



## Airworthiness Directive

**AD No.:** 2023-0010

**Issued:** 17 January 2023

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:** 31 January 2023

**TCDS Number(s):** EASA.A.084

**Foreign AD:** Not applicable

**Supersedure:** None

## ATA 32 – Landing Gear – Nose Landing Gear Drag Brace Panel – Inspection / Repair

### 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 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 SB:** SAFRAN Landing Systems (SLS) Service Bulletin (SB) 631-32-286.

**Affected part:** Nose landing gear (NLG) drag brace panels (DBP), having Part Number (P/N) D63757 or P/N D69085, and a serial number (s/n) as listed in the SB; except those which have been inspected and repaired, as applicable, in accordance with the requirements of this AD.

**Serviceable part:** Any NLG DBP eligible for installation, 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. A review of aeroplane delivery or maintenance records is acceptable to determine that no affected part is installed on an aeroplane, provided those records can be relied upon for that purpose and the P/N and s/n of the NLG DBP can be positively identified from that review.

**Reason:**

It has been determined that some batches of NLG DBP having P/N D63757 and P/N D69085 were affected by a quality deficiency, which was not detected in production. As a consequence, this issue could lead to NLG DBP dissymmetry at the lower area, which might impact the structural strength of the NLG DBP.

This condition, if not detected and corrected, could lead to NLG DBP structural fatigue failure and subsequent collapse of the NLG, possibly resulting in damage to the aeroplane and injury to occupants.

To address this potential unsafe condition, SLS published the SB, as defined in this AD, providing the list of affected parts, inspection and repair instructions.

For the reasons described above, this AD requires a measurement of the affected part and, depending on findings, accomplishment of applicable corrective action(s).

**Required Action(s) and Compliance Time(s):**

Required as indicated, unless accomplished previously:

**Inspection:**

- (1) For Group 1 aeroplanes: Within the compliance time as defined in Table 1 of this AD, as applicable, accomplish the measurement of the affected part, in accordance with the instructions of the SB.

Table 1 – Affected Part Inspection (see Note 1 of this AD)

| Flight Cycles (FC)  | Compliance Time   |
|---------------------|---|
| 13 250 FC or more   | Within 750 FC or 6 months, whichever occurs first after the effective date of this AD |
| Less than 13 250 FC | Before exceeding 14 000 FC  |

Note 1: Unless indicated otherwise, the FC specified in Table 1 of this AD are those accumulated by the affected part, on the effective date of this AD, since new (first installation).

**Reporting:**

- (2) Within 30 days after the accomplishment of the measurements as required by paragraph (1) of this AD, but not exceeding the compliance time as defined in Table 1 of this AD, as applicable, report the results to SLS, which can be done in accordance with the instructions of the SB, and accomplish corrective action instructions received from SLS, if applicable, within the compliance time specified therein.



**Replacement:**

- (3) Replacement of the affected part with a serviceable part is acceptable to comply with the corrective action instructions received from SLS, as specified in paragraph (2) of this AD.

**Part(s) Installation:**

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

**Ref. Publications:**

SAFRAN Landing Systems SB 631-32-286 original issue dated 28 October 2022.

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 22 November 2022 as PAD 22-160 for consultation until 20 December 2022. 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](mailto: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](mailto:continued.airworthiness@atr-aircraft.com)

