied in service.

Group 3 aeroplanes are

ATR 42-400 and ATR 42-500 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR42-30-0075 has been embodied in service; and

ATR 72 aeroplanes, all MSN on which ATR mod 06076 has been embodied in production, or ATR SB ATR72-30-1046 has been embodied in service.

#### Reason:

Following a design review, it has been determined that the interval of the functional check of each Pressure Regulator and Shut-Off Valve (PRSOV), currently published in the ATR maintenance instructions, must be reduced to meet the design safety objectives due to a risk of dormant failures.

The dormant failure condition, covered by this maintenance task, if not detected and corrected, combined with icing conditions, could ultimately result in loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM to provide updated instructions for repetitive functional checks of the PRSOV, at reduced intervals.

For the reasons described above, this AD requires repetitive functional checks of the PRSOV, 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 action(s) required by this AD have been already accomplished:

#### Repetitive Functional Check(s):

- (1) Before exceeding 750 flight hours (FH) or 6 months, whichever occurs first after the effective date of this AD and, thereafter, at intervals not to exceed the value as specified in Table 1 of this AD, as applicable, accomplish a PRSOV functional check, in accordance with the instructions of the AOM.

Table 1 – Repetitive Inspections Interval for PRSOV Functional Check

Group	Interval
1	650 FH
2	700 FH
3	1050 FH



**Corrective Action(s):**

- (2) If, during any functional check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the AOM. If a detected discrepancy cannot be corrected by using the instructions of the AOM, before next flight, contact ATR for approved instructions and accomplish those instructions accordingly.

**Credit:**

- (3) Functional checks accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM issue 1 or issue 2, are acceptable to comply with the repetitive functional check requirements of paragraphs (1) of this AD for that aeroplane.
- (4) Corrective action(s) accomplished on an aeroplane before the effective date of this AD in accordance with the instructions of the AOM issue 2, are acceptable to comply with the corrective action(s) requirements of paragraph (2) of this AD for that aeroplane.

**Terminating Action(s):**

- (5) None.

**Ref. Publications:**

ATR AOM: 2024/12 issue 1 dated 24 October 2024, issue 2 dated 18 November 2024, or issue 3 dated 28 November 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 09 January 2025.
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).

