



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-112

Issued: 25 July 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: This AD supersedes EASA AD 2020-0097R1 dated 28 May 2020.

ATA 53 – Fuselage – Passenger Seat Tracks – Inspection / Replacement

Manufacturer(s):

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

Applicability:

ATR 42-200, ATR42-300, ATR42-320, ATR 42-400 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN); and

ATR 72-101, ATR72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all MSN.

Definitions:

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

The applicable SB: ATR Service Bulletin (SB) ATR42-53-0160 and SB ATR72-53-1120, as applicable.



Affected parts: A seat track having Part Number (P/N) as listed in Appendix 1 of this AD, except :

- Those having a manufacturing stamp corresponding to 'UACE' manufacturer and a year of production equal to or above of 2024; Appendix 2 of this AD provides instructions to identify the manufacturing stamp; and
- Those which have been inspected by the manufacturer (LEONARDO) as per procedure CAR 716-11-23 before the first part delivery and, thereafter, have been delivered as spare parts (independently of the manufacturing stamp); and
- Those which have been manufactured in 2025 or later.

Serviceable part: A seat track, eligible for installation, that is not an affected part, or an affected part that has passed (no deficiencies found) the inspection in accordance with the instructions of the applicable SB.

Aeroplane date of manufacture: The date of transfer of title (ownership) of the aeroplane upon delivery by ATR to the first operator, which is referenced in ATR documentation.

Groups:

Group 1 are

ATR 42 aeroplanes:

- MSN 004 to 1603 (inclusive), MSN 1605 to 1616 (inclusive), and
- MSN 1604 and 1618, if a seat track repair or replacement has been performed on the seat tracks having any P/N as listed in the in Appendix 1 of this AD, since the aeroplane date of manufacture.

ATR 72 aeroplanes:

- MSN 108 to 1626 (inclusive), MSN 1628 to 1671 (inclusive), MSN 1673 to 1676 (inclusive), MSN 1679 to 1693 (inclusive), MSN 1730, 1735 and MSN 1746; and
- MSN 1627, 1672, 1677, 1678, MSN 1694 to 1699 (inclusive), MSN 1701 to 1703 (inclusive), MSN 1705, MSN 1707 to 1709 (inclusive), MSN 1711, 1712 and MSN 1715, if a seat track repair or replacement has been performed on the seat tracks having P/N as listed in Appendix 1 of this AD, since the aeroplane date of manufacture.

Group 2 aeroplanes are those which are not Group 1 aeroplanes.

Reason:

Several occurrences have been reported of finding defective seat tracks, either on the ATR final assembly line or during maintenance activities on ATR aeroplanes. Investigation results have identified a potential structural deficiency of those seat tracks under an emergency landing condition.

This condition, if not detected and corrected, could, in case of an emergency landing, lead to a structural failure of the seat track attachment, possibly resulting in injury to occupants, and/or affecting the emergency evacuation.

To address this potential unsafe condition, ATR issued ATR SB ATR42-53-0151 and ATR SB ATR72-53-1108 to provide inspection instructions. Consequently, EASA issued AD 2020-0097 (later revised) to



require one-time detailed visual inspection (DVI) and replacement of certain seat tracks, and to provide conditions for (re)installation of those parts.

Since that AD was issued, it has been determined that additional seat track P/Ns may be affected and that additional MSNs need to be inspected. Consequently, ATR issued the applicable SB, as defined in this AD, to provide applicable instructions.

For the reasons described above, this AD retains the requirements of EASA AD 2020-0097R1, which is superseded, expands the Applicability and expands the list of affected parts.

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:

Inspection(s):

- (1) For Group 1 aeroplanes: Within 26 months after the effective date of this AD, accomplish a one-time DVI of each affected part in accordance with the instructions of the applicable SB.

Corrective Action(s):

- (2) If, during the DVI as required by paragraph (1) of this AD, deficiencies are found, as defined in the SB, within the compliance time specified in Table 1 of this AD, depending on the finding location, accomplish the applicable corrective action(s) in accordance with the instructions of the applicable SB.

Table 1 – Corrective Action(s)

Location	Compliance Time
Finding located at the level of at least one seat fitting	Before next flight
Finding not located at the level of seat fitting	Within 24 months after the inspection as required by paragraph (1) of this AD or at next relocation/replacement of the cabin seats, whichever occurs first

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.

Credit:

- (4) Inspection and corrective actions, accomplished on an affected part of aeroplane before the effective date of this AD in accordance with the instruction of ATR SB ATR42-53-0151 original issue, Revision 1, or Revision 2, or ATR SB ATR72-53-1108 original issue, Revision 1, or Revision 2, as applicable, are acceptable to comply with the requirements of paragraphs (1) and (2) of this AD, as applicable, for that affected part of that aeroplane.

Alternative Method of Compliance:

- (5) For an aeroplane having a configuration as identified by paragraph (5.1) or (5.2) of this AD, the DVI, as required by paragraph (1) of this AD, is not required on the affected part where the



passenger seats, referenced in paragraph (5.1) or (5.2) of this AD, as applicable, are installed, provided that the aeroplane configuration remains unchanged (see Note 1 of this AD).

- (5.1) Aeroplane equipped with passenger seats having P/N listed in the Appendix 3 of this AD **and** WITH at least one of the ATR modifications (MOD) from the 9g column of the table in Appendix 3 of this AD embodied **and** WITHOUT any MOD from the 16g column of the table embodied; or
- (5.2) Aeroplane equipped with Geven seats P/N D5-(xx)-(xxx)-(xxx) or P/N D1-(xx)-(xxx)-(xxx) **and** WITH at least one of the MOD from the 16g column of the table in Appendix 3 of this AD embodied.

Note 1: Paragraph (5) of this AD is not applicable on the affected part where no passenger seats are installed.

Acceptable Method:

- (6) Accomplishment of the corrective action for an affected part of an aeroplane, as required by paragraph (2) of this AD, can be postponed provided that the related seat (two passengers seat) is blocked for occupancy and marked unserviceable in all flight phases (see Note 2 of this AD).

Note 2: The allowance provided by paragraph (6) of this AD is not applicable to findings located at the level of FWD/AFT attendant seat fittings.

Ref. Publications:

ATR SB ATR42-53-0151 original issue dated 20 February 2020, or Revision 1 dated 29 June 2020, or Revision 2 dated 18 January 2023.

ATR SB ATR72-53-1108 original issue dated 26 February 2020, or Revision 1 dated 29 June 2020, or Revision 2 dated 18 January 2023.

ATR SB ATR42-53-0160 original issue dated 07 July 2025.

ATR SB ATR72-53-1120 original issue dated 07 July 2025.

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 22 August 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.

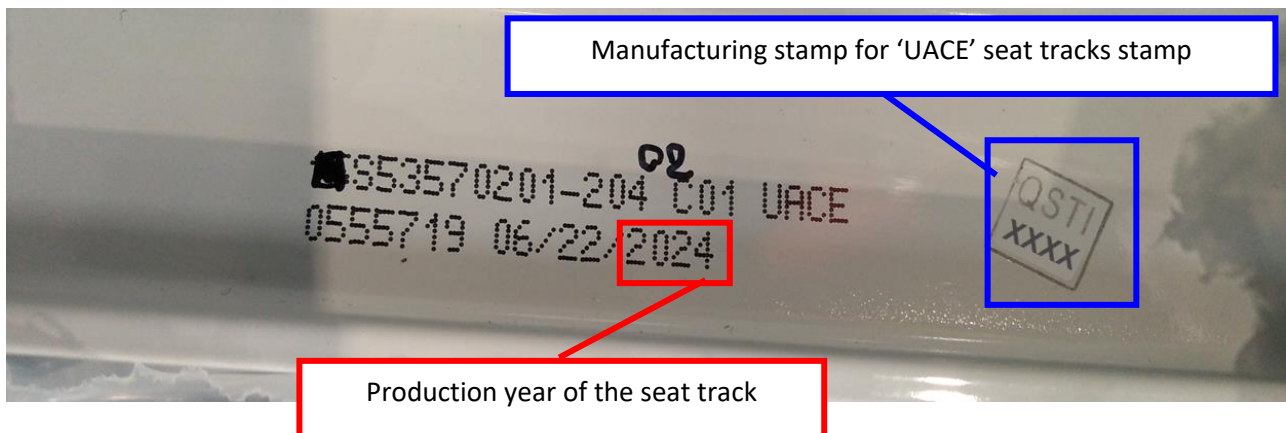
4. For any question concerning the technical content of the requirements in this PAD , please contact: ATR - GIE Avions de Transport Régional, Continued Airworthiness Service, Telephone: +33 (0)5 62 21 62 21, Fax: +33 (0) 5 62 21 67 18; E-mail: continued.airworthiness@atr-aircraft.com.



Appendix 1 – List of Affected Part Number (P/N)

Section 13	Section 15	Section 16
S53375001-200	S53570201-200	S53678001-200
S53375001-202	S53570201-202	S53678001-201
S53375001-203	S53570201-204	S53678001-202
S53375001-204	S53570201-206	S53678001-210
S53375001-206	S53570203-200	S53678001-212
S53375001-208	S53570203-204	S53678001-214
S53375001-209	S53570203-202	S53678001-216
S53375001-210		S53678001-220
S53375001-212		S53678001-222
S53375001-213		S53678001-224
S53375001-214		S53678001-225
S53375001-216		S53678001-226
S53375001-217		S53678001-228
S53375001-218		S53678001-232
S53375001-220		S53678001-236
S53375001-222		S53678001-238
S53375001-223		S53678001-239
S53375001-224		S53678001-240
		S53678001-242
		S53678001-244
		S53678001-245
		S53678001-246
		S53678001-248
		S53678001-249
		S53678001-250



Appendix 2- Identification of 'UACE' seat tracks manufactured in or after 2024

The identification of the seat track is located on the lower face of the seat track.

The manufacturing stamp of the seat track on the illustration corresponds to 'UACE' manufacturer, where 'XXXX' represents any numerical sequence.

The production year of the seat track on the illustration is 2024.

All the seat tracks having this manufacturing stamp and a production year equal or above 2024, do not have to be considered as affected parts.

All the seat tracks with the manufacturing stamp and/or production year not visible/legible, have to be considered as potential affected parts.



Appendix 3 - 9g/16g Configuration Table

Pax Seat Supplier	Model	P/N	MOD 9g embodied	MOD 16g embodied
GEVEN	Lightweight Classic & Prestige	D1-01-(xxx)-(xxx)	6291, 6292	6519
		D1-02-(xxx)-(xxx)	6291, 6292, 6583, 6593	6519, 6594
		D1-03-(xxx)-(xxx)	6583, 6593	6594
		D1-06-(xxx)-(xxx)	7269	6594
	MITO	B1-01-(xxx)-(xxx)	6361	N/A
		B1-02-(xxx)-(xxx)	6361	N/A
	Neo classic	D5-01-(xxx)-(xxx)	7871	7781
	Neo prestige	D5-02-(xxx)-(xxx)	7926	7925
Avio	Futura	12P(x)(x)Z(xxxxxx)	N/A	5490
		12M(x)(x)Z(xxxxxx)	N/A	5476
Brice	B1010SS	7069(x)-4(xx)-(xxx)	6008	N/A
Sicma	SK6	94(xx)(x)(xx)-(xx)	N/A	4803
Acro	Superlight R	33-08-41-20(x)	7065	N/A
Expliseat	PT15A	PT15A-(xxxxx)	7492	N/A
	PT15C	PT15C-(xxxxx)	7719	N/A
	PT15E	PT15E-(xxxxx)	7719	N/A

Note 3: 'x' represents any numerical sequence.

MODs listed in the Appendix 3 of this AD could have been embodied through ATR Service Bulletin or Conversion Instruction.

