

Airworthiness Directive

AD No.: 2025-0024

Issued: 22 January 2025

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 RÉGIONAL

Type/Model designation(s):

ATR 42 and ATR 72 aeroplanes

Effective Date: 05 February 2025

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 26 – Fire Protection – Aft Cargo Compartment Fire Extinguisher Distribution Piping – Functional Check

Manufacturer(s):

ATR-GIE Avions de Transport Régional, formerly EADS ATR - Alenia, Aerospatiale Matra ATR - ALENIA, Aerospatiale - Alenia, Aerospatiale - Aeritalia

Applicability:

ATR 42-300, ATR 42-320 and ATR 72-201 all MSN to which ATR modification (MOD) 00639 has been applied; and

ATR 42-400, ATR 42-500 aeroplanes, all manufacturer serial numbers (MSN), except MSN 1617 and subsequent; and

ATR 72-102, ATR 72-202, ATR 72-211, ATR 72-212 aeroplanes, all MSN; and

ATR 72-212A aeroplanes, to which ATR MOD 07900 has not been applied, except MSN 1627, 1677, 1678, 1703 to 1716 inclusive, 1718 to 1721 inclusive, 1723 to 1726 inclusive, 1728 and subsequent.

Definitions:

For the purpose of this AD, the following definition applies:

The AOM: ATR Airworthiness Operators Message (AOM) 2024/13.



Reason:

During an inspection on the ATR final assembly line, a fire extinguishing tube, located on the ceiling in the aft cargo compartment, was found disconnected from its sleeve.

Further investigations indicated that this condition might affect other ATR aeroplanes.

This condition, if not detected and corrected, could affect the cargo compartment(s) fire extinguishing system capability to contain a cargo compartment fire.

To address this potential unsafe condition, ATR issued the AOM to provide instructions for a one-time functional check of the aft cargo fire extinguishing system.

During consultation period of the PAD, ATR became aware that applicability of the AOM at issue 1 can be reduced. Consequently, ATR published issue 2 of the AOM to reflect updated applicability.

For the reasons described above, this AD requires a one-time functional check of the aft cargo fire extinguishing system 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:

Functional Check:

(1) Within 750 flight hours or 6 months, whichever occurs first after the effective date of this AD, accomplish a one-time functional check of the aft cargo fire extinguishing system in accordance with the instructions of the AOM.

Corrective Action(s):

(2) If, during the functional check as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, accomplish the applicable corrective action(s) in accordance with the instructions of the AOM. If a detected discrepancy cannot be corrected by using the instructions of the AOM, before next flight, contact ATR for approved instructions and accomplish those instructions accordingly.

Ref. Publications:

ATR AOM: 2024/13 issue 1 dated 25 November 2024, or issue 2 dated 21 January 2025.

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. This AD was posted on 12 December 2024 as PAD 24-152 for consultation until 09 January 2025. 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; E-mail: continued.airworthiness@atr-aircraft.com.

