# Airworthiness Directive

**AD No.: 2024-0096R1**

**Issued: 09 July 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: | Type/Model designation(s): |
|---|---|
| ATR-GIE AVIONS DE TRANSPORT REGIONAL | ATR 42 and ATR 72 aeroplanes |

| | |
|---|---|
| Effective Date: | Revision 1: 16 July 2024<br>Original issue: 09 May 2024 |
| TCDS Number(s): | EASA.A.084 |
| Foreign AD: | Not applicable |
| Supersedure: | This AD revises EASA AD 2024-0096 dated 02 May 2024, which superseded EASA AD 2024-0081 dated 04 April 2024. |

## 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, 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 Operators Message (AOM) 2024/04 Issue 2.

**Affected part:** A travel limiting unit (TLU) lever having:
- Part Number (P/N) S2728183300200 or P/N 18S27281833900, and

- a supplier code equal to **01482Q** (see Note 1 of this AD), or without supplier code, or a supplier code which is not readable, and
- manufacturing batch:
  - between **16/0000000** and **24/1011628** exclusive, or
  - between **16_00000** and **24_1011628** exclusive, or
  - between **0000000 24XXX** and **1011628 24XXX** exclusive (where ´XXX´ represents any numerical sequence), or without a batch number, or with a batch number that is not readable,

except those which passed (no discrepancy found) a conductivity test in accordance with the instructions of the AOM;
and except those which were installed for the first time on any aeroplane before 01 January 2016.

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.

**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.

**Reason:**
An occurrence of heavy corrosion on one of the two lugs of the TLU lever assembly was 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 rudder deflections 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 AOM 2024/04 Issue 1, to provide inspection instructions of the potentially affected parts and consequently, EASA issued AD 2024-0081 to require 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).

After that AD was issued, additional parts have been identified by ATR as possibly affected by the same potential unsafe condition, and therefore, ATR issued the AOM, as defined in this AD.

Consequently, EASA issued AD 2024-0096 retaining the requirements of EASA AD 2024-0081, which was superseded, and expanding the list of affected parts, as well as better clarifying the terminating actions for the repetitive inspections.

This AD is revised to clarify that a part, which was initially installed on an aeroplane on 31 December 2015 or before, is not an affected part, as it does not belong to any of the batches identified in the definition of affected part.

## 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 09 May 2024 [the effective date of the original issue 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 09 May 2024 [the effective date of the original issue of this AD], accomplish a conductivity test in accordance with the instructions of the AOM.

**Corrective Action(s):**

(4) Following accomplishment of the conductivity test as required by paragraph (2) or (3) of this AD, as applicable, accomplish the applicable corrective actions, depending on the results of that conductivity test and/or 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 required by paragraph (1) of this AD for that aeroplane.

(6) Accomplishment on an aeroplane of the DVI as required by paragraph (1) of this AD and the conductivity test as required by paragraph (3) of this AD without detecting any discrepancy, constitutes terminating action for the repetitive inspections as required by paragraph (1) of this AD for that aeroplane.

(7) Replacement of the affected part of an aeroplane with an eligible 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 this TLU lever is installed in accordance with ATR approved instructions.

**Credit:**

(8) Inspections accomplished on an aeroplane before 09 May 2024 [the effective date of the original issue of this AD] in accordance with ATR AOM 2024/04 Issue 1 are acceptable to comply with the requirements of the paragraphs (1), (2), (3) and (4) of this AD, as applicable, for that aeroplane.

**Reporting**:

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

**Part(s) Installation**:

(10) For Group A and Group B aeroplanes: From 09 May 2024 [the effective date of the original issue of this AD], do not install an affected part on any aeroplane.

**Ref. Publications:**

ATR AOM 2024/04 Issue 1 dated 25 March 2024 or Issue 2 dated 10 April 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, the original issue of this AD was posted on 02 May 2024 as Final AD with Request for Comments, postponing the public consultation process until 30 May 2024. No comments were received during the consultation period.

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, or E-mail: continued.airworthiness@atr-aircraft.com.

**Appendix 1** - TLU Supplier Code and Manufacturing Batch Identification