



Airworthiness Directive

AD No.: 2025-0087

Issued: 16 April 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 aeroplanes

Effective Date: 30 April 2025

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Flap Asymmetry Detection Mechanism – Inspection

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 aeroplanes, all manufacturer serial numbers (MSN).

Definitions:

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

The SB: ATR Service Bulletin (SB) ATR42-27-0116.

Reason:

An occurrence of flap asymmetry detector and flap interconnection shaft having worn splines and not engaging mechanically was reported during maintenance.

This condition, if not detected and corrected, could lead to the loss of flap asymmetry monitoring, which, in case of asymmetrical flaps extension or retraction, could possibly result in reduced control of the aeroplane.

To address this potential unsafe condition, ATR published the SB providing inspection instructions.



For the reasons described above, this AD requires a one-time Special Detailed Inspection (SDI) of the affected flap asymmetry detection mechanism and, depending on findings, accomplishment of 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:

One-Time Inspection:

- (1) Within 6 months after the effective date of this AD, accomplish an SDI of the flap asymmetry detection mechanism in accordance with the instructions of the SB.

Corrective Action(s):

- (2) If, during the SDI as required by paragraph (1) of this AD, any discrepancy is detected, before next flight, contact ATR for approved repair instructions and, within the compliance time specified therein, accomplish those instructions accordingly.

Ref. Publications:

ATR SB ATR42-27-0116 original issue dated 05 December 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. This AD was posted on 14 March 2025 as PAD 25-049 for consultation until 11 April 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.

