



Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 25-142

Issued: 15 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:

Type/Model designation(s):

ATR-GIE AVIONS DE TRANSPORT REGIONAL

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 10 – Parking, Mooring and Storage – Mooring Procedure – Prohibition

Manufacturer(s):

ATR-GIE Avions de Transport Régional (ATR), 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 and ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN), and

ATR 72-101, ATR 72-102, 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 AOM: ATR Airworthiness Operator Message (AOM) 2024/10 issue 5.

MP Task: Any ATR42 Maintenance Procedure (MP) task MP ATR-A-10-2X-XX-00ZZZ-17AZ-A dated 18 March 2025; or ATR72 MP task ATR-A-10-2X-XX-00ZZZ-17AZ-A, dated earlier than 20 August 2025, as applicable to aeroplane model.



Reason:

A review of mooring loads revealed that winds within the currently defined wind profiles could lead to loads exceeding the certification limits on the Nose Landing Gear (NLG) and Main Landing Gear (MLG) while the aeroplane is moored.

This condition, if not corrected, could result in damage to the NLG steering and retraction systems, potentially leading to loss of control of the aeroplane on the ground, and/or damages to forward and aft MLG mooring lugs, potentially leading to their failure and injury to maintenance personnel during jacking or debogging procedures.

To address this potentially unsafe condition, ATR issued the AOM to provide updated mooring MPs for ATR42 and ATR72 aeroplanes limiting the wind speed to 65 knots from all directions.

For the reasons described above, this AD prohibits use of mooring MPs which do not contain the updated wind speed limit.

This AD is considered to be 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:

Prohibition:

- (1) From the effective date of this AD, do not accomplish any maintenance action on any aircraft in accordance with the instructions of the MP Task, as defined in this AD.
- (2) [RESERVED]

Ref. Publications:

ATR AOM 2024/10, issue 5 dated 22 August 2025.

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 13 October 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.

