



Airworthiness Directive

AD No.: 2024-0140

Issued: 12 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:

ATR-GIE AVIONS DE TRANSPORT REGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: 26 July 2024

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Angle of Attack Probes – Replacement

Manufacturer(s):

ATR-GIE Avions de Transport Régional, 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, ATR 42-500, ATR 72-101, ATR72-102, ATR 72-201, ATR 72-202, ATR 72-211, ATR 72-212 and ATR 72-212A aeroplanes, all manufacturer serial numbers.

Definitions:

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

The AOM: ATR Airworthiness Operators Message (AOM) 2024/03 Issue 1.

The applicable SB: ATR Service Bulletin (SB) ATR42-27-0117 or SB ATR72-27-1076, as applicable.

Affected part: Angle of Attack (AoA) probe having Part Number (P/N) 0861GP.

Serviceable part: AoA probe, eligible for installation, in accordance with ATR instructions, which is not an affected part.



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:

During an acceptance flight of an aeroplane fitted with an affected part, an issue has been identified on the stall warning system. Further investigation highlighted an insufficient accuracy of the affected parts at low airspeeds, which could lead to a delayed activation of stick pusher in flaps extended configuration.

This condition, if not corrected, in combination with flight at high angle of attack, could lead to non-activation of the stick pusher and ultimately to a loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM (which refers to the applicable SB) to provide instructions for replacement of each affected part.

For the reason described above, this AD requires the replacement of the affected parts with serviceable parts. This AD also prohibits (re)installation of affected parts.

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:

Replacement:

- (1) For Group 1 aeroplanes: Within 24 months after the effective date of this AD, replace each affected part with a serviceable part in accordance with the instructions of the AOM.

Part(s) Installation:

- (2) For Group 1 and Group 2 aeroplanes: From the effective date of this AD, do not install an affected part on any aeroplane (see Note 1 of this AD).

Note 1: Removal of an affected part from an aeroplane and subsequent reinstallation of that affected part on the same aeroplane, accomplished during a single maintenance visit, is not considered as 'install' as specified in paragraph (2) of this AD.

Ref. Publications:

ATR AOM 2024/03 Issue 1 dated 04 April 2024.

SB ATR42-27-0117 original issue dated 18 March 2024.

SB ATR72-27-1076 original issue dated 18 March 2024.

The use of later approved revisions of the above-mentioned documents 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. This AD was posted on 31 May 2024 as PAD 24-062 for consultation until 28 June 2024. The Comment Response Document can be found in the [EASA Safety Publications Tool](#), in the 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

