



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-057

Issued: 31 March 2025

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 29 – Hydraulic Power – Main Hydraulic Pump – Master Minimum Equipment List Restriction

Manufacturer(s):

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

Applicability:

ATR 42-500 aeroplanes all manufacturer serial numbers (MSN) on which ATR modification (mod) 05948 has been embodied in production; and

ATR 72-212A aeroplanes all MSN on which ATR mod 05948 has been embodied in production.

Definitions:

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

The MMEL items: Item 29-11-01A and Item 29-11-01B of the ATR Master Minimum Equipment List (MMEL) for ATR42 or ATR MMEL for ATR72, as applicable.



Reason:

A review of the MMEL has identified that, under the provisions of MMEL item 29-11-01 for dispatch with a failed Main Hydraulic (HYD) Pump, specifically the GREEN HYD Pump, a failure of the DC EMER BUS could lead to multiple system losses, including:

- Loss of control of the BLUE HYD Pump (electrically controlled by the DC EMER BUS), and
- Loss of nose wheel steering (powered by the DC EMER BUS), and
- Complete loss of the Travel Limitation Unit (TLU) control in both Auto and Manual modes.

These failures could result in reduced aircraft controllability on the ground during landing phase.

To address this potential unsafe condition, ATR issued the MMEL items, to add a new proviso to ensure that appropriate actions are taken when the aeroplane is dispatched under the MMEL item 29-11-01 Main HYD pump.

For the reason described above, this AD requires implementation of the MMEL items.

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:

MMEL Amendment:

- (1) Within 3 months after the effective date of this AD, implement the instructions of the MMEL items, as defined in this AD, inform all flight crews, and thereafter, operate the aeroplane accordingly.
- (2) Amendment of the operator's MEL of an aeroplane by incorporating the MMEL items, is an acceptable method to comply with the requirements of paragraph (1) of this AD for that aeroplane.

Ref. Publications:

Item 29-11-01A of the MMEL for ATR42 approval date 11 November 2024.

Item 29-11-01B of the MMEL for ATR42 approval date 11 November 2024.

Item 29-11-01A of the MMEL for ATR72 approval date 11 November 2024.

Item 29-11-01B of the MMEL for ATR72 approval date 11 November 2024.

The use of later approved revisions of the above-mentioned documents is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 28 April 2025.
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.

