



European Union Aviation Safety Agency

Notification of a Proposal to issue an Airworthiness Directive

PAD No.: 26-020

Issued: 30 January 2026

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 32 – Landing Gear – Landing Gear Selector Valve – Functional Check

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) 2025/11.

The VSB: Safran Service Bulletin (vendor) SB 32-0001.

Affected part: Landing Gear Selector Valve (LGSV) having Part Number (P/N) 100-5383Y-00 or P/N 100-5383Y00 and serial number (s/n) up to 1929 inclusive, or s/n 1934, 1935, 1936 or 1937, except



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those which passed an inspection (no leak out of tolerance was detected) and except those which have been re-identified in accordance with the instructions of the VSB, as defined in this AD.

Serviceable part: Any LGSV eligible for installation in accordance with ATR instructions, which is not an affected part; or an affected part, that accumulated less than 5 500 flight cycles (FC) since new (first installation on an aeroplane).

Groups: Group 1 aeroplanes are those that have an affected part installed. Group 2 aeroplanes are those that do not have an affected part installed.

Reason:

Occurrences of uncommanded Nose Landing Gear (NLG) retraction were reported in service. Preliminary investigation determined that excessive internal leakage within LGSV may result in an inadvertent gear retraction under specific configurations. Further investigations are still ongoing to determine the root cause(s) of the reported events.

If not detected and corrected, this condition could lead to loss of landing gear and/or aeroplane control during ground operations or immediately after touchdown, possibly resulting in damage to the aeroplane and/or injury to the occupants.

To address this potential unsafe condition, ATR issued the AOM, as defined in this AD, to provide instructions for a one-time functional check of the affected part (internal leakage test of the LGSV).

For the reason described above, this AD requires a one-time functional check (leakage test) of the affected part, and depending on the result, replacement of the affected part.

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:

Leakage Test:

- (1) For Group 1 aeroplanes: Unless, as otherwise required by paragraph (2) of this AD, before the affected part exceeds 5 500 FC accumulated since new (first installation on an aeroplane), or within 6 months after the effective date of the AD, whichever occurs later, but not before the affected part has accumulated 5 000 FC since new (first installation on an aeroplane), accomplish a leakage test of the affected part in accordance with the instructions of the AOM.
- (2) For Group 1 aeroplanes having an affected part installed without known FC accumulated by that part since new: Within 6 months after the effective date of this AD, accomplish a leakage test of the affected part in accordance with the instructions of the AOM.



Corrective Action(s):

(3) If, during the leakage test as required by paragraph (1) or (2) of this AD, as applicable, any leakage out of tolerance is detected, as defined in the AOM, before next flight, replace that affected part with a serviceable part in accordance with the instructions of the AOM.

Reporting:

(4) Within 30 days after accomplishment of the leakage test, as required by paragraph (1) or (2) of this AD, as applicable, or after the effective date of this AD, whichever occurs later, report the test results (including no findings) to ATR. Using the Accomplishment Report of the AOM is an acceptable method to comply with this requirement.

Part Installation:

(5) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on an aeroplane, provided that the part is a serviceable part.

Ref. Publications:

ATR AOM 2025/11, issue 1 dated 17 November 2025.

Safran SB 32-0001 original issue dated 31 October 2025, or Revision 01 dated 17 November 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 27 February 2026.
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.

