



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-075

Issued: 21 May 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: **Type/Model designation(s):**

ATR-GIE AVIONS de TRANSPORT RÉGIONAL ATR 42 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 – Airworthiness Limitations and Certification Maintenance Requirements – Amendment

Manufacturer(s):

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

Applicability:

ATR 42-400 and ATR 42-500 aeroplanes on which ATR modification 04273 has been embodied in production or ATR Service Bulletin ATR42-26-0020 has been embodied in service.

Definitions:

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

The TR: Temporary Revision (TR) 18.9 of ATR42-400/-500 Time Limits Document (TLD) Revision 18.

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 aircraft. For aircraft 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 TR, 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 (CMR) for ATR 42-400 and ATR 42-500 aeroplanes, which are approved by EASA, are currently defined and published in the ATR42-400/-500 TLD. 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 2024-0052, AD 2025-0005, and AD 2025-0045, requiring the actions and limitations described in ATR42-400/-500 TLD Revision 18, and accomplishment of the new tasks and task for which a threshold and/or interval was reduced, as introduced through TR 18.1 and through TR 18.3 of ATR42-400/-500 TLD (Revision 18), respectively.

Since those ADs were issued, ATR published the TR, as defined in this AD, which contains new and/or more restrictive tasks. These tasks are expected to be incorporated into the ATR42-400/-500 TLD at the next revision.

For the reason described above, this AD requires accomplishment of the actions specified in the TR.

EASA AD 2024-0052, AD 2025-0005 and AD 2025-0045 are not superseded by this AD.

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:

Maintenance Tasks:

- (1) From the effective date of this AD, accomplish, within the defined thresholds and intervals (see Note 1 of this AD), all new and/or more restrictive maintenance tasks, as specified in the TR, as applicable to aeroplane model and depending on aeroplane configuration.

Where this AD requires a task which is already required per EASA AD 2024-0052, the instructions of the TR invalidate the instructions of ATR42-400/-500 TLD Revision 18.

Note 1: For the purpose of this AD, the thresholds and intervals as defined in the TLD include specific compliance times and/or grace periods, as applicable, for CMR tasks, and also the TR defines one-time exceedance (a grace period) for certain introduced new and/or more restrictive CMR tasks.

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 tasks and associated thresholds and intervals described in the TR, as applicable to aeroplane model and depending on aeroplane configuration.

Recording AD Compliance:

- (4) When the AMP of an aircraft has been revised as required by paragraph (3) of this AD, that action ensures continued accomplishment of the tasks as required by paragraphs (1) and (2) of this AD for that aircraft. 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:

TR 18.9 of ATR42-400/-500 TLD Revision 18 dated 09 April 2025.

The use of later approved revisions of the above-mentioned document, or of a TLD revision which includes the technical content of the TR, is acceptable for compliance with the requirements of this AD.

Remarks:

1. This Proposed AD will be closed for consultation on 18 June 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.

