

Airworthiness Directive

AD No.: 2024-0081

Issued: 04 April 2024

Note: This Airworthiness Directive (AD) 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.

This AD is issued in accordance with Regulation (EU) 748/2012, Part 21.A.3B. In accordance with Regulation (EU) 1321/2014 Annex I Part M.A.301, or Annex Vb Part ML.A.301, as applicable, the continuing airworthiness of an aircraft shall be ensured by accomplishing any applicable ADs. Consequently, no person may operate an aircraft to which an AD applies, except in accordance with the requirements of that AD, unless otherwise specified by the Agency [Regulation (EU) 1321/2014 Annex I Part M.A.303, or Annex Vb Part ML.A.303, as applicable] or agreed with the Authority of the State of Registry [Regulation (EU) 2018/1139, Article 71 exemption].

Design Approval Holder's Name:

ATR-GIE AVIONS DE TRANSPORT REGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: 18 April 2024

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Rudder Travel Limiting Unit – Inspection

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, 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:

Affected part: A travel limiting unit (TLU) lever having Part Number S2728183300200, with a supplier code equal to **01482Q** (see Note 1 of this AD) or supplier code missing or not legible, with a manufacturing batch between **17/0000000** and **24/1011628** exclusive or missing or not legible, except those which passed (no discrepancy found) a conductivity test in accordance with the instructions of the AOM.

Note 1: The supplier code and the manufacturing batch of the TLU lever can be identified directly on the part; an example is provided in Appendix 1 of this AD.

The AOM: ATR Airworthiness Operators Message (AOM) 2024/04 at issue 1.

Groups: Group A aeroplanes are those that have an affected part installed. Group B aeroplanes are those that do not have an affected part installed.

An aeroplane, identified as 'Group 1' or 'Group 2' in the AOM, might have an affected part installed. An aeroplane, identified as 'Group 3' in the AOM, is a Group B aeroplane.

Reason:

An occurrence of heavy corrosion on one of the two lugs of the TLU lever assembly has been reported.

Subsequent investigation evidenced that heat treatment of that lug of the TLU lever was not correctly accomplished. This improper heat treatment leads to reduced resistance to intergranular corrosion and could result in heavy corrosion, and premature failure of the TLU lever.

This condition, if not detected and corrected, could result in the rudder deflection not being limited at high aeroplane speed which, if combined with a large rudder pedal input, could ultimately result in loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM to provide inspection instructions of the potentially affected parts.

For the reason described above, this AD requires repetitive detailed visual inspection (DVI) and a one-time conductivity test of the affected parts and, depending on findings, accomplishment of applicable corrective action(s).

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 A aeroplanes: Within 30 days after the effective date of this AD and, thereafter, at intervals not to exceed 3 months, accomplish a DVI of each affected part in accordance with the instructions of the AOM.
- (2) If, during any DVI as required by paragraph (1) of this AD, any discrepancy (corrosion) as defined in the AOM is found, before next flight, accomplish a conductivity test in accordance with the instructions of the AOM.
- (3) For Group A aeroplanes: Unless already accomplished as required by paragraph (2) of this AD, within 750 flight hours or 9 months, whichever occurs first after the effective date of this AD, accomplish a conductivity test in accordance with the instructions of the AOM.



Corrective Action(s):

- (4) Following the accomplishment of the conductivity test as required by paragraphs (2) or (3) of this AD, accomplish the corrective actions, as applicable, depending on the results of that conductivity test and of the DVI inspections as required by paragraph (1) of this AD, in accordance with the instructions of, and within the compliance time as specified in the AOM.

Where the AOM requires to 'contact ATR for repair instructions', this AD requires to contact ATR for repair instructions and to accomplish those instructions accordingly.

Terminating Action(s):

- (5) Accomplishment on an aeroplane of the corrective actions as required by paragraph (4) of this AD constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.
- (6) Replacement of the affected part of an aeroplane with a TLU lever, which is not an affected part, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane, provided that the TLU lever is installed in accordance with ATR approved instructions.

Reporting:

- (7) Within 10 days after accomplishment of the conductivity test as required by paragraphs (2) or (3) of this AD, report the inspection results (including no findings) to ATR. This can be accomplished in accordance with the instructions of the AOM.

Part(s) Installation:

- (8) For Group A and Group B aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane.

Ref. Publications:

ATR AOM 2024/04 Issue 1 dated 25 March 2024.

The use of later approved revisions of the above-mentioned document is acceptable for compliance with the requirements of this AD.

Remarks:

1. If requested and appropriately substantiated, EASA can approve Alternative Methods of Compliance for this AD.
2. Based on the required actions and the compliance time, EASA have decided to issue a Final AD with Request for Comments, postponing the public consultation process until after publication. All interested persons may send their comments, referencing the AD Number, to the E-mail address specified in below Remark 3, prior to 02 May 2024. Only if any comment is received during the consultation period, a Comment Response Document will be published in the [EASA Safety Publications Tool](#), in a compressed ('zipped') file, attached to the record for this AD.
3. Enquiries regarding this AD should be referred to the EASA Safety Information Section, Certification Directorate. E-mail: ADs@easa.europa.eu.



4. Information about any failures, malfunctions, defects or other occurrences, which may be similar to the unsafe condition addressed by this AD, and which may occur, or have occurred on a product, part or appliance not affected by this AD, 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 AD 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.
5. For any question concerning the technical content of the requirements in this AD, 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.

SUPERSEDED



APPENDIX 1 - TLU supplier code and manufacturing batch identification

