Airworthiness Directive

AD No.: 2026-0185

Issued: 29 September 2026

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: 13 October 2026

TCDS Number(s): EASA.A.084

Foreign AD: Not applicable

Supersedure: None

ATA 27 – Flight Controls – Angle of Attack Probes – Functional Checks

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Manufacturer(s):
ATR-GIE Avions de Transport Régional (ATR), 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 AOM: ATR Airworthiness Operators Message (AOM) 2026/04.

MP task: ATR Maintenance Procedure (MP) ATR-A-27-36-XX-00ZZZ-367Z-A – Check of the Angle of Attack (AoA) Probe Heating In-Rush Current.

Affected part: Thales angle of attack (AoA) probe having Part Number (P/N) C16363AA.

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Serviceable part: AoA probe which is not an affected part and is eligible for installation on an aeroplane in accordance with approved ATR instructions.

Imax: Maximum in-rush current (Imax), in Ampere (A), of the AoA probe heating element measured during the accomplishment of the MP task.

Aeroplane reference date: The date of transfer of title (ownership) of the aeroplane upon delivery by ATR to the first operator, which is referenced in ATR documentation.

Groups:
Group 1 aeroplanes are those that have an affected part installed and having an aeroplane reference date equal to or earlier than 23 July 2026.
Group 2 aeroplanes are those that have an affected part installed and having an aeroplane reference date later than 23 July 2026.
Group 3 aeroplanes are those that do not have an affected part installed.

Reason:

ATR has identified an ageing related degradation of the heating element of the affected part. Over time, the electrical conductivity of the heater element decreases, progressively reducing heater performance. This deterioration may not be detectable during normal operation until the heating capability falls below a critical level. Reduced heating capability may permit ice accumulation on the AoA vane, potentially affecting both probes.

This condition, if not detected and corrected, in combination with flight at high AoA, could lead to non-activation of the stall protection system and ultimately to a loss of control of the aeroplane.

To address this potential unsafe condition, ATR issued the AOM and the MP task to provide instructions for repetitive functional checks of the AoA probe heating in-rush current.

For the reasons described above, this AD requires repetitive functional checks of the affected parts, and, depending on Imax value, 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:

Repetitive Functional Check(s):

(1) For Group 1 and Group 2 aeroplanes: Before exceeding the threshold as specified in Table 1 of this AD and, thereafter, at intervals not to exceed the values as specified in Table 2 of this AD, as applicable, accomplish a functional check of each affected part in accordance with the instructions of the AOM.

Table 1 – Threshold

Groups	Threshold
1	Within 18 months after the effective date of this AD
2	Within 18 months after the aeroplane reference date, as defined in this AD

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Table 2 - Interval

Imax (A) measured during the previous accomplishment of the functional check	**Repeat Interval**
Imax ≥ 1.09 A	Within 3 000 flight hours (FH)
1.04 A ≤ Imax < 1.09 A	Within 2 250 FH
0.98 A ≤ Imax < 1.04 A	Within 1 500 FH
0.93 A ≤ Imax < 0.98 A	Within 750 FH

Corrective Action(s):

(2) If, during any functional check as required by paragraph (1) of this AD, the measured Imax value for an affected part is less than 0.93 A, before next flight, replace that affected part with an affected part (see paragraph (4) of this AD) or with a serviceable part in accordance with the approved ATR maintenance instructions.

Where the AOM provides instructions to accomplish a functional check in accordance with the instructions of the MP task, this AD requires accomplishment of that functional check only for affected parts (see paragraph (4) of this AD).

Terminating Action:

(3) None.

Part(s) Installation:

(4) For Group 1, Group 2 and Group 3 aeroplanes: From the effective date of this AD, it is allowed to install an affected part on any aeroplane provided that, before next flight after installation, it passes a functional check in accordance with the instructions of the AOM (see Note 1 of this AD) and, thereafter, the subsequent repetitive functional checks and corrective actions are accomplished as required by this AD.

Note 1: Removing an affected part from an aeroplane and, during the same maintenance visit, re-installing that part on the same location of the same aeroplane, is not considered “install” as specified in paragraph (4) of this AD.

Reporting:

(5) For Group 1 and Group 2 aeroplanes: Within 30 days after the first functional check as required by paragraph (1) of this AD, as applicable, and within 30 days after each accomplishment of a functional check as required by paragraph (4) of this AD, as applicable, report the check results to ATR. Using the Reporting form of the AOM is an acceptable method for reporting.

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Ref. Publications:

ATR AOM 2026/04 Issue 1 dated 23 July 2026.

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. The original issue of this AD was posted on 27 August 2026 as PAD 26-097 for consultation until 24 September 2026. 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.

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