



# Notification of a Proposal to issue an Airworthiness Directive

**PAD No.: 25-136**

**Issued: 01 September 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 REGIONAL

**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 55 – Stabilizers – Vertical Stabilizer to Rudder Junction Ribs and Lugs – Inspection / Replacement (Wrong Material)

**Manufacturer(s):**

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

**Applicability:**

ATR 42-500 and ATR 72-212A aeroplanes, all manufacturer serial numbers (MSN) listed in Table 1 of the Appendix of this AD.

**Definitions:**

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

**The AOM:** ATR Airworthiness Operator Message (AOM) 2025/10 Issue 01.

**The applicable SB:** ATR Service Bulletin (SB) ATR42-55-0024 or ATR SB ATR72-55-1017, as applicable.

**Groups:** Group 1 and Group 2 aeroplanes are aeroplanes as defined in Table 1 of the Appendix of this AD.



Note 1: ATR 72-212A MSN 1439 belongs to both Group 1 and Group 2 aeroplanes (see Note 2 and Note 3 of this AD).

**Affected part(s) 1:**

Vertical stabilizer to rudder junction ribs and lugs, installed on Group 1 aeroplanes, listed in and identified as 'to be inspected' in Figure 1 of the applicable SB.

**Affected part(s) 2:**

Vertical stabilizer to rudder junction ribs and lugs, installed on Group 2 aeroplanes, listed in and identified as 'AL7050-T7452' in Table 2 of the Appendix of this AD.

**Serviceable part(s):**

Vertical stabilizer to rudder junction ribs and lugs, eligible for installation in accordance with ATR instructions, that are new (never previously installed).

**Reason:**

Following internal investigations, ATR identified that certain affected parts may have been manufactured using non-conforming material. This deviation was identified through material characterization methods performed on components from in-service aircraft. The use of incorrect material results in altered mechanical properties, potentially compromising structural integrity and increasing the risk of premature failure of the affected parts.

This condition, if not detected and corrected, could reduce the structural integrity of the aeroplane.

To address this potential unsafe condition, ATR issued the applicable SB and the AOM to provide inspection instructions.

For the reason described above, this AD requires inspection of the affected parts and, depending on findings, accomplishment of applicable corrective action(s) and replacement of affected parts.

This AD is considered as an interim action and further AD action may follow.

**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 special detailed inspection (SDI) of each affected part(s) 1 in accordance with the instructions of the applicable SB.

Note 2: ATR 72-212A aeroplane MSN 1439 belongs to Group 1 for the purpose of the SDI of the lug having Part Number (P/N) S55373209000.

- (2) For Group 2 aeroplanes: Within 24 months after the approval date of the applicable Structural Repair Approval Sheet (SRAS) as specified in Table 3 of this AD, as applicable to the aeroplane MSN, and, thereafter, at intervals not to exceed 24 months, accomplish a detailed visual



inspection (DVI) of each affected part(s) 2 in accordance with the instructions of ATR Maintenance Procedure (MP) ATR-A-55-36-XX-01ZZZ-281Z-A.

Note 3: ATR 72-212A aeroplane MSN 1439 belongs to Group 2 for the purpose of the DVI of the lug having P/N S55373204000.

Table 3 – SRAS Reference

Aeroplane MSN	SRAS Reference	SRAS Approval Date
1434	ES_00253395_01...25596 Issue A	22 July 2025
1439	ES_00253395_01...25597 Issue A	22 July 2025
1572	ES_00253395_01...25533 Issue A	28 May 2025
	ES_00253395_01...25534 Issue A	28 May 2025
1580	ES_00251130_01...24711 Issue A	22 January 2025

### Corrective Action(s):

- (3) If, during the SDI as required by the paragraph (1) of this AD, it is determined that the material of any affected part 1 exhibits deviations beyond the allowable tolerance limits for properties specified for material AL7075-T73 or AL7075-T7351, as applicable, as defined in the applicable SB (excluding AL7050-T7452, see paragraph (4) of this AD), before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.
- (4) If, during the SDI as required by paragraph (1) of this AD, it is determined that the material of an affected part 1 is within the allowable tolerance limits for properties specified for material AL7050-T7452, as defined in the applicable SB, before next flight and, thereafter, at intervals not to exceed 24 months, accomplish a DVI of that affected part 1 in accordance with the instructions of ATR MP ATR-A-55-36-XX-01ZZZ-281Z-A.
- (5) If, during any DVI, as required by paragraph (2) or (4) of this AD, as applicable, any damage is detected, as referenced in ATR MP ATR-A-55-36-XX-01ZZZ-281Z-A, before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

### Part(s) Replacement:

- (6) For Group 1 aeroplanes on which it has been determined that the material of the affected parts is within the allowable tolerance limits for properties specified for material AL7050-T7452, and for Group 2 aeroplanes: Before exceeding 36 000 flight cycles since new accumulated by affected part(s) 1 or affected part(s) 2 (first installation on an aeroplane), replace each affected part 1 and affected part 2 with a serviceable part in accordance with approved ATR maintenance instructions.

### Terminating Action:

- (7) Replacement on an aeroplane of all affected parts 1 and affected parts 2 with serviceable parts, as required by paragraph (6) of this AD, constitutes terminating action for the repetitive DVI as required by paragraphs (2) and (4) of this AD for that aeroplane.



**Reporting:**

- (8) For Group 1 aeroplanes: Within 30 days after accomplishment of the SDI, as required by paragraph (1) of this AD, report the inspection results (including no findings) to ATR. Using the Accomplishment Report of the applicable SB is an acceptable method to comply with this requirement.

**Ref. Publications:**

ATR AOM 2025/10 issue 1 dated 01 August 2025.

ATR SB ATR42-55-0024 original issue dated 21 July 2025.

ATR SB ATR72-55-1017 original issue dated 21 July 025.

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 29 September 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).



## Appendix

Table 1 – Applicable MSN's and Groups

Groups	Aeroplane Model	MSN
Group 1	ATR 42-500	695, 807, 1010, 1012, 1018, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1218, 1219, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1610, 1611, 1612, 1613, 1614 and 1615
	ATR 72-212A	560, 682, 711, 726, 748, 749, 796, 808, 853, 864, 902, 1103, 1133, 1222, 1244, 1321, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1371, 1372, 1373, 1374, 1375, 1376, 1378, 1379, 1382, 1385, 1386, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1420, 1423, 1424, 1425, 1426, 1430, 1431, 1432, 1433, 1435, 1436, 1437, 1438, 1439, 1440, 1442, 1443, 1444, 1445, 1446, 1448, 1449, 1450, 1451, 1453, 1455, 1457, 1458, 1459, 1463, 1465, 1466, 1467, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1484, 1485, 1486, 1488, 1490, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1581, 1582, 1583, 1584, 1585, 1586, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1652, 1653, 1654, 1655, 1656, 1658, 1660, 1661, 1662, 1663, 1667, 1668, 1669, 1671, 1673, 1674, 1680, 1681, 1682, 1683, 1691, 1730, 1735, 1739 and 1746
Group 2	ATR 72-212A	1434, 1439, 1572 and 1580



Table 2 – Affected Parts for Group 2 Aeroplanes  
Vertical Stabilizer to Rudder Junction Ribs and Lugs

MSN	Rib 1 P/N S55374973004	Lug 1 P/N S55373203000	Rib 2 P/N S55374973006	Lug 2 P/N S55373204000	Rib 3 P/N S55374974000	Lug 3 P/N S55373209000	Rib 4 P/N S55374975002	Lug 4 P/N S55373209000
1434				AL7050-T7452				
1439				AL7050-T7452				
1572	AL7050-T7452		AL7050-T7452					
1580			AL7050-T7452					

